

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



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

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



... Congress
passes a law
mandating a
new national
police force to
patrol the inter-
states in
search of
speed felons ...

Be aware!! Freedom could just be another word. Defend your freedom now! Get involved and make a difference.

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

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

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ABATE of Oregon, Inc.

P.O. Box 4504

Portland, OR 97208

Please make checks payable to ABATE of Oregon, Inc.

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A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING
Minutes for January 12, 1991
No report.

CHAPTER REPORTS

COLUMBIA RIVER

We are all working on a two month membership drive with a prize for the person bringing in the most members. The deadline is March 13th, 1991. Doug wins the Boobie Prize for bringing in the 1st Family Membership totaling 4 warm bodies. He thinks he's going to win the grand prize, too! Let's all give him a run for the money.

By the time you all read this you will have either been a part of or will have missed the greatest Valentine benefit party at the U & I Tavern. Thanks to those of you who came and supported us and brought blankets for the homeless. A special thanks to Bob & Terry, owners of the U & I and to our active members who went out and got donations and passed out fliers, and worked on making this party a smooth happy success.

Our meeting time has officially been moved up to 7:00 p.m. at the U & I, but it's okay to come at 6 p.m. and shoot some pool or, my favorite, Shuffle Board, and have some good food.

We are planning to send one member to The Meeting Of The Minds in March. If you would like to be considered for this great trip to Utah, come to the next meeting and let us know.

Our membership is growing, so come to a meeting soon or you won't know anyone.

Stay happy, stay dry, STAY UP!
Doc & Big Red

DOUGLAS COUNTY

First on the agenda is "GET THE HELMET/SEAT BELT LAWS REPEALED!"

Casino Night is coming up soon. All that want to come from other Chapters are welcomed. The date is February 23 at 7:00 p.m. We will have roulette, 4-5-6, craps, blackjack and an auction.

Our Coordinator, Rhonda, has resigned and is moving out of the area. We wish Jack and Rhonda well in their adventures. Good luck to both of you!

We have a Public Relations Officer now. Bev Godfrey has been elected to the post. She had already been doing a good job at this task previously so now it is official.

Along that line we have also elected an Education Director. Ed Halkyard has been voted in to teach group formation and just keep the group informed.

Speaking of group formations, Tripper was duly thanked during the last meeting for always watching out for the group during the rides. We appreciate his constant vigil at the back of the group to pick up stragglers and watch for people who are having trouble with their bikes. Here's to letting the whole ABATE membership know that we appreciate you, Tripper.

We have decided to have a run every Saturday before each meeting. The ride will be determined by putting maps of routes a person would like to go on in the suggestion box. They will be pulled from the box, sent around and voted on. This will determine which route we will go on the next Saturday before each meeting. Not only will this be a good time to get together, it will also be a helpful reminder that there is a meeting the next day.

Well, enough for now. Everyone have a safe month.

See ya on the flip side,
Linda

JACKSON COUNTY

Our new board has been working diligently on the Chapter's behalf. Membership has increased due to a concentrated effort of our Membership Secretary. Our treasury is looking better. P.R., Ways & Means, and the Newsletter are doing lots of exciting things. The Vice Coordinator and Secretary are really busting butt on all the details of running the Chapter. Our Coordinator is already worrying about losing his tail. He challenged the Chapter to bring membership up to 250 by S.O.S. in July. When the Chapter achieves this goal, he will stand on stage and let someone cut off his 2 foot ponytail. Put it on your calendar to come and see Frank lose his tail!!

January 12 our big Casino Night at Touvelle Tavern. A resounding success. Lot's of great prizes. Were you there??

Don't miss Jackson County's famous "Sweetheart Dances", February 9. See flier for directions.

We are proud to announce we have adopted, and been adopted by District 9, ABATE of Kansas as a sister Chapter.

Jackson County Chapter is on the road to a speedy recovery and is going to be bigger and stronger than ever before.

See you in the wind,
Skeeter

JOSEPHINE COUNTY

Well, it is a new year. I must say that I hope that this new year will be as good as the way 1990 ended. Christmas Eve Day, many of our Chapter members attended the arrival of Santa Claus at the home of the family we adopted. To say that "fun was had by all" is putting it mildly. There is no way to give an account of all the toys, coloring books, clothes, and other things that were donated by our members. Santa let the four little girls open all of the gifts in Santa's bag while some of the members took some pictures. It is not possible to describe the looks on the faces of these children and the ones on our members faces. Christmas means joy and the joy we felt that day will be hard to equal.

