

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



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

JANUARY 1991 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter



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NEW YEAR!
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through
1991 safely!!**

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P.O. Box 4504

Portland, OR 97208

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Mitch, 648-9311

YAMHILL COUNTY
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McMinnville, OR 97128

For info: Longshot, 876-6962

COORDINATOR'S CORNER

"The freedom of the city is not negotiable. We cannot negotiate with those who say, "what's mine is mine and what's yours is negotiable." — John F. Kennedy

It's your organization with your participation. The people who you elected to serve this organization as Chapter and State officers do so only to represent the membership as a whole. We do not get anything out of doing these jobs except a good feeling of accomplishment when we make headway in our fight to keep us riding free.

As the State Coordinator, I don't think we ask very much from our membership except to try to attend your local meeting for your benefit, because if only a few of us make phone calls and write letters to our elected officials we will not accomplish a thing as a rights organization.

When you do attend a meeting and we brow beat you to write a letter, that too is for your benefit, not ours. What I'm saying here is that this is your organization. We spend a lot of time trying to make sure that we are an effective motorcycle rights organization and we have learned that to do so we must use our time wisely.

One thing that I find the membership secretary doing is chasing down people to renew their membership. That's nonsense, because that should be each and every members primary responsibility to themselves to renew their membership by their expiration date.

If you choose not to continue as an ABATE of Oregon member that is certainly your choice, but before you do so please let us know just why you are choosing to do so, so that we can correct the situation.

We might sound real paranoid about losing the rights we currently have as motorcyclists but you must believe that we are in danger of becoming a very controlled sport. There are forces out there who would like nothing better than to see our sport become a thing of the past.

ABATE of Oregon, Inc., is an organization of members who feel strong enough about the sport of motorcycling that they want to band together and become a legislative rights organization with a voice in the decisions that effect their sport.

ABATE of Oregon has, in the past, and will continue in the future, to keep on top of the issues that concern us both here in Oregon and nationwide, but we need to have a strong membership to insure that our elected officials will sit up and pay attention to us when we write those letters and make those phone calls.

**Protect your freedom with
persistence and will power.
Rotten Roger**

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Attn: Members

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

ABATE Supporter Pin	\$ 3.75
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ABATE Eagle Pin (Wings Up)	\$ 3.75
ABATE #1 Pin	\$ 2.00
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Stickers: Helmet Laws Suck	\$.50
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Bumper: Helmet Laws Suck	\$ 1.00
10 Year Anniversary Pins	\$ 3.00
Courtesy Cards (50 for)	\$ 1.00
Indian Creek Patches	\$ 3.00

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

LINCOLN COUNTY CHAPTER

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

T-S - Beaver Creek	\$ 8.00
T-S - Lincoln County	\$ 8.00
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Sweatshirts, Crewneck	\$11.50
T-S - Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

WASHINGTON COUNTY CHAPTER

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

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

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

*Needed now
more than ever.
Join BikePAC.*

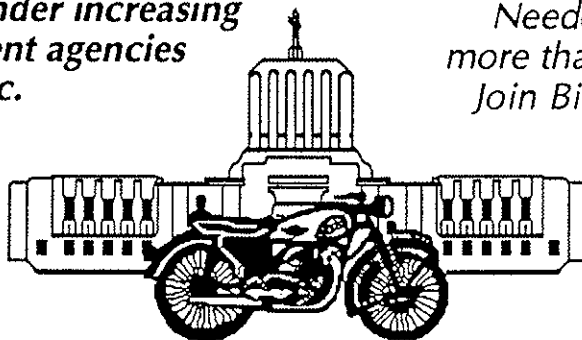
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall Executive Director (503)298-1317	Butch Harbaugh Legislative Director	Steve Benson Secretary/Treasurer (503)363-6106
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A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING
Minutes for December 8, 1990
No Report

CHAPTER REPORTS

COLUMBIA RIVER

No Report - First Time.

DOUGLAS COUNTY

Last month it was Rhonda that was new at this, this month it is Linda that is new at this. Who knows, next month it may be Terri or Dean or someone else that is new at this.

We have a brother who would like to hear from his friends. His name and address is Ed Kesler, Oregon State Pen., Salem, Oregon, 97310.

We would like to thank Gino Benidetti for fixing the damaged beer wagon and for opening up his place of business early, the Powder Horn, for all those who went on the Douglas County 3rd annual Toy Run.

Speaking of the Toy Run, I want to thank all that pitched in, put out boxes, brought toys and showed up for the run. It turned out great. We had 25 bikes and a few motor vehicles starting from Stewart Park in Roseburg, going to Roseburg, Sutherlin, Winston, and Myrtle Creek Fire Departments (there was a side trip to Non-pariel Store where a former ABATE member enjoyed seeing a lot of bikes invade his parking lot). Then we ended up at Gino's Powder Horn, where we enjoyed reminiscing about the day's drive. By the way, thanks to Andy for playing Santa. He was perfect.

Don and Becky have invited everyone for a Clean and Sober New Year's Day celebration at their home. For information call 679-7729.

We will be having a Casino Night February 23rd. More on that later.

Public Relations has come up in the meeting. ABATE doesn't seem to be known in our area. We are going to consider electing a P.R. person to talk on talk shows and do other good things for this organization in Douglas County.

I know that there is so much more to say, but due to a time thing, I am going to be neglectful and finish this letter up short. I apologize to anyone who felt there should have been more and will be willing to make sure it is added to the next ABATE of Oregon Newsletter if they will just let me know. This is your organization, too!

Thanks,
Douglas County ABATE Secretary
Linda Buckle

JACKSON COUNTY

We have been really busy the past few weeks. November 17th we had our Annual Senior Dinner and it was a big success. We fed over 300 people turkey dinners and then carried the pots of leftover food to the mission to be served to transients. We collected approximately 600 cans of food as admission to the dinner which we turned over to ACCESS for holiday distribution. Josephine County Chapter members joined us and helped serve and clean up. Their help was greatly appreciated.

December 1st we had our Toy Run. The weather was cold and it was spitting a little snow ... but 30 motorcycles and quite a few cars and pickups made the ride. Santa led the way with his big bag of toys tied on behind and he didn't lose any of the animals that were hanging out the top of the bag. Riding through Jacksonville, all the shoppers and strolling carolers broke into big smiles and

waved and wished us all a Merry Christmas. The bikes had their saddlebags overflowing with toys and toys were bungeed on the two pickups with boxes of toys piled cab high, which had been donated by school children around the Rogue Valley area. We all had a fun, frosty ride. There will be a lot of happy faces Christmas morning thanks to a great bunch of bikers. Everyone who participated deserves an Atta boy ... or ... Atta girl!

December 2nd we had a big turnout for our meeting due to the ultimatum published in our newsletter. Show up and elect a Board or Jackson County will go under due to lack of interest ... It got folks to thinking and we had a good turnout and found out there is interest and we elected a full slate of officers, most of whom volunteered to run and committed themselves to fulfill their offices to the best of their ability. Frank Way was elected as our new Coordinator. He says he'll make everyone aware that Jackson County is alive and well and growing ... like I said we have been really busy the past few weeks.

Coming up January 12 we are having a Casino Night at Touvelle Tavern, out of Medford, 7-11 p.m. and we are planning a Valentine's Day Party for February 9th.

December 16, Sunday we are having a Christmas Tree Hunt in the morning and at 2 p.m. we will have our meeting at Dennis & Jeri Bennett's with a party to follow.

Ride Safe and Warm
See you in the wind,
Skeeter

JOSEPHINE COUNTY

Well, we have our officers in place. Some are old and know how the chapter runs. Then there are some like me who are new and will need all the help the old officers can give me to do the best job I am able to do in the next 365 days. I would like to thank them all now so if I get so caught up in the things we plan to do and forget to, it will have been done.

Like all chapters at this time of year, our attendance is down at meetings. The support from those who do attend is strong and we are off to what we all feel is a good start.

We voted to give \$40.00 to the Southern Oregon Gleaning Network for a Christmas Basket for a needy family. The people receiving it will know it is from Josephine County ABATE.

We also felt we would like to do a little more at this time of year so we found a single lady with four girls, ages 6 months to 5 years to adopt. This will be done out of pockets of members and with the help of some Grants Pass Stores. The family will receive everything it takes to have the best Christmas we can give them. Toys, tree, complete meal and a Santa Christmas Day.

We all would like to send our thanks to Jackson County for the toys they gave us for our family after their Toy Run.

The Josephine County members turned out for the Toy Run and made a good showing but it would have been nice if more had showed up to support the Jackson County people. The weather was cold and with a bite in the air, but a great time was had by all and we are looking forward to 1991. Good job, Jackson County.

We now have the seat belt law to go with the helmet law. That does not mean we should give up the fight. There are still freedoms we can and will lose if we don't stay on top of what's happening. With hard work from us all we may keep those freedoms and maybe

regain some we have lost. The Fed's and State want us to give up. So we have to keep writing those letters and making the phone calls just to let them know that we are just down and not out.

Josephine County would like to wish every ABATE member in the state a very Merry Christmas and a safe and Happy New Year.

Josephine County Coordinator,
Scott Bukovac

Dear ABATE Members:

It seems like I gave the wrong impression in my last Newsletter Report (November). Christine was not threatened in her capacity as an officer. It was a personal thing only. I still think it was wrong and I'll stand by that. I'm sorry about any wrong impression given.

Jim

LANE COUNTY

Well, we have a new meeting place. Abby's Pizza on River Road, in Eugene.

We are getting ready to have our Officer Elections and I'm not sure what the New Year will bring Lane County. We have a few members who are seeking offices, but there is still some open spaces to fill.

We had a Casino Night on the 9th of December. We really haven't done much otherwise, but we aren't giving up on anything.

Well folks, I hope that Thanksgiving was good for you all, and that you got fat on the turkey.

Ride on, ride on,
Alan Foster

LINCOLN COUNTY

No Report, First Time.

MT. HOOD

No Report, First Time.

NORTH COAST ABATE

Mr. Bill sez;

Watch out, I'm back! I want to thank the North Coast members for their support. I won't let ya down. I hate to report squabbles over territories for the "Toys for Tots" donation cans. Let's not trip over our assholes and fall down on the kids. We're all in this together and need to support each other (that's read support, not push). I hope everyone's Toy Run's were productive and that the New Year's off to a good start.

A few reminders:

1. Our meetings have changed to once a month through the winter, first Sunday of the month, noon, Bayside Gardens between Nehalem and Manzanita.

2. Winter's here and there's lot's of gravel on the roads. You know what that means.

3. Life's like a duck pond. If you don't stay on top of it, you're in deep shit.

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

N.E. PORTLAND

No Report. First Time.

SALEM

Well, here it is, December, or by the time you read this it will be January. I guess that this means that this will be the last letter you will have to put up with from me.

On to the information at hand, we are looking forward to a great Toy Run Auction and Toy Run. I would like to personally say that it has been wonderful to hear about the success of the different chapters and their toy runs. This type of brotherhood makes me proud to be associated with ABATE and with the people who make up this organization. The people that are helped at this time of year make our efforts really worth while and it is great to be a part of it.

I really don't know what to say in this letter other than we have a new regime taking over in January and all of the help that they can get on every level would be greatly appreciated. This goes for everyone from the State Board members through the new Chapter's officers to the new members. Only by working together can we hope to achieve our goals of Freedom of Choice for everyone.

I guess that I will close this letter now by saying it has been wonderful to have taken part in this organization and working with brothers and sisters without having to play a lot of head games. Although I will still be active with ABATE, I will not be an officer as I have decided I need a respite. So, to all of the new officers, I wish the very best and Congratulations!

Live and Ride Free,
"Dago"

Dear ABATE Members:

I would like to publicly apologize to all ABATE members for the altercation that took place at the Last Chance Party at the River Road House November 26th. I realize that this action was unbecoming an officer and I pledge not to drink at future events when those events call upon me to be an officer of S.E. Portland Chapter.

Rooster,
S.E. Portland, Sgt.-At-Arms

S.E. PORTLAND

No Report. First Time.

WASHINGTON COUNTY

Well to start off, we had a great turnout for our Toy Run and thanks to everybody who showed up. We had a winner of that case of Jack Daniels, which brought a smile to Bob Branstetter's face.

We have Toy Run patches and year bars for those who are interested, contact a member or write, ABATE, P.O. Box 1353, Hillsboro, Oregon, 97123.

Sure would like to see a few more members (new and old) at the meetings. For those who don't know the meetings are now at Little Italy's in Cornelius every 2nd and 4th Tuesday at 8:00 p.m.

We hope to have a good year in '91 with new members, ideas and happenings.

Washington County will be having a Pool Shoot in February. Watch for fliers. Hope to see you there!

Stay Warm and Dry,
Ken & Sheryl

YAMHILL COUNTY

No Report. First Time.

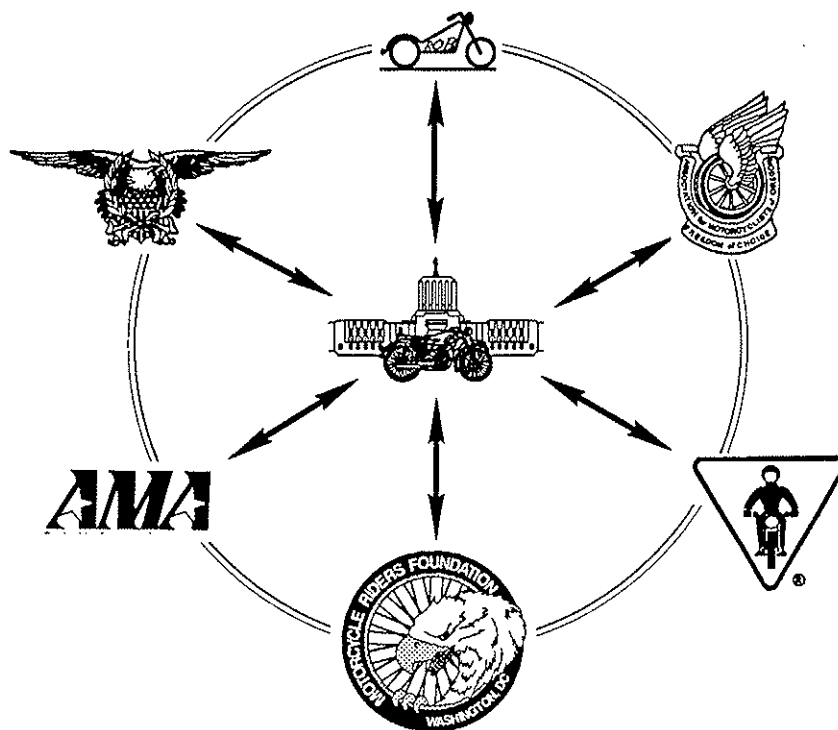
● NOTICE ●

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

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.

The National Scene

The National Traffic Fatality and Injury Reduction Act of 1990 - a national helmet and seat belt law.

Since a committee hearing in October of 1989, the Senate version of this act (S.1007) has had no further requests from sponsor for action. Sen. Chafee has increased the number of co-sponsors on the bill. House Committee leaders have refused to deal with the House version (H.R. 3925) unless the sponsor can demonstrate greater support in the House by getting more co-sponsors. Originally introduced with only one sponsor, the bill now has 21 co-sponsors and is gaining more.

