

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



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

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

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## **LEGISLATIVE NEWS**

### **We are losing the motorcycle rights battle on the national level!**



*There have been some five hundred and forty-five (545) motorcycle bills introduced so far this year across the country. The most emotional issue - mandatory helmet laws - was dished up in 64 separate legislative initiatives at the state level across the nation. In the past three (3) years, over 420,000 riders lost their freedom of choice in their home states.*

*Joan Claybrook, with \$1,000,000 in funding from the insurance industry, has reappeared to haunt us. She has formed "ADVOCATES For Auto & Highway Safety". They are targeting four states in 1991 to actively push for full mandatory helmet laws.*

*Our goal for 1991 must be to recruit, educate, and motivate every motorcyclist possible to legislative action. We must write letters and call on as many representatives as possible, if we're going to have a chance for freedom of choice.*

Legislative News  
Reprinted from  
Concerned Bikers Association  
November/December 1990



**Merry Christmas to all  
and have a safe and happy New Year!**

## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

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

**Please make checks payable to ABATE of Oregon, Inc.**

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### **CHAPTER ADDRESS AND CONTACT PERSON(S)**

<p><b>COLUMBIA RIVER CHAPTER</b> P.O. Box 11817 Portland, OR 97211</p> <p>For info: Marilyn, 788-0492</p> <p><b>DOUGLAS COUNTY</b> P.O. Box 61 Roseburg, OR 97470</p> <p>For info: Joy Hoover</p> <p><b>JACKSON COUNTY</b> P.O. Box 1184 Medford, OR 97501</p> <p>For info: Peter Karpa, 776-4558 or Paul Warrender, 772-7344</p> <p><b>JOSEPHINE COUNTY</b> P.O. Box 2031 Grants Pass, OR 97526</p> <p><b>LANE COUNTY</b> P.O. Box 83 Halsey, OR 97348</p> <p>For info: Harley, 935-2424 Alan, 369-2999</p>	<p><b>LINCOLN COUNTY</b> P.O. Box 665 Newport, OR 97365</p> <p>For info: Vicki Lechner, 563-3520</p> <p><b>MT. HOOD</b> P.O. Box 13021 Portland, OR 97218</p> <p>For info: Angie Jensen, 284-9858</p> <p><b>NORTH COAST ABATE</b> P.O. Box 468 Seaside, OR 97138</p> <p>For info: Don Smack, 738-7156</p> <p><b>N.E. PORTLAND</b> P.O. Box 5792 Portland, OR 97228</p> <p>For info: Pat Gleason, 775-4593</p> <p><b>SALEM</b> P.O. Box 13957 Salem, OR 97309</p> <p>For info: Jim Stoner, 769-4402</p>	<p><b>S.E. PORTLAND</b> P.O. Box 86007 Portland, OR 97206</p> <p>For info: Ed Dahl, 771-0188</p> <p><b>WASHINGTON COUNTY</b> P.O. Box 1353 Hillsboro, OR 97124</p> <p>For info: Paul, 693-0938 or Mitch, 648-9311</p> <p><b>YAMHILL COUNTY</b> P.O. Box 1179 McMinnville, OR 97128</p> <p>For info: Longshot, 876-6962</p>
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## COORDINATOR'S CORNER



*"Truth exists, only lies are invented." - Georges Braque*

Thanks to all the people that helped fight Ballot Measure 9. As you well know, the majority voted their freedom of choice away and ours, too. But now is not the time to give up. We are going into a Legislative Session, January 3rd, 1991. We have been fighting Personal Injury Protection Insurance in Oregon since 1983. If this insurance was to pass it would cost each rider \$2,000 on and above his or her insurance.

One year ago the federal government was trying to enact the Catastrophic Health Insurance for every motorcyclist. It did not happen because motorcyclists wrote lots of letters and made a difference, but it could happen if motorcyclists don't pay attention to what is happening around them. If laws like that were passed it could cost you \$4,500 to \$5,000 to ride a motorcycle. How many of us could afford that kind of insurance to go for a ride. People say they are not trying to outlaw motorcycles. You better think again!

We will be introducing Medical Exemption from Helmet Use in this upcoming session. We will try again to require an endorsement for Moped Operators. And we will once again be working on a repeal to the Helmet Law.

Because of Measure 5 (Property Tax Relief) we will need to watch the state so they don't rob the funds from Team Oregon. (This is happening right now in California.)

**Protect your freedom with persistence and willpower,  
Rotten Roger  
Have a Merry Christmas  
and a Happy New Year!!**

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.

**TEAM OREGON IS IN NEED OF  
INSTRUCTORS. IF YOU ARE  
INTERESTED CONTACT  
TEAM OREGON AT 1-800-922-2022 OR  
CAROLYN "MOTHER" MEERZO  
AT 255-7793.**

### **NEXT GOVERNOR'S ADVISORY COMMITTEE MEETING**

January 8, 1991 in Salem.

Call Carolyn "Mother" Meerzo for information on  
time and place at 255-7793 or attend the next  
ABATE State Board Meeting.

### **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.

### **RIVER ROAD HOUSE TAVERN**

RIVER ROAD & McLOUGHLIN  
MILWAUKIE, OREGON

Thanks for being who you are! Good people with big hearts! I  
hope 1991 brings you all the best!  
"Happy Holidays" Stay safe.

**ABATE MEMBER SUPPORTER**

**OWNER : SHIRLEY PEARSON**

**GOVERNOR'S ADVISORY COMMITTEE ON MOTORCYCLE SAFETY REPORT**

**TEAM OREGON UPDATE:** At this time over 1,222 people have been trained, MRC (beginning class) totals are 972 and ERC (experienced class) 251. Steve Garets expects that by the end of the year the total will be double that of last year. This year's goal was 1,000 and they are well over that.

Planning for 1991's classes will increase the course offerings at the mobile sites to 74 from 47 this year. The fixed sites class offerings will remain approximately the same but there is a plan to increase class loads, if necessary.

Motorcycle Safety Projects, the offshoot of ABATE's former mobile training program donated two motorcycles to the TEAM Oregon program and Honda of America donated fifty motorcycles.

Instructors are needed and there will be Instructor Training courses offered throughout the state this next year. Anyone interested in becoming a licensed instructor contact Mother.

**OREGON TRAFFIC SAFETY COMMISSION REPORT:** Planning for the 1991 season is almost complete. The 1991 schedules should be out in January. Next year will see a publicity campaign aimed at the drinking rider through the use of billboards, busboards, and radio and newspaper PSA's.

Motorcycle fatalities continue to decrease along with total motorcycle registrations and licensed riders. As of September 20, 1990, there have been 21 fatalities for 1990. This continued decrease is almost the same percentage decrease (36.19%) as the decrease in fatalities for the year the helmet law went into effect (1987). There is also a decrease in total registrations from 89,996 in 1985 to 69,928 in 1989 with a similar decrease in licensed riders from 315,509 in 1985 to 191,008 in 1989. Hopefully, the increase in trained cyclists, increased publicity about rider education, and the message to car drivers to "Share the Road" contributed to this continued decrease.

**LICENSING EQUIVALENCY:** The Committee is investigating the possibility that a person passing the MRC would not have to take either the skills or written part of the DMV endorsement exam. More information later.

**HIGHWAY HAZARDS:** If you find a hazardous road condition in your area, call the number listed in your telephone book for the Highway Department, either city or county. If the hazard in question does not come under their jurisdiction, they will either alert the right department or will give you the number to call. You can do something about these conditions and it is a phone call away.

**NEXT MEETING:** The next meeting will be held January 8, 1991 in Salem. Place and time next state board meeting.

**TEAM OREGON CLASSES**

To obtain a TEAM OREGON brochure or additional information, call  
1-800-922-2022

**1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES**

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
<u>DECEMBER</u> MRC:RSS	-	13,15,16	-	6,8,9,13,15
ERC	-	-	-	-

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

## Minutes for November 10, 1990

The meeting was called to order by Coordinator Rotten Roger.

**Chapter Roll Call:** Columbia River - 2, Douglas County - 0, Jackson County - 2, Josephine County - 0, Lane County - 1, Lincoln County - 1, Mt. Hood - 1, N.E. Portland - 2, North Coast - 1, Salem - 2, S.E. Portland - 2, Washington County - 1, Yamhill County - 2. Total 17.

The minutes of the last meeting were approved as read.

**MEMBERSHIP SECRETARY:** Total is down to 817 as of November 1, 1990.

ABATE OF OREGON CHAPTER TOTALS					
CHAPTER	TOTAL 11/1/90	GAIN/ LOSS 11/1/90	EXPIRA- TIONS 11/1/90	NEW/ RENEW 11/1/90	TOTAL 11/1/90
Columbia River	47	3	0	3	44
Douglas County	69	0	6	6	69
Indian Creek	63	-4	8	4	67
Jackson County	52	2	0	2	50
Josephine County	64	-9	9	0	73
Lane County	54	2	0	2	52
Lincoln County	70	1	0	1	69
Mt. Hood	28	0	0	0	28
Northeast Portland	108	2	3	5	106
North Coast	50	4	0	4	46
Salem	50	-7	12	5	57
Southeast Portland	92	3	3	6	89
Washington County	37	-2	3	1	39
Yamhill County	33	-3	3	0	36
Total	817	-8	47	39	825

**NEWSLETTER EDITOR:** Still need ads.

**STATE RUN COORDINATOR:** Roger brought up the music for Fossil, as to how much we wish to spend. Mel from Salem moves to allow Roger up to \$2,000 for music for Fossil (Motion seconded). By hand vote the motion passed.

Roger needs a contact person from each chapter to work with the State Run Coordinator. This was postponed until after chapter elections.

**ABATE PRODUCTS DIRECTOR:** Angie needs all the money and/or tickets on the drawing for the motorcycle by the end of the month.

**WAYS AND MEANS:** Rusty needs run dates. He is giving a notice to each chapter of how many coloring books they should have. \$347 was raised at the casino tent for BikePAC after the Freedom Rally. Roger will be picking up the other coloring books in Bend that went to Sturgis. Rusty will accept other chapter events for a separate run calendar to appear in the state newsletter.

**EDUCATION DIRECTOR:** Carolyn gave a report on the Governor's Advisory Board meeting. Team Oregon has trained 1,222 riders this year so far. MRC - 972 and ERC - 251. Team Oregon is in need of instructors. If you are interested contact Team Oregon or Carolyn.

The Governor's Advisory Board will be pushing for passage of the MRC being sufficient to obtain endorsement. Hopefully, this will be an administrative ruling not needing legislation.

Carolyn also reported that highway hazards should be called in immediately to the State Highway Division in your area.

**LEGISLATIVE DIRECTOR:** The seat belt law passed, so now we move on to introducing positive legislation to benefit the motorcycle rider. There are still t-shirts left from the Freedom Rally. Roger would like each chapter to take some and sell them to their members. The money from the t-shirts goes to BikePAC so it should not run through chapter treasuries.

The Statesman Journal and Channel 2 gave us good coverage on the Freedom Rally.

**TREASURER:** Joy was not present, but Roger read a list of what she needs from each chapter. Total treasury is \$2,394.43. Joy moved \$300 more in to savings.

**HISTORIAN:** Not present.

**OLD BUSINESS:** New meeting place - Roger is still looking.

Trifold Displays - 6 chapters indicated they would be interested in additional display boards. Also, Roger has checked with BikePAC and AMO and they would like some more.

Vicki moves ABATE purchase 100 trifold displays and the chapters can buy them from the state (Motion seconded). Yes - 12, No - 0, Abstain - 3.

Road List - Hugh will be coding the list by numbers as to what can be provided by each person and the list will be done by region.

Bike Insurance - Insurance is available from the American Companies at a special rate for ABATE Members. They have a toll free phone number that you can call and after identifying yourself as an ABATE Member they will give you a quote over the phone. The phone number is 1-800-321-8780. Vicki has ordered 500 of their trifolds which can be included with the membership trifolds. This can be used as an incentive to sign up new members. Carolyn is also ordering 500 for inclusion in the new member packets. Best of the West Meeting - March 1, 2 & 3 in Salt Lake City. Roger has checked on chartering a bus and it would cost about \$50 per person round trip. Registration would be \$25.00. Also there is a motel which costs \$45.00 and then \$5.00 per each additional person.

**NEW BUSINESS:** Sundown Station is now having pool league on Saturdays starting at 2 p.m. Due to the increased noise, Roger suggested starting the meetings at noon instead of 1 p.m. This was approved. The owner of Sundown Station will work on getting a partition to separate the meeting area from the bar.

402 Funding - There are funds available and more information will be coming on how to obtain them.

#### Nominations

Coordinator - Roger Hendricks  
 Secretary - Judy Leehman  
 Membership Secretary - Carolyn Meerzo  
 Newsletter Editor - Donna Adkins  
 ABATE Products Director - Angie Jensen  
 Ways and Means Director - Rusty Taylor  
 Treasurer - Joy Hoover  
 Education Director -  
 Legislative Director - Mel Yeager  
 Historian - Alan Foster  
 Sergeant-At-Arms #1 - Jim Wyck, Jim Stoner  
 Sergeant-At-Arms #2 - Jim Stoner, Jim Wyck

**ADDITIONAL NEW BUSINESS:** Hugh brought up an incident during a MRC class where derogatory comments were made by instructors to a trainee concerning stickers on her helmet and about Harley riders. Carolyn asked him to provide the names of the instructors and she would report the incident. Vicki also relayed that Team Oregon is not contacting the local chapters when they are having a class in their area.

Edd from S.E. Portland moved that the State Board have 2 Vice-Coordinators, one being from the Portland area (Motion seconded). Yes - 16, No - 1, Abstain - 1.

Steve from Yamhill County suggested stressing membership and ways to increase it. Also, he suggested a ribbon campaign to

show concern for the loss of freedoms, similar to the loggers ribbon campaign in the south part of the state. We could also use the 200th anniversary of the Bill of Rights as a tool to focus attention on our loss of freedoms. Discussion was held.

Kraig from Yamhill County also suggested placing a listing for ABATE in the yellow pages under motorcycle and/or the organization listing.

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

There being no further business, the meeting was adjourned.

Respectfully Submitted,  
Vicki J. Lechner, Acting Secretary

## CHAPTER REPORTS

### COLUMBIA RIVER

It's time to join the "Chapter Of What's Happening Now". Our Toy Run Benefit was a huge success. When Doc went up on the roof of the U & I Tavern to take pix, he counted 65 scooters out front and they kept coming! Thanks to all of our members who helped. And a special thanks to Marilyn and Carie who went out and collected donations for our door prizes and then went to the Freedom Rally to pass out our fliers, AND then sacrificing themselves for 3 days of tavern hopping to get the word out! GREAT JOB GIRLS!!!

If you want to be a part of planning our Summer Run be at the U & I every 2nd & 4th Wednesday at 7 p.m. sharp.

We are building a library of Run Video's for our members to rent. They are available at the meetings. Show these outrageous Biker Videos to your "other" friends and potential new members. (They could also be used as marital aids.)

Keep Smiling,  
Doc and Mrs. Doc ("Big Red")

### DOUGLAS COUNTY

(No Report, First Time.)

### JACKSON COUNTY

Hi ya, from the deep south. Well, the holidays are upon us and the unpleasant riding weather with it. Once again, this November 17th we are doing a Senior Dinner at the Enid Rankin Center. Last year we seated 330 Seniors for a wonderful dinner and dancing.

Elections are also here and I want to say that it is very important to get involved now. If you don't like the way things are done or have some input you feel will help come to Angeloes in Phoenix every 1st and 3rd Sunday and do something about it.

Please think about which office would benefit by your involvement and we'll see you there.

Okay, enough soapbox stuff. Our 10th Annual Toy Run will be December 1st starting in Ashland at the Bi-Mart. More later.

Ma Pencilneck.

### JOSEPHINE COUNTY

(No Report, First Time.)

### LANE COUNTY

(No Report, First Time.)

### LINCOLN COUNTY

When this appears we will have had our annual Senior Thanksgiving Dinner and our Toy Run. New officers will have been elected and hopefully we will have some new members adding new

ideas.

Our next big event will be our anniversary party which will be the first Saturday in March. We hope to have our usual good time and provide entertainment in the form of our now famous lip-sinc contest.

We were all disappointed in the seat belt vote, but a congratulations to Lincoln County voters who voted against the law. If only the rest of the state had such educated voters.

A big thank you goes out to last years chapter officers. Their dedication and efforts keep the chapter going and provide the activities that everyone enjoy. Next month I will give a list of the new officers and hopefully they will get the support and help of all our members. Fighting burn out is the constant battle and a word of appreciation does wonders.

Til next month,  
Vicki

## ● NOTICE ●

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

### MT. HOOD

Hi there. Whew! What a blast. What a great time was had by all at the Mt. Hood 5th Annual Care Run.

The hall again released for our use by Mayor Sam Cox of Troutdale. We want him to know how much we appreciate this. The Police Department in Troutdale are great. A big "Thank you" to all of the people from other chapters that gave us a helping hand and people that don't even belong to ABATE but just wanted to help. It was great.