I would like to thank every member who took part for all that they gave to make this the best Christmas ever for this family, but I would like to extend a special thanks to Jerry, our State Rep. He was the person who brought this whole idea up to the Chapter. He worked harder than anyone to make this project work and he was the spark plug to keep us all working. Thanks, Jerry!

Another special thanks to Ron Kyler for everything he put into the meal; a 20 lb. bird and a lot of the trimmings. It is your kind of caring that makes all of us proud to call you "Brother." Thanks, Ron!

Speaking for Santa, December 24, 1990, warmed the heart of an old Santa who hasn't felt this good about anything in a long time. You are all one hell of a bunch of people. Thank you all so very much.

All the people are back in Salem and they will be working to put more bills in the way of our fun and freedoms. We need to work hard this year - just as hard - to keep them from doing it. We are a Chapter and we need to fight as a Chapter. One or two of us can't do it all. Everyone needs to write letters, make phone calls, and talk to people about ABATE and what we stand for - Freedom to choose how we want to live. Let's put all we have into holding the line.

Josephine County Coordinator
Scott Bukovac

LANE COUNTY

No Report. First Time.

LINCOLN COUNTY

No Report. Second Time.

MT. HOOD

Hi once again. Well, we were supposed to have a meeting January 17th and there were 5 of us there; it seems that all those enthusiastic people that wanted to see the Chapter stay alive just lost interest or something. We now have but only one chance that the State Board allows us the 7th of February and if no one shows we lose our Chapter charter. So anybody out there still interested had better show and if not, she will go to rest - bye, bye!

Well, we'll see you all at some of the coming functions like the Sweetheart Party, February 16th, Fossil, Summer Run and so on.

Adios,
Angie

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.

NORTH COAST ABATE

Mr. Bill sez;

Thanks to all who helped in the Toy Run! We brought in over \$400 which was donated to the Women's Crisis Center's in Tillamook and Clatsop Counties. Also one hellacious pile of toys that brightened many a young face for Christmas.

Our membership is down and inactive but we hope to do something about that with get-togethers and rides after the meetings when the weather cooperates, you will be notified. A Run Committee is forming so if you've got any input come to a meeting.

Another reminder: Our meetings are monthly through the winter, 1st Sunday at noon, Bayside Gardens between Nehalem and Manzanita. There's lots of gravel on the roads now, so take care.

Mr. Bill

N.E. PORTLAND

Our new year started with the election of new officers. Some remained the same, some switched and some new ones decided to take the plunge. Our officers for the 1991 year are as follows:

Coordinator - Pat Gleason
Vice Coordinator - Gordon Hieronimus
Secretary - Linda Willadsen
Treasurer - Lois Gleason
Membership Secretary - Mary Beth Hieronimus
Historian - Carolyn Meerzo
Education/Legislation Director - Pat Gleason
Ways & Means - Niel Keogh/John Lockhart
State Representative - Rusty Taylor and Steve McConnell
Sergeant-At-Arms #1 - Steve McConnell
Sergeant-At-Arms #2 - Mike Sturgeon
Toy Run Coordinator - Gary Martin
Summer Run Coordinator - Pastor Eugene

Lois, Carolyn, Linda and Donna all volunteered to be alternate State Reps. Congratulations and good luck!

Congratulations are also due Gordon and Mary Beth who tied the knot in December and to Rusty and Lisa who announced their

engagement and upcoming June wedding. Rusty, just make sure that the date isn't the second Saturday of June (Board meeting, you know!).

Speaking of December, it may have set records for cold and kept even the die hard riders from riding, but three pickup loads with toys made the second annual NARA Toy Run, held December 22nd, a success and helped 26 kids have a merrier Christmas. A special appreciation to all those who participated in this event.

Membership is down state wide, as well as in our own Chapter. N.E. has decided to have a three month membership drive with a great prize awarded to the Chapter member signing up the most new memberships. Hopefully, the rest of the Chapters will follow suit. There are a lot of people out there who know nothing about ABATE or our cause. Carry ABATE application trifold, ABATE courtesy cards, and ABATE handle bar hangers with you as much as possible and whenever the opportunity arises, pass on the information. We have the tools, use them!

Whatever your New Year's Resolution, hopefully it was realistic and sensible ... and you gave it at least a month!

Til next time, ride safe and enjoy,
Linda

SALEM

I would like to start by introducing myself ... I am "April Rose" and I am the new Secretary of Salem Chapter for 1991.