H.R. 3925 is a companion bill to S.1007, but contains less blatant sanctions for non-complying states, and places more emphasis on incentives to get states to cooperate. There are other differences as well. H.R. 3925 redefines "motorcycle" to include trikes and sidecar rigs; and sanctions could include withholding of Federal 402 highway safety funds, which include some funding currently used at the state level to support motorcycle safety programs.

1991 Federal Highway Reauthorization Act (FHRA)

The Federal Highway Reauthorization Act is legislation that is enacted once every 4 to 5 years. It includes long-term planning and policies for highway construction and safety programs nationwide. The only two times the federal government has dealt with motorcycle helmet laws were in 1966 (when a requirement was included to force states to pass helmet laws or risk losing highway funding) and in 1975 (when that "blackmail" clause was removed, allowing repeal or modification of the helmet law in many states).

In the judgement of the board of directors of MRF and lobbyist Wayne Curtin, we should expect attempts to get the language of S.1007 and/or H.R.3925 included as a part of the FHRA. The Federal Highway Reauthorization Act must be passed by the end of September, 1991 - less than a year from now.

Hearings on the FHRA have already commenced. Gus (Pappy) Haag, president of the MRF, was invited by Sen. Steve Symms of Idaho to testify at a subcommittee hearing in Boise recently. It is the MRF's strategy to demonstrate clearly that motorcyclists are not running a single-issue agenda, and to inform the members of Congress about the wide scope of motorcyclists' interests and problems.

Included among issues the MRF would like the FHRA to address:

- HOV Lanes - Require states to allow motorcycles to use HOV (High Occupancy Vehicle) lanes. Many states deny motorcycles the use of HOV lanes despite the fact that they are fuel-efficient vehicles.
- Disabled Americans - Require states to offer handicap plates for motorcyclists with physical limitations that do not interfere with safe operation of appropriately equipped motorcycles.
- Motorcycle Safety Research - Include provisions to fund and conduct highway safety research of significance to motorcycles; for instance, design a better rain groove that doesn't cause motorcycle instability; and motorcycle-aware maintenance and signing of construction areas.

The FHRA is a momentous piece of legislation. If our issues are not included this year, it will be four to five years more before we get another chance.

LETTERS, LETTERS, LETTERS!

National Recreational Trails Act

This bill would direct a portion of the Federal Highway Trust Fund (which is funded by gas taxes) to be spent on off-road motorized recreation projects. Off-road riding opportunities are coming under increased restrictions. This bill would help legitimize the sport and provide appropriate places in which to enjoy it.

Insurance

In 1989, Sen. Hatch was considering a bill to mandate health care plans for motorcyclists. Opposition from the AMA was so aggressive that Sen. Hatch got a little upset; but the bill was not introduced. Apparently the aide who was mainly responsible for the proposal was working on several ideas on his own (including this one), without fully consulting with his employer. He no longer works in the U.S. Senate.

Regulatory Agencies

Federal and state policies are not always set by legislative action. The bureaucracy behind the scenes is what holds government together through all the changes in leadership that result from elections, resignations, illness or death of individuals. Bureaucracy is invaluable in providing continuity in the administration of laws and policies - but the bigger the structure, the more power that bureaucracy holds.

An example of this is the new National Highway Transportation Policy, a 129-page document that defines the transportation goals of the federal government. Motorcycles are mentioned just once: the goal has been set of having 31 states with full mandatory helmet laws by the end of 1991, and all 50 states by the end of 1992. No recognition is granted to the motorcycle as a viable, economical, less-polluting form of personal transportation that causes almost no wear on the public roadways!

A second case in point is the Department of Labor's Occupational Health and Safety Administration proposed rule that would require all persons using a car or motorcycle in the course of their job, to wear a seat belt or helmet, regardless of state law. The rule would require employers to provide vehicle safety training to all employees as well. There are several foreseeable problems with this. Who will monitor the quality of such training? Will motorcycle training be conducted to the high standards we have come to expect? Would employers accept the burden of expense for such training, especially for just one or two riders among their employees - or risk the very stiff financial penalties for failing to provide training? Or are they more likely to just forbid motorcycle use on the job?

Federal 402 Safety Funds

The National Highway Traffic Safety Administration (NHTSA) allocates grant money to state and municipal agencies to enhance highway safety programs. Some of the criteria that apply to 402 grants are:

- A three-year limit on funding for a single project
- The project must have goals that are above and beyond what you are already doing. For instance, 402 funds may be used to establish a motorcycle safety program, but may not be used to fund its operation indefinitely.

Until 1988, the "six pack" of priority areas receiving the greatest amount of 402 funds were DUII, pedestrian, bicycle, and school bus safety, driver licensing, and 55 MPH enforcement. During the years between 1982 and 1987, the motorcycle lobby became so effective that a seventh priority area was added: motorcycle safety.

The action came with no guarantees. According to NHTSA figures, of the 50,000 annual highway deaths, motorcycle crashes cause about 10% of the national total; pedestrian fatalities make up about 20%. Three years ago, NHTSA allocated \$60,000 a year for motorcycle safety projects; in 1991, that figure will be \$600,000. It has to be divided up among requests from all 50 states.

The total 1991 budget for 402 funds is over \$114 million. This means that although motorcycle accidents "create" 10% of the need, motorcycle safety is allocated .5% (one-half of one percent) of the available funds.

WHY?? NHTSA says it's because no one is asking for motorcycle safety money.

WHY NOT? The answer to that question lies in the offices of 50 state governor's highway safety representatives. For most of these officials, motorcycle safety is simply not a priority. They are uninformed about the causes of motorcycle accidents, and/or are unwilling to divert their attention away from other programs they regard as more important. The responsibility for changing the attitudes of the people in charge is in our laps.

The State Motorcycle Safety Coordinators Council is a national association of motorcycle safety professionals who direct state sponsored rider education programs. The Council has been the recipient of NHTSA grants for several years, and has worked with Ron Engle of NHTSA's Washington office. According to one member of the Coordinators Council, the Washington office is convinced of the need to fund motorcycle safety projects. Gen. Jerry Curry, the U.S. Secretary of Transportation, has agreed to begin applying encouragement for states to apply for more motorcycle safety funds. However, it is the 10 Regional Offices of NHTSA that decide what projects are funded; and the Regional Offices have been a very tough nut to crack. The Coordinators Council has prepared a presentation designed to provide the Regional Office administrators with the information they need to put a real priority on motorcycle safety; but the Regional Offices don't really want to hear about it.

In Oregon, the governor's highway safety representative is Gil Bellamy, head of the Oregon Traffic Safety Commission (OTSC). Mr. Bellamy is aware of the Team Oregon program because it is administered

through his office, and is a part of his budget. The 1989 Team Oregon budget included a \$50,000 402 fund grant that helped build and equip one of the two mobile training units put into action this year, and \$5,000 for a public information campaign. No federal funds were allocated for motorcycle safety in 1990, and none are in the '91 budget.

The Traffic Safety Commission is composed of five members appointed by the governor to represent the public. They have the nominal authority to approve the agency's budget recommendations and statewide highway safety program plans. However, the real power lies in Gil Bellamy's office, where details of the budget and the plans are decided. The situation is complicated by the fact that NHTSA decides how much federal money each state will be allocated, then asks the governor's highway safety representative how that sum should be divided among all the programs scrabbling for money. The "squeaky wheel" rule determines how the funds are allocated, and the priorities have been "belts, booze and enforcement" for a long time. To bring motorcycling to the forefront of attention will require aggressive, professional, persistent and long-term efforts on our part.

STATE LEVEL LEGISLATION

As was mentioned earlier, it is a national priority to get helmet laws in all 50 states. In 1989, Maryland faced 7 helmet bills simultaneously. This was widely regarded as an attempt to use up the resources of ABATE of Maryland, a strong holdout among freedom of choice states. Maryland also faced an insurance bill that would have required motorcyclists to carry a \$500,000 medical policy with a \$20,000 deductible. The only company willing to write such a policy was Blue Cross/Blue Shield - and they would only do it if the state guaranteed them a monopoly. That was what killed the bill.

A group called Advocates for Auto and Highway Safety is gaining a lot of media and government attention. Leaders of the Advocates are Joan Claybrook (formerly of NHTSA) and Judy Stone (former administrator of the State Highway Safety Representatives Association). The group's primary funding source is the insurance industry. Their goal is to pass mandatory seat belt and helmet laws in five target states in 1991: California, Maryland, Iowa, Oklahoma and Rhode Island. Other goals are reinstatement of the 55 MPH speed limit, and outlawing of radar detectors. Expect to hear more from these people.

All this information sounds dreadful. It may seem overwhelming, but we have hope. By joining together, individuals become a group, a recognizable political force. By working together at the state level, motorcyclists can educate the public, the legislature, and the bureaucrats about the true meaning of motorcycle safety and freedom. By reaching out across state lines to our brothers and sisters doing the same thing on their home ground, we gain strength, knowledge and power.

Spread the word.

Teresa Hepker

FREEDOM OF CHOICE ...

WORKING TOGETHER TO PRESERVE IT.

LEGISLATORS ARE PEOPLE; NOT MINDREADERS!

Gino's

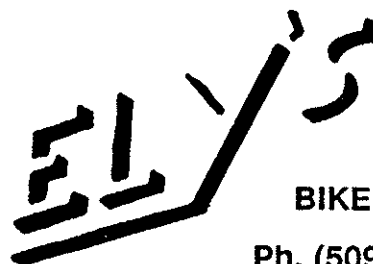
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JUDGE NOT!

by Walt Allegar

Let me tell you a short story. It'll only take a moment and I think it makes a couple of important points, but you'll be the judge of that. It goes something like this:

A Vet had just returned from Vietnam, and was waiting at the airport to catch a plane home, when up walked a dirty, smelly, hippy girl.

"How could you possibly kill women and little children?", she screamed into his face.

Taken back, the Vet thought a moment. Then he smiled, and then calmly said, "It's easy, you just aim a little lower, and you don't have to lead them as much when they're running!"

That ended the confrontation.

So, what's the point you ask? I think it makes several points that nearly all of us can see when looked at closely.

First of all, we should never judge someone else on appearances alone. We are not always what we may seem to be at first glance. Look around you. Of all the people you know that ride, how many of them truly fit the "Biker" image that the movies and news media have created.

Most bikers I know are nice, friendly people who would do nearly anything to help someone out. Most are family men who like to ride, work hard to support their families, and don't like being treated like second class citizens.

Generally speaking, none of the ones I know fit into the "Out-law Biker" image, even though they may well have beards and long hair like the ones made "infamous" by the movies and news media.

Second, we should never shoot off our mouths when we don't know what the hell we're talking about. The person we're talking to may know a lot more about the subject than we do.

The old saying, "It's better to be quiet, and thought a fool, than open your mouth, and remove all doubt!", goes a long way towards making this point.

I must applaud the article in the ABATE Newsletter titled "Bikers - Are They Guilty Of Prejudice?", by Chick Webb. Many of us are guilty of judging others because of how they dress or what they ride, and yet we holler like hell if someone points their finger at us and finds some dumb reason why we don't belong to some group. I think that it's time we stopped. We don't mind a friend poking a little fun at us from time to time, but if a stranger does it we're ready to fight them.

I've heard comments like "I won't ride behind rice," as if the riders of the "Rice" were a lesser person because of what they ride. Maybe they're just trying to save their money so they can support their families a little better. Or maybe they're saving up until they can afford a "Better" bike. But suppose it's just because they like the "Rice" bikes. What business is it of ours what they ride. Who are we to bad mouth them over their choice, as long as they have the courage to ride? And what the hell do you do if that "Rice" rider is the only one that knows the way to where you want to go? Turn around and go home?

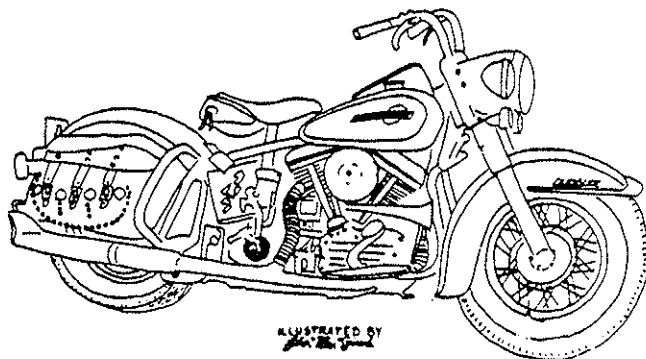
We talk a lot about freedom of choice, but we won't allow someone else to have that freedom without calling them names or treating them as an outsider to our groups, if their choice doesn't agree with our own views. It's time we judge others on who they are, not what they look like. It's also time we judge them on how they ride, not what they ride!

We are all either free to choose, or none of us is free to choose!

As the bible says, "JUDGE NOT, THAT YE BE JUDGED NOT!"

END

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Reprinted from December 1990
AMA Legislative Update

CALIFORNIA LAWMAKERS FINALLY AGREE ON RENEWAL BILL FOR SAFETY PROGRAM

The California Motorcyclist Safety Program, which has helped the state reduce its motorcycle-related injuries by 30 percent since 1987, almost died this year when lawmakers couldn't agree on a measure to save it. But now, after some legislative shuffling, the program is back on its feet.

When the rider-education program started, it contained a "sunset clause" that required re-approval at the end of its first three years of operation. But the program ran into trouble when the California Medical Association tried to pressure lawmakers into including a mandatory helmet law for all riders with the renewal bill. As a result, they refused to support the original renewal proposal sponsored by Assemblywoman Bev Hansen (R-Santa Rosa), which would have extended the program while requiring helmet use and rider-education only for riders under the age of 21.

But just when it looked as though the renewal bill was doomed, Assemblywoman Doris Allen (R-Cypress) introduced an alternative measure. Allen's bill would have renewed the rider-education program, but it also would have required training for all motorcycle license applicants.

The AMA's Government Relations Department lobbied that by extending the law to riders of all ages, the program would be strained to the limit. With thousands of new riders to be trained the costs of the program would have skyrocketed. The net effect, they said, would have been to threaten the program's effectiveness and discouraged Californians from riding legally.

However, the threat ended when a compromise version of both bills emerged. That compromise extends the rider-training program for three more years, while requiring only riders under the age of 21 to complete the rider-education program. That plan was passed by the Assembly and signed into law in October by California Gov. George Deukmejian.

The new provisions take effect on January 1, 1991, which means that all California riders will be required to continue paying the extra \$2 on their annual motorcycle registration to keep the program alive. In addition, all motorcycle license applicants under age 21 will have to pass the training course before they can receive a license from the state.

The amended law also includes a provision that authorizes the California Highway Patrol to impound any motorcycle ridden by an unlicensed rider for up to six months. The new law also applies to riders whose licenses have been suspended or revoked. A second conviction could result in impoundment for up to six months.