Jon Peterman and his helper, J.D. of New Dawn did T-shirts. Thanks Jon, they are great and everybody liked them.

Even the performance of the Chicken at the conclusion of the Chicken Shit Game was okay. Made Steve Johnson, our great helper, very happy. We all cheered the Chicken for our own numbers of course, but it seems that she already knows who she wants for a winner. But we had fun waiting for the results.

And then, there is all the wonderful people and businesses that donate so diligently every year. Names as follows:

Piazza Pizza  
Joe's Motorcycle

Eastside Motorcycle  
Columbia Motorcycles

A&J Motorcycles	St. John's Honda
Beaverton Honda	Beaverton Harley
Western Cycle	Yamaha Sports in Gresham
Gresham Honda	Peggy's RV
Buckey's Restaurant	T.J.'s Fireside Restaurant
Elusive Trout Pub	Whistle Stop
Barlow Inn	Brightwood Tavern
Pleasant Home Saloon	Action Auto & Truck Parts
Suburban Ford	Pete Carlson's Chevrolet
General Distribution Inc.	Fleming Foods
Dales Auto Parts	Dover Pacific Co., Inc.
Sandy Chainsaw & Mower	Murray's Chevrolet
Shorty's Corner	Columbia River Chapter
The Inn Between	Zim's Market
Porter Nursery	Titanic Ice
Larillard Tobacco Co.	River Trails
Jo Jo's Pizza	Springdale's Tavern
Patty & Larry McFadden	Shag Steward
Steve Johnson	Leslie & Tim Shufelt
Greg Peterson	Dan Kerr
Cascade Hair & Tan	

Of course the cause is the Sandy Community Action Center represented by Gary Knapper, Director of the Center, who happened to join us for the second time to let us know how many people happen to appreciate all the canned goods at Thanksgiving. These people are so very thankful.

So, Mt. Hood Chapter members who worked so hard to make this possible, I'd like to say how much they are appreciated and hope they too get this warm feeling inside that says we have helped. I hope they are proud to be a member of the Mt. Hood Chapter. It doesn't seem to be enough to express the feeling that expresses "THANKS" in capital letters!

As a chapter, we would again like to thank each and every one of you that joined us. We hope you danced your little toes off to the nice tunes that great band played. They were great. Thanks Randy and Actual Size!

Until next time, we hope you had a very nice Thanksgiving Day and from all of us in Mt. Hood Chapter, have a very Merry Christmas and a Happy New Year.

Thanks,  
Angie Jensen

### NORTH COAST ABATE

Mr. Bill sez;

Whoops, spaced out on last month's report, but then things do get foggy here on the coast. Our big news is the upcoming Toy Run. It will be December 9th from the Seaside Convention Center at noon, to the Astoria Yacht Club. Potluck and party to follow. Don't forget your rain gear! That's about all for now.

Ride free and watch those rain-slick roads.  
Mr. Bill

### N.E. PORTLAND

Greetings from N.E. Portland ...

Well, let's see, 1990 Toy Run is getting close, in fact by the time you read this report, it will be over with. In September, we had our First Benefit at the B & I Tavern where we were able to receive donations in excess of \$600.00. In October, we had the Halloween Party, at the B & I Tavern, wherein we were able to receive donations in excess of \$400.00. This month, the Last Chance Dance is scheduled at the River Road House. This has always been our most successful benefit, and I'm sure it will be again this year!! Please do not miss any of these events, as the cause is so important and worthwhile.

N.E. Chapter has begun nominations for 1991 Chapter Officers. The unveiling of those people who were elected, will be mentioned in the January, 1991 Newsletter, I'm sure. This is my last newsletter report, as I am not running for the office of Secretary next

year. I have really enjoyed my 3 year term, but it's time to stop and let someone else take over. I think "New Blood" is a good thing.

Well, I don't have much else to report right now, except that I hope everyone has a great holiday, New Year's and please ride careful!!

Barbara

### SALEM

Well, here I am again. I would like to express my sincere apologies for missing last month. I was in the process of moving and a lot of things just didn't get done.

A lot of things are going on in the upcoming weeks that need to have a lot of people in order to be a success. We are having our annual Christmas Toy Auction on December 15th. This will be at Mickie's Tavern on 12th and Hoyt. This will be from 3 p.m. till whenever. We are asking everyone to get involved and help us to make this the best year yet. Everyone is invited to the Toy Auction and are asked to bring either a \$6 toy or donation for there are a lot of kids that we try to help at this time. There will be dinner and music and dancing after the auction. We hope to see you there. This is a great thing that the Children at the Oregon State Hospital look forward to every year.

Our Annual Christmas Toy Run is scheduled for December 23rd to the OSH Children's Unit. This annual event is one of great importance to ABATE and to the Children at the Oregon State Hospital. Last year we had a good turnout and we are hoping that this year will be bigger and better. Not for our benefit, but for the Children at Oregon State Hospital. We are asking that all riders and all people interested in helping these kids get involved in this wonderful event. The children's faces make this a wonderful experience that missing would be terrible. For more information please see the flier elsewhere in this newsletter or contact any Salem Chapter member or even just show up at Casey's Pizza on South Commercial on December 23rd at 10:30 a.m. for the best time of your life.

Nothing brings greater self gratification than that of helping a child who needs love and this is the best opportunity for all of us to show some children that they are not forgotten.

Well I will close for now but if anyone needs more information or details on any of the upcoming events they can contact me at my home, 1-769-3368 (used to be 378-0037). Again, I would like to extend the Salem Chapter's invitation to all to join us in these upcoming events.

Till next time,  
Dago

### S.E. PORTLAND

I hope the Editor will forgive me for sending this report in a bit late, but our Chapter elections were held November 18 and I wanted to share that information in the newsletter. We unanimously reelected our Coordinator,

Edd Dahl. He's such a good leader that he's stuck with this job for life, if we're lucky. Likewise, Patti Dahl (Edd's Mrs.) remains our devoted and excellent Membership Secretary. In my opinion, these two people make up the backbone of our Chapter and I'd like to take this opportunity to thank them for all their hard work. Couldn't do it without 'em. Here's the rest:

Treasurer - Pam Kuhnhausen  
State Reps. - Edd Dahl and Hugh Shelley  
Public Relations - Sam Hochberg  
Education and Legislation - Still need someone!  
Vice Coordinator - Hugh Shelley  
Correspondence Secretary - Christine "Muffy" McClure  
Sgt.-At-Arms - Mike "Rooster" Saboe  
Alternate State Rep. - Paul "Spike" Hoskin  
Ways & Means - Cindy Degner

As I write this, the big topic is TOY RUN! But by the time you

read this it will be all over. Kids will have been given a day to remember, we will have generated positive-image media coverage for ourselves, and some lucky dog (Who?) will be the new proud (and lucky) owner of a 1991 FXSTC. Congratulations whoever you are - Ride happy, 'cause we're all happy for ya!

Till next time, happy trails,  
Muff

### WASHINGTON COUNTY

It's that time of year when your feet are webbed and Christmas is almost here; the kids are looking for Ol' Saint Nick (and Rudolph) and mom and dad are looking forward to all the holiday parties (by the way, where are they?).

This is the time to give, so when you're in your closets hiding those presents, pull out all those clothes, shoes and especially winter coats for the families who are less fortunate and make a trip to the Salvation Army. Some area Dry Cleaners will clean and deliver coats free and are in special need for sizes for teenagers.

Everybody from Washington County wants to remind you there are a lot of drunk drivers on the roads this time of year, so ride especially careful. We want to see each and every one of you riding in 1991!!

Have a safe & happy holiday,  
Ken & Sheryl

### YAMHILL COUNTY

(No Report, First Time.)



## VETERANS DAY PARADE

The Oregon Veterans Motorcycle Association sponsored a ride in the Albany Veterans Day Parade on Saturday, November 10th. There were between 50 and 100 riders in the parade, including members from ABATE, AMO, HOG, OVMA, and others not identified with an association.

The ride, while being sponsored by OVMA, was open to anyone interested in riding in the parade. The ride lasted about an hour from start to finish, and went at a slow pace. There were many different bikes in the ride. Harley's, Honda's, Yamaha's, Kawasaki's, and anything else that could be found to ride.

We lost three during the parade. One Japanese job lost its battery and had to sit out the parade at about the half way point. And rumor has it that one Harley earned the "Spontaneous Oil Slick" award when the rider either lost his oil cap or mistakenly opened it while the engine was running. At about the same time the Jap job quit. And another Harley dropped out for unknown reasons. Other than that it was a good show, and a good time for all participants.

The OVMA plans to make the ride again next year, and every year there after, as long as the kind city of Albany will let us. OVMA would like to thank all who rode with us in the parade. We invite you to return next year, and bring your friends with you.

Thank you,  
Walt Allegar, Secretary, OVMA

## LETTERS TO THE EDITOR

### LETTER TO DOUGLAS COUNTY MEMBERS

Dear People,

Thank you for sending me to Camp Easter Seal. I liked all the activities. We went on a major boat ride.

I went on a treasure hunt. I put my hands on an old tree log and looked for the witch on the treasure hunt. We found the treasure. It was golden nuggets and golden pennies we could eat.

I met new friends. Marcie was a friend I met. She is really nice to me. Marcie is 12 and she lives in Coos Bay. I met John at camp. John kissed Marcie.

I really liked the cooks. They made breakfast, lunch and dinner. The food was good.

I went to a dance on Monday night. I danced. I went back to my cabin and we had a slumber party. We threw marshmallows when Rose went to get Stephanie. Stephanie came in our cabin and we threw marshmallows at her. It was fun.

Erica screamed at night and hurt our ears. She missed her Dad. I didn't scream because I didn't miss anybody.

The nurse came to take care of me when I coughed. She was nice.

Thank you for sending me to camp. I want to go again.

Love,

Katie Newell

Dear ABATE Members:

The above is a letter Katie wrote and I typed for her. I corrected spelling and grammar but basically the letter is as she dictated.

Katie failed to mention some of the accomplishments she came home from camp with. We have struggled for years with teaching her to tie her shoes and dress herself. The afternoon that I picked her up she bent down and tied her shoes, all by herself. She said she learned at camp! Since coming home from camp she has also been taking care in her dressing and is practicing many self help skills - just what she needs for independence.

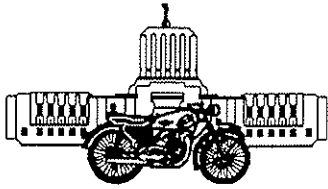
Thanks so much for the wonderful opportunity you provided Katie. We certainly appreciate your generosity.

Kathy Newell

*Thank you to both Katie and Kathy for letting us feel that warm feeling that our members have once again extended that helping hand that made a difference!*

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TABLE**  
**Restaurant & Lounge**  
**Family Dining**  
6815 N.E. Killingsworth  
Portland, Oregon 97218





# BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317  
Executive Director

Butch Harbaugh  
Legislative Director

Steve Benson • 399-7514  
Secretary/Treasurer

## BikePAC Advisory Board Meeting Minutes - November 3, 1990

Meeting called to order 11:25. Present were the 3 officers, 2 advisory board members, 6 guests. Minutes of last meeting were approved as read. Treasurer's report and membership reports approved as corrected. Income for October was \$667.71, and expenses were \$435.45, leaving an ending balance of \$427.73. A donation to MRF of \$66.75 for the month of October was approved by the executive board. We had 105 members at the end of September.

**VIDEO PROJECT** - Spectrum Video was unable to get to the rally but Gil Revilla on his own initiative put together a sample and sent it up. He suggests that future segments be designed so the information will be good for several years. The group viewed this video and was favorably impressed.

**ELECTIONS:** Everyone encouraged to get out and vote. We will see a number of changes in the legislature, and we can better prepare for the upcoming session by contacting our own new or reelected officials and familiarizing them with our views.

**402 FUNDS** - There are opportunities for area groups and individuals to become involved in local traffic safety commissions to promote motorcycle safety and motorcycle awareness.

**BEST of the West** - Roger checked on cost of chartering bus round trip from Portland to Salt Lake (\$45 to 50 per person). Roger requested information for the ABATE newsletter, as did Walt Allegar for the veterans newsletter.

**LEGISLATION** - We are looking for sponsors and supporters for legislative concepts. Subjects discussed include moped driver licensing improvement, preparation for PIP or other insurance attacks, helmet law repeal, medical exemption from helmet use. Butch suggested that BikePAC get a mailbox at capitol for legislative info, and will find out the cost.

BikePAC asks that ABATE/AMO collect ideas at all local meetings. Sonny requested that BikePAC provide specifics of legislation and/or a schedule of letter writing; Brian said that is in the plan.

Roger reported that the next ABATE board meeting will be setting up a phone tree so it will be operable by January.

Bill Bish called requesting more information about James A. Delaney, as reported in the BikePAC minutes published in a recent ABATE of Oregon newsletter. This shows the network of information flow working now in the U.S., and how we need to be feeding the MRF any info we hear, in case they haven't heard it yet. Nobody here thought about reporting this tidbit.

Letters of appreciation for AIM and MRF were approved as read.

**FREEDOM RALLY 2** - Butch expressed special thanks to today's visitors and all the people that helped make the whole event run smoothly despite failure of two speakers to show. No negative reports from anyone. Got some good TV, a Statesman Journal article and an interview with KEZI in Eugene. The treasurer's report for October does not reflect the \$395 raised at the rally and in ABATE donation jar.

Sonny intends to contact Laurel Thompson, the reporter who wrote the Statesman Journal article, to set up a meeting to educate her about the difference between an association and a club. He emphasized intent to try to nurture the positive.

A professional auctioneer has offered services for any charity-type auctions that might come up.

### ANNOUNCEMENTS -

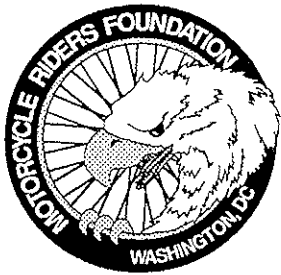
Albany Veteran's Day Parade will feature a motorcycle entry by the Oregon Veterans Motorcycle Association. All welcome to participate, Nov. 10 - start 9:00.

Monday Dorothy Gage will be on KXL at 11:00 a.m.

Sonny requested the phone no. for Harley-Davidson's Ride Straight buttons.

**NEXT MEETING** - Sunday December 2, 1990, 12 noon at Casey's Pizza, 4550 Commercial S.E., Salem.

**NOTE: Cost of Bus Charter Trip to Salt Lake went up to \$75.00 due to gas prices.**



The Motorcycle Riders Foundation presents...

# B.E.S.T. of the West

Western States Regional Seminar  
Bikers Educational Seminar for Training

March 1, 2 & 3, 1991 - Salt Lake City, Utah

The motorcycle rights organizations of the western United States face the same problems as those in eastern states, but we have smaller populations, less money, and have to communicate across greater distances. The special conditions we face in the west are central to the programs that are planned:

- improving communications within our own organizations and outside them
- dealing professionally with the media and government
- getting plugged into the national motorcyclists' network

BEST of the West is an affordable opportunity to meet and share experiences with others who face the same problems, and a chance to get to know some of the very talented and dedicated leaders of the motorcycle rights movement.

## SOMETHING FOR YOU

This conference is designed for officers and members of any motorcycle rights group, and any individual who wants to learn more about motorcycle rights issues and techniques. This seminar is aimed at you, the grass roots freedom fighters - the people who make the organizations work.

Make arrangements now to attend - it's an experience you won't forget!

## ACCOMMODATIONS

The seminar will be held at the Quality Inn City Center, located downtown within walking distance of historic sites, shopping malls, and other attractions. The hotel operates a courtesy airport shuttle, and features a heated outdoor swimming pool, liquor store, a restaurant, diner and lounge. Non-smoking rooms are available.

A special rate of \$44.00 single or double occupancy plus tax has been extended (up to four people/two beds). For reservations, call 801-521-2930. To receive the special rate, make reservations by February 11, 1990, and be sure to specify that you are with the Motorcycle Riders Foundation.

Reservations will be cancelled after 6:00 p.m. unless the first night's deposit has been guaranteed by check or credit card for late check-in.

## B.E.S.T. of the West Registration Form

Return by February 1, 1991.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

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

Representing \_\_\_\_\_

I have enclosed \$25 pre-registration fee for the conference.

I have enclosed \$35 registration fee after February 1, 1991. (Please call 801-943-1306 after 7:00 p.m. to confirm registration sent in after Feb. 1.)

Yes, I will attend the Saturday evening banquet at \$12.95 (payable at conference).