I hope to offer you the same and possibly even better quality of workmanship and fulfillment of duties that you have come to expect. Following is a list of officers:

Coordinator - Sonny Hubbard
Vice Coordinator - Dave Beck
Secretary/Newsletter - April Rose
Treasurer - Tracy Beck
Sgt.-At-Arms - Dave Beck
Membership Secretary - Cricket
Public Relations - SaddleTramp/Don
Ways & Means - Diane Hubbard
Historian - Rachell Hubbard
State Representatives - Mel Yeager and Sharon Hubbard
Alternate State Reps. - Sonny Hubbard and Jim Stone
Legislative Director - Mel Yeager
Education Director - Perry

Congratulations to all the new officers!!

Well, here's a brief note on how 1990's Toy Run went. We didn't see to many bikes this year, due to the icy road conditions. Although we did have a few and we had a GREAT turnout. Like always, we had Santa leading the run. Thanks, Kurt - the kids loved you!

We had more than enough toys and the kids loved every minute of it.

By the way, congratulations to all the new State Officers!!!

Happy New Year,
Until next time,
April Rose, Secretary

S.E. PORTLAND

Sorry I didn't have a report for y'all last month. The holidays and weather got the best of me, I'm afraid.

This chapter voted recently (14 to zero) to renew Jay Leno's membership with us. We sent him a letter which likely didn't reach him personally, but we know he's our member and we're happy to have him, whether he knows about it or not!

The biggest piece of news I have for you this month: Our Anniversary Party plans. We're working out an exact date, but as I write this it looks quite certain the date we decide upon will be March 23rd. Keep reading your newsletters for more developments. We had a successful blast last year and hope you'll help us do it again!

And just a note of thanks to Rotten Roger and Angie for

attending our January 6th meeting. It's always enjoyable having "new" faces in the crowd. We also enjoy having Crazy Steve from N.E. Portland Chapter visit so faithfully. (You're not thinking about defecting, are you Silly Steve?? Don't ever change.)

Till we meet again, happy trails.

Muffy

S.E. Portland Chapter Secretary

WASHINGTON COUNTY

Hil Well, we had our elections! Captain's in there again as leader and Coordinator. Billy was reelected again as Treasurer and Kenny as Ways & Means. The rest is new blood so you'll be hearing about happenings in Washington County.

We have a Pool Shoot planned in the near future. Keep your ears open!

Still have Toy Run patches and year bars and if anyone is interested in joining ABATE in our area you can call Mitch or Paul.

Till next time,

Ken & Sheryl

YAMHILL COUNTY

No Report. Second Time.

REPORT FOR GOVERNOR'S MOTORCYCLE ADVISORY COMMITTEE

January 8, 1991

Team Oregon reported that in 1990 83 Motorcycle Rider Courses were conducted, training 1,041 new riders; 32 Experienced Rider Courses trained 261 riders for a total of 1,302.

The Team Oregon schedule has already been published in the January Newsletter and they expect to train 1,500 riders in 1991.

DMV will waive the demonstration part of the motorcycle endorsement for riders who complete the Team Oregon Course and apply for Class II (under 500cc) endorsement. This will take effect on April 1, 1991.

DMV will not issue ATV licenses to any child under 12 years of age. Young people can ride off-road but only under adult supervision.

The Department of Transportation is asking road work crews to be aware of the safety of motorcyclists when working on the highways. DOT reports fatalities for all vehicles in Oregon in 1990 is down 8 to 9%. Motorcycle fatalities in 1988 was 45, 1989 was 25. This is down 40% because of rider education and public awareness. Total motorcycle accidents in 1989 were 1,600; 1990 were 950.

Next meeting will be April 2, 1991 in the Eugene area. For more information contact me.

Mel Yeager
950 Concord N.E. #12
Salem, OR 97301
363-1697

**There's so much good in the worst of us,
And so much bad in the best of us,
That it's hard to tell which one of us
Ought to reform the rest of us.**

WASHINGTON D.C. CREATES NEW GUN "LIABILITY LAW"

written by Eric Dickman & O.S.S.A.