As Commissioner Maury Hannigan of the California Highway Patrol puts it, "This new law enables a motorcycle owner to say, 'I won't let you borrow my motorcycle because I can't take the chance of having it locked up for six months in case you get stopped.'" *END*

**INCREASE PUBLIC SAFETY
INCREASE PERSONAL SAFETY
RIDE DEFENSIVELY
AND CHECK LOCAL COMMUNITY COLLEGES
OR THIS NEWSLETTER FOR TEAM OREGON CLASSES**

Reprinted from December 1990
AMA Legislative Update

RIDERS GET THE CAUSE OF MOTOR- CYCLE SAFETY ROLLING IN NEW JERSEY

Riders in New Jersey have convinced a pair of lawmakers in that state to take the first step toward enhancing the safety of motorcyclists. During this year's legislative session, two bills were introduced to establish the state's first self-funded rider education program.

Sen. Thomas Cowan (D-Jersey City) recently agreed to carry the rider-education measure in the Senate. The bill would create a training program that would be open to all motorcycle license applicants, as well as experienced riders who are already licensed. Plus, all license applicants who successfully complete the program would not be required to take the road test portion of the state's licensing examination.

Earlier this year, an identical version of that bill was introduced in the General Assembly by Assemblyman William Schuber (R-Ridgefield Park). Both pieces of legislation, which will be carried over to next year's session, would provide the needed funds to operate the program by increasing motorcycle license fees to \$13, and charging all safety instructors a \$25 annual fee. If passed, the new law would take effect six months after enactment.

The rider-education bills were introduced at the request of Jersey ABATE, and it encourages all motorcyclists in New Jersey to ask their senators and assemblymen to support Senate Bill 2950 and Assembly Bill 1126. *END*

Reprinted from December 1990
AMA Legislative Update

BUSH SIGNS BILL TO OVERHAUL NATION'S CLEAN AIR LAW

Calling it the "most significant air pollution legislation in our nation's history," President Bush recently signed a bill designed to overhaul our nation's clean air law. The bill, known as the Clean Air Act, cleared the U.S. House and Senate and was signed into law in mid-November. Among the many provisions contained in the new clean air law is a requirement that mandates the nation's nine worst ozone polluted cities - Los Angeles, Baltimore, New York, Chicago, Houston, Milwaukee, Muskegon, Philadelphia and San Francisco - to start using reformulated fuels with an oxygen content of 2.7 percent in 1995. Beginning in 1992, 44 cities must use oxygenated fuels, such as MTBE and gasohol, during the winter months. Bush's signature was the culmination of a 10-year-old debate over antipollution regulations. *END*

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

Mike Washington was glad work was over. He had just finished another overtime day at the Seattle Post Office and was ready to go home. It was a Friday night in June and he was ready to go relax. He was going on vacation next week as planned and was looking forward to the ride over to eastern Washington. He walked out the door and across the lot to his 1969 Harley-Davidson Shovelhead and smiled. It was a beauty, especially since he has had it since it was new. Now it's 23 years old and runs as good as it did when it was new.

He got the bike with the money the Marine Corps gave him when he got out in '69. He did two tours in Vietnam as a spy in intelligence. While he was in Vietnam, he met a guy who was into bikes as much as he was. His name was Rusty Johnson and he had bought his bike in 1966 just before he went into the Corps. Rusty and Mike did a number of missions together and ended up becoming best friends. They got out in '69 and both went to work in Seattle at the Post Office on swing shift.

Tonight though, only Mike's bike was in the lot after work. Rusty had called in sick and didn't work that night. Mike knew better. He smiled as he thought about the cute girl that Rusty had just become acquainted with the day before and knew that she was why Rusty had called in "sick".

Mike got to his bike and pulled his leathers out of the saddlebags and put them on. He then unlocked his putt and gave her a couple of priming kicks. He turned on the magneto and gave the shovel a mighty kick. It snorted and barked and came to life. He mounted it, turned his lights on and rolled out of the parking lot. He rode the big inch Harley out onto the freeway to his home in north Seattle. As he was rolling up the freeway at about 60 mph, he realized a set of headlights had been following him closely for awhile.

"Damn!" Mike said as he looked in his rear view mirrors. Red and blue lights were flashing from a cop car behind him. He decided that he had better pull over and find out what the problem is.

He pulled his old shovelhead over to the side of the road and stopped. He turned the Harley off as the officer got out of his car and came toward him.

The cop stopped near his license plate, as if to read it, and then said to Mike, "are you Mike Washington?"

"Yeah. Can I ask why I was pulled over? Was my taillight out?" Mike asked with a little sarcasm in his voice.

"No, your taillight is working. I've been sent to find you and hand this letter to you," the officer said handing Mike the envelope.

"Who's it from?" Mike asked.

"I don't know. When I came to work tonight I was told to find you and deliver this letter to you, personally," he replied back.

Mike looked at the envelope he was just handed. It didn't have any writing or stamp on it. Mike then decided to put it in his leather jacket and wait till he got home to open it. He looked at the cop and said, "Anything else?"

"No. Have a good evening," he said as he went back to his car.

As the policeman got in his car, Mike zipped up his leather and kicked the shovelhead to life. As he climbed aboard and pulled the clutch in, he couldn't help but wonder what's up. Why would the police be sent to give him a letter? Why didn't it just come in the mail? What the hell is going on here?

He rolled into his driveway, hitting the electric garage door switch on his tank. The garage door opened and he drove in and parked the bike next to the bench. He turned the bike off and hit the

button to shut the garage door. He unlocked his other door and went into the house. As he walked in, the telephone started to ring. Mike made it to the phone and answered, "Hello."

"Hey, Mike! What the hell. How was work?" Rusty said answering back.

"Where were you, as if I didn't know? How was she and why are you calling me at 2:00 in the morning?" Mike answered back.

"Well, fun. She was fun. Hey, the reason I called was that I got a letter delivered by the police, not a mailman," Rusty said.

"Yeah. I just got one about 20 minutes ago out on I-5, but I haven't opened it yet. Have you opened yours yet?" Mike asked Rusty.

"Yeah, man! I got a cashiers check for \$5,000 and a letter from the Commadant of the Marine Corps. It said because of my outstanding record in covert operations in Vietnam, they would like to see me in Washington, D.C. next Wednesday morning. The money is for my expenses and they told me to contact personnel and tell them who I am and I'll get vacation time. And get this, I can have as much as I want, and I don't even have to pay it back."

"Hey, Rusty? Can you pay me back the \$20 you borrowed from me last week now?" Mike said laughing. He opened his letter and found the same letter and cashiers check.

"Hey man, I got the same thing. Sounds like some serious shit. I don't know." Mike was uneasy.

"The letter said we can't have the money unless we go to D.C. We can at least clear \$3,000 if we play our cards right. Let's go for it." Rusty said forcefully.

"Okay. I'll cancel this vacation and save it for later and use their vacation. I'll see ya Monday. Bye," Mike said hanging up.

Monday morning Rusty and Mike were in the personnel office at 11:00 a.m. and took care of the work situation. They came out of the office and went to the parking lot where their bikes were. They fired up the bikes and rode over to Mike's house to make plane and hotel reservations. They also contacted a Harley dealer in Washington, D.C., so they could have wheels while there. They made their plane reservations to leave Seattle Tuesday morning and arrive that afternoon in D.C. After they got off the telephone, they decided they would ride north to see some friends in Mt. Vernon before they had to leave for D.C.

The ride to Mt. Vernon was a perfect summer afternoon putt. On the ride home that evening, Mike and Rusty decided to stop at the Buckaroo Tavern for a couple of drinks before heading home. There was about 100 people there, mostly their friends, so they stayed till just before closing. They went home and slept it off.

Mike's alarm went off like a rocket as it woke him up at 7:00 a.m. He had to be at SeaTac by 9:00 a.m. He crawled out of bed and called Rusty.

"Hello. What's up?" Rusty answered with a scratchy throat.

"I see that you are. When are you going to be ready?" Mike asked.

"I'll be ready in 20 minutes. Are you going to call a cab for a ride to the airport?" Rusty asked.

"Yeah. I'll call 'em now and we'll pick you up on the way." Mike said.

"Okay. I'll see ya then. Bye," Rusty said hanging up the phone.

Mike got in and out of the shower in record time. He got dressed and was ready for the cabbie when he got there. They got to Rusty's house in five minutes, but it was a 35 minute ride to SeaTac. The

plane was leaving at 9:15 a.m., so they would make it in plenty of time.

Rusty got into the cab and said, "I see you look about as good as I feel."

"Well, I feel better than you look. Have you figured out what's goin' on?" Mike asked.

"No. But I think that they want us to do something like we did in Nam. My stomach has butterflies thinking about it," Rusty said.

"Yeah, I know what you mean." Mike answered turning his head to look out the window.

Neither one said anything to the other as they got to SeaTac. They checked in their luggage and went to the terminal to get on the plane. The flight left on time and they arrived in D.C. at 6:00 p.m. eastern time. They went to the Harley dealer to pick up two softtail customs that they rented for getting around. They left the Harley dealer and went to the hotel that they had made the reservations at. They dropped off their bags and decided to ride around town. The letter that they received said they had to be at the commandants office no later than 11:00 a.m. Rusty and Mike figured that they had about 15 hours till they had to report so they enjoyed the ride. They rode around the city until they got to the National Vietnam Veterans Memorial. It was 11:00 p.m. and they were the only ones there. It was kind of eerie as they slowly walked across the yard to the Memorial. They spent about an hour there reading and remembering names on the wall.

"I recognize at least 50 names here. I didn't know that some of them died after we left. What a mess," Mike said with a lump in his throat.

"Yeah, it's a little spooky. Why don't we go have a drink and meet some of the locals," Rusty said a little relieved.

"Okay, let's do it!" Mike answered back. They rode to a local bar where they met a couple of girls who ended up accompanying them back to their hotel. They parked the bikes in the hotel lobby, where the desk man would watch them that night. Rusty and Mike went to their respective rooms with a lady.

The next morning Mike got up at 9:30 and called Rusty.

"Hey man, you ready?" Mike said when Rusty picked up the phone.

"What? What do you want? Yeah, I'm ready. What time is it?" Rusty said with a cough.

"It's 9:30. We have to be there by eleven. I'm going to call room service for four. Come on over in a half an hour and we'll have breakfast," Mike told him.

"Okay, see ya then. Later," Rusty said and hung up.

Mike chased the girl out of the shower after he called room service. He took his shower and got dressed. He came out into the room as a knock came from the door. He opened the door and Rusty was there with his girlfriend.

"What's for breakfast? I'm hungry!" Rusty said as he and his friend stomped into the room.

Mike closed the door, turned to Rusty and said, "It's not here yet. Let's sit down and drink some of this instant coffee that's here."

Mike and Rusty sat down on the couch and the girls fixed some instant coffee. Mike called a cab for the girls while they drank their coffee. There was a knock at the door as their breakfast arrived. They ate their food and took the girls downstairs to the cab, put the girls in and gave the cabbie a fifty with directions to the girls houses. They went back inside and got in their leathers and went back down to the bikes. They zipped up their jackets and rolled the bikes outside. Rusty and Mike mounted their rides, thumbed the electric starter as the new Evolution motors roared to life. They turned their lights on and rolled out into traffic towards the Pentagon. Neither one had said anything since they sent the girls home. The only thing they could think was that they were on their way to war, and that they were proud to do their duty, especially when it was a good way to make some money ...

To Be Continued in the February Newsletter.

ABATE OF OREGON CHAPTER TOTALS

CHAPTER	TOTAL 12/1/90	GAIN/ LOSS 12/1/90	EXPIRA- TIONS 12/1/90	NEW/ RENEW 12/1/90	TOTAL 11/1/90
Columbia River	27	-20	21	1	47
Douglas County	69	0	0	0	69
Indian Creek	61	-2	2	0	63
Jackson County	46	-6	6	0	52
Josephine County	53	-11	11	0	64
Lane County	48	-6	6	0	54
Lincoln County	70	0	0	0	70
Mt. Hood	30	2	2	4	28
Northeast Portland	97	-11	13	2	108
North Coast	50	0	2	2	50
Salem	49	-1	1	0	50
Southeast Portland	94	2	6	8	92
Washington County	44	7	0	7	37
Yamhill County	26	-7	8	1	33
Total	764	-53	78	25	817

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AT LARGE THE ALLIANCE AGAINST FUN

by Steven L. Thompson

So we're standing there. Late Braker Williams and I, talking to the young sales manager of Rick's Cycle Center in Bound Brook, New Jersey, and suddenly Williams gives us the answer to the question everybody in the motorcycle biz is asking: Why aren't the kids buying motorcycles?

It happened when we were still agreeing that the problem with the idea of "standard" motorcycles as the panacea for lousy sales is that resurrecting UJMs seems to appeal mostly to fortysomethings, insofar as it really appeals to anyone. For the youngstersomethings (and, for a whole lot of othersomethings, too), the old, proven formula for mixing hormones with gasoline still sells. Call it speed with style. Call it FZR's, GSXR's, ZX's, and VFR's.

Call it mostly unattainable for middle-class American youth, Williams said, thanks to the Alliance Against Fun. In his view, the root cause of motorcycling's malaise.

If some other guy had told me this, I'd have headed for the exit. But James E. "Late Braker" Williams has earned the right to opine on the subject of speed and fun and the bureaucratic forces of darkness.

I met him at Car and Driver magazine, where he was doing a second tour and I my only tour. Following our joint departure from C/D when its czar moved it to Michigan from Manhattan, we collaborated on various magazine design projects, and he went off to learn, as he put it, "everything else a guy could learn" about the car biz.

Since he already knew how to design and build cars, what that meant was that he worked as: PR guy for Volvo, advertising creative guy on the VW, Audi, Porsche, Toyota, Jaguar and Saab accounts, and forward-planning guy for Chrysler's ad agency. As well as creative director of an agency that dealt with one of the biggest car retail dealer networks in the country. Along the way, he built and raced such diverse hardware as MGTFs and RZ350s. And also studied, as a professional, the social and governmental forces affecting the automotive world. In sum, this is a guy you listen to when the subject of internal-combustion enthusiasm, or anything relating thereto.

So I did. And he described how the Alliance Against Fun works to keep kids out of motorcycling ... how, in fact, it tries to keep everyone out of motorcycling. Basically, through insurance premiums.

When the sales manager at my local bike shop tries to put a 20-year-old onto a Kawasaki ZX-6, he faces not only the price hurdle of the machine, but a tremendous barrier in the insurance. A barrier that has risen silently, swiftly and inexorably to block more and more people from riding. People like that 20-year-old, who, based on the McGraw Insurance Ratings Guide, would have to cough up \$3,313 per year to ride a 600cc Kawasaki in California.

That's not a typo. Three thousand plus. Per year. The cost of a good used bike, every 12 months. Any reasonable, not-rich guy would run up against numbers like that and kiss off motorcycles. Probably forever.

Which is, according to Williams, the whole point of the AAF. His theory is that what's going on here is not simply the insurance guys penalizing the ZX-kid for his statistical propensity for crashing, as well as the eye-popping expense of replacing all that plastic if he does.

What's going on, he thinks, is that the safety-Nazis are trying to kill off motorcycling altogether.