RETURN REGISTRATION WITH CHECK PAYABLE TO:

MRF, Inc.  
P.O. Box 520204  
Salt Lake City, UT 84152

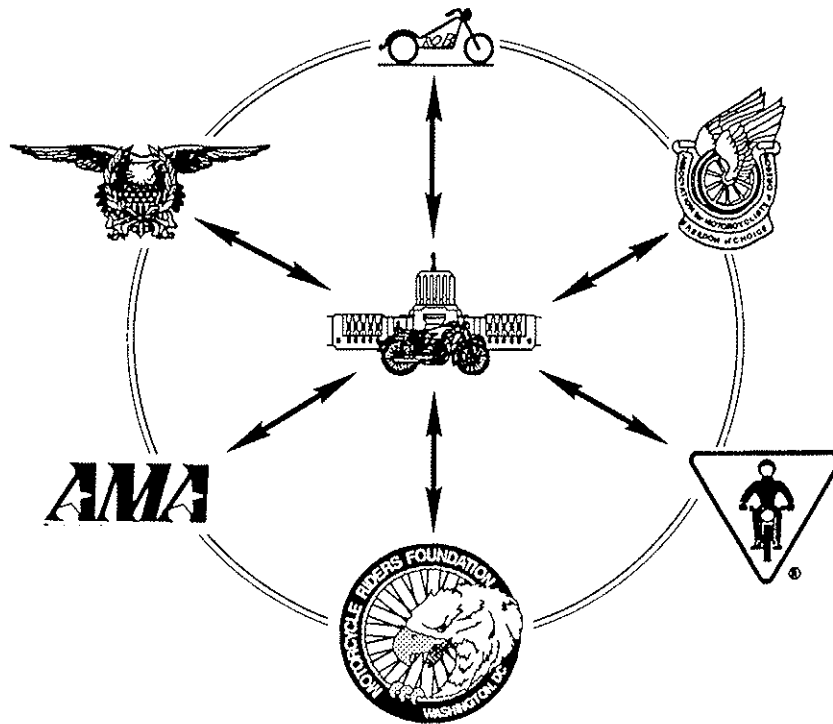
FOR FURTHER INFORMATION CALL

Jim Baker (801)943-1306  
Pappy Haag (612)522-8024

# 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.

# News Releases

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The Media Relations workshop was presented by Merle Jacobsen, who is a copy editor and reporter for the Washington Times. In addition, Merle writes a weekly column on motorcycling and is an active rider.

The workshop covered how to write and present news releases. The emphasis was on how to present your news so that it stands the best possible chance of being used by the intended publication.

Merle brought several examples of both mistakes and proper releases. The top quality example was from the AMA Government Relations News.

Before writing and sending out press releases, Merle suggested visiting local editors to become known and to find out any preferences that you could pay attention to so that your chances of being published increase. Introduce yourself, and explain about your organization. Use good manners and treat these people as your ally.

It is a good idea to send in your press release about a week ahead of when you want it to appear, and give a release date to let the paper know the date to publish it.

Let a paper know if a mistake is made in publishing your material. As before, use tact and diplomacy and you will get respect and good results.

The first thing to do is to clearly label the top of the first page to identify yourself. Using a logo is fine. On the AMA release, a paragraph describing the organization is placed after the end of the text of the release. Next, provide a release date and a contact name and number. Merle suggested leaving some space next, about a third of a page, so an editor could make notes easily to help him use your material. A title follows this space.

Now, begin your text with the place of origin of your news, such as: "Salem, Oregon." The text must be double spaced for easy reading and copying. Merle recommends keeping the total length to less than two pages. When you do have more than one page, use an indicator at the bottom of the page, such as "more", "continued", or "Page 1 of 2". Another special item for multiple page releases is called a slug. This appears at the top left of each page after the first one, and includes a topic word and the page number. Only the first page should have your logo. The AMA release uses "####" at the end of their text.

Print quality is important. Use original copy rather than photocopies, if possible. If large

numbers of a release are being distributed, quick-printing is a quality option. Also, any pictures you include need to be large (5x7), and have action in them (handshaking award presentations are dull and unlikely to be used). If you are dealing with just a local paper, you can find out what size and type of picture they prefer.

Merle insisted on the importance of using AP styles for text. These styles are presented in a book called *AP Styles*, which can be bought at a good book store. Someone suggested a college book store, since journalism students would need to get such a book.

Avoid special or foreign words and use language that can be understood easily by most people. Those fancy four dollar college words don't make good newspaper copy. It is very important to make sure your spelling and grammar are correct. Double check everything and get someone to write whose use of language you are very sure of. If you use a word or name with a special or unusual spelling, you can follow it with (CQ) to let the editor know it is spelled correctly. This also lets him know you are knowledgeable, and that's a plus.

Using the active tense of verbs makes the copy more readable. An example of active verb use is: BikePAC opposes mandatory helmet and seat belt laws. An example of passive verb use is: It would not please BikePAC to have mandatory helmet and seat belt laws.

Try to identify people by first name, middle initial, and last name. If you use a nickname, insert it into this full name and enclose it in quotation marks, such as: "Rotten" Roger Hendricks, or Steven "Indian Charlie" Benson.

When editors have to shorten an article, they do it ruthlessly from the bottom. So, it is a good idea to present your information in what is called an "inverted pyramid", with the most important information first, and the least important last.

Be sure your text answers the standard questions: who, what, when, where, why, and (if needed) how. These will ensure completeness. Also, make certain all your facts are provable.

*Brian Stovall*

# *Press Release Checklist*

## *Important tips to remember*

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### *HANDLING*

- It is a good idea to visit your local publications and get to know the copy editor and his/her preferences so that you can increase your chances of being published.
- Send in a week ahead, if possible, with release date of when you want it published.
- Notify papers about errors in their printing of your information.
- Use tact and diplomacy when dealing with editors.
- Do all you can to make your work easy to use.

### *FORMAT*

- Use complete headers, including: name of organization; release date; contact name and phone number.
- Double spaced.
- Say "more" , or "Page 2 of 2", etc. at bottom of multiple page releases.
- Use a "slug" at the top, left of each page after the first page. It should include a topic word and page number.
- Try not to exceed two pages.
- Maintain print quality.
- Make pictures active and use large photos if possible. If you can, check with the publication to see what kind and size of picture is preferred.

### *STYLE & MECHANICS*

- Use AP styles (AP style book available from booksellers).
- Be very careful about grammar and spelling.
- (CQ) after special spellings indicates to the news people that the spelling is correct as given.
- Avoid jargon, foreign words, and fancy speech.
- Use active verb tense.
- Identify people by first name, middle initial, last name. If using a nickname, put it in the appropriate place within the person's name in quotation marks.

### *CONTENT*

- Always answer the questions: who, what, where, when, why, and sometimes how.
- Organize your text using an inverted pyramid: start with most important and go to least important.
- Stick to provable facts.

## FREEDOM AT STAKE IN MANDATORY SEAT BELT LAW

In case you haven't thought about it, the word "mandatory" means you have to do it, and Big Brother's Boy's will have the power to stop your car on the highway to see if you are wearing a seat belt. Requirements of probable cause, as applied to cars, will be gone in Oregon.

"Just buckle up and be safe," sounds like such a simple thing, and we have the habit of doing that. But seat belts are not the issue, and we wish it were. The issue is freedom. Freedom to make our own decisions without Big Brother's Police Enforcer's supervision.

Suppose for example that one time when you didn't happen to have your seat belt buckled, and you were stopped by an officer for some reason. Automatically you would be given a ticket, and the fine would be \$50.00. That could be another tax and reason enough to stop you.

Proponents of the mandatory seat belt law, Measure 9, say it will save lives. Maybe so. But, on the other hand lives have been lost because of seat belts, too.

Life in a police state can be tedious and you have to pay the bills. What would happen if your insurance company simply said, "if you don't buckle up, and you are injured in an accident whether or not you caused it, you are not covered by our insurance policy?"

A vote for Measure 9 puts your freedom at stake. Is it worth it?

**THE PEOPLE HAVE SPOKEN:** In Oregon a mandatory seat belt proposal was defeated by a margin of 56% - 44% in 1988. Let's do it again and stay free.

The people in North Dakota repealed a legislature imposed seat belt law in 1989 - 61% to 39%. They believe in Freedom, too, according to Dorothy Gage from Oregonians for Tax Relief. *END*

## **SPECTRUM VIDEO PROD.** **(BTV) - BIKER TELEVISION** **PRESENTS**

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

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**Grants Pass, OR 97527**

\* Add \$5.00

\*\* Add \$10.00

## **RUSSIAN BOLSHEVIK TAKE-OVER,** **SAME AS OREGON**

To the Editor:

For many years I have been asking the same question. Whenever I read about some extremist trying to change society to the way they think it should be: Do they really believe what they are saying?

When the early crusaders sent the unarmed women and children out to fight the Moslem army did they really believe they were going to win?

In Eric Hoffer's book "The True Believer," he tries to explain the behavior of zealots. Hoffer said that a zealot is totally for or totally against an idea and they may suddenly change and go to the opposite side, but they are always an extremist. He could never find out what motivated their thinking.

I am now reading Louis Fisher's book about Lenin and the Bolshevik take-over in Russia, and it is very much the same type of action and thinking that is now going on in Oregon.

The Bolshevik leaders were determined that they would make the system work no matter what the cost. The result was one of the most terrifying events ever recorded in human history. Millions of people driven from their homes and left to freeze and starve to death just to enforce a political ideology.

I doubt that Hector McPherson, who is known as the father of Oregon's Land Use Laws, is so sadistic that he would enjoy other people's suffering. But why does he feel that he has a right to live on his farm but other people should not be allowed to live on a tree farm?

As a seed grower he must realize the amount of erosion that takes place every time he plows and exposes his land to the elements. The best way to save the soil is to grow trees for permanent pasture.

This nation has such a surplus of farm produce that the government spends billions to pay people not to grow crops, and at the same time the Oregon legislature, through zoning laws, is trying to force people to farm the land even if it is impracticable to do so.

At the present time we are so short on timber that we are harvesting our immature forest but the planning department wants to prevent people from living on their land where they can do a better job of forest management.

This is the same type of thinking that the obstructionists use when they insist on setting aside large areas of forest land with such strong protective measures that no one is even allowed to go into the area to put out a fire.

The result is what was once a beautiful and productive forest land is now hills with piles of ashes and debris that will wash into the streams. Is it possible that our law makers and the eco-preservationist really believe that this is going to be a benefit to the present and future generations?

Do the law makers really believe they are improving the world by denying people the right to buy property and raise their family in rural areas?

I have no desire to belittle or ridicule anyone else's opinions, but I can't help but wonder if the law makers, the news media and others that promote some of these outlandish ideas really believe what they are saying?

Ben Gardner, Pistol River, Oregon

*END*

November 18, 1990

## FREEDOM RALLY "90" REPORT

by Butch Harbaugh

Hello from the Capitol City ...

Well, a lot has transpired since the Rally at the Capitol, but let's talk about the Rally first.

This was one of the best organized events that I have had the pleasure of being a part of, and as usual there were quite a few key players involved.

The morning of the Rally was a good surprise to me as the weather seemed to be on our side for a change. Plans were made so all I had to do was fire up the old Pan/Shovel, then head to the Tavern to await the "crew" to show up. Well, to my great surprise, I turn the corner and there sits Sonny, Dave Beck, SaddleTramp and Cheryl, along with Suzuki Stan ready to go to work. We even had to wake up the Tavern owners!!

Within a short while, Cindy showed up with my truck and we were off and rolling. In less than an hour we had the tent set up and Walt Allegar of the Oregon Veterans Motorcycle Organization was set up in his corner. (Thanks Walt, for providing the outside P.A. System.)

Shortly after that Roger and Angie showed up with the tables, etc., and then we headed for the Capitol to set up that area. Once again, there were plenty of volunteers. There was a fair turnout at the Capitol considering the weather and the time of the year. The press coverage was real positive and they complemented our efforts. The Oregon State Police stated that they wished that all groups using the Capitol could learn from us and said that we were welcome back anytime. Good job, everyone!

We had several guest speakers scheduled and only the Dedicated Freedom Fighters bothered to show up. Representative Gene Derfler, House District 31, and Furlton Burns, a member of the Vietnam Veterans of America both had the usual "BULLSHIT" excuses why they could not be there, but I say they both put black marks on the organizations they represent. If you know these

people, tell them how you feel!

Dorothy Gage and Company did show and managed to get the crowd fired up with the reminder of the morning filled by various Freedom Fighters.

After the Rally it was through the cameras to Mickie's Tavern where the Casino Tent was set up. A big THANK YOU to Mickie and Scott, the owners for there support. Another Thanks to Bob and Julie Ingram and all the folks from AMO (The Association for Motorcyclists of Oregon) and ABATE of Salem for providing the great Potluck!!!

Everybody seemed to get there belly full. Music was donated by the Bob Beck Band and they really had a good time. Thanks, guys. By the way, if you're looking for a top notch band, these guys are reasonable and really did playing for Bikers.

The Casino brought in approximately \$400.00 and was fun for all. Not bad for 6 hours on a rainy Sunday afternoon in October. By the time I got outside, the tent was down and the lot was cleaned. Thanks to all who helped out:

Dave (aka Hollywood) and Tracy Beck  
Saddietramp and Cheryl  
Cindy Harbaugh  
Roger and Angie  
Pat and Lois  
Rusty  
Walt Allegar and Company  
Porta Gage and Company  
Brian and Teresa  
Steve and Tricsh  
Mickie's Tavern  
The Bob Beck Band  
ABATE Chapters - Northeast, Southeast, Salem  
AMO

And to all the faces I remember but whose names escape me right now. Thanks for making my job easy.

Butch

## Your Motorcycle Accident Lawyer

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Member of ABATE of Oregon  
Legal Counsel for BikePAC of Oregon  
A.I.M. Attorney - Aid to Injured Motorcyclists  
Authorized Oregon Representative for the Law Offices of Richard M. Lester

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## WAS YOUR VOTE COUNTED RIGHT OR SWITCHED?

by Orin C. Stanwood

You have heard it before, "We was robbed! They stole the election!" If they did, how did they do it? It's hard to do.

It's time honored tradition in a democracy to claim 'we were robbed' or the powers that be 'fixed' the vote count. Remember the Kennedy-Nixon election, and how it was claimed that the 'fix' was in for Kennedy in Chicago? If it was, how was it done?

Let's consider some possibilities. Suppose, for instance, that a very popular measure is on the ballot and will be voted on in the next election. A lot of people support it and are working to pass it.

Suppose, also, that a very powerful group opposes this measure and is exerting great effort to defeat it. The election takes place, the votes are counted, and it's announced that the measure lost by only a slim margin, but it's still lost.

Or did it? Is it possible to rig the outcome of an election, the laws involved, and the nitty gritty of getting it all on paper, we learned that it would be a monumental task, but not necessarily impossible.

The first thing that became apparent is the number of people involved. Every County Clerk has an elections section and works with the Elections Division of the Secretary of State in Salem.

To hold an election the ballots must of course be printed. This is usually done within each county. At least the print order is prepared by the county elections clerk.

Ballots can vary from precinct to precinct depending on the issues and the questions being presented so a lot of understanding is required. Statewide candidates and issues are usually presented first on the ballot.

So comes the great day, some people vote, some do not and the counting starts. It would be nice if all that counting was done in accordance with a standard uniform procedure. But it isn't.

However, in Oregon, that is not the way it works. We have at least five separate and distinct systems in use, and sometimes they are used in combinations to count votes in different counties.

Some counties will count paper ballots by hand. The more populous counties, however, appear to have adopted some variation of machine counting system.

Some are full computers while others are not necessarily true computers but are a form of optical scanner. The hand counted paper ballots have not changed. Pity the poor clerks who must keep track of all this!

It's easy to point to this hodge podge of systems, all counting and say, "Hey!, A perfect place for something crooked!!" Finding that "something crooked" however is not that easy.

First, we don't really know that its there, even though a lot of people appear to think so. A rigged election usually requires a conspiracy in which several people would be involved. At least this was true with the paper ballot system.

The odds against such a group function happening without the action becoming common knowledge is almost beyond belief. Today, however, we have a new factor; the vote counting machines. Can they be rigged? It's very easy not to trust a machine, especially if it is being credited with some form of "smarts".

The machine counts every vote as marked, prints out the total and that's the end of it, Right? Wrong!!

Ballots as they are turned in are often marked incorrectly. Sometimes certain parts are smudged or not marked at all.

Measure or candidates are sometimes ignored by the voter. This results in what is called the UNDERCOUNT.

If the voter marked more than they should, like voting for two candidates for the same office or "yes" or "no" for the same measure,

this is referred to as the OVERCOUNT.

As an election clerk once said, "Would that an election was just a simple thing."

Consider this: Imagine an election where 10,000 votes were cast.

Assume that "Measure X" was on the ballot along with many other things. And 4010 votes were recorded as voting NO, against "Measure X", with 3910 voting YES. Suppose then that the Measure lost by 100 votes, or did it?

Remember that 10,000 voters were involved and voted, yet only 7920 are recorded as voting FOR or AGAINST the Measure. What happened?

Did 2080 voters ignore the question and simply not mark their ballot where the measure was involved, or was there a failure to count all of the votes somewhere along the line?

If a machine was involved was it "rigged?"

The above, totally imaginary election, is presented to illustrate an idea that has formed in the minds of many people. That is: THE POSSIBILITY OF MACHINE ERROR, EITHER ACCIDENTAL OR RIGGED.

In practice the "missing" 2080 votes would be known as the UNDERCOUNT. Few people have heard of that term. Those who count votes, however, deal with it at each election.

No one can explain what voters do to their ballots in the polling booth. Those who have the job of counting ballots must do the best they can.