Washington D.C., the "Murder Capitol", has passed an ordinance allowing manufactures and sellers of all Semi-automatic rifles, pistols and shotguns to be sued by the victims of criminals using their guns. While most gun sales are prohibited in D.C., this ordinance would make every manufacture and importer "strictly liable" for any crime or accident with the guns they make or sell. The intent of this law is to drive gun manufactures out of business. Michael Beard of the re-named National Coalition to Stop Gun Violence (formerly the National Coalition to Ban Handguns) told the Washington Post: "People don't have to win (these lawsuits), they just have to file enough of them." Congress can put a stop to this with a resolution of disapproval. This may be do-able because if the ordinance is upheld, it would turn tort law upside down. For example, even anti-gun Lee Iacocca doesn't want Chrysler to be held liable for criminal acts by a third party, such as running a car into a crowd on the sidewalk. We still have time to contact our Congressmen and Senators through the Congressional Switchboard, 202-224-3131. Please do it today! **END**

ABATE OF OREGON CHAPTER TOTALS

CHAPTER	TOTAL 1/1/91	GAIN/ LOSS 1/1/91	EXPIRA- TIONS 1/1/91	NEW/ RENEW 1/1/91	TOTAL 12/1/90
Columbia River	25	-2	2	0	27
Douglas County	62	-7	7	0	69
Indian Creek	57	-4	4	0	61
Jackson County	68	22	0	22	46
Josephine County	60	7	0	7	53
Lane County	44	-4	5	1	48
Lincoln County	67	-3	7	4	70
Mt. Hood	30	0	0	0	30
Northeast Portland	96	-1	4	3	97
North Coast	37	-13	13	0	50
Salem	45	-4	5	1	49
Southeast Portland	94	0	5	5	94
Washington County	43	-1	2	1	44
Yamhill County	22	-4	5	1	26
Total	750	-14	59	45	764

The Rural Oregon Biker

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

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



5224 Cherry Heights Rd.W.
The Dalles, OR 97058

Brian Stovall, Editor

January 7, 1991
Motorcycle Riders Foundation, Inc.

NATIONAL POSTER CONTEST

To: All Poster Contest Participants

On behalf of the MRF, MIC and the AMA, I would like to thank the many people that took the time to enter our Poster Contest.

As I write this I look around the office at the over 100 different packages from around the country that contain the thoughts of concerned motorcyclists that are trying to get the message out there to ride responsibly. The ideas that were sent covered all areas of motorcycling and the final decision will not be an easy one.

The winners will be picked in Washington, D.C., in January and announced shortly after. Immediately after they will go into reproduction and sent around the country. We will make every effort to reproduce the winners as close as possible to the original.

Once again I say thank you and hope that you will be as proud of the finished product as we are of the entries we have received.

Ride free,
Louis P. Petrucci, Jr.
MRF, Board Member

Reprinted from MRF, Inc.

MOTORCYCLE RIDERS FOUNDATION PRESENTS THE FREEDOM FIGHTER II 1991 "FAT-BOY"

1st prize - 1991 "Fat-Boy" by Harley Davidson. Custom paint by "Hombre Custom". Drawing at the "Black Hills Rally 1991".

2nd prize - Motel Room at 1991 "Black Hills Rally" plus \$500.00 travel money or \$1,000.00 cash (winners choice). Drawing on May 25, 1991.

3rd prize - Full set of "Willie G" Leathers or your choice of \$1,000.00 cash. Drawing on June 13th, 1991.

Winners are liable for any and all applicable taxes.

A special thank you to "Twin City Harley North", Minneapolis, Minnesota; "Durham Harley", Durham, North Carolina; Tickets by: "Camden Press", Minneapolis, Minnesota.

Winners selected for the "Sturgis Trip", and the "Willie G Leathers" will be returned to the basket for the "Bike" drawing.

As soon as we can generate enough money to pay for them, we will make up another poster to help promote ticket sales.

We are still seeking donations from dealers and other concerned persons to help pay for this operation. We need to actively pursue these donations of \$100.00 or more. Last year we managed to gather 100 contributors. We should do better this year.

We need your help to make this work for everyone! *END*

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WORDS FROM PAPPY

By the time you read this, we will have met with all the Senior Senators and Representatives in Washington, D.C. Especially those in critical committee positions. As you have been told before, we must stress the concept of fairness in government, and not political expediency.

Remember "Chicken Little". Well, if you read the papers or watch the T.V. news you would have to believe that "the sky is falling". I had no idea that things were so utterly hopeless with America. There must be some form of black plague descending upon us. When you see headlines that read "uncertainty rains on the U.S. economy", surely we cannot blame uncertainty as the cause of our problems? The coward wraps himself in the U.S. flag, the lazy thinker will wrap himself in this concept that "we can't help it". Bull!!