It's not, he argues, simply a matter of money. What he thinks is happening is that our society has inadvertently allowed social

"minders" to flourish almost beyond control, dictating anonymously for all of us what is correct behavior and what is not. And somehow, motorized fun - on motorcycles, jet skis, sports cars, even ultralights - has become a target for the minders.

What Williams sees behind our astronomical insurance costs is a kind of counterrevolution against the ideals that established America. Fuelled by people with genuine social and ecological concerns, perhaps, but driven by righteous zealots.

Extended beyond the confines of the Rick's Cycle Center issues, this line of thought might lead to an extreme form of civil libertarianism. Late Braker does not go that far. He stops at postulating the existence of the Alliance Against Fun.

Who are the members of the alliance? Williams can elucidate them clearly, from simpleminded busybodies to legislators looking for easy targets. But behind most of them stand the self-serving insurance industry organizations, which operate smoothly in the corridors of power to promulgate their views. Organizations which wield their clout without fear to accountability to anyone. And which, having failed to legislate motorcycles out of existence (remember the Danforth Debacle?), have shifted their strategy to simple economic warfare.

Is he right? I don't know how you'd prove it. But worse, if it's true, I don't know how you'd fix it. Unless you took another Williams thesis and made it work.

That's the one in which the manufacturers underwrite their customers' insurance themselves. Doing so, he argues, is about the only way that the agenda of the alliance can be slowed. And without slowing the agenda, motorcycling, Williams thinks, will ultimately become uninsurable and unaffordable for most people.

It's a bleak view. But no bleaker than showrooms full of hardware that young people want but cannot afford to insure. And certainly no bleaker than what might follow that: no showrooms at all. END

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Brian Stovall, Editor

BROCK YATES **THE ONLY THING WE HAVE TO FEAR ...**

Because regular readers of this space know that I stand proudly in the front ranks of the world's Cro-Magnons, my belief that we are turning into a nation of hopeless, quivering wimps will come as no surprise. This conviction assaults me every time I sight a bicycle propelled by one of those absurd geeks wearing a little plastic brain bucket strapped to his head and peering into an optical rear-view mirror - the ultimate in ludicrous cycling accessories. And that is but one minuscule example of the fear factor that is being built into the society once famous for fearless self-reliance.

Imagine a nation of grown-ups who are not only frightened of climbing on a two-wheeled, self-propelled conveyance without head protection, but who also insist on clamping the same gear on their three-year-olds before the tots venture forth on tricycles. Imagine a national marketplace that can be brought to its knees by a handful of tainted grapes; a nation that now shuns the sunlight yet is afraid to remain indoors for fear of contamination from the demon asbestos. Immobilizing danger lurks in every corner: Alar, ozone depletion, strontium 90, nuclear waste, Red Dye Number 2, carbon monoxide, carbon dioxide, nicotine, Lyme disease, ultraviolet rays, microwaves, hydrocarbons, herpes, and radon, to name but a few of the hazards that threaten us each day. The nukes will get us, the globe is frying, the ice caps are melting, the population is exploding, the forests are crumbling, the food is poisoned, the lakes are acidic, the oceans are oil-slicked, the whales are dying, the homeless are starving, and all we can do about it is wait for the End.

We do this even though we Americans live in the safest, most risk-free environment in the history of humankind. No civilization has ever lived longer or seen so large a percentage of its population enjoying prosperity. No industrialized nation has survived as long or been blessed with better health than the United States - yet we cower at the barest hint of potential danger.

It is laughably ironic that as danger has disappeared from our lives, we have become more and more fearful. As the larger cruelties - war, pestilence, disease, famine - have been eradicated, for the moment at least, we Americans have become obsessed with our own well-being. The last I heard, our life span keeps increasing, our health care is the best in the world (yeah, yeah, I know about socialized medicine in Canada and England - but have you ever tried it?), and even that Insolent Chariot, the car, has been controlled (1989's highway death rate is down again, despite alleged agonies wrought by the 65-mph limit).

We have generated a powerful fear industry in this nation. Hundreds of organizations have sprung up that depend on terrified citizens for their funding. Send money and we'll save you from nuclear apocalypse, from drunk drivers, from oil spills, from tobacco smoke, from global warming, and from all manner of doom that awaits the unwary. Certainly our friends at the Center for Auto Safety and those of their ilk are dedicated members of this cabal. All of these groups rely on all citizens viewing the automobile as an article of fear and loathing - as a lethal device lurking in the driveway, silently awaiting its chance to crush life from us.

Our pals in Washington and in state capitals are, predictably, on the side of the angels, eager to save us from ourselves and the egregious instruments of death that stalk us in the kitchen, the workplace, the bedroom, and, of course, on the highway. The legislative hoppers overflow with bills proposing to interdict such threats, and I for one possess a childlike faith that these statesmen will be successful. And why not? Just look at their record. Have they not achieved social miracle after social miracle? Are welfare is our concern?

But will they do enough? For example, will they enact laws forbidding cars to carry cigarette lighters and ashtrays? We all know that death awaits those who puff (example: my maternal grandfather - who smoked both Chesterfields and cigars, drank heartily, and

ingested carloads of fried foods - went to an early grave at 96), so why not remove temptation by excising these evil appliances?

We know that air bags work in head-on crashes, but what about the poor passengers, most of whom ride bagless? Let's fit air bags to all seats, and while we're at it let's add NASCAR-style roll cages and six-point seat belts. After all, it's good enough for Tom Cruise, why not us?

What about helmets? Many states have made helmets mandatory for all motorized two-wheeled conveyances, so why not cars? Think of the number of times a helmet has saved Richard Petty, to say nothing of Greg LeMond, so let's stop the waffling and pass a law that everybody riding in an automobile must wear a helmet. A full-face version would deter illegal smoking, thus saving more lives. On the downside, this would make driver identification difficult in towns that have photo radar.

Still we have sticky issues of speeding and drunk driving. The wimps of the world know that speed kills. They also know that even a sniff of booze will send one careening to an early death. So why not eliminate both in one fell swoop? My solution is simple.

It has been proposed in this space before, but it has found little support among our political leaders. Therefore I will offer it again: let us reduce the speed limit to 21 mph while increasing the legal drinking age to 55. This will instantly immobilize traffic and prevent all but the most responsible and mature in our society from knocking back a beer after work.

Naturally, some glitches have to be worked out. A 21 mph speed limit, for example, would make bicycles faster than automobiles. This would produce an even more dangerous situation, so I propose banning the silly two-wheelers entirely. This, of course, would force the cyclists onto the sidewalks, where they would become potential victims of clumsy pedestrians - which leads to the thought that we should ban walking as well. In fact, why not ban all movement?

But wait a minute. Don't a majority of fatal accidents happen in the home? What about the asbestos in the attic? And the radon in the basement? And the microwave in the kitchen? And now the old man's smoking in the family room! Help us, Ralph! We're dying in here! **END**

Reprinted from December 1990
Northwest Shooting News

LAWSUIT UPDATE

We have been assigned a judge to hear the main motions on our lawsuit against Multnomah County and the City of Portland. At this point, it looks like we will get a decision in the case before the first of the year.

There is still a great need for money as we expect the final bill (including appeals) to reach 30 to 90 thousand dollars. (So far we are almost to the 30 thousand dollar mark.) Please send your donation to our affiliate, Oregon Gun Owners, Inc. (OGO, Inc.), P.O. Box 83929, Portland, Oregon, 97283, which has handled the day to day coordination of this case.

John Nichols, Legislative Chairman.

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

Reprinted from The Sunday Oregonian METRO, December 2, 1990

Caring for the children

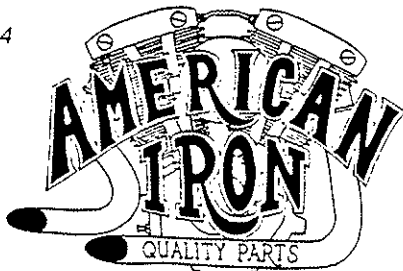


Motorcyclist John Crippen of Portland cradles 5½-month-old Spencer Hamilton, a patient at the Shriners Hospital for Crippled Children. Crippen was among 450 members of the Portland motorcycle club Abate who rode to the hospital on their

cycles Saturday for their 11th annual Toy Run. Their efforts raised about \$10,000 in cash to buy toys, wheelchairs and other equipment for children at the hospital. Spencer is the son of Chuck and D'Ann Hamilton of Seaside.

The Oregonian/BOB ELLIS

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DOUBLE TROUBLE IN CONGRESS THIS YEAR!

All letters should be addressed to:

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

The Honorable John Chafee
567 Dirksen Building
Washington, D.C. 20510-3902

ROLLING THUNDER IV

Washington, D.C., May 26, 1991

Dear Brothers and Sisters:

First, I thank everyone that supports our POW-MIA's. Those who have helped organize and participated in past rallies. Since we started we have had many successful runs. We are gaining on the government and we have all passed the word out to much of the public. These runs are demonstrations for our POW's-MIA's that our government has abandoned in passed wars. From WW I, WW II, Korea and Vietnam over 90,000 service personnel are not accounted for.

These brothers fought for freedom and we must fight for their freedom. We are their only hope. No one else cares. Our government passes bills to make us wear seat belts and helmets for our safety. They pass bills to take away our guns but won't protect our flag. They have said this issue is of the most importance. Then when is something going to get done? Bring our brothers home now!!

We have tried to get HR1730 (Missing Service Personnel Act) and HR3603 (Truth Bill) passed to protect the future men and women in the armed forces and to release classified information on POW's from past wars. Nothing has been passed to date. What are they hiding in Washington, D.C.? Is this our country? Then why do we have to fight the politicians to pass these bills??

What is going to happen to our brothers and sisters in Operation Desert Shield if a war starts? Who will be there to take care of those that return mentally and physically destroyed? How many will be abandoned this time? We all know when we came home, we were promised to be taken care of and we were all lied to. We were

all poisoned by Agent Orange and our government turned their back on all of us. It could be your son or daughter this time!

Let's all stand united and be in Washington, D.C., for Rolling Thunder IV. Let's tell President Bush and Congress we want no more lies or promises. We want our POW-MIA's back, now! We want our country run the way our fore fathers set it up in the Constitution. Of the People, By the People and For the People. "We will never forget."

Sgt. Artie Muller
P.O. Box 216
Neshanic Station, NJ 08853
201-369-5439



ROLLING THUNDER IV

RIDE FOR FREEDOM



POW-MIA
"We Will Never Forget"

RT-I 3,500
RT-II 12,000
RT-III 17,000
RT-NY-CI 3,000
RT-NYC-JI 6,000
RT-PA 10,000

WASHINGTON, D.C.
Memorial Day Weekend
May 26, 1991

WWI 3,350
WWII 78,777
KOREA 8,172
Vietnam 2,296

Assemble Area: North Pentagon Parking Lot 9 am.

Leaving: 12 noon for the ride through Washington, D.C. to the Vietnam Veterans Memorial to pay our respects to our brothers and sisters.

Reflecting Pool: Speeches and music at the Reflecting Pool. For the return of our POW-MIA's that our government has abandoned!! This is a demonstration for our POW-MIA's. If you love your freedom fight for theirs.

RUN TO THE WALL INFO: James Gregory (619) 283-9879.

All Veterans organizations and citizens are welcome. If you don't ride be at the Vietnam Veterans Memorial at 12 noon.

No Attitudes: Confirmed

Artie 201-369-5439 (NJ)	Don 201-781-2412 (NJ)
Greasy 606-674-6799 (KY)	Smoke 804-872-6962 (VA)
Eugene 912-746-8237 (GA)	Gil 514-429-5418 (Canada)
Jake 215-935-1846 (PA)	John 708-459-7214 (IL)

Held in conjunction with Rolling Thunder Kansas City, MO

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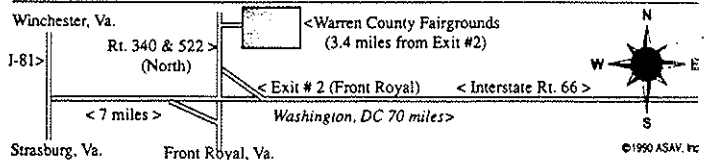
Americans Supporting America's Veterans (ASAV) is a member of and endorsed by the "Rolling Thunder IV Committee". ASAV will be the Official Campsite of the ROLLING THUNDER IV MEMORIAL DAY WEEKEND 1991



WARREN COUNTY FAIRGROUNDS, FRONT ROYAL, VIRGINIA

Campsite will open Friday, May 24, 1991 at 10:00 a.m. Live entertainment will begin Friday night thru Sunday night with Gussy Lynn (daughter of Lorena Lynn) and the Full House Band. Saturday activities with POW-MIA Hot Air Balloon and Vietnam Moving Museum plus Saturday evening ceremonies & speeches by guest speakers: Larry Stark (Former Vietnam POW) and John Musgrave, Vietnam veteran. Fly over by Air National Guard and Honor Guard for speeches. Last year's campsite was covered by Outlaw Biker, Iron Horse, and Biker Lifestyle magazines. Rolling Thunder IV this year will be a two part run. Part one will leave from the campsite at Front Royal at 8:30 a.m. to go to Pentagon parking lot. Part Two will leave Pentagon parking lot at 12 noon for the DC run. Shower and Laundry trailers on campsite and Law enforcement security detail will be present. Alcoholic beverages not sold on the premises for this weekend. **Weekend pass:** At the Gate: \$25.00 per person and \$40.00 per couple. **Advanced reservations:** \$15.00 per person and \$25.00 per couple. Vendor spots, Food vendors and Advanced reservations can contact: Don "Smitty" Smith, c/o ASAV, Inc., P.O. Box 1333, Front Royal, VA 22630. A portion of the profits from this campsite will be used to help hospitalized veterans and the children who suffer from birth defects related to their father's contact with Agent Orange in Vietnam. This campsite is open to everyone. You don't have to ride a motorcycle or be a veteran to participate. Just show up in support of our American veterans and the POW-MIA's. Some activities above are tentative.

In the spirit of unity for our POW-MIA brothers
All events and territories pertaining to this
occasion will be considered neutral - null said



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DID YOU KNOW?

Put together by Lois Gleason

WHAT IS A COUNTY?

A Subdivision in a state. Oregon has 36 counties.

Not all states have counties -

Alaska has boroughs

Louisiana has parishes

HOW DID WE GET THESE TITLES?

Counties -

French-speaking Normans ruled England for about 300 years and most English words pertaining to law and government have french origins. In Norman, England, the principal divisions were headed by counts and were called "counties".

Boroughs -

This title stems from the Middle English "burgh" and German "burg" meaning "fortified place".

Parishes -

This stems from the OLD FRENCH word parroche which was parisshe in Middle England and it meant "the district served by a church".

WHAT IS "A NEW ENGLAND TOWN"?

It's a unit of government that combines the role of both city and government.

Only 6 states have this form of government.

Maine
Massachusetts
New Hampshire
Vermont
Rhode Island
Connecticut

The most distinct thing about this form of government is their Annual Town Meeting, Where direct democracy is practiced.

All residents are notified (summoned), attendance is sparse, those who attend elect town officers, pass laws, appropriate and spend monies, etc.