In practice all factors are counted and recorded. The undercount, the overcount, the total and everything involved is checked, crosschecked and rechecked precinct by precinct. A formidable task in itself.

In real life it may be possible to rig some of these machines to undercount or overcount certain issues, measure or candidates. No matter what the probability we must concede the possibility.

Doing it without being detected however is another story. It would not be easy. The more people involved, the more difficult it would be to keep such activity secret.

One possibility, however, involves a process where a "programmer" controls the setting of a machine to miscount in some way without the people who operate it being aware that anything irregular is taking place.

Depending on the machine this might be possible. Presumably this might be done by "remote control" with instructions and materials previously prepared. If the Count Elections personnel followed instructions to the letter and did not ask too many questions, it might be possible to keep them unaware of what was going on.

If this could be done in one or two counties a measure or a candidate could be caused to lose in a statewide election. Given the existence of powerful political interests within the state system the possibility of some form of election chicanery must be considered.

It's highly improbable that anyone can point a finger at any machine in any count and knowingly charge, "that one's crooked."

No viable proof of irregularity appears to exist at this time. However, the law still provides for poll watchers. Those concerned should recruit knowledgeable, level headed people with staying power and have them certified as poll watchers as the law provides.

These poll watchers should watch the machines set up and prepared for use, and then spend the day watching the machines count the votes. It may be a most boring time, for we hope there will be no irregularities for them to discover. Their presence will probably serve to keep an already honest election staff totally honest. We hope.

Orin C. Stanwood lives in North Bend, Oregon. He has had experience in vote counting. This is a tantalizing problem, he states.  
END



# DID YOU KNOW?

Put together by Lois Gleason

## ITEM VETO

Some governors have more power than the President of the United States.

7 states allow their governors some form of Item Veto.

Rather than vetoing an entire bill, they can choose to veto a single item in that bill.

The 7 states are:

Indiana  
Maine  
Nevada  
New Hampshire  
North Carolina  
Rhode Island  
Vermont

## BICAMERALISM

Bicameral legislation means you have a two-house legislature (e.g. House, Senate).

Where did Bicameralism come from?

### ENGLISH LAWYERS

Back in the old days a camera was a room or a chamber. Today lawyers use the term in camera to describe a hearing in the judges office.

The term bicameral legislature was drafted into the English language to describe a system where the legislature is divided into two chambers.

Which one state, out of our 50 United States, does not have a bicameral legislature?

- Nebraska - they replaced their two-house legislature with a one-house legislature in 1934.

### Advantage of a one-house legislature.

- Ease of watching your bill go through the legislative court.

The Nebraska reformers felt that the more complicated procedures of bicameralism were too complex. They wished to make legislature easier to understand, more visible and controllable by the public.

The 1934 amendment to their constitution made their legislature nonpartisan. "Let issues, rather than party alliances, govern voting patterns."

### Advantage of a two-house legislature.

- Check and balance.

Do any of us in Oregon government currently use any form of unicameral legislation?

Yes! Almost all local, (e.g. City, County) are unicameral.

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

Reprinted from  
The Oregonian

## VIOLATING INDIVIDUAL RIGHTS SHOULD BE A CRIMINAL ACT

by Jim Bell

We live in a society that proclaims to value individual rights, some of which are listed in the Bill of Rights of our Constitution.

But recent court cases attack this notion: the Cincinnati museum director charged with displaying obscene artwork; the Florida music-store owner convicted of selling an "obscene" rap album; and the trial of the rap group "2 Live Crew" for a claimed obscene performance. Only the music-store owner was convicted, a trial and conviction that probably would not have happened in much of the rest of the country.

The fact that there were two acquittals should not reassure us. The defendants were falsely charged with crimes that never occurred, according to two of the juries, "crimes" where the "victims" were willing to see or hear the material claimed to be obscene.

Convicted or not, the defendants had to expend time, money and effort to clear their names. The fact is, they should never have to do this, and so their rights were violated. This should be considered a serious crime.

I say "should be" because in these kinds of cases, the real criminals (police and prosecutors) almost never are subject to any substantial penalties. In fact, most jurisdictions actually try to immunize such officials from the consequences of their misdeeds. But in a society that claims to value people's rights, they should be the first to be prosecuted should they break the law.

Similarly, criminal courts often rule that evidence is inadmissible because it was taken illegally, often contrary to a constitutional right. This normally results only in the evidence being unusable for the trial. If the police did an illegal wiretap, for example, it could not use that evidence for the prosecution. That's not much of a deterrent.

If we were to apply the same logic to a crime like burglary, the only penalty a burglar would suffer would be the loss of his loot if he were caught. He would be freed without any other punishment, ready to steal again. He has no reason to obey the law. So it's not surprising that if we treat government infringements of our constitutional rights in the same way, we should get similar results.

But if we truly value our rights, the fact that the evidence was illegally taken means that a crime has been committed. Call it theft or wiretapping. The crime was committed by government agents, and a criminal prosecution of those responsible should occur.

Officials would learn their lesson quickly. If even a single prosecutor or policeman is put in jail for attempting to violate the constitutional rights of a citizen by falsely charging him with obscenity, that would eliminate their enthusiasm for abusing their authority. There is no reason to believe that they would be inordinately burdened by being required to respect a citizen's constitutional rights. In fact, even today they have such an obligation. The problem is that the usual punishment for such crimes is even less serious than a slap on the wrist.

Today, it would be easier to convict a police officer of stealing \$50 from a citizen than to convict him for ignoring that citizen's First Amendment rights. This could change, and I believe it must change. The respect that we have for our Constitution should be measured not by the amount of lip service we give it, but by the penalties we mete out for its violation. As long as police, prosecutors and other government officials can violate individual rights and break laws with impunity, we are just encouraging them to do so.

As a society, we need to decide just how important are our constitutional rights. Do we value our rights as much as Patrick Henry did when he said, "Give me liberty or give me death?"

Jim Bell of Vancouver is president of SemiDisk Corp., a computer peripheral device manufacturer in Beaverton. END

Reprinted from November 15, 1990  
The Oregonian

## ANTI-SMOKERS SIDETRACK VENTILATION RULES ON SECOND-HAND FUMES

by Paul Raeburn, The Associated Press

An anti-smoking group has blocked proposed national ventilation standards that it said would not have protected office workers against the toxic effects of second-hand cigarette smoke.

A lawyer for the group charged in an appeal to the American National Standards Institute that the proposed standards reflected the aims of the tobacco industry, which had sought to soften the ventilation requirements in building where smoking is allowed.

"The tobacco industry almost succeeded in pulling off a tremendous coup," Richard Daynard, chairman of the Tobacco Products Liability Project in Boston, said Wednesday. "They were using the standards to cast doubt on the evidence that environmental tobacco smoke causes disease."

In a letter that it has been sending to employers, the Tobacco Institute has said, "Where ventilation is adequate and ventilation systems are properly maintained, tobacco smoke is not a problem." It based that conclusion on the proposed ventilation standards. A copy of the letter was obtained by The Associated Press.

Adoption of the standards would have enabled employers to defend themselves against charges that they were endangering employees' health by allowing smoking in their buildings, Daynard said.

He said it is now likely the standards will be changed to reflect

concerns about toxic effects of cigarette smoke. That could force many of the nation's employers to ban smoking or face liability for the harm that tobacco smoke causes, Daynard said.

The Tobacco Institute, an industry lobbying group based in Washington, D.C., said it had no immediate response to the development.

On November 8, the American National Standards Institute, a private group that establishes a wide range of industry and consumer standards, sustained Daynard's appeal and refused to accept the proposed ventilation standards.

The claim that the standards would avoid adverse health effects was found "not to be substantial," the institute said in a letter to Daynard.

The decision to uphold the appeal is the most decisive development in a battle that has taken place almost entirely outside the public's purview, said Daynard.

"It's an interesting glimpse into a hidden government which nobody elected and was not appointed by anyone we elected, but sets the standards which govern the way we live, the air we breathe," he said.

The standards were written by a committee appointed by the American Society of Heating, Refrigerating and Air Conditioning Engineers in Atlanta.

The chairman of the committee, John Janssen, A Honeywell engineer in Minneapolis, denied that the tobacco industry influenced the standards.

Members of anti-smoking groups did not participate in the deliberations, he said. *END*

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**VETERANS DAY**

by Pat Gleason

Ben woke up early. The sun was shining in the bedroom where he slept. He got out of bed and went over to the window to take a peek outside. It was a perfect late fall day about 55 degrees, sun and no rain, which is odd for Veterans Day in Portland, Oregon.

Ben went out into the living room to search for his telephone. He had to call his best friend, Fred and make sure he was awake. They were going to ride up to Washington Park to the Vietnam Veterans Memorial to pay homage to some friends that were killed there.

Ben and Fred had grown up together in Portland. They joined the Navy in 1967 and spent two tours in Vietnam as medics together. They had seen quite a few people get killed and had also seen quite a few people survive namely because of them. When they got out in 1970, they both went to the Harley dealer and bought brand new 1970 Harley-Davidson FLH's. Ben got a red one and Fred got a blue one. They both got jobs at Buck Ambulance as Paramedics. They still have their bikes, although both bikes have had their engines rebuilt about three times. Ben has stripped his down, but left the fat tires and wide handlebars. Fred chopped his, stretched the frame, small gas tank, long forks, the works.

Ben dialed Fred's number, and a scratchy voice answered, "Yeah, what do ya want?"

"Hey man, wake up, wake up! We're gonna be late if you don't get your ass outa that bed soon!" Ben answered.

"Who the hell is this, Tom Peterson?" Fred yelled back.

"No way man. It's me, Ben. Remember, we're goin' up to the Memorial today. Are you ready yet? It's 10:30. Let's go!"

"Okay, okay. I'll be ready as soon as you get here. Let's stop at Mac's Steak House for a McMuffin before we get there," Fred said.

"Okay. I'll see ya in twenty minutes," Ben said.

Ben threw the phone on the receiver and got dressed. He grabbed his leathers and then went out to the garage to roll his bike out. He put his leather jacket on and started to zip it up. Suddenly he felt he should grab his medical kit and take it with him. He hadn't had a feeling like that since he was in Vietnam so he decided to go ahead and get it. The kit he carries now is smaller than when he was in Vietnam so it all fit in a fanny pack he could wear around his waist. He also decided to grab his Navy issue Colt .45 and take it, too. He didn't understand why he felt he had to take them with him, but he always knew to go with his feelings, so he did it. After he fitted his shoulder holster and medic bags, he zipped up his leather jacket and mounted his Harley. He fired it up and rode over to Fred's house.

Fred was outside standing alongside his bike when Ben pulled into his driveway.

Ben rolled up and said, "Are you ready yet?!"

"Yeah, I'm ready. You know I got this funny feeling about today. I felt like I should bring my medic kit and my .45 with me. I already have my gun, but I still got to get my kit together," Fred said.

"Yeah, I had that same feeling, too," Ben said patting his fanny pack.

Fred looked at him and smiled. He knew that Ben usually had the same funny feelings about things that he had. He figured that this was how they managed to survive in Vietnam. He went into the house and got his fanny pack, came back out and was ready. He kicked his bike twice and was ready to go.

The ride to the Memorial was great. They decided to ride

through town so they could see all the people. They rode through Washington Park and up to the Memorial. When they got there, the parking lot was almost full. They managed to find space between a few cars, where they chained and locked their bikes together. They then proceeded to walk across the parking lot to the trail that leads up to the Memorial. When they got to the Memorial, there was about one hundred people walking around the center. There was also about 50 people walking around above near the small wall sections. The Vietnam Veterans Memorial in Portland is similar to the National Monument, except that it is in sections along a trail that winds through the woods. There is a large center section with grass growing in the middle. Each section is for a different year and has names of Oregonians on it. Ben and Fred went to the section that is dedicated to 1969. There are five people that they met in Vietnam that were from Oregon that died in Vietnam and their names are inscribed there. Ben and Fred were real quiet. Neither one of them had said anything since they arrived. The only noise that could be heard was birds, the wind and very muffled voices.

All of a sudden the silence was broken by the sound of automatic gunfire. Ben and Fred both hit the deck behind the wall they were standing at, and they both drew out their revolvers. A young boy that was standing next to them was huddled with them, but his mother who was with him was laying face down on the ground, blood coming out of her left shoulder.

Ben said, "Cover me. I'm going to get her."

Ben started out and Fred came out as a bullet glanced off the wall behind him. Fred fired a shot towards the trees as Ben got over to the woman.

Ben asked the woman, "Can you move?"

She answered, "I can't feel my left arm. Help me!"

"I'm a nurse. I need to move you over to the wall for cover. Does anywhere else hurt?" Ben asked.

"No. I can move my legs and right arm, but I can't move my left arm. What's goin' on? Who's shooting? Why?!", she yelled hysterically.

"Calm down. You'll be all right. We have your son here with us just ten feet away. Move with me," Ben said and started to move over to the wall.

Fred was getting nervous. "I used almost all of my ammo. Do you have more?" he asked Ben, as Ben crawled back to the wall.

"Here. Use my revolver. It has a full clip. This woman has been shot in the shoulder. I need to apply pressure to stop her bleeding," Ben said handing his gun to Fred.

Fred looked around out toward the center of the Memorial. There was about twenty people lying on the grass. Fred felt that the sniper was in the tree just to the right and above where they were. He could see the fire coming out of the machine gun as the sniper kept shooting.

"I think those people that are in the grass are dead. How are you doin'?" Fred asked.

"I'm okay, but this woman has lost a lot of blood. We gotta get some help. How's the boy?" Ben said looking at the little boy who hadn't said anything the whole time.

"I think he's okay. I can see that son-of-a-bitch who's shooting. I can probably nail him, if I can get a clear shot. I'm goin' for it!" Fred said as he jumped up and fired three rounds towards the tree. He heard a branch break and watched as the sniper fell out of the tree. Fred flew up the hill to the tree where the sniper was. The guy was

laying face down on the ground, a knife that he was holding had gone through his stomach and was sticking out his back. The sniper's legs were broken above the knee and bent up in the air. The gun he had been using was laying about two feet away. This guy was dead. Fred grabbed the gun and set it aside away from the man. Fred heard sirens as he turned to look towards the Memorial. He dragged the body out into the open where he left it and went down to where Ben was.

As he walked up, Ben asked, "Is he dead?"

"Yeah. I guess I got a lucky shot," Fred answered.

"The police are finally here, and so are the paramedics. I think we'll be all right," Ben said.

A few days later, Ben received a letter from the City of Portland asking him to appear at a City Council Meeting next week.

He called Fred and asked, "Hey man, I just got a letter from the City. I wonder what they want?"

"I don't know. I got a letter, too. I guess we'll see when we get there," Fred said.

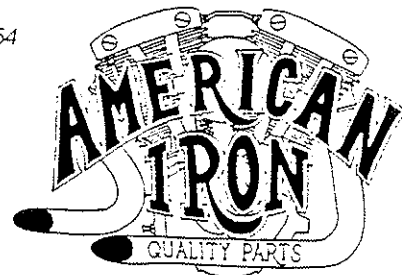
The next week they were both sitting in the Council Chambers waiting. A clerk came out and said, "The council will see you now."

As they walked in the door, a round of applause went up and the Mayor and Council Members stood and applauded.

After the applause settled, the Mayor said, "On Veteran's Day this year, you two gentlemen were at the Vietnam Veterans Memorial where a sniper apparently also decided to go. Your reason to go there was honorable, his was dishonorable. He killed twenty people, but you two saved a little boy and his mother. Because of your acts beyond any duty, I am giving you the Key to our City. I am also giving both of you the Medal of Valor. Congratulations, Ben and Fred."

Then the applause started again ... *END*

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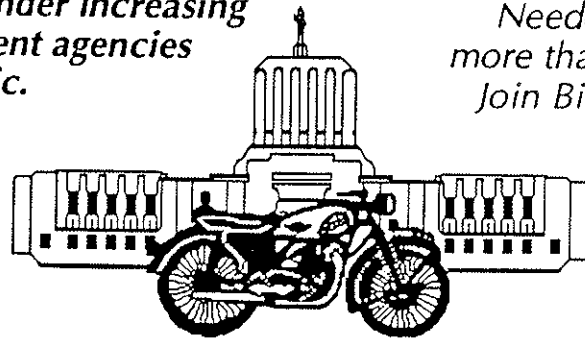
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## BIKERS - ARE THEY GUILTY OF PREJUDICE?

by Chick Webb

Prejudice is something we as bikers are very familiar with. Each of us can relate an experience in which a member of the general public treated us with disdain or even contempt.

Amazingly, we (bikers) are also guilty of prejudice. Many among us hold riders of O.T.H. (Other Than Harley-Davidson) motorcycles in great contempt.

I have been guilty of this myself. I have preached "buy American" to O.T.H. riders, and have accused them of sacrificing the American economy in the name of vanity. Rarely have I taken the time to speak to O.T.H. riders, much less care what they thought.

This is not only wrong, it is dangerous. By dividing ourselves into small segregated groups, we have already helped our foes defeat us. Divide and conquer is an ageless battle strategy, and we are doing the dividing ourselves.