This type of thinking is becoming prevalent among business literature, and is evidence that the thing that is wrong is the negative attitude of those doing the predicting. When we read headlines that state "Uncertainty hangs over the economy like a cloud", or if "uncertainty remains in the energy market, the slowdown will get worse", you can be assured things will get worse. Give us a break!!!

It is difficult to believe that even the dimmest business manager would succumb to this type of bull. Elementary school students know that the word uncertainty means "one doesn't know what is going to happen in the future". Well, who does?

Too often in America today there seems to be considerable pressure not to make mistakes, not to go out on a limb, not to take any kind of a risk, ignoring the point that if we do not take some risks, nothing gets done.

Uncertainty will, and always has been with us. It will probably go away when the Tooth Fairy clears up the national debt. It exists because we cannot accurately predict the future. Surely we have learned enough to know what might happen, or to at least know what the possibilities are. If we don't then we are doing something terribly wrong. People will always act logically according to their own direction, and if we will just give them the knowledge and the desire, we can accomplish anything. No matter what the doom sayer's do.

It seems that our elected officials in Washington, D.C., have lost the intestinal fortitude that prompted them to seek office, and like a lot of our members they seem to be wrapped up in the gloom and doom of failure, or have developed this great fear of some dreamed up monster that is waiting out there to get us if we are not acutely careful in everything that we do.

I think it is time that Americans took control of their own lives, be proud of who we are, quit waiting for someone else to do it for us. If we do not care enough to be involved, then we have no one to blame for anything that transpires. "There is no injustice done to those who consent."

Isn't it amazing that when we look at an article such as this that we can interpret it to be related to most every aspect of our lives. Motorcyclists can relate it to our fight for freedom of choice, business people can relate it to the national economic situation, and so on. I have the greatest faith in the American people. I truly believe that when we quit believing everything we see on T.V., and start evaluating things as they effect us, without the so-called experts opinions, we can and will make the logical choices that are good for us and the great country that we are fortunate enough to live in.

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

"I know no safe depository of the ultimate powers of the society but the people themselves: and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them, but to inform [them]."

— Thomas Jefferson

FIRST BARS OF THIS CAGE

by Linda Beek

[Ed. Note: This came with some information from the MRF. I have no idea who the writer is and the title above I added. I found the article interesting and felt you readers would feel the same.]

A man sits in a field with his wrists bound by rope. His only goal is to get free of his bonds, and he chews frantically at the ropes, focusing all of his attention and energy on this task. Another man sits on a hill nearby and whittles as he watches this curious drama, but it is not happening in his yard, so it is not his problem and he makes no move to help. Eventually, he tires of watching and decides to take a nap in the warm sun. Finally the captive breaks through the last fibers of his bonds and leaps up with a shout of triumph, which quickly turns to a moan of dismay as he realizes that while he was singlemindedly fighting his bonds, his captors have built a cage around him. The second man awakes at the shout, and opens his eyes to see the bars of a cage between himself and the sky. He too moans in dismay at the realization that if he had helped the first man shed his bonds, they might both be free now.

So, you ask, what does this have to do with bikers? Plenty! Any state where bikers' rights groups focus exclusively on the issues within their borders is doing the same as the first man. Any rights group that is busily fighting territorial or ego squabbles is the first man's equal. Any state where several groups are stomping all over each other in an effort to win "supremacy", rather than working as a team, is too. Those states who watch their neighbors fall under the yoke of restrictive legislation are in the shoes of the second man.

This parable is about tunnel-vision and complacency.

Had the first man taken a break from his frantic nibbling now and then, he would have seen the first poles of the cage going up and been able to kick them away, buying himself some time. He could have divided his energy between the two tasks, and gotten free of his bonds while there was still a chance to escape the cage. What the second man could have done is obvious - he could have freed the man, but his complacency helped land them both in a

bigger mess.

The first bars of our cage were constructed last year - Federal bills S.1007 and H.R.3925. Every state rights group has its own local problems to take care of, but enough of us took a little time to kick away at these so that they stalled out. Much of the outcry against this legislation came from the Midwest and western states, many of which do not currently have helmet laws for adults. Where were the rest? The sponsors and cosponsors of this legislation are largely from states that responded only with a whimper. I don't understand that at all. Are you too busy nibbling at your bonds to realize what is happening around you? Or do you think that because you already have your hands bound that the cage will not matter to you? Are we all going to wake up some day and find that we have been caged in with no way out? That is exactly what will happen if we do not ALL begin to work together NOW! This legislation died in 1990, but that does not mean that construction of the cage has ended. Resurrection is not limited to the Bible - Congress is very good at it, and we have been assured that this legislation will be introduced again. We must stop focusing so narrowly on whatever our individual group is chewing on and work on the weak spots in this cage that Senator Chafee and Representative Cooper are trying to build around us.