The law of the few ruling the many (Oligarehy).

TOWNSHIPS (not a New England town), are another form of local government. They are 6 miles to a side and each township is subdivided into 36 sections (1 sq. mile each). There are portions of about 15 states which have townships. Most of them are Mid-western.

SPECIAL DISTRICTS are yet another form of local government. Usually they only control one function, e.g. school districts.

Our own "Metro District" has four main services which they basically control. (Tri-Met is one of their babies and so is the Convention Center.)

Look in your phone book (U.S. West White pages - Blue section).

Look at Regional Offices, Blue Page 6 to find out their 4 Services. *END*

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

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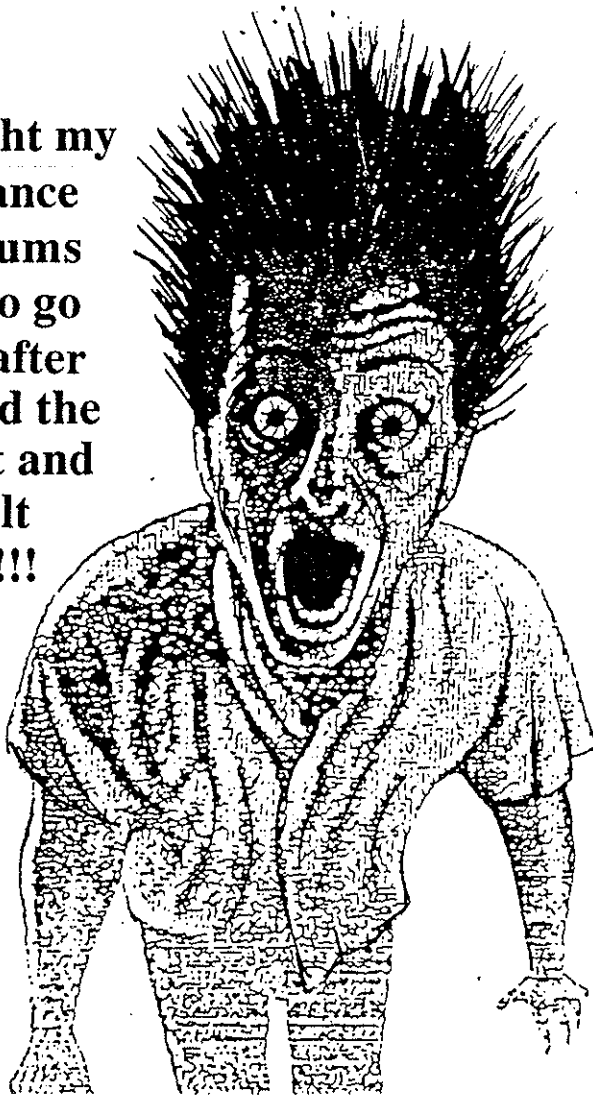
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Reprinted from November 1990
ABATE of Kansas Newsletter

THE TRUE MEANING OF LIBERTY

by Mark T. "Doc" Hicks, September 20, 1990

There was a time when warlords ruled the earth; a time when kings ruled the realm, and princes and barons ruled their feudal lands. But that was long ago, and over the centuries we have developed various forms of democratic governments that allow people to rule themselves. And likely, none of us would want to return to a time when authoritarian regimes held sway, when some one person could always tell us what we could and could not do; a time, in fact, when someone could tell us what we personally had to do.

It is easy to think that the simple enactment of democratic forms of government can ensure that having our individual liberty is the way things will be. It is easy to think that people can, then, do what they want to do. "You can do what you want to, it's a free country," seems to embody this notion. But, is this the way it really is?

In the middle of the last century, there were thinkers and writers who began not to be so sure. They began to understand that democratic forms of government actually meant "majority rule." However, majority rule could mean a decision or sets of decisions

made that were not necessarily based on facts. Or decisions could be made by representatives of the majority that were not necessarily based on facts. The further conclusion that was then drawn by some of these thinkers was that this "majority" or its elected representatives (Remember, "No legislation without representation?") could be every bit as tyrannical as kings or dukes or warlords.

If he did not coin the phrase, one of these 19th Century writers did at least bring it to the public mind that there could be such a thing as a "tyranny of the majority." This was based on the notion that "the majority" could impose its will on persons in ways that took away their freedom of individuality and independent thought and behavior, even though that thought and that behavior did no actual harm to others, besides the fact that the others just did not like it.

That writer was John Stewart Mill. His father was James Mill, who, in England, with Jeremy Bentham, "Fathered" the Utilitarian Movement. This was only of value when it produced "the most good for the greatest number of people." John had worked with them in this belief for a number of years when he began to see that this also had the seeds of the "tyranny of the majority" in it. In rethinking the matter, he disavowed Utilitarianism and went on to develop his ideas on liberty.

In the following quotes, you will get to the very heart of Mill's thoughts on the value of individual liberty which at times may fly in the face of our usual definitions of democracy and the rule of the majority. If people are not individually, truly free, he would reason, then where is the democracy? You will have to remember that Mill wrote in the 1800's, and that the speech may often sound flowery and convoluted, but the kernel of truth still resides when he says, for example:

"The object of this essay is to assert one very simple principle, as entitled to govern absolutely the dealing of a society with the individual in the way of compulsion and control, whether the means used by physical force in the form of legal penalties or the moral coercion of public opinion. That principle is that the sole end for which mankind are warranted, individually or collectively, in interfering with the liberty of action of any of their number is self-protection. That the only purpose for which power can be rightfully exercised over any member of a civilized community, against his will, is to prevent harm to others. His own good, either physical or moral, is not a sufficient warrant. He cannot rightfully be compelled to do or forbear because it will be better for him to do so, because in the opinions of others, to do so would be wise or even right. These are good reasons for remonstrating with him, or reasoning with him, or persuading him, or entreating him, but not for compelling him or visiting him with evil in case he do otherwise. To justify that, the conduct from which it is desired to deter him must be calculated to produce evil to someone else. The only part of the conduct of anyone for which he is amenable to society is that which concerns others. In the part which concerns himself, his independence is, of right, absolute. Over himself, over his own body and mind, the individual is sovereign ... The only freedom which deserves the name is that of pursuing our own good in our own way, so long as we do not attempt to deprive others of theirs or impede their efforts to obtain it. Each is the proper guardian of his own health, whether bodily or mental or spiritual. Mankind are greater gainers by suffering each other to live as seems good to themselves than by compelling each to live as seems good to the rest."

On Liberty, John Stewart Mill, ed. Gertrude Himmelfarb, Penguin Books, London: 1988. pp. 68, 69, 72.

It is also interesting to note here that this was first printed in 1859 in England, and was based on Mill's observations and concern about the development of the American form of "democracy". It was in the United States that he feared there could be the greatest abuse of individual freedoms from the "tyranny of the majority." Maybe this wise thinker was also a prophet. Maybe, just maybe, there is some connection between this and my right to wear a helmet when I ride my scooter or to not wear a helmet when I ride. I still believe that is my decision and not that of the majority or its elected representatives. And as long as it does no harm to others, I have the right to freely choose. It's my business and no one else's. **END**

MEETING TOMORROW'S LEADERS HERE WE STAND

by J. Warren Cassidy, Executive Vice President

One of the most enjoyable, rewarding aspects of being Executive Vice President is the opportunity it affords to appear before vastly different groups of Americans in behalf of the National Rifle Association. Since coming to work for NRA, I have been fortunate to address a number of NRA-affiliated clubs, state associations, and hoc grass roots meetings, foundations, foreign exchange groups and political conventions. Most recently I have been privileged to address students from West Point, Texas Tech, Dartmouth, the University of Virginia and, last month, the Political Union at Yale. The agendas are not always the same; some take the form of lectures, others formal debates and still more are simply extended question-and-answer sessions. As you might guess, the receptions vary from wildly enthusiastic to moderately supportive to somewhat skeptical (I'll let you guess which description fits which audience!).

Regardless of the time, place or circumstance, the subject of gun ownership as an individual freedom brings with it certain common characteristics. First, the issue is known to all. The speaker may have to correct some misconceptions and bum dope, but he or she never has to introduce the subject.

Next, the overwhelming majority of every audience brings to the auditorium, hall or classroom certain preconceived notions - pro, con and everywhere in between.

Third, those expressing their opinions and enthusiastic, even passionate. No lukewarm attitudes here, just determination, a high decibel count and more than a few flushed faces.

Finally, most of the get-togethers are preceded or followed by a reception during which the speaker has an opportunity to mix informally with members of the audience, listening and responding to questions and opinions from individuals who were unwilling to express themselves before the crowd.

My own experience with this sort of thing has long since convinced me that not only is this one of the most effective ways to bring our message home to uncommitted or ill-informed Americans, but it's the best and most accurate way to poll public opinion.

During the reception that followed last week's debate at Yale, a member of the audience said, "Your opening remarks answered the questions I was prepared to ask from the floor. You must have had those same questions asked before."

I responded that was the case, and that I had never yet left such a session without picking up some useful bit of information.

The most challenging appearances are those before student groups. With few exceptions I find myself addressing a generation whose upbringing, experience and education are quite different from mine. Fortunately, our five children taught me a good deal about "the new breed."

But even with that foreknowledge, the ability to understand another's point of view is tested to the utmost. Young men and women who have never seen farm animals, never mind wild game, question our love and support of hunting. Others whose parents would not allow a firearm in the house and whose teachers portray NRA as the devil's hand-maiden bear little resemblance to the children of my era.

There are other differences, and they are all important, and sometimes scary. But the good, warm glow with which I depart these sessions comes from two critical points.

First, even our critics are uneasy over what they view, correctly, as a frightening erosion of individual freedoms. They clearly understand the relationship between freedom of speech, religion, assembly, private property and the right to keep and bear arms. They

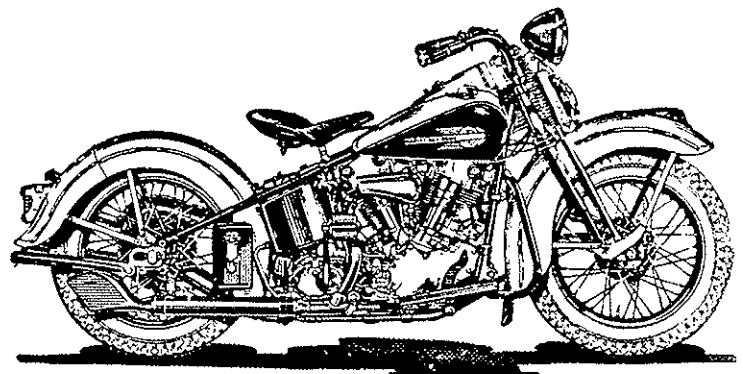
understand that the Bill Of Rights is an enumeration of individual and not collective rights. And, while they may challenge many of NRA's legislative and political stands, the overwhelming majority of them believes in the basic right.

Second, the great majority of them also shares the opinion that gun control is not crime control, and they are skeptical about any contention that more laws mean fewer killers. Further, they believe that crime should be punished and not excused.

These attitudes hold out the promise of a return to logic not prevalent in the educational and political dogma of much of the last 20 years. If we can refine these strongly held feelings and build upon them through imaginative, persuasive programs and public relations, we have a better chance of influencing the younger members of this generation than we ever had with their older brothers and sisters.

We've seen polls that show young voters leaning more and more to a conservative political philosophy. My own experience supports that view.

Happy holidays, and please give an NRA membership as a present! *END*



NEWSLETTER EDITOR'S SOAPBOX

Well, the New Year is rolling in and I would like to take this time to say thank you for all the information sent my way during 1990. A special thanks goes to Rotten Roger, without whom I would not have considered taking this job on in the first place. He keeps me inspired and he keeps me busy!! I would also like to thank Alan Foster for his new column, Roving Reporter, Pat Gleason for his column, Fiction Rider, Lois Gleason for her column, Did You Know?, Edd Dahl for his input, Brian Stovall for his input, Teresa Hepker for writings, and Butch Harbaugh for his two cents worth. Without these people and many more who I know I didn't list above, we would not have become the organization we are or have the Newsletter you read today.

I am amazed at the changes over the past year and a half in this Newsletter. When I started we were taking a lot of our articles from other newsletters across the country. Most of our input came from other states. Now, I see most of our articles in their newsletters. That's success! That shows we are on top of things in Oregon.

I hope more of you can get involved this year. A "Letter to the Editor" or an article you read in the paper, or something you saw on T.V. Send it in. If you have a creative thought on a new way to present a repetitive article or pictures that you would like to see. Send it in. If you like to draw and it pertains to our organization, send it in! This is our Newsletter which means we need input from you.

I hope all of you cruise through 1991 safely and remember to write those letters to Legislative Representatives to let them know you don't want to lose anymore freedoms.

See you soon,
Donna Adkins

HAUNTED BY THE HARLEY GHOST

by Kenyon Tuthill

I was abruptly awake, wide awake. I knew immediately what was happening. It was another visit from my metaphysical friend who had, before my eyes died, brought me much joy but now seemed more a tormenter. I sat there in bed blinking unseeing eyes, as if trying to adjust to the pre-dawn darkness, but there would be no change even if I blinked a million times. My near total blindness is the result of an absurd assault by an angry young man. While he was in a state of rage I didn't understand, he'd shot me in the face. Slowly, through an often frustrating and tedious process, I've learned the skills necessary to ease me back into life's mainstream. For the most part I've adjusted well to my disability. Purposeful forgetting and rationalization usually get me through even the worst moments of nostalgia, but the ghost that was haunting me now knew my greatest weakness.

You see, I'm a biker. My definition: a person, most often male, who has an overriding passion, lust, obsession with motorcycles. Those most severely afflicted are usually Harley-Davidson riders. Ask bikers and they'll tell you the best rides are the spontaneous ones that have no destination and no purpose other than the satisfaction of the spirit.

I didn't believe that this spirit now calling me to ride again had suddenly turned malicious. It was probably ignorant of my condition. Perhaps things are less ordered in the ether where the spirit lives, and it was still blissfully unaware of my circumstances.

Still sitting up in bed, I pushed the button on the talking watch on my wrist. In a flat monotone electronic voice the watch told me, "It's 4:36 a.m." In the quiet of my slumbering house the little voice sounded like a scream, and my guide dog Shogun trotted into the bedroom whining and nudging me with his nose. I thought briefly about going back to sleep, but knew that neither the spirit nor Shogun would allow it. I pulled on my jeans and groped the nightstand for my cigarettes, retrieved them and headed downstairs before the dog and I woke my wife.

Entering the kitchen I turned on the light (old habits are hard to break). I located the coffee pot and prepared to brew myself a cup. Shogun was at the sliding glass door, whining and prancing back and forth impatiently, so I left the coffee unmade, opened the door and followed him out onto the deck. Outside, the new day was just as I knew it would be. The autumn air was crisp and dry, without even the hint of a breeze. The sky was brilliant with stars; I didn't have to see them to know they were there. It was always the same when the spirit came.