What defines a biker? The make of the motorcycle of the person on it? The slime who stole my Hog last summer considers himself a Harley man. I like to think of him burning in hell.

I know a guy who had to wait until his kids were grown and out of the house to buy a motorcycle. He received a Purple Heart in Korea, and yet he bought a Yamaha. When I asked him why, he told me that he had fought and been wounded protecting the right of choice, and he'd damn well ride what he wanted. He's one of those you see with helmets and headphones, matching windbreakers, etc.

He rides on two wheels and lives his dream. Is he a biker?

Another guy I know has a teenage son who loves dirt bikes. This kid looks like your typical punk heavy metal no mind teenager. Every cent the kid lays his hand on goes into keeping his O.T.H. dirt bike running. He lives to ride. And yet at Christmas, with a dead motor, he spent close to \$200 on a present for his dad. Is this kid a biker?

Go to the track at Loudon Father's Day Weekend and go into the pit. Talk to the people who ride those road rockets at speeds up to 200 mph around the track. Listen to their stories of sacrifices made in the name of two wheels. Dream with them as they talk of being the next Kenny Roberts or Jay Springsteen or Bubba Shobert. Ask yourself if any of them are bikers.

And then there's the fellow you notice sipping coffee outside Dunkin' Donuts. Both he and the hog he was riding had seen better days. There was an old sleeping bag lashed to the forks, and worn saddlebags full of everything he owned. You could tell by the way he made his smokes last that he hadn't worked for a bit. Yet, when you looked in his eyes, you could see that the fire still burned. He wasn't down, merely restin' a spell. He had colors on, but what you saw was the bottom rocker - Nomad. The world is his home and his bike carries him home every time he kicks it over.

We all agree that he is a biker. But is he the first, the last, or the only one?

In the world of motorcycles, each of the four types of people described above exist independently of one another. If they are to continue to exist at all, they have to work together.


United Bikers of Maine. That name should need no explanation nor definition, and yet I continually find myself doing just that. We are here to UNITE ALL BIKERS within the geographical boundaries of the state of MAINE.

Membership in another association or organization or M/C does not exclude you from UBM. We are an umbrella organization working to protect the rights of all motorcyclists. If you or your

organization have a problem, join us, work with us. Together we are strong. Only through the joining of forces from all sectors of the motorcycling public can we hope to compete with the powerful forces aligned against us.

We must expand to encompass a more representative cross-section in order to survive. We must continue to work to promote safe rider courses, to educate the general public and to defeat restrictive legislation. We cannot allow ourselves to be defeated by the very prejudice which brought us together 15 years ago.


All of us as bikers share the love of life on two wheels. Let's focus on that and not on our differences. Remember - having an open mind doesn't stereotype you - having a closed one does. *END*



If you're 18 or under and want to ride a motorcycle, you must first pass the TEAM OREGON Motorcycle Rider Course. It's the law. And it shows DMV that you are eligible for a motorcycle endorsement on your driver license.

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## HAND-TURTLE CONTROL?

by Robert W. Lee, The New American, Sept. 10, 1990

On June 5, Domino's Pizza delivery man Troy Brewer was robbed in Balch Springs, Texas, at Turtlepoint. He reported that he was at a pay phone when a pair of thieves armed with a snapping turtle approached.

"Don't move or you're gonna get bit," the robbers warned him. They escaped with his money pouch containing about \$50.

It is rumored that Hand-Turtle Control, Inc. will soon ask Congress to impose a seven-day waiting period before turtles can be sold at pet stores. *END*

Reprinted from October 29, 1990  
Statesman Journal, Salem, Oregon

## BIKERS OPPOSE SEAT BELT LAW CAPITOL PROTEST SEEKS PERSONAL RIGHTS

by Laurel Thompson, The Statesman Journal

**"The issue is not seat belts. It's freedom of choice." - Walt Hubbard, About proposed law.**

About 50 motorcycles were parked outside the state Capitol on Sunday as their owners objected to a measure that would require the wearing of seat belts in autos.

Most of the more than 100 protesters belonged to motorcycle clubs and political organizations that advocate motorcyclists' rights.

They said the mandatory seat belt law, Measure 9, on the November 6 ballot, would take away their right to make safety decisions.

"The issue is not seat belts. It's freedom of choice," Walt Hubbard of Salem said as he listened to speakers who stood on the Capitol steps.

He said he opposed any law that restricts choice - be it about seat belts, motorcycle helmets, gun control or abortion.

Hubbard is a member of A Brotherhood Against Totalitarian Enactments, a political group that advocates motorcyclists' rights. ABATE, BikePAC of Oregon and the Albany Chapter of the Association for Motorcyclists of Oregon organized the rally.

Salem resident Butch Harbaugh, a lobbyist for BikePAC, said that although a seat belt law would not directly effect motorcyclists, it would erode their freedom.

Measure 9 would require drivers and passengers to use seat belts in automobiles. Proponents say the law would save lives.

Ralliers said they were not opposed to wearing seat belts, but that educating citizens was a better way to keep them

safe.

Dorothy Gage, a Portland woman active in an organization called No Seat Belt Law for Adults, stressed the freedom issue.

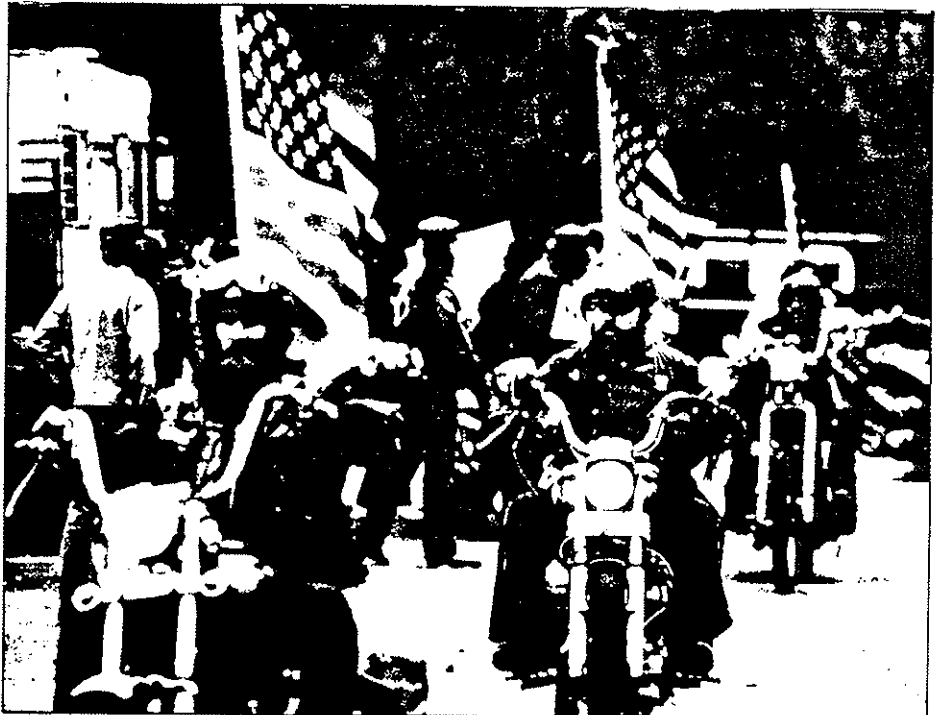
"I'm not really big on statistics," Gage said, noting that she didn't focus on how many lives seat belts might save because she didn't think that was the point.

"We are not opposed to seat belts ... We are opposed to the mandating of seat belt laws," she said.

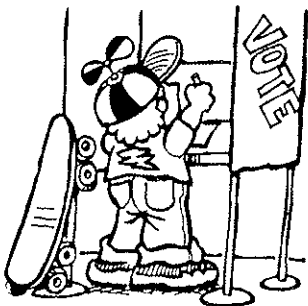
After the rally, bikers drove around the Capitol to 12th Street and headed to Mickie's Tavern, where they had a potluck and a mock casino. An auction raised about \$370 for BikePAC.

Tigard resident Ralph Connor said, "I believe in seat belts, but I want the freedom to decide myself."

He said he had taken two motorcycle safety classes. *END*



Timothy J. Gonzales/Statesman Journal  
A crowd of more than 100 people gathers at the Capitol to voice objections to Measure 9. Three motorcyclists' groups organized Sunday's demonstration and a potluck afterward.



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## LEGISLATIVE UPDATE LEGAL CHALLENGE WILL BE COSTLY

Our legal challenge to the Multnomah County/City of Portland anti-gun ordinances is proceeding on schedule. The initial court hearing produced some mixed results:

1) The judge denied our motion for a temporary injunction because we could not prove "permanent and irreparable harm" if the ordinances were allowed to stand until he had a chance to review the foot high stack of briefs and other materials presented to him for consideration. (Given the fact that the judge was not assigned the case until 4:30 p.m. the day before the hearing, this result was not unexpected.)

2) The judge also denied the City/County motion to dismiss our suit; and

3) The judge refused to allow several of the City/County witnesses to testify. Thus, overall, the first court hearing was a victory for our side.

At this point, it appears that we will be back in Circuit Court in early December in time for a ruling just before the end of the year. If we win - as we have every expectation of doing - the county has said that they will appeal. If we lose, we also will appeal. Either way, the issue will ultimately be decided by the Oregon Supreme Court. We estimate that the total cost, including appeals, will eventually approach 80 to 90 thousand dollars. (So far we have raised about \$26,000).

Your contributions to the cause are desperately needed if we are to win. Please send your donation of \$100, \$50, \$25, or whatever amount you can afford, to our affiliate, Oregon Gun Owners, Inc. (OGO Inc.), P.O. Box 83929, Portland, Oregon 97283. For more information, call John Nichols at (503) 286-3206. Remember, the guns you save will be your own! END

Reprinted from Daily News Digest  
Vol. 16, No. 45, week ending 9/19/90

## GUN CONTROLS DON'T WORK

For all the hysteria about assault rifles, the people of Florida probably don't rest any more easily knowing that James Pough's arsenal was registered with the proper authorities. Pough, you may recall, recently killed 11 people in 2 days, including 8 in one day at a GMAC office.

An inventory showed that Pough's 3 guns - a 9mm automatic pistol, a .357 Magnum revolver, and a .38 revolver - were all dutifully registered in accordance with Florida's firearms law. His .30-caliber rifle probably wasn't listed, since shoulder weapons are exempt from the registration requirement, at least for now. Doing away with that exemption is likely to be the next big push by those good-hearted people who think that gun laws prevent crime.

These are, if the truth be told, the same people who made it possible for this man to walk around armed.

Because they identify firearms, not criminals, as the source of crime, gun-control believers scream for laws against guns, letting criminals and maniacs slip past unnoticed. The adventures of James Pough offer a case in point.

In 1968, when he was 22, he was arrested in Florida for "dangerously displaying weapons". Nothing came of the charge, and 3 years later he killed a man with a pistol. This time he was brought to trial.

Still, the court was in no mood to make an example of him (guns, you see, are the cause of crime, not the criminals -- ed), and the charge was reduced to aggravated assault - some will think this

failed to catch the full flavor of the offense - and he was placed on 5 years probation.

Shooting a man to death surely ought to have warned someone to keep this man away from guns! But a tender-minded circuit court judge ordered Pough's record expunged once his probationary period was up. With no record of a felony conviction, Pough was free to buy whatever dangerous weapons he pleased.

The Jacksonville massacre, said The New York Times, "is certain to revive the debate over the ownership of guns."

Yet what we have here is hardly an instance of inadequate firearms legislation. If timid judges are unwilling to see that killers are permanently tagged, no amount of waiting periods and record checks will keep guns out of the hands of criminals and people whose elevators do not go all the way to the top.

Can some other way be found to discourage such shootings?  
Yes.

About the time James Pough was brandishing a weapon in Jacksonville, the police in Orlando, Florida, were training 2,500 women in the use of firearms - this in response to an epidemic of rapes.

The year after the training program was begun, rape in Orlando dropped by 88% - the only major U.S. city where rape declined that year.

During a police strike in 1974, while "aggravated assault as-sailant" James Pough was reporting to his Florida probation officer, the streets in Albuquerque, New Mexico, were patrolled by armed citizens. The number of felonies there dropped sharply.

Eight years later Kennesaw, Georgia, passed a law requiring every homeowner to keep a gun in the house. House break-ins fell from 65 to 26 the first year and to 11 the next.

As David Kopel observed in an analysis for the Cato Institute, "The advocates of gun control believe that government agents are more trustworthy than ordinary citizens. The authors of the Second Amendment believed just the opposite."

Can you figure out who was right?

(William Cheshire, Arizona Republic Editorial, 6/24, C-4) END



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With the opening of the AMA's Government Relations Office in Washington, D.C., the Association is seeking an enthusiastic, talented and committed motorcyclist to become part of its team of Freedom Fighters in Westerville, Ohio. Interested applicants should be recent college graduates and possess strong verbal and written skills. Knowledge of experience in the area of public policy is helpful, but not required. Also, self confidence and the ability to work with volunteers are important attributes. Applicants should send a resume, along with a cover letter and writing samples to: AMA Government Relations Department, Department LAS, P.O. Box 6114, Westerville, Ohio, 43081-6114. Sorry, phone calls will not be accepted. *END*

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## "WRITE TO RIDE" ... BIKER LOBBY GROWS STRONGER

Considering that only about 250,000 of America's 5 million motorcyclists belong to a biker right organization, it's amazing how successful the biker lobby has been against the constant legislative attacks on our rights. Further testimony to our collective clout is by the most powerful and influential lobbies in the country - the insurance lobby, the medical lobby and the Detroit (auto makers) lobby; all three are organized, professional groups and are top PAC contributors.

How have our small, relatively poor and loose-knit biker rights organizations succeeded in defeating us against such overwhelming odds?

Because bikers are VOCAL!

We've learned how to effectively communicate with government by mobilizing grass-roots efforts. The "biker-on-the-street" is our most powerful weapon ... and letter-writing is the ammunition.

Every time that a helmet law or other anti-motorcycle legislation is under consideration, we're able to flood politicians' mailboxes and tie up their phone lines.

Since less than 5% of all motorcyclists belong to rights groups, and only about 10%

OF THOSE are active members, imagine how powerful we could become if we could motivate more bikers into getting involved! Forget about DEFENDING our rights; we could take the OFFENSIVE and start lobbying for passage of biker-friendly laws!

These are the kinds of thoughts that led motorcycling attorney Russ Brown and Bikers Against Manslaughter (B.A.M.) to the idea for a new promotional campaign called, "Write to Ride". The Write to Ride program rewards motorcyclists for writing letters to their legislators whenever anti-motorcycle legislation is introduced. Simply pen a letter to your political representative, send a copy of the letter to Russ Brown at B.A.M. National Headquarters, 5455 Wilshire Blvd., suite 1600, Los Angeles, California, 90036, and B.A.M. will send you a Certificate Of Distinction suitable for framing.

B.A.M. hopes that this new incentive program will increase the number of bikers who get politically active through letter writing. According to Russ Brown, "We think that getting a biker to write their FIRST letter is the toughest job for most biker rights groups. Once the biker has written an initial letter, they're likely to write more because they discover that it's not really as painful as they thought it would be. Our new Write to Ride program is designed to assist the various rights groups in motivating their members and fellow riders to write by offering them an incentive - recognizing them for their contributions to our lobbying efforts."

Positive publicity and good press coverage will also play an important role in the future of the bikers' rights movement. So, as an extension of the Write to Ride program, B.A.M. will award a beautiful 5-color acrylic plaque to anyone who gets a Letter To The Editor or other pro-motorcycling article published in a newspaper or magazine that is not a motorcycle-oriented publication. Again, simply send a copy of the published article to B.A.M. and receive a plaque "In Recognition Of Your Efforts On Behalf Of Motorcyclists."

Also, any motorcycle club or organization that achieves positive coverage in the media can apply for one of the recognition plaques by submitting in writing a full explanation of the coverage and how it will benefit motorcyclists.

Everyone likes to be rewarded for their hard work and dedication. If B.A.M.'s recognition program succeeds in enticing more riders to write to their elected officials, and can mobilize motorcyclists into becoming more publicity conscious ... there's no telling how powerful and influential the Biker Lobby can become. *END*



BAM Founder Russ Brown (right) and National Director Bill Bish show off new "Write TO Ride" program awards.



## BAN ASSAULT LIGHTERS, GAS CANS

Well, there's no doubt about it. Congress needs to ban assault lighters, assault plastic jugs, and assault gasoline. After all, these things killed 87 people in one swoop in a NYC club.

Imagine, people buying gasoline without a license or background check! Lighters and matches are not registered and are freely available to anyone. And gasoline retail stores are everywhere.

If Congress follows the logic that is used when a deranged person killed 5 children with a semiautomatic rifle, then bills will be immediately introduced to ban matches, lighters, gasoline, and jugs.

After all, just think about it - 87 people killed in a matter of minutes by one person. Naturally, in minds infected with the discredited concept of social determinism, the individual killers are not to be blamed.

What's left? The inanimate objects they use.

Therefore, if Congress fails to get as hysterical about assault lighters, assault jugs, and assault gasoline as it did about assault rifles, we will have a clear case of discrimination against certain inanimate objects. Perhaps, of course, Congress is afraid of the powerful lighter and jug lobby.