We also cannot afford to stand by and watch our neighboring states lose their fights against restrictive legislation. If too many have their hands bound, those who are able to fight are too few to be effective. We need to offer whatever help we can to those who are fighting to repeal statutory restrictions while we ALL kick at the cage. It is much easier to overturn state laws than federal legislation. We cannot lay down on the job. This fight belongs to ALL of us.

Some people don't try to fight because they feel they can't do anything. They can't - ALONE, but together we can. One lone voice in the wilderness will be lost; but an outcry from hundreds of thousands would shake the foundations of our government.

It is far past the time when we need to put aside all of our differences and indifferences and stand united against those who would see us caged. I don't know about you, but the first bars of this cage cast shadows that give me a chill!! **END**

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The Oregonian

'FAILING THE CHALLENGE' by Donald Cobb, Maywood Park

To the Editor: We are becoming a nation of spectators, consumed by an overwhelming desire to be entertained. This has created a whole new pantheon, the so-called super stars. How can our children be unaffected when we put a higher value on football and basketball players than we do non educators? What message do we send when we spend billions on our own entertainment and then vote down levies for school support?

Are we really preparing our children to be productive adults when we encourage them to pass their time with computer games and we ignore that they can't read or write?

Part of the problem is parental indifference, a growing flaw in our national character. Another is the degeneration of our commitment to higher values.

I often wonder what our forefathers would think of us. Would the United States of today be the culmination of their dreams and aspirations? I believe that they would be disappointed in us, wondering why we are so preoccupied with materialism, with things, which in a true sense fail to enrich our lives. I'm sure that they would wonder why in a country so wealthy there are so many people in need.

We are failing the challenge of maintaining a free, moral and energetic society. We have created a value structure that can only lead to more apathy. It's like a progressive disease, slowing sapping our strength and resolve. **END**

Reprinted from January 3, 1991
The Oregonian

TRAFFIC DEATHS DROP IN OREGON 1990 is the best year for safety on the roads since 1985, and officials credit the seat-belt law, higher gas prices and bad weather.

by Holly Danks of the Oregon staff

Fewer people died on Oregon roads last year than in any year since 1985, according to preliminary figures from the Oregon Traffic Safety Commission.

Officials attributed the lower death toll to the new mandatory seat belt law, as well as the extreme weather and higher gas prices, which have lowered speeds and reduced discretionary driving.

Anita Davis, fatalities analyst for the commission, said Wednesday that 574 percent had died in Oregon traffic accidents in 1990. Although that figure might change as police agencies provide final reports, it represents about an 8 percent drop from the 626 traffic deaths recorded in 1989, she said.

The last time traffic deaths dipped below 600 was in 1985, when the commission recorded 559 in the first full year of Oregon's stiffer penalties for drunken driving, Davis said. An average of 601 traffic fatalities was recorded each year from 1980 through 1990.

Until November, traffic deaths had been running about 5 percent lower for the year, 494 as opposed to 520 for the same 10-month period in 1989, the commission's figures show.

"So something very substantial has occurred in November and December," said Gil Bellamy, traffic safety commission administrator for the last 20 years.

Oregon's new mandatory seat belt law, which was approved by voters Nov. 6 and went into effect Dec. 7, is preventing deaths, he said.

In addition, the higher cost of gasoline since Iraq invaded Kuwait has cut down on discretionary driving, which is more dangerous than work-related commuting, Bellamy said.

While snow and ice made driving more hazardous for the last two weeks of December, the bad weather kept many people off the road or forced them to slow down, Bellamy said. "We have some weather-related fatalities and we have had a lot of crashes, but the speed is down so we haven't had that many people killed," he said.

The bad weather has especially kept motorcycles off Oregon roads, Bellamy said. "There hasn't been a motorcycle fatality since the end of September," he said.

Motorcycle fatalities fell to an all time Oregon low of 25 in 1990, compared to 43 in 1989 and 74 in 1987, Bellamy said. In 1988, the mandatory helmet law went into effect at midyear, and motorcycle deaths dropped by more than one-third, to 47, he said.