I found my way to the picnic table and sat down to wait for Shogun's return. The metallic jingling of his collar and the rustling of the dry fallen leaves under his feet were the only noises disturbing the quiet of the morning. I pulled a cigarette from the pack and prepared to light it, then thought better of it. Putting the nicotine into my system would destroy any chance I had of getting back to sleep, and I knew from past hauntings the result would be a long melancholy day. Reluctantly I put the butt back into the pack and stood up to go back inside. I paused, listening hard for Shogun, and then I heard it; a lone Harley, heading east on County Road 48.

A surge of emotion flooded over me as I listened to the deep, resonant rumble of the big V-twin motor. The rider dropped the throttle and downshifted, and as if cued, I sat back down. There was silence again, and I knew where he was. He'd caught the red light at Wickham Avenue and was shivering as he waited for it to change. "Funny how that is," I said aloud to the spirit, "that you feel the cold more when you stop." Shogun, hearing my voice trotted back onto the deck and stood waiting for me at the door.

Me, I was waiting for the light at Wickham Avenue. I saw myself astride the big Harley, right foot balancing the weight of the heavy machine, right hand loosely gripping the throttle, left hand on the clutch lever and left heel poised on the shifter. A familiar dance was

about to begin. One I'd done so many times in my years of riding. I knew all the choreography by heart. Amber light, right hand cracks the throttle, left hand pulls the clutch in, left heel pushes down on the shifter. The transmission answers with a mechanical thunk. Green light and instantly in perfect synchronization the right hand opens the throttle the left releases the clutch, the right foot comes off the ground and the big bike moves smoothly away.

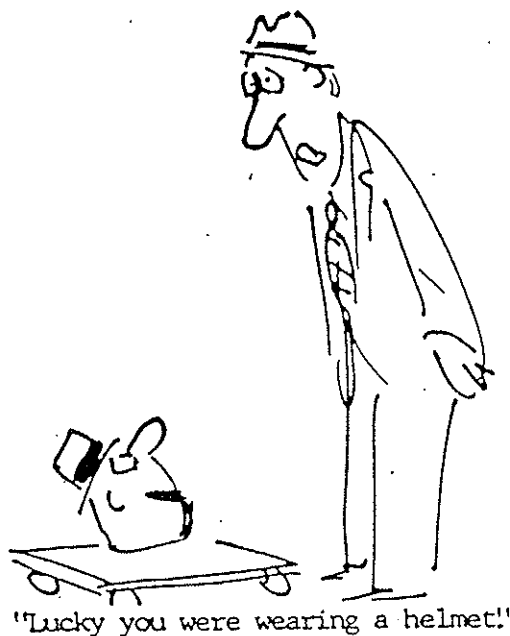
Briefly I knew the joy of the unknown rider out on highway 48, but as he shifted into second the joy became envy. I was thinking about my own Harley, sitting dusty and derelict in my garage. I hadn't touched it since the last time the spirit had come. The sadness it caused me had kept me away from it for months. The envy had grown to anger by the time the unknown rider hit third. As he began his slow, deliberate acceleration I thought to myself, "This guy rides like I USED TO, DAMN!" Fourth gear and my anger built to a rage that further blinded me. A rage that destroyed all reason. For a fleeting second I knew hate. Hate so strong that in that instant I knew even I could kill.

I was suddenly trembling uncontrollably, not from the chill of the autumn air, but from fear. Fear of my knowledge of hate. I now knew first hand how absurd things happened. Out on the highway, the Harley was rapidly fading from earshot, and I felt a part of me going with it. I let go of the hate, the rage, the anger and the envy. Let them leave with the spirit on the bike.

The haunting was over. Silence returned to the morning and I, emotionally exhausted, returned to bed. A strange serenity came over me as I drifted back to sleep; a peace born of understanding, and with it a sense of forgiveness I'd never known before.

I know the spirit will return again. Probably in the spring, soon after the peepers in the bog near my home begin their siren song. But hopefully it will be carrying less baggage next time, and I'll once again know only its joy. END

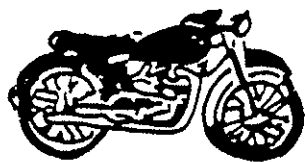
**THERE ARE THREE KINDS OF PEOPLE
THOSE WHO MAKE THINGS HAPPEN,
THOSE WHO WATCH THINGS HAPPEN,
AND THOSE WHO WONDER
WHAT HAPPENED.**



1991 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

May 25-26	Fossil Run State Run, Bear Hollow Campground	Rotten Roger	284-9858
June 22-23	Mt. Hood Poker Run Mt. Hood & Columbia River		
July 20-21	Beaver Creek Run Lincoln County		
July 26-28	S.O.S. Run Jackson & Josephine Counties		
August 17-18	Summer Run N.E. & S.E. Portland		
September 15-16	End of Summer Run N. Coast, Yamhill & Washington Co.'s		
September 20-22	Last Chance Run Josephine County		
November 23	Toy Run Washington County		
December 7	Portland Toy Run N.E. & S.E. Portland	Gary Martin	639-0873

*MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS



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THE "HELMET LAW" STORY A Tale Of Involvement And Results

by David Dooley (BAM), South Carolina Director

Back in 1978, while cruising the aisles of a bike shop, my wife and I saw a flier about a protest against South Carolina's helmet law. In those days, S.C. suffered under one of those Joan Claybrook things that said:

"SECTION 56-5-3660. It shall be unlawful for any person to operate or ride upon a two-wheeled motorized vehicle unless he wears a protective helmet of a type approved by the South Carolina Dept. of Highways and Public Transportation..."

We'd never been to a protest before, and weren't sure what to expect, but we decided to go.

When we rode up the next day, we saw more bikes than we'd ever seen in one place. I'd never seen so much black and leather - and there we were, decked out in new denim and sitting on an orange Honda 750.

Nobody worried about the Honda once they found out we'd come to join the protest. The protest was to persuade the Legislature to pass H.2514, a bill drafted by bikers to repeal South Carolina's helmet law.

When the legislative session opened in January 1979, Representatives Gelegotis and McInnis sponsored our bill. After an introduction in the House on Feb. 20, it was referred to the Judiciary Committee. There it stayed. We tried calls, letters, rallies - anything to get 'em to move our bill - but the session ended in June with H.2514 still in committee.

We called a strategy meeting and decided on rallies at the Capitol the first Sunday of every month, beginning in January 1980. In the meantime, we had another bright idea about how to protest the helmet law. When we ran out of beer at a party, a few of us put on our helmets, got in a car, and went for more. We cruised around where the cops usually hung out and finally got a bite. A cop pulled us over, wanting to know why we were wearing helmets in the car.

We spouted statistics on how more people driving cars died from head injuries than people on bikes, and told him we only

wanted to be "safe". The cop wasn't impressed. He ticketed us for a safety violation.

Our day in court came and the cop stated his case: helmets impair hearing and restrict peripheral vision. We stated our's: quoting statistics on helmet testing, how they stood up to impact, and whatever else we could come up with. The judge laughed and dismissed the case.

Finally, in April 1980, we got a hearing before the Judiciary Committee. The hearing revealed that the State highway people had never issued a list of "approved" helmets. After listening to us and talking about it, the Committee decided to report our bill out on April 16, 1980, but with an age limit of 21.

Representatives Koon and Felder called the bill up on special order on May 14. H.2514 got its second reading on May 22. After a third reading on June 4, the House shipped our bill over to the Senate, where it was introduced, read, and put on the calendar. To speed things up, Sen. Lindsay, one of the good guys, moved to adjourn business for that day, and start business for the next day immediately after adjournment. Lindsay's motion passed and, within a couple of hours, we had our second reading.

A lot of the resistance we encountered arose because the session was to adjourn on June 12. The Senate was fighting over the budget and didn't want to hear about helmets. We went to the Governor's office and asked for a special session. The Governor's attorney told us the budget bill hadn't passed yet, so the Legislature would have to come back. That gave us one more chance for the year.

For two days, we listened to bills being read and the budget being discussed. Finally, H.2514 had its third reading. Our bill could now be legally voted on. After reading a few more bills and arguing about the budget some more, the Senate voted on something and everybody started whooping and hollering. The session was over for the year.

Senator Lindsay told us he'd attached H.2514 as a "rider" to the budget - when the budget passed, our bill rode right along with it.

On June 16, 1980, Gov. Richard W. Riley signed H.2514 into law. Riders over 21 could ride free.

That was 10 years ago, but the fight goes on. During the '89-90 session, the Legislature considered 2 mandatory helmet bills and 3 amendments attached to other bills. So, we've got to fight the battle again. Maybe some of what we did in South Carolina can be helpful to the fight in your state. *END*

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MOTORCYCLE GANG RAIDED

written by Bill Gannon, MMA of MA, MRF, ABATE, etc.

NORTHEAST REGION - APRIL 1, 1999: Four persons are dead and thirteen more were wounded, some seriously, this morning when more than one hundred Federal troops from the U.S. Federal Motorcyclist Strike Force along with Regional and Local Police staged a pre-dawn raid on an alleged headquarters of an outlawed motorcycle storage outfit. Authorities claim to have recovered almost a ton of contraband and have arrested thirty-one alleged motorcyclists as well as removing many minor children from the area. At this time authorities refused to identify the location of the gang's "hideout" until their investigation is completed and all contraband is removed and destroyed. However, it was reported that the location was a rural area with no other population of the Northeast Region and was difficult to see from even an aerial viewpoint because of its thickly wooded location.

The early morning raid is said to have netted the largest amount of motorcycling contraband of all raids to date since motorcycles were outlawed seven months ago. It has been reported that hundreds of so-called "Bikers" fled to rural hideouts with their families, possessions, and motorcycles when the federal legislation to prohibit motorcycling for all citizens, except police and military personnel, was signed by President-For-Life Dukakis last September.

The raid was led personally by Federal Motorcyclist Strike Force leader, R. Claybrook-Nader. Claybrook-Nader, in a morning press conference, applauded the cooperation of the regional and local police and called the raid a huge success. "This is the beginning of the end of illegal and disgraceful motorcycling in this country," said Claybrook-Nader. "My parents worked long and hard to have this dangerous sport outlawed which was killing citizens who rode them and costing the taxpayers millions of dollars each year to care for these undesirables, and I was never prouder in my life than the day I was appointed leader of the Strike Force formed to stamp out this criminal activity once and for all," he told the crowd of reporters. His reference to his parents was made regarding the efforts by Public Citizens Organization, led by his parents, which designed the legislation outlawing the sport of motorcycling. "Any other persons within the sound of my voice had better realize that if they wish to continue in the illegal activities of motorcycling, it's only a matter of time until they will be dealing with me," Claybrook-Nader warned.

A list of confiscated contraband from this morning's raid was supplied to reporters by the Strike Force. Included in this list were almost one-hundred motorcycles, many of them assembled and in operating condition as well as a large cache of parts and tools which could have kept the machines in operating condition for centuries. Also found was a supply of gasoline and oil, which authorities say gives them more reason to call for stricter guidelines for the present gasoline rationing system in effect. Authorities are baffled as to how the petroleum products were acquired by the gang. In addition, authorities found numerous publications and repair manuals for all brands of motorcycles including plans and designs for prototypes of motorcycles which were never developed because of the legislation prohibiting motorcycling being passed before the development of the machines could take place. It was reported that the now defunct U.S.A. Motorcycle Industry Council had voluntarily turned over those design plans to government authorities prior to the motorcycle prohibition law being passed. Information is unavailable as to how the gang had possession of these documents.

Other contraband included documents and equipment necessary to supply individuals with motorcycle safety training. Authorities claim that on the gang's property was a fully equipped and designed range for training novice motorcyclists and believe the alleged motorcyclists intended to teach their own children and possibly rebellious persons who would seek out the gang for motorcycle involvement. Most of the training documentation was information from the Motorcycle Safety Foundation, who once

designed training programs for all citizens who wished to ride motorcycles, but now are restricted to training police and military personnel. Also confiscated were banners bearing the now outlawed slogans of "Let Those Who Ride Decide", "Educate Don't Legislate Motorcycle Safety", and other outlawed propaganda, as well as patches, jackets, stickers, newsletters, and other materials once used by unlawful groups and self-proclaimed "Bikers' Rights Organizations." According to the warrants issued, police were also looking for drugs and weapons, but none were found as of this report.

Government officials from the President's Office down to local officials lauded the early morning raiders as courageous and professional law enforcement officers stating they entered the property with serious concern about their safety and did a tremendous job. Also commending the Strike Force's efforts were officials from the American Medical Association and the Insurance Institute for Highway Safety. In a joint press release from both organizations, they stated, "These motorcycle individuals have got to realize that the laws are made for their own protection and unless they can learn to abide by laws designed for persons we have proven can not make responsible decisions regarding their own safety, they must be stopped at all costs before they influence others in this society." Both organizations were proponents of the law outlawing motorcycling.

Police have refused to identify the alleged motorcyclists, which were killed, injured or arrested in the pre-dawn raid. According to Mr. Claybrook-Nader, "These undesirables have the propensity to make themselves appear as patriotic martyrs and allowing them or providing their names access to the media could have serious improper influence on law abiding citizens." Many of those arrested this morning are reportedly former motorcycling activists, mechanics, and/or Motorcycle Safety Instructors. Officials claim that their former occupations could have led to further unlawful activities had they not been killed or arrested. No law enforcement personnel were injured, according to reports.

Already some civil liberties groups have denounced this morning's raid saying that police used unnecessary force in the arrests. They have asked the government to investigate further stating that when the Congress was disbanded and this country opted for a dictatorship, it was to benefit all society and not cause for violent means to subdue undesirables. They further state that three of the alleged Bikers killed in the raid were shot in the back at close range and a fourth was shot more than 150 times. Strike Force Officials defended their actions stating that the three individuals were shot as they ran away and officials believe the action was justified to prevent the individuals from either warning the others of the impending action or else to prevent their escape. Government officials stated there will not be any investigation into this morning's raid. A spokesman from President Dukakis' office stated, "Our Strike Force acted courageously this morning in the raid risking their own safety and this Administration is much too busy dealing with important issues to have to deal with motorcyclists' concerns. The Civil Liberty people would do better to stay out of government's affairs as they can be considered treading on thin ice by interfering with our work, and could find themselves imprisoned and their organizations prohibited if such propaganda continues from their office." The individual shot more than 150 times reportedly stood by his motorcycle threatening police officers with a wrench in an effort to prevent the confiscation of his motorcycle.

Those arrested this morning will be held without bail or right to council in an undisclosed prison camp. Those killed by the law enforcement personnel have already been destroyed and their names will be reported one year from today. Trials for those injured and arrested will not be scheduled until they have undergone government approved Personality Metamorphosis and Adjustment Therapy to withdraw any and all brain data regarding all aspects of motorcycling and dissension from their personalities. At that point they may also face additional charges of Conspiracy to Influence Society Against Government Protectionalism as well as violations of the R.I.C.O. Statutes. Photographs of all unlawful materials confiscated this morning will be taken to be used as evidence before

the contraband is destroyed later in the week. The minor children taken into protective custody this morning, all reportedly to be children of the alleged Bikers, have been turned over to the Department of Social Services for relocation into foster homes. Officials believe many of these children will also have to undergo Personality Management and Adjustment Therapy because they have been brain washed by their parents into believing motorcycling is a sport and shouldn't be unlawful. It is doubtful that some of the children can ever be placed back into their natural parents custody because of the nature of their criminal activity by possessing motorcycles. More information will be available within a month as the Strike Force continues their investigation and a press conference will be scheduled at that time. **END**

Author's note: Is this really the END or in fact only the beginning? Was this really just some April Fool's fiction or a warning of things to come? Could this happen here? It's your bike - it's your choice. Unite and Fight!!!