For sure, Senator Howard Metzenbaum, the Ohio gun-grabber, will want to ban these dangerous objects, or, at the very least, require a 7-day waiting period before anyone can buy a jug of gasoline. After all, gasoline vapor not only will burn, it will explode - and it's toxic to boot.

Never mind the inconvenience to Americans. After all, the object is to stamp out crime by punishing inanimate objects. After all, any law-abiding citizen who really wants to buy a jug of gasoline surely wouldn't mind waiting 7 days and being subjected to a police background check.

If politicians and journalists are going to act hysterically when a firearm is misused, then common fairness demands that they act equally nutty and hysterically when other inanimate objects are misused.

Otherwise, an ordinary American might assume they have a secret agenda - such as being elitists who want to disarm the common folk or "are afraid to trust the people with arms," as James Madison said of European government.

It is strange indeed to suppose that people can be turned with self-government but not with firearms. Or to say that a government of the people, by the people, and for the people is afraid of the people. If you can't trust a man with a gun, why trust him with a vote or a free press?

And the answer is that people who don't trust the man with a gun really don't trust the people to use their other freedoms, either. They just are more circumspect in attacking those freedoms, lest their victims become alerted and try to defend themselves.

The sequence in destroying freedom is always to get the guns first. So wait and see if a huge political-media campaign is mounted against assault lighters and assault jugs.

If it is not, you are warned as to the true motives of those who want to ban guns. (Charley Reese, The Orlando Sentinel, 4/3-90)  
END

### IT'S THE TRUTH

"No one can terrorize a whole nation unless we are all accomplices."

## STRANGE BEDFELLOWS

For such fierce competitive rivals, the world's major automakers are awfully chummy with one another. In fact, the only carmaker that isn't connected with anyone else through an equity holding, manufacturing arrangement or joint venture is BMW, and it's anyone's guess how long that company will be without a dance partner at this party. Now that Chrysler and General Motors have combined a pair of transmission plants, even the barriers separating direct links between domestic automakers have come down.

There's nothing wrong with it; sharing parts and sometimes product development is an efficient arrangement for all of the automakers. But it does make it hard to determine precisely where a car is coming from. As the chart shows, every automaker is linked to every other, at least by roundabout trails. The Economist uses the following Porsche-to-Suzuki connection as an example: Volkswagen's Audi division assembles cars for Porsche; VW has a joint venture with Ford in Brazil; Ford and Nissan are working together to develop a new minivan; Nissan owns 5 percent of Fuji Heavy Industries, which makes Subarus; Subaru has a joint venture in the U.S. with Isuzu; GM owns 38 percent of Isuzu; and GM also owns 5 percent of Suzuki. You could also find tracks connecting Britain's Aston Martin to Japan's Daihatsu, South Korea's Kia to Sweden's Volvo, and on and on. END

Reprinted from October 30, 1990  
The Oregonian

## SEAT BELT LAW ATTACKED

SALEM - A ballot measure that would require use of seat belts in automobiles is drawing the opposition of a group of people who enjoy another form of transportation - motorcycles.

About 100 people, most belonging to motorcycle clubs or political organizations advocating motorcyclists' rights, turned out for a weekend protest. Fifty motorcycles were parked outside the State Capitol Sunday as part of the event.

ABATE, BikePAC of Oregon and the Albany Chapter of the Association for Motorcyclists of Oregon organized the rally. Protesters said the mandatory seat belt law, Measure 9 on the November 6 ballot, would take away their right to make safety decisions.

"The issue is not seat belts - it's freedom of choice," Walt Hubbard of Salem said as he listened to speakers who stood on the Capitol steps.

He said he opposed any law that restricts choice - be it about seat belts, motorcycle helmets, gun control or abortion. END

Reprinted from October 30, 1990  
The Oregonian

## NO ON MEASURE 9

To the Editor: Ballot Measure 9, the safety belt initiative, is neither safe nor appropriate in today's society. Two years ago, I was involved in a serious auto accident in which I suffered various injuries, some of which I am still dealing with today. I was not wearing a seat belt. According to the police, paramedics and doctors, I would have been killed instantly had I been buckled up.

Being an adult in our society means making many choices regarding personal health and safety every day. This is one choice that every adult needs to make for himself.

Janet Wickersham, S.E. Portland

END

Reprinted from Bikers Against Manslaughter

## WARNING: SEAT BELTS CAN KILL - NOT AUTO DRIVERS, BUT BIKERS AND PEDESTRIANS!

by Bill Bish, National Director

Helmet laws don't work. Motorcyclists have known this for years, but most bikers are at a loss to explain why states that mandate helmet use had 12.3% more accidents and 1.9% more fatalities than free-choice states for the 12-year period 1977-1988.

Seat belt laws also have failed to reduce injuries and fatalities to the extent predicted by supporters, and recent behavioral research suggests that mandatory seat belt legislation may be failing for many of the same reasons as helmet laws.

After all, you'd think that if such "safety" devices were actually proven effective in crashes, as pro-helmet and pro-seat-belt activists claim, then requiring their use would logically result in fewer injuries and deaths. So why are just as many riders and drivers dying in mandatory states as in states that allow freedom of choice?

The answer may be found in a book entitled "Risk And Freedom" by Dr. John Adams, a University of London Professor. Dr. Adams warned the British parliament back in 1983 that their newly passed seat belt law would result in more road fatalities of back seat passengers, pedestrians, bicyclists and motorcyclists.

Adams never argued that buckling up could protect drivers involved in accidents, but he theorized that the seat belt requirement would give automobile operators a perceived cushion of safety and induce them to take greater risks and drive more carelessly: leading to increased injury to OTHERS.

Unfortunately for us, Adams' predictions came true. In a 1985 report by the British Department of Transport, the grisly analysis of England's two-year seat belt experience revealed that buckling up DID save nearly 450 lives of front seat occupants (down 18%, but still 1,800 less than predicted despite a 90% compliance rate) - but that total was offset by increases of 130 a year for pedestrians (up 14%), reversing a 10-year downward trend, and 40 a year for cyclists (up 40%) even though traffic counts showed cycle mileage slightly down. The annual death count for passengers in the rear seat increased by 70 (up 27%).

The report also showed an increased number of pedestrians and cyclists killed by cars and vans, but fewer killed by lorries, buses and taxis which were not covered by the seat belt law.

Although the report claimed fewer REPORTED accidents, the insurance companies reported an 11% increase in claims (indicating more accidents, but mostly "damage only" collisions).

"Protecting drivers from the consequences of bad driving encourages bad driving," according to Dr. Adams, largely because "Drivers consume potential safety benefits as performance benefits ... they do not desire accidents, but they do desire risks."

In other words, if you have better tires, you'll corner faster. Better brakes, you'll drive faster or brake later. Seat belts, you'll take more chances.

This is Adams' "Risk Compensation Theory" and if you want proof, just watch the next guy you see on a Ninja or Hurricane. In terms of design, performance and handling, today's sport bikes are the safest motorcycles ever built ... yet they're typically ridden most dangerously.

The old bikers' argument that helmets create a false sense of security comes under this theory. I don't know of any empirical studies that can prove the notion, but I can suggest one: Simply go up to Mullholland Highway, or any other area where squids gather to show off their riding prowess, and start confiscating helmets. Just watch how much slower they'll go and how much wider they start piloting around those curves!

Adams further demonstrates his Risk Compensation Theory by contrasting the road fatality rates of 13 countries that had seat belt laws from 1972-1978 (Australia, New Zealand, Belgium, Switzerland, Denmark, Finland, France, Holland, West Germany, Norway, Spain, Sweden and Israel) against four countries without compulsory laws (England, Italy, Japan and the U.S.). Between them, these 17 countries accounted for 80% of the world's car population.

Dr. Adams calculated that, although fatality rates had dropped off worldwide, the death rate in no-belt countries had decreased much more dramatically than in buckle-up countries, even taking into account the oil crisis and introduction of lower speed limits in some countries.

The idea that safety equipment can make ordinary, decent drivers operate recklessly "flies in the face" of conventional wisdom, but we would remember that less than 2 people are killed per 100 million miles of travel - so it takes only a very slight change in driving style to impact the annual fatality rate.

"Risk Homeostasis" is a related behavioral theory that Dr. Adams uses to explain why the number of people killed per 100,000 population remains surprisingly stable over long periods of time: A population accepts a particular level of overall risk and compulsory safety measure will have little influence on long term fatality rates ... "accidents can only be reduced by compelling people to be safer than they voluntarily choose to be."

That's Limey talk for, "Educate, Don't Legislate." Sound familiar? *END*

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THOSE WHO WATCH THINGS HAPPEN,  
AND THOSE WHO WONDER  
WHAT HAPPENED.**

**IN THE BEGINNING OF A CHANGE, THE PATRIOT IS A  
SCARCE MAN, AND BRAVE, HATED AND SCORNED.  
WHEN HIS CAUSE SUCCEEDS HOWEVER, THE TIMID  
JOIN HIM, FOR THEN IT COSTS NOTHING TO BE A  
PATRIOT.**

— MARK TWAIN

*"When I cannot choose what I shall do or where I live or how I shall survive, it means in fact that someone or some system has already made those prior decisions for me, and I am reduced to an animal, I do not live; I merely exist."*

# THE MOTORCYCLISTS AND THE BUREAUCRATS

by Teresa Hepker

In October I attended the two-day Oregon Traffic Safety Conference, an annual affair sponsored by the Oregon Traffic Safety Commission. Roger and Angie joined me at lunchtime the second day to accept an award (more later on about that). Attendees included employees from state agencies such as OTSC, the Highway Department, Motor Vehicles Division, the Department of Education and the State Police, as well as representatives from the Region X office of the National Highway Traffic Safety Administration. There were also a number of people who work with city and county traffic safety commissions, mostly in a volunteer capacity, and a smaller group of "interested persons" involved in some aspect of traffic safety volunteer work.

The conference mainly provides a way for the employees of diverse agencies to learn about each other's past, current and future programs in the traffic safety arena. For instance, Del Freeman of the Department of Education showcased new developments in the driver education curriculum; Brian Gard of Gard & Lesh (a public relations firm) discussed "social marketing" techniques for traffic safety programs; Dick Unrein described ODOT's Bicycle Program and Bicycle Master Plan; and ODOT engineers and managers outlined the six-year highway planning process, highway funding, and some of the other factors involved in highway maintenance and construction.

Workshops were offered three at a time concurrently, so I missed more than I was able to attend. Some of those included technical workshops directed at police and corrections officials. Others displayed youth traffic safety activities from Taft and Tillamook High Schools, and still another dealt with Oregon's emergency medical services.

There was a great deal of emphasis on the upcoming vote on Measure 9, the seat belt law. The vast majority of the people attending the conference appeared supportive of the measure, and it was the central topic of every featured speaker's presentation in general sessions. Nevertheless, most people in the "lower echelons" of the various agencies were interested to hear why ABATE and others object to seat belt and helmet laws. That not always the case with the higher ranking officials, whose immersion in budgeting and statistics and the attending political maneuvers seems to protect them from having to deal with conflicting opinions and feelings of the public.

But then, every time I feel like we're disappearing into another pit of governmental quicksand, something happens to restore my faith. This time, it was just two pieces of paper. Gil Bellamy, director of the Oregon Traffic Safety Commission, agreed with Stan Porter that ABATE of Oregon and the Rural Oregon Biker Magazine deserved recognition for their consistent support and promotion of the Team Oregon Motorcycle Safety Program. When awards time came around, ABATE and ROB were first on the list to be presented an Outstanding Service Award, signed by Governor Neil Goldschmidt. It states, "On behalf of the people of Oregon, this certificate is presented...for outstanding services to Oregon's Traffic Safety Program. Together we are making a difference."

I'm sure it wasn't easy for Gil Bellamy to recognize that it makes sense to work together with motorcyclists for the goals we

share in common. For that matter, it isn't easy for bikers to do the same. The thing to remember is that there are times when "agreeing to disagree" can lead to new ideas and new solutions, and you don't make much progress when you're stuck in a rut.

We may be fighting helmet law battles for many years yet, but if we let that be our only concern we will lose the war. You know the issues that face motorcycling in the United States: bike bans, national helmet and seat belt laws, insurance proposals aimed at getting motorcycles off the highway entirely...and you can bet there are more we haven't even thought of yet.

On the good side, communication between riders and government is growing at a fantastic pace. There is increasing ability within the rights groups to use the channels of government rather than just fight them. For example, Helen Liere, coordinator of OTSC's Community Traffic Safety Program, provided us with a list of all the local traffic safety commissions in Oregon, and was very interested in hearing our ideas about motorcycle safety issues such as motorist awareness campaigns.

Community traffic safety commissions are almost all volunteer committees, appointed by city or county officials to research and make recommendations about local traffic safety matters. They can get state and federal funding for traffic safety projects. Most importantly, they live in the same community you do; they might even be your neighbors. It is very likely they will listen to what you have to say about motorcycle safety.

So, you may ask, where does this all lead? At the Meeting of the Minds, an NHTSA official told us that the 1991 federal budget for motorcycle safety is \$600,000. The total NHTSA budget for '91 is over \$114 million. The amount set aside for motorcyclists is about one-half of one percent (.5%) of the total, yet motorcycle fatalities account for 10% of all traffic deaths nation wide. We asked why - and the answer we were given was, "Nobody is asking for motorcycle safety funds."

We all know that if it squeaks you grease it, but if it doesn't make noise it's easy to ignore. It is time for bikers to make noise, right down at the grass roots level of their own communities. It's time to tell those local traffic safety commissions about the safety needs of motorcyclists - even seek to be appointed to the commission. You and I can educate them about rider education, and the need for driver awareness programs, and the road conditions that can kill a biker but go unnoticed in a car. If enough of us make that kind of noise, and keep on talking and educating the right people, we'll start seeing some progress in those areas. We'll know we're doing it right when NHTSA dedicates a million bucks for a year's worth of motorcycle safety programs.

Roger has the list of those local commissions and will give you the names, addresses and phone numbers. Their meetings are open to the public (that means you!) Changes don't happen overnight; but when we look at what Team Oregon is doing these days compared to a decade ago, when the first rider education legislation was proposed in the state, we can see how much can come of bikers' persistence and dedication. Let's get on with shaping our future.

END

## THE MOTORCYCLE HELMET LAW: QUESTIONS AND ANSWERS

### Q: How does the new law affect motorcyclists?

A: The most direct change is all drivers and passengers on motorcycles must always wear approved helmets during on-road riding. Mirrors on both sides are still required, and passengers must still be at least five years old.

### Q: When does it go into effect?

A: It became effective June 7, 1990.

### Q: What is the penalty for noncompliance with this law?

A: The fine, plus assessments, will average \$47.

### Q: Does wearing a full-size helmet reduce the rider's ability to hear?

A: In a recent University of Southern California study, factors OTHER than poor hearing and vision were identified as significant causes of motorcycle accidents. Wind noise actually seems much lower when a helmet is worn than when not worn. A rider wearing a helmet can still hear important traffic cues.

### Q: Does wearing a helmet impair a rider's peripheral vision?

A: The U.S. Department of Transportation (DOT) standards require a "window" that is larger than a person's normal peripheral visual field. The helmet must provide a minimum side vision of 120 degrees to each side. Average peripheral vision is between 110 and 115 degrees.

### Q: What kind of eye protection should I have?

A: The law requires a windshield, glasses, goggles, or face shield at all times. A full face helmet is ideal. For the best eye protection, always use a face shield or goggles.

### Q: How many registered motorcyclists are there in Washington State?

A: In 1989, there were 110,617 motorcyclists registered in the state.

### Q: How do I know if a helmet is approved?

A: The Washington State Patrol has adopted the Federal Motor Vehicle Safety Standard #218 as the minimum standard. All new approved helmets will have a U.S. DOT sticker on the outside back of the helmet. In addition, the helmet must be equipped with a safety strap which must be secured when riding.

### Q: What other factors are important when choosing a helmet?

A: A comfortable fit and a good color for visibility are important. Reflective tape is a good idea, too. Check with the manufacturer before you paint or stick anything on a helmet - some polycarbon helmets will be harmed if the correct glue is not used. This is not a concern with fiberglass helmets.

The purchase of a used helmet is not recommended, even if it has a DOT sticker. If a helmet has been in an accident, it should be discarded and replaced. Ideally, a helmet should be no more than three to five years old.

### Q: What if my helmet doesn't have a sticker?

A: If your helmet has no sticker, it may be more than five years old and you should get a new helmet anyway. If your helmet is less than five years old and does not have a sticker, you must contact the manufacturer or the dealer from whom you bought it, and request a letter or other proof that your helmet meets the federal standards. Carry this documentation in your wallet. It will replace a sticker if you are stopped.

### Q: How will this bill affect safety in Washington?

A: This law is expected to save 10 to 14 lives, 60 to 85 serious injuries, and 60 to 88 minor injuries per year, based on a National Highway Traffic Safety Administration formula. These decreased deaths and injuries will save society an estimated \$5 to \$7 million per year in medical costs, lost productivity, and other injury related expenses.