In late 1989, the state began requiring that teenagers take a commission-sponsored safety course before being licensed to drive motorcycles, which also contributed to last year's big drop in motorcycle deaths, Bellamy said.

Overall, 73 teens were killed in Oregon traffic accidents last year, compared to 89 in 1989 and 122 in 1988, Bellamy said.

"That's pretty radical," he said, crediting the provisional driver's license bill enacted in late 1989. Under the new law, youths between the ages of 16 and 18 can have their licenses suspended for having any amount of alcohol in their blood and must attend traffic safety school after their second driving offense.

"We are putting them on a pretty tight leash," Bellamy said. "They earn a regular driver's license by their good behavior."

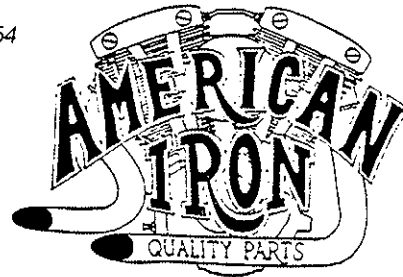
Extra police patrols over New Year's and Christmas may have kept some drinkers from driving and helped get drunken drivers off the road, but no figures on holiday drunken-driving arrests were available from Oregon State Police on Wednesday.

The Oregon Traffic Safety Commission has given the state police \$100,000 to pay overtime from drunken-driving saturation patrols, and another \$50,000 for the state police to jointly conduct the patrols with local law enforcement agencies. The grant started Oct. 1 and runs through next September, but most of the money will be spent during major holidays.

Alcohol was involved in about 43 percent of the traffic fatalities for 1989 and the first six months of 1990, Davis said.

The rate of traffic deaths caused by drinking was 10 percent higher in both 1981 and 1982 - with 53 percent the highest for the decade - and began dropping in 1983 when the state Legislature toughened drunken-driving laws. The .08 blood alcohol limit, along with immediate license suspension for breath test refusal, went into effect July 1, 1984. **END**

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Mike and Rusty were totally absorbed in their thoughts as they rode down Constitution Avenue, around the Lincoln Memorial, past the Vietnam Veteran's Memorial and over the Arlington Bridge into Virginia where the Pentagon is. They got to the Pentagon by 10:30 a.m., parked the softails, and went in to see the Commandant. A young marine greeted them at the front desk.

"Good morning sir. May I help you?" the marine asked Mike as he got to the desk.

"Yeah, you can. I'm Mike Washington and this is my friend Rusty Johnson. We're here to see the Commandant about a letter that each of us received from him," he said as he leaned over the desk.

"Have a seat gentlemen and I'll tell the general that you are here," the marine stated as he pointed at the chairs against the wall. Mike and Rusty turned and walked over to the chairs and sat down.

Rusty looked at Mike and said, "Hey man, did you see the name that's on the door to the Commandant's office? That name is very familiar."

"Didn't we know an officer by the name of John McLean that had a picture of an old Honda Scrambler that he kept showing us while we were over in 'Nam?" Mike asked Rusty.

"Yeah, that's right. I remember him. Kind of a loudmouth, wasn't he," Rusty said remembering the young captain that was their officer-in-charge while they were doing recon work in Vietnam.

The desk marine came over to where Mike and Rusty were sitting and said, "the general will see you now. Follow me," he said as he walked towards the Commandant's office. The marine opened the door to the office and Mike and Rusty walked in. The Commandant was seated with the back of his chair to the door, facing out a large window. There were two overstuffed chairs facing the desk.

The general turned in his chair, faced the guys and said, "Well, if it isn't Mike Washington and Rusty Johnson, two of the best Green Berets that I have ever worked with. Good to see you guys," he said excitedly as he stood to shake Mike's hand. He then reached over to Rusty, shook his hand and continued, "I'll bet you guys are wondering why I asked you two to come see me? Well, I'm here to tell you, just ask."

"So, this is what the Marine Corps does with their loudmouthed captains when they grow up!" Rusty yelled at the general. "I can't believe that you have this rank and privilege. You were such a jerk back when we knew ya. Mike, let's leave. I don't want to talk to this guy!"

"Hey, man. I want to hear what he has to say," Mike said to Rusty. He then turned to the Commandant and said, "Okay, start talking."