Reprinted from November 1990
Motorcycle Magazine

NO MORE HELMETS? WILL PRODUCT LIABILITY KILL THE HELMET INDUSTRY?

by Dan Carney

Motorcyclists may soon be relieved of the intramural struggle over mandatory helmet use, because the day may be near when riders will not be able to buy a new helmet in the U.S. The legislative assault on the motorcycle industry combined with slow sales recently have led to speculation that some motorcycle manufacturers might call it quits, but their difficulties pale in comparison to those in the helmet industry. Product-liability lawsuits against helmet makers are driving manufacturers out of business, pushing importers out of the country, raising the cost of each new helmet sold and obstructing development of new, even more effective helmets.

There were once many motorcycle helmet manufacturers in this country, but only one remains. Bell Helmets has survived, but even this seemingly giant corporation could fall to the plaintiff's attorneys. "You might say that we are the only surviving, thriving one out of that group," said Don L'Heureux, vice president of Bell. "We know that some of them have gone by the wayside as the result of things that are directly attributable to product-liability suits," he said. Rumor has it that Bell will move most helmet manufacturing activities out of the U.S. in the near future.

Recently Marushin (whose helmets were always rated among the top in motorcyclist comparisons) passed from our midst, at least partially because of mounting legal expenses.

Motorcycling is not the only sport affected, so we may be able to team with enthusiasts in bicycling, horseback riding, football and other sports that use protective headgear. Companies that supply helmets to those sports are also collapsing under the weight of lawsuits. "I have no doubt in my mind that one of these days Kiwi is going to say, 'The cost of doing business in the U.S. exceeds the income, so we are going to stop doing business,'" said Steve Payne, president of Triton International, importer of Kiwi helmets. Other companies express no more optimism.

According to Jim Ross, an attorney who had defended cases for many helmet makers, the public deserves what it might get because of its apathy towards the problem. "It would serve the consuming public right if they could not buy a helmet in this country," he said.

The bill for these legal costs is paid by the new-helmet buyers, to the tune of 10 to 25 percent of the purchase price of every new helmet. "The effects of lawsuits are increasing the cost of production, reducing selection and hampering development of new products," said Roger Weston, president of Arai Helmets.

"It is a major, major problem," said David Zampierin, president of Bieffe USA. "A lot of money and time are spent (defending cases)."

"We used to sell helmets for \$49," Payne said. "Now there are helmets with more than \$49 in product-liability costs." Those expenses total \$150,000 every year for Kiwi, he told us. "The profit margin is not enormous to begin with."

Bell spends \$1 million a year to maintain a legal defense department. "We have a department called Corporate Affairs, whose primary responsibility is to manage the resolution of product-liability claims," L'Heureux said. "Every dollar we spend comes straight off the profit line, pure expense. The department doesn't generate any money."

"If Bell could take even half of the money it spends in product litigation and devote this to R & D, there is no doubt in my mind that we could be building a helluva lot better product than is built today," L'Heureux said.

The research and development of new helmets goes on at Arai despite the legal battles, but there is still pressure when designing new models, Weston said. "You are always looking over your shoulder," he said. "We make the best helmets we can."

Many of the cases that are eroding the helmet industry are outrageous money grabs, but others are sad efforts to pay the medical expenses of a badly injured rider, even though the helmet is blameless. "Some of these cases shouldn't be in court," Zampierin said. "Some are really off-the-wall," he added, but declined to elaborate for fear of adding fuel to the legal fire. "It is a real touchy thing to talk about." So touchy, in fact, that the usually friendly people at Shoei, the second-largest helmet vendor in the U.S., on the advice of their lawyers, declined to discuss the topic at all.

Many cases do not involve head injuries, but lawyers pursue helmet makers anyway, knowing they can get a settlement. Companies regularly settle cases out of court because it is less expensive than fighting a winning legal effort.

"The expense runs from \$30,000 to \$50,000 for the simple cases to \$100,000 to \$150,000 for the longer cases," Ross said.

"You often find it is cheaper to pay the guy off than to defend it," Weston said.

"Our philosophy has been, over the years, that we would rather spend the money in defense - pay our lawyers to prepare a good defense for our products and prove to the world that we don't build defective products - than pay a nickel in settlement," L'Heureux said. "That is a pretty idealistic attitude, and one that could run a company into bankruptcy. You have to temper that with a little bit of pragmatism, which results in making settlement payments when you have no choice, because it is so economically advantageous."

These cases are usually settled for relatively small sums for clear financial reasons, but sometimes large out-of-court settlements are made, even when the helmet maker is clearly free from responsibility. This often happens in cases with a badly injured plaintiff who evokes sympathy from a jury and could lead to a huge judgement against the company. "Jurors are disposed to hand out money based on ideas of social costs," Ross said. In an accident leaving a rider in need of expensive care, someone has to pick up the tab, and juries often decide the helmet maker is that party.

Such awards, usually large, are the risk taken every time a helmet maker takes a case to trial rather than settling. "It is like defusing bombs," Ross said. "Any one could go off in your face."

L'Heureux calls that problem the "deep pocket syndrome." The victim, usually a young man of limited means and with inadequate health insurance, may be injured in an accident that is unavoidable or the fault of an automobile driver. The other driver usually has limited insurance, which leaves large unpaid medical bills, he said. According to L'Heureux, the plaintiff's lawyer "recovers all he can from that insurance company, and then goes looking for other sources of income."

In less serious cases, the problem is aggravated by the high advertising budgets of unabashed ambulance chasers. "Watching television, not a night goes by that you don't see three or four advertisements for personal-injury attorneys looking for people who have been hurt," L'Heureux said.

Then there are cases when a rider sustains, or dies of, a severe head injury in spite of the helmet. Many riders and families manage to convince themselves that any head injury despite the helmet is somehow an offense requiring legal action. But the fact is that it is impossible to build a helmet that protects every rider in every kind of crash. Helmet designs suggested by lawyers in court that might have reduced their client's injury are never practical, Ross said. Alternative designs would be too heavy, too expensive or just plain too unbearable to sell on the open market, he said.

But popular myth has made the helmet a variation on Monopoly's get-out-of-jail-free card, a magical device which will spring the motorcyclist from the hospital or the morgue unscathed. Worse, many families are coming to view the accidental death of a family member as a financial windfall, like winning the lottery or coming into a large inheritance. True responsibility is irrelevant; death equals big money to these people.

One possible solution to the problem would be to make plaintiffs' lawyers responsible for the legal defense costs incurred by unreasonable lawsuits. "Attorney's fees should be awarded to the victorious party," Payne said. "We should be entitled to recover those expenses." That solution appears simple, since victims with a valid complaint would still be able to recover their legal expenses in the jury's award. But over zealous lawyers would be discouraged from pursuing unfounded cases if they had to pay in the event of defeat. Despite the plan's simplicity, Payne is not optimistic. "We are unlikely to get those kinds of reforms when the laws are written by lawyers," he said. And remember that no matter who wins or loses at least one lawyer makes money.

Another helpful step would be to allow federal safety certification to serve as evidence that a design is not defective, Payne said. Presently, a helmet's ability to pass Department of Transportation tests is irrelevant in the courtroom.

Whether the system is reformed may not matter to most attorneys, but it should matter to motorcyclists because without reform the helmet industry appears headed down a one-way street to extinction. According to Weston, we will see the number of manufacturers reduced in the next few years.

"It is inevitable that we will stop selling in America," Payne said.

Asked whether Bieffe could stay in the United States over the long run, Zampierin said, "You never know."

Sadly, even mighty Bell is no more sure. "Who knows?" L'Heureux said. "It has had a devastating effect on our company. We will fight as long as we can, but at the same time, we have a business to run. The owners will have to make some decisions about the future of the company based on what they see happening in product liability. We would love to see some sanity brought to this system."

Dan Carney is a contributing editor to Motorcycle Times, a publication for middle-Atlantic motorcyclists. He lives and rides in Reston, Virginia. *END*

Reprinted from November 1990
ABATE News, ABATE of Indiana, Inc.

KNIEVEL IS NOT AN EXPERT

MISSOULA, MT - Stuntman Evel Knievel cannot be considered an expert witness on motorcycles or motorcycle crashes, despite years of experience with both, a judge ruled.

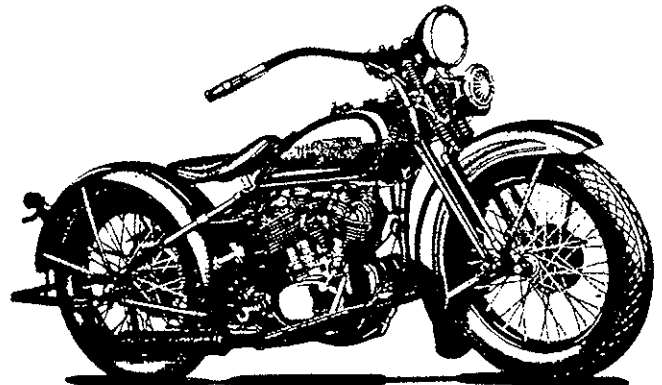
Knievel, 51, had been called as an expert witness to testify on behalf of a Missoula, Montana, man paralyzed in a 1980 motorcycle accident.

A man sued the Honda Motor Company claiming that while test driving a Honda motorcycle he "experienced a violent wobble" in the front of the bike that caused him to crash. He was thrown off the highway and is now a quadriplegic.

Knievel testified for nearly an hour Friday, responding to questions about his background and the numerous crashes he was involved in while performing jumps over cars, fountains, double-decker buses and into the Snake River Canyon in Idaho.

The judge said Knievel's own experience with crashing motorcycles does not make him an expert on the subject. *END*

AN EFFORT A DAY HELPS KEEP FAILURE AWAY



Reprinted from September-November 1990
The Rural Oregon Biker

EXCERPTS FROM NEWS NOTES

India's Chamber of Commerce has called for the total abolition of helmet laws throughout the land.

Apparently, in most of India the riders are free to choose whether or not to wear a helmet, but helmet use is compulsory in some of the major cities. A letter published in the Indian Express agrees that while the inconveniences of wearing a helmet are very real, the acclaimed benefits are of dubious value, and failing to wear one should not warrant a punishable offense.

The author suggests that all efforts should be directed toward reducing the incidence of road accidents by improving road discipline, and that this in turn is an extension of personal discipline. "The government which at present is punishment oriented should try to educate riders, and the response from the two-wheelers should be spontaneous" - which is Indianese for "Let Those Who Ride, Decide." *END*

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QUESTIONS WE GET ASKED ...

Does my car have to have all the emission stuff on it or do I just have to meet the tail pipe numbers?

All 1980 and newer vehicles have to pass the equipment tampering part of the test. For purposes of passing the I/M test, older vehicles (1975-1979) need just the catalytic converter and the leaded fuel restrictor if originally equipped with them. Vehicles 1974 and older do not have an equipment check.

Unfortunately, when some vehicle owners learn this they may stop listening to the rest of the story. For example, when a service technician explains to the owner of a 1979 vehicle with a bad air pump that it is much easier to make the vehicle run right and pass the test with the emission equipment in place and hooked up correctly even if it does cost a little more, the vehicle owner may have a different idea. The vehicle owner (and some service technicians) need to understand when the manufacturer designed the vehicle, they made it that way for a reason. When vacuum lines are blocked off, preheat tubes are missing or tune-up procedures and specifications are not followed, the engine has a hard time running correctly or passing the I/M test.

To help you remember which vehicles need what equipment, refer to the chart at right. Now that's true value!!!!

ANTI-TAMPERING GUIDE

1980 & NEWER: All under-hood emission equipment must be in place and working. This includes, but is not limited to: PCV, thermostatic air cleaner (hot and cold fresh air delivery system), air injection, evaporative controls, EGR, spark ignition controls, fuel systems (carburetor and fuel injection), computer controls, catalytic converter and fuel restrictor.

1975-1979: Catalytic converter and fuel restrictor are required, if originally equipped by manufacturer.

1974 & OLDER: No equipment check.

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persistence and willpower.**

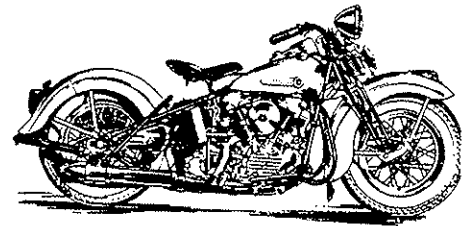


EMISSIONS VIOLATIONS

The EPA has issued violations to 13 Oregon exhaust shops for improper catalytic converter installations. In all cases, two-way converters or aftermarket converters were installed on emission warranty-eligible vehicles. This is the second violation for many of the shops; they are each subject to a civil penalty of \$2,500 per violation. The shops cited were:

Exhaust Specialties II, 10900 S.W. Canyon Road, Beaverton
Exhaust Specialties II, 700 S.E. Belmont Street, Portland
Mike's Muffler, 1910 Hwy. 99N, Ashland
Original Muffler Center, 3385 Triangle Drive South, Salem
Midas Muffler, 135 N.E. Burnside, Gresham
Midas Muffler, 1840 S.E. McLoughlin, Milwaukie
Meineke Muffler, 1669 S.E. McLoughlin, Milwaukie
Master Muffler, 18230 E. Burnside, Gresham
Mad Hatter Muffler, 10738 S.E. Foster Road, Portland
Josephine City Auto Specs., 321 S.E. H Street, Grants Pass
Newman's Muffler, 311 S.W. 4th Street, Ontario
Dan's Exhaust Systems, 409 S. 6th Street, Cottage Grove
Medford Muffler Co., 1130 N. Riverside, Medford