### Q: What else is included in the new law?

A: An important part of the legislation created a Head Injury Prevention Program in the Department of Health, which will promote that issue in coordination with existing efforts. There will also be efforts to promote motorists' awareness of pedestrian safety. *END*



## HELPFUL HINTS FOR CREATING A RUN FLIER

by Donna Adkins

### When? Where? Why? Who?/What? How?

You must make sure these questions are always answered when doing a flier.

#### When?

The date and time of the event

#### Where?

Obvious - where's it going to be? Give the address. It's also good to include a map either in a small block on the front or cover the whole back side of the page but make a note on the front that there is a map on the back.

#### Why?

What is the event for. Fund-raiser, Poker Run, etc.

#### Who?/What?

Who or What will benefit from the event.

#### How?

This would be informational, such as who can be contacted for more information on the event including phone numbers when possible. Also including a contact person at the location the event will be held is helpful, especially on the date of the event when someone may take that inevitable wrong turn or exit.

Also try to include a catchy title or slogan for the event. Examples would be "Run to the Sun" or "Just do it" or "People helping People".

If you can find an artist, it's good to have a picture, too. Make sure to balance your flier well. The nicer it is to look at the more eyes it will catch without you being there to stick the fliers in their hands. Used colored paper whenever possible. This will also catch attention.

Make sure fliers are done at the very least, 8 weeks before the event. This gives time to circulate the fliers to as many people as possible and get the flier to various newsletters for publication. *END*

## SENATORS USE FALSE NUMBERS TO COVER UP GUN BAN VOTES

by Paul H. Blackman, Ph.D.

After supporting S.1970 with the DeConcini language banning some makes and models of semiautomatic firearms, U.S. senators were challenged by their constituents to justify their anti-gun votes. Senators who previously had claimed to support the Second Amendment used a variety of imaginative data to bolster their contentions that these guns were disproportionately used in crime.

The statistics repeatedly cited by these senators were fabricated or taken from propaganda peddled by Handgun Control, Inc., and the anti-gun Cox newspaper service. The figure most frequently cited was that some 30% of crime involved these million banned firearms, the type of crime varying widely.

To set the record straight, NRA wrote to the FBI, seeking unassailable facts to refute these allegations. The FBI's Uniform Crime Reporting (UCR) Section is the only agency collection data nationally on the firearms used in crime, and its efforts are directed primarily toward assaults on the country's law enforcement officers.

Any lawmaker concerned with sorting out NRA truth from HCI lies should read the following NRA questions and FBI responses. The accuracy of NRA's arguments in urging defeat of S.1970 and H.R.4225 is clear (the following is paraphrased unless quotation marks are used).

**NRA:** Approximately how many law enforcement officers killed during the past decade were killed by criminals using firearms on the DeConcini list?

**FBI:** 12 of 810 (just under 1 1/2%).

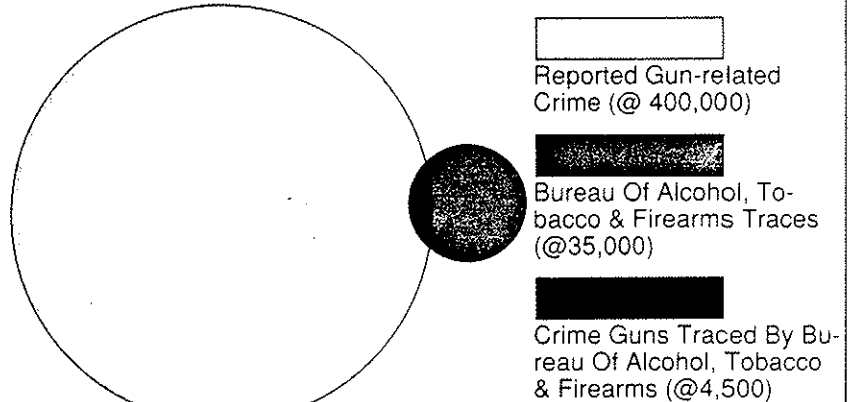
**NRA:** Approximately what number and percentage have been assaulted, and what number and percentage assaulted in drug-related incidents, using the DeConcini guns?

**FBI:** No such data are collected at the present time.

**NRA:** "It has been alleged that the above-named firearms were 'used last year in over 30% of attacks on police officers by drug dealers, street gangs and terrorists.' Whether 'attacks' means

### The Big Picture:

Gun traces and crime have little in common. Only about 1% of guns used to commit violent crimes are traced by BATF.



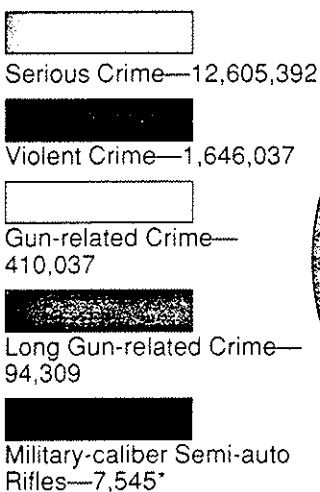
Source: FBI Uniform Crime Report, BATF Data

homicides or assaults, are there any data to support that statement? Is it a credible statement?"

**FBI:** "The UCR Section does not collect data that you requested and is unaware of any agency that does."

### Crime Rate Comparison

Less than 1% of all serious crimes involve long guns. Of those that do, less than 8% involve rifles which may have military-style cosmetic features.



\*Based on FBI data on military calibers used in rifle-related homicides of law enforcement officers, approximately one-fifth may involve military calibers. University of Texas criminologist Sheldon Ekland-Olson estimates 1% of rifle-related homicides involve military-style rifles.  
SOURCE: 1989 FBI Uniform Crime Report

**NRA:** "What percentage of fatal and nonfatal assaults involving 'drug-dealers, street gangs and terrorists' during the past decade have involved the above-named firearms? Is there any way to evaluate either the percentages or trends in the use of the above-named firearms?"

**FBI:** "The UCR Section does not have information relative to 'street gangs, drug dealers, and terrorists' and therefore could not evaluate percentages or trends as you requested."

**NRA:** "Assuming precise data on firearms used in assaults - particularly broken down by type of assailant - are not available, is there any reason to believe the 30% figure is approximately correct?"

**FBI:** "No."

**NRA:** "What sorts of firearms are generally used in fatal and nonfatal assaults on law enforcement officers?"

**FBI:** "May different types."

**NRA:** "Are there any noticeable trends, particularly involving the above-named guns?"

**FBI:** "No."

**NRA:** "It has been noted that the ban is scheduled to last for three years and 'if this provision reduces the numbers of these guns available to criminals, the ban can be reinstated in three years' time. If it does not, we will know it is not the

answer.' Do you know of any data which exist which would provide a base for determining whether these firearms are used more, less, or the same during the next three to four years, or are more or less available to criminals?"

FBI: "The UCR Section knows of no existing data to provide a basis to address the question."

As the FBI data show, far too many officers are tragically killed - over 1,100 during the 1970s and over 800 in the '80s. One death is too many. But, according to the FBI Uniform Crime Reporting Section, less than 1 1/2% of the 800 officers were killed with guns the U.S. Senate voted to ban, or 12 in a 10-year period. Put in perspective, that's the same as the average of officers killed each year with police-owned firearms. It is less than the number of officers killed with knives, less than half the number killed by criminals using motor vehicles, and less than one-fifth the number killed by criminals using shotguns.

During the 1980s, more officers were killed by criminals using police-owned shotguns than by criminals using the media maniac "Uzis and AKs." Similarly, a study of nearly 100 shootouts between criminals and police in New York City revealed not a single shot from a military-style rifle.

These facts speak volumes to all the empty rhetoric put forward in the last two years to justify passage of another misguided gun law. If you U.S. Senator supported the DeConcini gun ban bill, and tried to whitewash his vote using concocted statistics, call the FBI response to his attention. *END*

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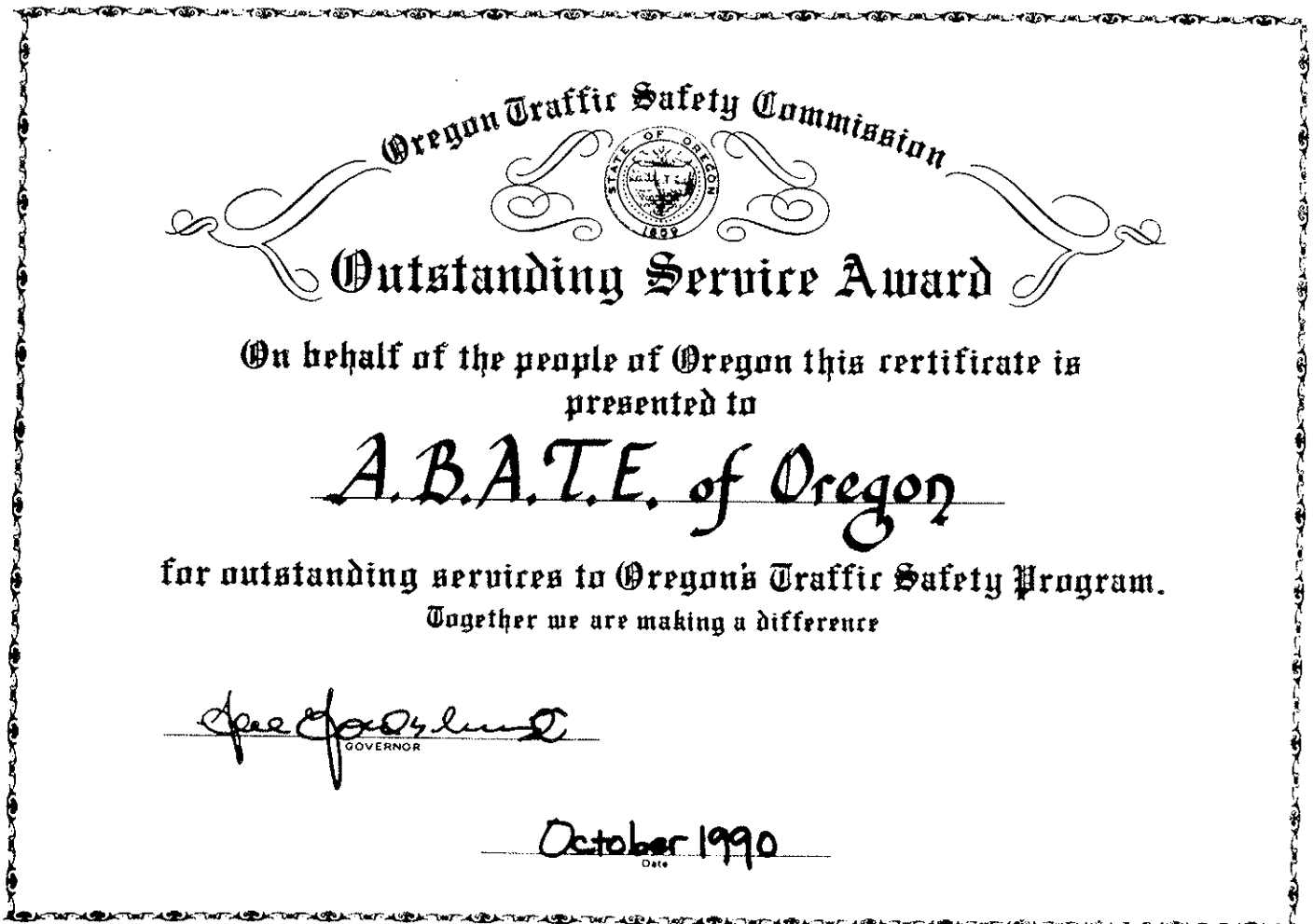
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## 1990 LEGISLATIVE ONSLAUGHT HIGH-LIGHTED BY INSURANCE BILLS

It's been another one of those years for motorcycle-related legislation across the country. Or has it?

As we've come to expect, there was more legislation than ever to monitor in federal and state legislatures during 1990. And as usual, motorcyclists won some battles, lost some battles and fought to a deadlock on several more. In those respects, 1990 was an absolutely normal year for the AMA's Government Relations Department.

Except for one thing: The issues confronting motorcyclists are changing. And we all have to do our best to keep up.

In the past, helmet laws dominated the motorcycle legislation field. Sure, there were occasional land closures and EPA regulations to worry about, but helmet laws were the big issues confronting motorcyclists.

However, all that has changed. In fact, of the 550 pieces of motorcycle-related legislation monitored by the AMA this year, no less than 116 concerned the new hot topic in the field - insurance. And there were some really imaginative proposals to consider.

Perhaps the most imaginative was a bill introduced in the Maryland General Assembly that would have required motorcyclists to purchase catastrophic health insurance.

Apparently, the idea was to eliminate public-health costs associated with motorcycle accidents that involve uninsured riders. However, the bill's proponents couldn't explain why they weren't interested in eliminating the vastly higher public health costs associated with uninsured car drivers.

In spite of that obvious discrimination against motorcycle riders, it appeared the bill was on the fast track toward approval after receiving the endorsement of Maryland Governor William Donald Schaefer. But then motorcyclists won a major victory.

Local motorcyclist groups led by the AMA and ABATE of Maryland banded together to defeat the controversial proposal during its first public hearing. They pointed out that the alleged savings being touted by the bill's proponents were vastly overestimated and that the insurance being proposed wasn't even available in the state.

But the crisis in Maryland is far from over. In fact, lawmakers there have promised to look into other ways of lowering public-health costs next year.

In New Jersey and Pennsylvania, meanwhile, motorcyclists spent 1990 wrestling with an insurance issue of a different nature. For more than a year, riders in those states have been forced to pay discriminatory surcharges to bail out bankrupt insurance programs for automobile drivers. But in spite of lobbying efforts by motorcyclists, there's little progress to report. Legislation introduced in New Jersey to remove a costly surcharge on motorcycle insurance has met with limited success, while a pair of measure designed to shelve a traffic violation surcharge in Pennsylvania were lost in the legislative shuffle this year.

Meanwhile, in Hawaii, another insurance bill was good news for beginning riders. The

Hawaii Legislature passed a law, sponsored by Senator Richard Wong (D-Honolulu), that authorizes insurance companies to issue temporary liability binders to riders who have obtained a learner's permit but have not completed a rider-education course. With the new law on the books, riders with learner's permits can get the practice they need to pass the licensing test.

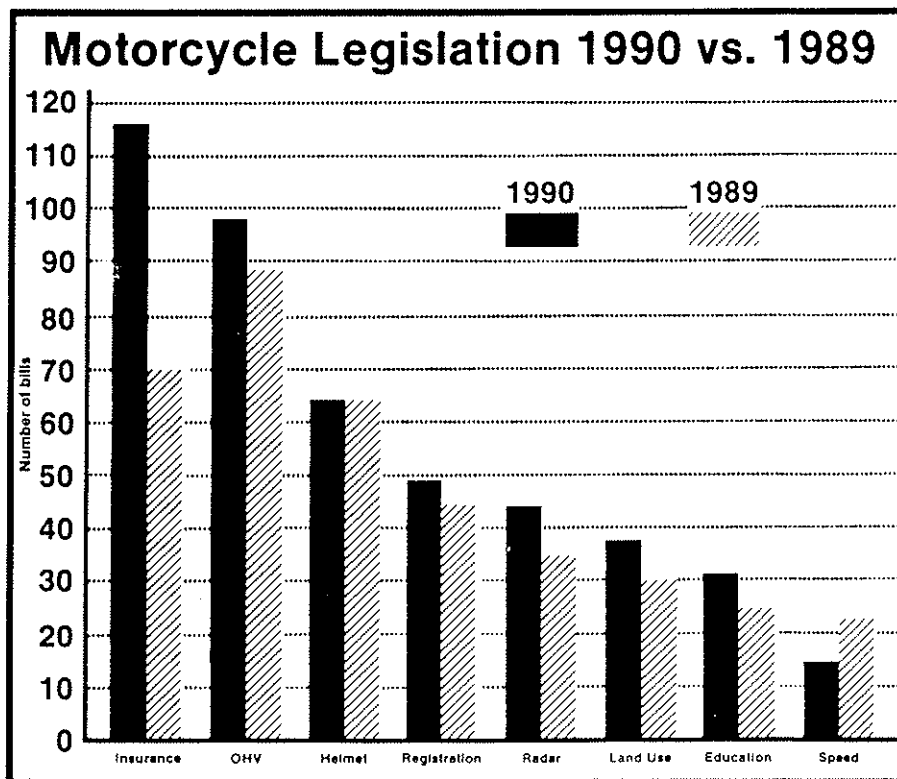
Another issue that has risen to the top of the motorcycle legislation list in recent years concerns the use of off-highway vehicles on public land. Throughout 1990, as in recent years, most of the focus in this area has been on Senator Alan Cranston's controversial California Desert Protection Act, which would close millions of acres in Southern California to motorized recreation. In early October, we learned that plan was dead for the year, but there were plenty of other measure to consider as well.

Take, for instance, the controversy over public lands in Colorado. Off-highway recreation in that state is in jeopardy because of the Colorado Wilderness Act sponsored by Senator Tim Wirth (D-Colorado). The plan would lock up 650,000 acres of public land as wilderness on top of the 2.6 million acres of wilderness already designated in the state. If passed, the proposal would close down a number of trails in the Rio Grande and San Isabel National Forests.

Fortunately, there's a compromise solution in the works. Senator Bill Armstrong (R-Colorado), who has decided to retire from politics at the end of the year, has come up with a plan that would save some of the state's riding areas. If passed, Armstrong's bill would designate 470,000 acres as wilderness, but it would preserve 122,000 acres for motorized recreation by designating that land as a national recreation area. In light of Armstrong's decision to retire, motorcyclists will have to find another ally to carry the legislation next year.

In Illinois, 1990 was the year that off-highway riders overcame an obstacle that has plagued them for some time. Illinois Governor James Thompson signed legislation during the year that ended a costly \$45 annual registration fee for riders who operate off-highway motorcycles and ATVs only on private land.

But rest assured that the new emphasis on insurance and





off-road issues hasn't meant that helmet laws have been neglected during 1990. Chances are you've already heard about two bills introduced in the federal Congress that have the potential to require every motorcyclist in the country to wear protective headgear. Sponsored by Senator John Chafee (R-Rhode Island) and Representative Jim Cooper (D-Tennessee), these bills would blackmail states into passing mandatory helmet laws, plus seat belt laws for all automobile drivers, by threatening to cut off highway construction funds.

On the state level, lawmakers in Washington passed a law requiring motorcyclists of all ages to wear helmets. The state's mandatory helmet law, which went into effect in June, did include one interesting twist that allows riders who own antique bikes to be exempt from the helmet requirement.

Meanwhile, though, motorcyclists have continued to make progress on an alternative approach to motorcycle safety. Prior to 1990, 33 states had adopted some form of rider-funded motorcycle training program, in which new motorcyclists can get the training they need for little or no cost. These programs, which many experts say have contributed to the dramatic decline in motorcycle-related fatalities during the past 10 years, cost the taxpayers nothing, since they are funded through increases in motorcycle license and registration fees.

During the past year, four more states - Colorado, North Carolina, Vermont and West Virginia - adopted rider training programs, meaning that such training is now available in 37 states.

Those were just some of the major legislative issues that motorcyclists faced during the past year. In addition, the AMA followed a wide range of other bills on topics as diverse as vehicle registrations, radar detectors, trail systems, speed limits, motorcycle inspections, headlight use and helmet intercom systems.

The one thing that 1990 has proven is that the day-to-day routine of motorcycle legislation is anything but routine these days. And motorcyclists need to stay on top of the issues or face the consequences in bad legislation. *END*

### NEXT BikePAC MEETING

Saturday, January 5th at 11:00 a.m.

Library at Oak Hills Mall

West Salem Exit off Hwy. 22

Reprinted from December 1990  
American Motorcyclist

### GOVERNMENT BRIEFS SEASON'S GREETINGS

'Tis the season for renewing that time-honored holiday tradition - writing Christmas Cards. And while you're at it, suggests the Ohio ABATE/CMRO organization, why not send one to the committee chairmen who are considering the National Highway Fatality and Injury Reduction Act, sponsored by Sen. John Chafee (R-RI) and Rep. Jim Cooper (D-TN). This is the bill that would bring back federal blackmail power over the states in the issue of motorcycle helmet laws. If you would rather see the states settle this issue without interference from the federal government, we'd recommend that you write to the Honorable Quentick Burdick, Committee on Environment and Public Works, 458 Dirksen Senate Building, Washington, D.C., 20510-6175; and to the Honorable Glenn Anderson, Committee on Public Works and Transportation, 2165 Rayburn House Office Building, Washington, D.C., 20515-6256. *END*

## The Rural Oregon Biker

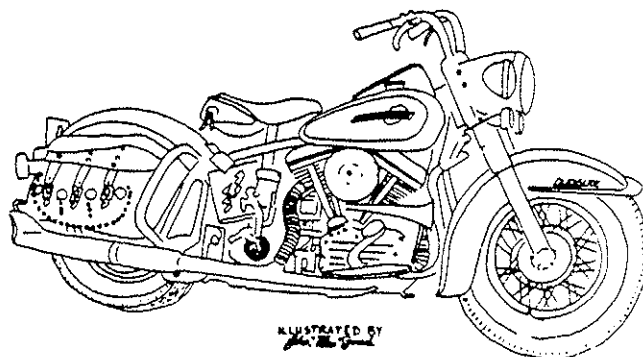
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Reprinted from November 1990  
 Jersey ABATE Newsletter

## MOTORCYCLE HISTORY

by Gary T. Niall

The first "bicycle" was invented by Carl Von Dreisin 1817. Called a "hobby horse," it consisted of a wooden beam mounted on solid wooden wheels, and had a wooden seat attached to the beam. There was no suspension of any kind. It was only a short period of time before these contraptions were nicknamed "boneshakers." Hobby Horses were propelled by means of ones feet (the pedal bicycle was not invented for another 44 years) and those same feet were used to stop it as there were no brakes.

In 1861 a Frenchman, Pierre Michaux, invented the pedal bicycle. The pedals were attached directly to the hub of the large front wheel (in much the same way as a modern child's tricycle pedals) and there was a brake on the tiny rear wheel. The French referred to these early bicycles as "velocipedes".

Pierre Michaux joined forces with an engineer named L. G. Perreaux. In December of 1868 Perreaux patented his first steam engine, an alcohol fired, single cylinder boiler. This steam engine was placed in a velocipede and used to power the rear wheel. During testing in 1869 this machine reached the breathtaking speed of 9 (yes - NINE) miles per hour, and proved to be capable of traveling nearly ten miles on a full boiler.

The next major advancement came in 1885. Gottlieb Daimler invented a petroleum powered engine. Knowing it would not be powerful enough to move a four wheeled conveyance he opted for building something smaller. He designed and built a two wheeled, wooden frame to hold his engine (YES - motorcycles were around long before automobiles). The engine was installed vertically in the center of the Einspur, with the saddle directly over it. He named his creation the "Einspur", which means "one track".

Daimlers' son Paul took the Einspur on an eight mile test ride. The Einspur passed the test even though the saddle caught fire during the ride.

Although there were several earlier motorcycles manufactured in the United States, the first to become truly successful was the Indian. In 1901, George Hendee, owner of the Indian Cycle firm in Springfield, Massachusetts, and Oscar Hedstrom, a Swedish en-

gine builder, cooperated in building a motorized bicycle. A one and three quarters horse power, single cylinder engine was built into an Indian bicycle frame with a "Camel back" gas tank mounted atop the rear fender. This Indian had single speed, chain drive and weighed less than 100 pounds. In the first year along 143 Indians were sold.

In 1901 William Harley and Arthur Davidson began work on their first motorcycle, (they were still in school at the time), and finished in 1903. It was built in a shed barely big enough to hold the finished bike. Total production of this first Harley for 1904 was eight bikes. All of the customers were very satisfied. They reported that the machine was sturdy, and thanks to improved carburetors, a pleasure to ride.

The twistgrip throttle (still used today) was adopted by Indian in 1904. This was also the year in which plans were laid for a "new" engine capable of much greater speeds. This "new" engine, first produced by Indian in 1905, was a 500cc twin, made by grafting a second cylinder to an existing crankcase. Within a few years the "V" twin engine would be adopted by both Harley Davidson and Indian.

The first Japanese motorcycle engine was designed and built by Narazo Shimazu in 1908. The first complete Japanese motorcycle was built in 1913 by the Miyata company.

During World War II, Soichiro Honda's piston factory had been destroyed. Instead of rebuilding the factory he begun considering other products and finally decided to build motorcycles. Mr. Honda purchased 500 surplus military generators in 1947 and mounted them onto bicycle frames. He soon sold out of stock but was unable to obtain more surplus generators. Undaunted, he proceeded to design and build his own motorcycle.

He began production with \$2,777 in the bank and 34 employees working in two wooden shacks. From these humble beginnings, Honda went on to become a major factor in the world of motorcycling.

In 1959 Honda entered the first Japanese bike in the Isle of Man TT. They did not have much success but learned a lot. They returned in 1960 with improved bikes and better riders. In the 125cc class they took 6th - 10th places, beaten only by Italian bikes. In the 250cc class they did even better. This guaranteed Japanese bikes had earned a permanent place in the motorcycle market. END

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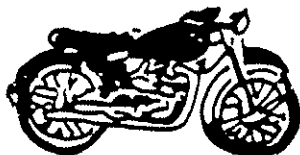
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## THE HIDDEN DANGERS IN HELMET LAWS

by Bill Stermer

An odd thing happened to me the other day. I'd gone into a bakery to pick up a couple of bags of my favorite onion bagels. As I was walking out, full leathered, helmeted, and bageled, a well-dressed woman in a car parked next to my bike rolled down her window and asked, "How do you feel about the helmet law?" My god, I thought, a rarity indeed - a car driver who really wants to know!

I wanted to give her the whole spiel, but I'm afraid she might have thought me a nut. Besides, her husband had just gotten into the other door and was looking the other way while starting to drum his fingers on the steering wheel. I gave her my short course in why I feel it's important to wear a helmet voluntarily, and equally important to fight mandatory helmet bill tooth and nail - everyone, every time. Heck, I didn't even have time to go into my worst fears, the hidden dangers in helmet laws. But since you're here, heh, heh ...

First of all, each time a tired old do-good helmet law is trotted out in this state or that, it reaffirms two opinions the public has about motorcycling: 1) Motorcycling is dangerous, and 2) Motorcyclists are so stupid they don't even have the common sense to take care of themselves.

As you and I know well, motorcycling is more dangerous than driving around in a car. It's no secret. One main reason it's more dangerous is because so many jerks driving around in cars don't look for motorcycles, and hit them, and then plead, "Gee, I didn't see him!" Various studies have shown that on a per-mile basis, you're several times more likely to be killed or injured on a motorcycle than in a car.

Because of these facts, motorcyclists ring up larger medical bills than the average car person. One of the common arguments in favor of helmet laws is that unhelmeted riders cost John Q. Public money by crashing, adding their brains, and winding up as wards of the state for the remainder of their natural lives. In addition to this, these "social burdens" also drive up the cost of insurance for all "the good people" and even have the ill manners to leave behind families dependent upon their financial support.

The state of Oregon recently put the mandatory helmet issue on the ballot. The pro-choice backers preached freedom and wind in the hair. The pro-law backers preached economics: "Why should your wind-in-the-face cost me money?" The helmet law passed by a margin of about two to one.

This incident outlines one of the hidden dangers of helmet laws. Motorcycling is a freedom sport, and an action sport, like hang gliding or skiing or rock climbing, or football or hockey or baseball. When large numbers of people of varying skill levels take part in these sports, some of them will be hurt. Since Day One motorcyclists and hang gliders and skiers, etc., have been willing to accept the danger level of their sport as part of the price of admission.

Once the insurers dip their sticky fingers into these areas, the results are as sure and predictable as the rising of the sun. Their viewpoint is that maybe you are willing to accept the consequences of your misguided pleasure, but the company's stockholders shouldn't have to. Insurance companies are in the business to make money, and they do that by keeping losses to absolute minimum. One bit of recent news is that a major insurance company has told its agents that it will no longer insure "race-designed" motorcycles, which include bikes such as Ninjas, GSX-Rs, FZs and interceptors. Insurance is often required before an individual can purchase or ride a motorcycle in most states. Deny the insurance coverage and guess what happens - we all lost again. This incident illustrates one of the other dangers in helmet laws.

The general public will read about these developments as they relate to motorcycling, shrug, and turn the page of the newspaper. What the public doesn't realize yet is how the hidden danger in helmet laws will come to affect their lives most personally and directly. Once we leave the fate of our freedom of action to the whims of the uninformed voting public and the insurance companies, we're dead. Every waking moment of every day, people do things that could conceivably lead to injury. Once the voters and insurance vultures have done away with the obvious things like motorcycles, what might they come after next? Certainly enough activities to put us all in a permanent legislative straight jacket.

They could refuse to insure, or they could outlaw high-school and college and pro football.

They could require helmets for bicyclists.

Because more people die of head injuries in auto accidents than die of head injuries in motorcycle accidents, they could require helmets for all auto occupants.

They could require that automobiles be rigorously inspected at least every two years.

They could require that the bathtub in your home be fitted with government approved grip pads to cut down on the number of household falls.

They could require AIDS testing for every person in the country.

They could outlaw everything that could possibly harm you, including fatty foods, alcohol, cigarettes, firearms, watching Howard Cosell or Geraldo Rivera, sex, pregnancy, going to the hospital and being born.

Hmmmm, maybe that will eventually make this a safe place to live ... *END*

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The Oregonian

## DRUG USERS HIT BEHIND WHEEL

**A new law requires all states to suspend the driving licenses of convicted narcotics offenders or risk losing their highway funds.**

From wire and staff reports.

WASHINGTON - States must suspend the driver's licenses of all convicted drug offenders or risk losing part of their federal highway funds under newly approved legislation signed by President Bush.

The measure applies to all states and all illegal drugs, including Oregon and the other nine states where possession of small amounts of marijuana has been decriminalized, but it still is considered a violation of the law.

The legislation, included in the transportation appropriations bill for the current fiscal year, got little attention during the flurry of activity as Congress rushed to leave town at the end of October.

It calls for withholding 5 percent of federal highway funds starting October 1, 1993, from states that fail to impose six-month suspensions on drivers convicted of a drug offense. The cut would increase to 10 percent October 1, 1995.

About half the states now allow suspension of drug offenders' licenses, but only few, such as New Jersey, have mandated such suspensions.

Oregon law allows the suspending of licenses from some juveniles convicted of drug or alcohol offenses, but not those of adults.

A proposal to allow suspension of licenses of drug offenders aged 18 to 21 will be presented to the next Oregon Legislature, said Phil Lemman, spokesman for the Oregon Department of Justice.

Passed October 27 and signed by Bush November 5, the measure accomplishes in large part what national drug control policy director William J. Bennett tried to impose more than a year ago. But John Sununu, White House Chief of Staff and former governor of New Hampshire, blocked that effort, arguing that states should be allowed to decide such matters for themselves free from federal government coercion, administration sources say.

The new legislation contains an out for states that don't want to impose the new rules, but still want their full share of federal highway funds: their legislatures must vote specifically against requiring the license suspensions and their governors must go on record in agreement with that position.

"This forces the states to be accountable," said an administration source, who spoke on condition of anonymity. "We're not going to force you, but if you don't want to do it, you'll have to be public about it."

In states where they can't agree - for example, the governor wants to suspend licenses but at least one chamber of the state legislature does not - the federal highway funds would be cut.

Representative Gerald B.H. Solomon, R. NY, who pushed the amendment, said his main targets were New York and California, which have both decriminalized marijuana. Both also have splits in party control: In California, the Democrats control the legislature, the governor is a Republican; in New York, the governor is a Democrat and his party controls the state assembly while Republicans control the state senate.

"Seventy-five percent of the drug purchases in America are done by casual drug users, and that's white, upper-middle class Americans that drive their Pontiac Firebirds into the ghetto and buy these killer drugs," Solomon said.

"You don't see the murders take place out in the suburbs, but it's the casual drug user who supplies the demand for these drugs,"

he said. "If you do away with the demand for drugs, then the drugs will dry up in this country ... When it starts to affect their livelihood, maybe then they'll stop using these drugs."

But license suspensions wouldn't necessarily affect their livelihoods, because they would receive limited driving permits enabling them to continue commuting to work, he said.

There is a lot of money at stake. In the current fiscal year, the Federal Highway Administration will distribute some \$12.3 billion to the states.

Of that total, California will get the largest chunk, some \$1.1 billion. New York is to get \$666 million.

Oregon expects to receive about \$125 million, but federal officials have not announced a final figure, said Joseph N. Speight, program development engineer for the Oregon Highway Division.

In Oregon, possession of less than an ounce of marijuana is not a crime, but it is a violation punishable by a fine of \$500 to \$1,000. A violation is similar to a traffic ticket.

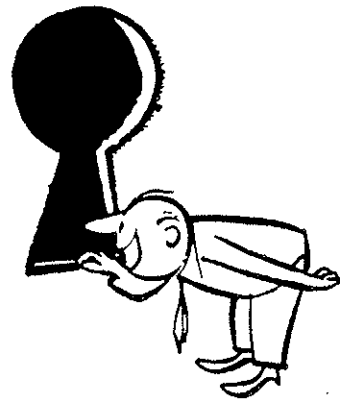
The National Organization for the Reform of Marijuana Laws criticized the new legislation, saying, "It seems ludicrous that we would take our concerns with drugs and somehow transform them to a completely different area, i.e. transportation and money for roads."

NORML spokesman John Duniap said, "It's bribery in that the government is telling the states that unless the states buckle down to what the government wants them to do in relation to drug offenders, then the states have no choice but to go along with it if the states want the money for transportation." *END*

*"Unless you enter the tiger's den, you cannot take the cubs."*

*— Japanese proverb*

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Merry Christmas To All and remember, an A.B.A.T.E. of Oregon  
Membership would make a great stocking stuffer!

### 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, Little Italy 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.