END



Reprinted from March 1990
National Rifle Association Booklet

SEMI-AUTO FIREARMS THE CITIZEN'S CHOICE

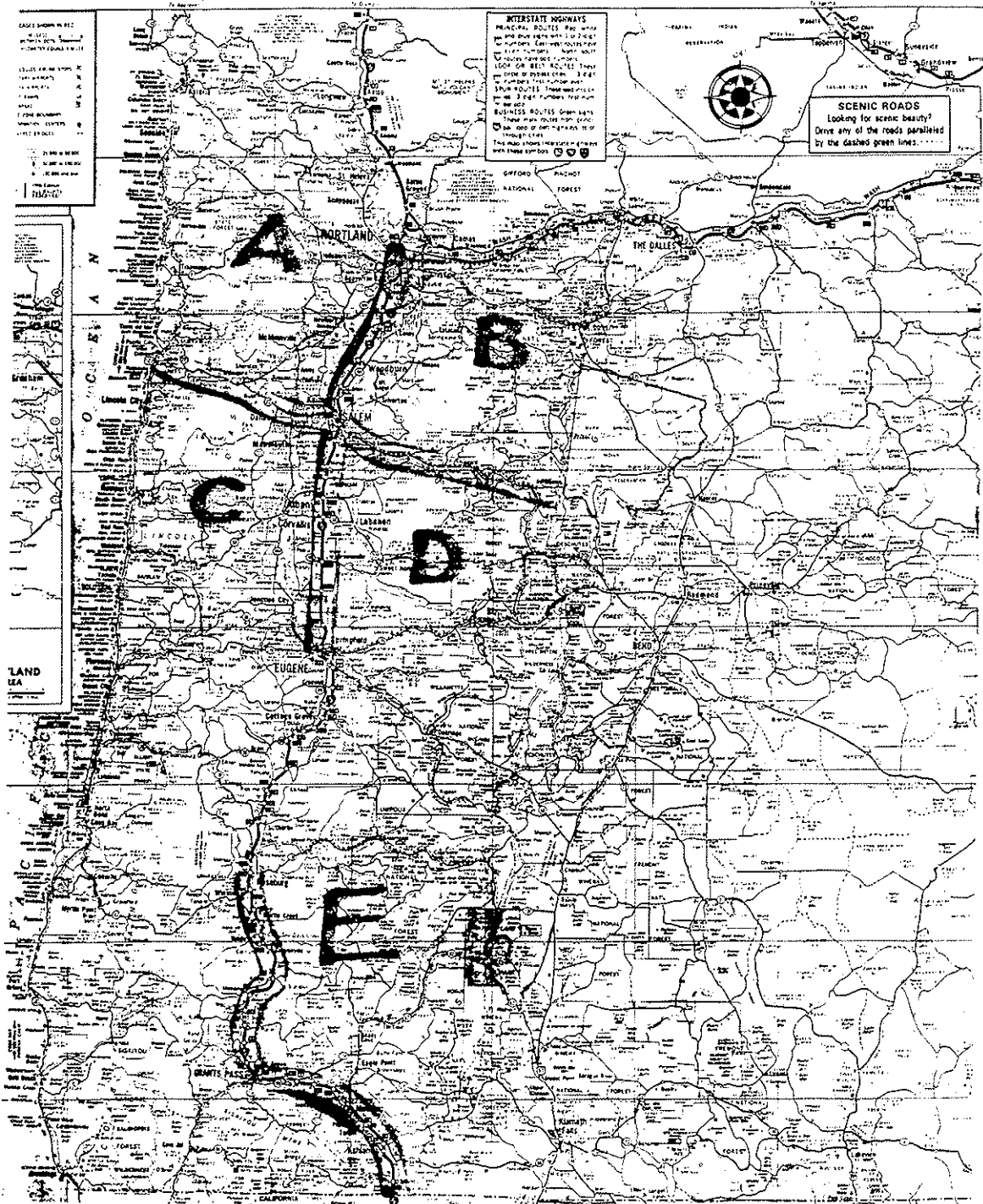
Semiautomatic firearms are used extensively by millions of citizens throughout America - bird hunters, water-fowlers, competitive shooters, and collectors.

Semiautomatic rifles, shotguns, and pistols are nothing new, employing basic designs that date from the turn-of-the-century. Their distinctive feature is that after firing a single shot by one pull of the trigger, a mechanism reloads another cartridge for firing. The mechanism is simply equivalent to, and sometimes slower than, some other commonly used methods of providing additional shots. For instance, some pump shotguns can be fired more rapidly than semiautomatics.

Current legislative proposals to ban the sale, ownership and possession of semiautomatic firearms are uninformed and misdirected at best, and represent clear dangers to all law-abiding American gun owners.

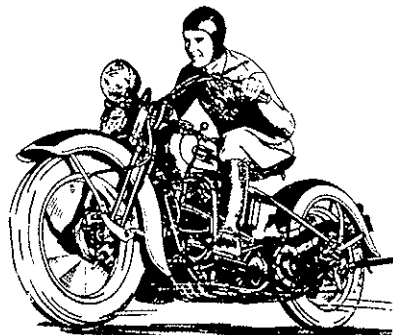
The national media and organized "gun control" groups have advanced from demanding prohibitions on certain handguns and ammunition, to calls for banning semiautomatic firearms. The pattern is obvious, and the strategy has long been clear - isolate certain types of firearms, label them as inherently "evil" or "crime prone," then try to segregate and drive a wedge between firearm owners.

All firearms owners should beware. Those who would willingly sacrifice handguns as a compromise, and who may now be willing to sacrifice semiautomatic firearms, will eventually find themselves having to defend their shotguns or any other type of firearm they choose to own. END



ROAD LIST

NAME	PHONE	1	2	3	4	5	6
Huge	645-8371	X	X	X	X	X	A
Rich Rau	265-7628	X	X	X	X	X	C
The Lechner's	563-3520	X	X	X	X	X	C
Brian Stovall	298-1317	X	X	X	X	X	B
Doc & Big Red	645-6687	X	X	X	X	X	A
W. Kuhnhausen	771-0590	X		X			B
The Jackson's	667-1078					X	B
Rick & Carol	238-5921	X	X	X			B
Pat Gleason	775-4593	X	X	X	X	X	B
Jeff Giddings	252-9512	X	X	X	X	X	B
Don & Mother	255-7793		X	X		X	B
Perry Miller	749-2693	X	X	X	X	X	C & D
The Beck's	581-3138	X	X	X	X	X	C & D
Ken & Crickette	363-8856	X	X	X	X	X	C & D
B. Harbaugh	363-6106	X	X	X	X	X	C & D
Walt Allagar	363-4727	X	X	X	X	X	C & D
Nic & Alice	769-3368	X	X	X	X	X	C & D
Alan & Elaine	664-1026	X	X	X		X	E
S. Bukovac	582-2315	X	X				E
Rente	826-9075					X	E
The Bennett's	773-6631	X	X	X		X	E
Chris Wehres	776-9824	X	X			X	E
Mike & Donna	826-5219					X	E



ABATE OF OREGON'S MEMBERSHIP **CLASSIFIEDS**

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

U-PICKUP. Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pickup time contact: Boyd or Sandy Sharrar, 864-3530 or Longshot, 876-6962

(Indefinitely)

FOR SALE: 1980 FLT Custom Pipes, Police style windshield, custom headlight assembly, low miles, blue in color, hard trunk & saddle bags, good running bike. \$5,000 or offer. Call 476-1137 or write to P.O. Box


752, Grants Pass, OR 97526.
(1-91)

FOR SALE: Custom fabricated Flexi-sidecar frame with 19" wheel. No body and detachable mounts are set up for a Harley swingarm frame but can be modified for other bikes. \$200.00 Call Paul at 474-2577 in Grants Pass evenings or Sunday.

(1-91)

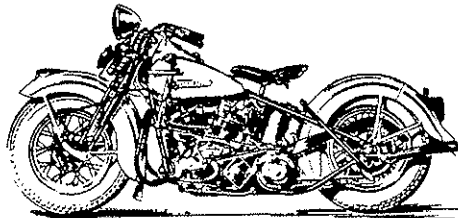
Laid off. Must SELL '67 Sportster, Black, Chrome, clean and fast, new paint, King tank, well balanced, sits low, need's electric trouble shooting. \$2,250 Firm. Too many bills, must go. Call 253-2717 (Portland)

(2-91)



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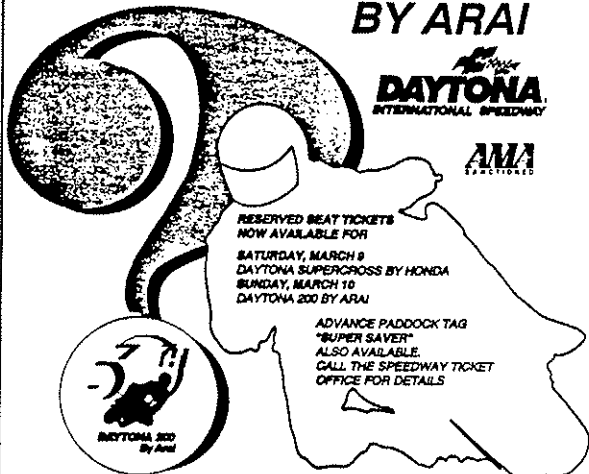


*Member of ABATE of Oregon
Legal Counsel for BikePAC of Oregon
A.I.M. Attorney - Aid to Injured Motorcyclists
Authorized Oregon Representative for the Law Offices of Richard M. Lester*

STATEWIDE

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AMA
SANCTIONED



March 1 & March 2
AAA CCB Sports Plaza
March 3
AAA CCB Sports Plaza
AAA UBC 3-Team Exhibition Pass
Amateur Ori Freq at Daytona Beach
Municipal Stadium
March 4
Vintage Road Plaza
Amateur Ori Freq at Daytona Beach
Municipal Stadium
March 6
AAA Professional Road Race Prosecco

March 6
AAA Professional Road Race Practice
Times Qualifying for the 40th Daytona 300 by April
Junior Pre-Ju Dyni Test at Daytona Beach
International Motorcycle Show
March 7
AAA Professional Road Race Practice
Alligator Erubase
Times Qualifying-Second Round
AAA Professional Dyni Test at Mandalay Stadium
March 8
Daytona International Motorcycle Show
April Team 2000th Competition Race

750cc Superstock Final
AMA Camar: 600cc National Championship
Don Track at Municipal Stadium
March 6
Daytona International Motorcycle Show
21st Daytona Supersport by Honda
AMA Camar Pro National Kickoff at
Municipal Stadium
March 13
Daytona International Motorcyclists Show
100th International Lightweight Final
190cc 600cc Superstock International
Challenge Final
Harley-Davidson Twin Sports Final
80th Daytona 300 by Ayr

FOR TICKET INFORMATION CALL: (804) 253-RACE (7223)

DEALER SPOTS (10' x 30')
Available
(301) 779-3234

31

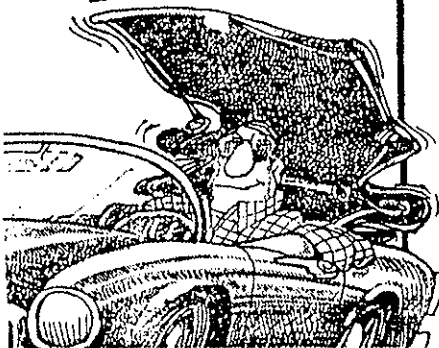
-NEIGHBOR-YOU'RE IN POLITICS!

AS YOU GET OUT OF BED - THE MATTRESS YOU HAVE BEEN SLEEPING ON HAS ITS CONTENTS REGULATED BY THE FEDERAL BUREAU OF STANDARDS - A BUREAU CONTROLLED BY CONGRESS, WHOM YOU ELECT..



AS YOU EAT YOUR BREAKFAST - YOUR FOOD HAS BEEN APPROVED BY THE FOOD & DRUG ADMINISTRATION, WHOSE DIRECTOR IS APPOINTED BY THE PRESIDENT, WHOM YOU ELECT!

AS YOU DRIVE TO WORK, REALIZE THAT YOUR GAS TAXES ARE SET BY YOUR STATE & FEDERAL OFFICIALS, WHOM YOU ELECT.

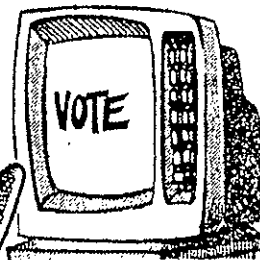


ALL CITY, COUNTY & STATE EMPLOYEES ARE HIRED BY PEOPLE WHOM YOU ELECT!



IF YOU GO TO SCHOOL, THE TEACHERS, BUILDINGS & EQUIPMENT ARE CONTROLLED BY THE BOARD OF EDUCATION - WHOM YOU ELECT!

AN EVENING OF T.V.? REGULATIONS OF TV CHANNELS ARE MADE BY THE FEDERAL COMMUNICATIONS COMMISSION, WHOSE DIRECTOR IS APPOINTED BY THE PRESIDENT, WHOM YOU ELECT!!



LAW WASHINGTON REPORT

THE ROADS YOU USE ON THE WAY TO WORK OR SCHOOL ARE CONTROLLED BY A HIGHWAY COMMISSION, APPOINTED BY THE GOVERNOR, WHOM YOU ELECT.

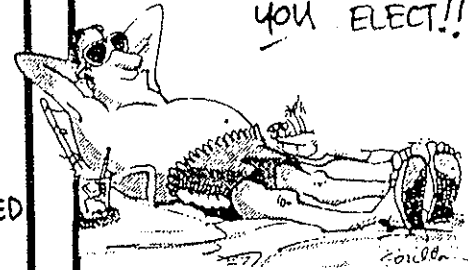
THE AIR YOU BREATHE, THE WATER YOU DRINK, THE LAND AROUND YOU - ALL ARE CONTROLLED BY THE ENVIRONMENTAL PROTECTION ADMINISTRATION - THE DIRECTOR OF WHICH IS APPOINTED BY THE PRESIDENT, WHOM YOU ELECT!!

THE HOME YOU LIVE IN - THE TAXES ARE SET BY COUNTY OR STATE OFFICIALS...
WHOM YOU ELECT!!

WHEN YOU GO TO WORK, SAFETY STANDARDS ARE SET BY OSHA, A DIVISION OF THE DEPARTMENT OF LABOR - WHOSE DIRECTOR IS APPOINTED BY THE PRESIDENT - WHOM YOU ELECT..

IF YOU ARE LAID OFF - UNEMPLOYMENT COMPENSATION BENEFITS ARE SET BY STATE LEGISLATORS, WHOM YOU ELECT!

AND IF YOU LIVE LONG ENOUGH TO RETIRE - YOUR MEDICARE & SOCIAL SECURITY BENEFITS ARE SET BY MEMBERS OF CONGRESS WHOM YOU ELECT!!



... AND YOU DIDN'T THINK YOU WERE INVOLVED IN POLITICS!

FROM FORMER NEW YORK TIMES EDITOR PAUL BERGER

A.B.A.T.E. of Oregon, Inc. MEMBERSHIP APPLICATION

NEW: _____ RENEWAL: _____ If Renewal, Card #: _____ EXP. DATE: _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$20 SINGLE MEMBERSHIP: _____ \$5 ADDITIONAL MEMBERSHIP: _____

\$30 FAMILY MEMBERSHIP: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

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

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CHANGE OF ADDRESS?

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

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P.O. Box 4504
Portland, OR 97208

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

A.B.A.T.E. of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208

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Here's to a safe and happy New Year!
Remember to renew those memberships before they expire.

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	1:00 p.m. at Abbey's Pizza, 1970 River Road, Eugene.
	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
1st & 3rd SUNDAYS	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.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd SUNDAY	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
		8 pm, Little Italy Pizza, Cornelius.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, U & I Tavern, 6910 N. Interstate, Portland
2nd & 4th WEDNESDAYS	COLUMBIA RIVER	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd THURSDAYS	MT. HOOD	7:30 pm, Moby Dick's Restaurant, Newport.
1st & 3rd FRIDAYS	LINCOLN COUNTY	