"Here's what's going on. First of all, let me apologize for the way it was over in 'Nam. I was a young rookie captain when I got there and took over your unit. I admit, I didn't know everything, but I learned. I also did get myself a Harley, finally. Let me tell you that was one of the best things that I had ever done. I have put nearly eighty thousand miles on the one that I have now. The reason that I called you guys was that I knew you were into bikes, especially Harley-Davidson's. As you might have heard, we are having a little situation going on over in Iraq, and the problem is a man called Saddam. We want him and we want you two to get him and bring him back to the States," the general said with an eerie calm in his voice.

Mike turned and looked at Rusty with a strange look in his eyes. He then turned to the general and said, "That sounds interesting, but we haven't done any stuff like that since we got out twenty years ago. What do you suggest to take care of that little problem?"

"We got you two scheduled for a little refresher training at the base on Paris Island. Right now, in the September heat, it is too hot to do anything, so you will be in training for two months, until the first of November. Then you and your equipment will be air-dropped outside of Baghdad, where you'll unpack your stuff and go in and get him. After that, you'll go to the rendezvous point and wait for your ride home. Another important thing is that we want him alive. As much as you may or may not want to, bring him back alive," the Commandant said as he sat back down at his desk. He then reached into the desk drawer and pulled out a file with "Equipment List" written on it and opened it up. He pulled out a piece of paper and said, "The beauty of this is the bikes that you get to use. We got a pair of Jay Springsteen's Sportsters specially set up with side cars, extra large eight gallon gas tanks, and a blower on the side. They also have anti-tank rockets, grenade launchers, and two anti-aircraft missiles on the side of the hacks. You won't have to worry about firing the missiles or rockets because you will have a gunner riding in the side hack. All you have to do is ride the bikes in and get Saddam out. The gunners will be taking care of the problems around you."

Rusty, looking a little puzzled, stood up, leaned over the desk and said, "So, you're looking for a couple of heroes, eh? Well, I don't think I can speak for Mike, but I think that you had better find someone other than me. I like my job at the post office and I'd like to go back to it alive. What are we going to get out of this deal? Am I going to be alive to see my retirement?"

"I'll tell you what," the general said to Rusty. "I can't guarantee that you will come out alive, but I can guarantee that you will receive at least as much money as you would get for retiring if you would do this for your country. As a matter of fact, I will give you triple what you would get for retiring."

Well, that's a couple million dollars each. Sounds pretty good, but I don't know," Rusty said as he sat back down.

Mike asked the Commandant, "What about those gunners? Are they regular Marines or are they civilians also? Are they getting any guarantees?"

"They are regular marines. They're going because it is their duty," the general responded.

"Well, I'd like to sleep on it for a couple of days. How about if we get back to you on Friday. What do you think, Rusty?" Mike asked him.

"Sounds good to me. I'd like a couple of days to think about this before I make any decision," Rusty answered back.

"We were prepared for this," the general said to them, "and we had a feeling that you would like to think about it. Go ahead and take some time to think. We'll see you Friday." The general stood and stretched his arm out to shake their hands. Mike stood and shook his hand, then Rusty stood and finally shook his hand.

Mike and Rusty left the office and went out to the bikes. They unlocked the bikes, started them and headed back to the hotel in D.C. They parked their bikes in the lobby and rode the elevator up to the rooms.

As they got off the elevator, Rusty finally said to Mike, "I don't know about you, but I'm kinda nervous about this. I don't know if I want to do it, even for all that money."

"Well, I don't see any problem with it," Mike said confidently as he unlocked the door and walked in. "Besides, I could use a little excitement in my life right now. We're not going to be alone. We'll have the Marine Corps backing us up. We are not going to be alone!"

"I just don't like it. I don't think I can do it. It's been a hell of a long time since we've done anything like this," Rusty said still

sounding uneasy as he walked in the room and sat down on the couch.

"I remember a scared little marine, sittin' on his ass in the swamp suckin' his thumb and thinkin' about his mommy back in the world. I remember tellin' him he had better get his shit together and start doing the job he was trained to do. It sounds like it is time to tell that little marine to get his shit together again and do his duty," Mike said with assertion.

"Hey, man. Don't play no mind trip on me. I'm as patriotic as the next guy. I just don't want to die in the desert eight thousand miles from home. If I wanted to kill myself, I'd run my Harley into a semi at ninety miles an hour," Rusty said defensively.

"I don't want to die anymore than you do. I would just like to do my duty for my country. Besides, it ought to be quite an adventure, and we can make a ton of money. Three times our retirement," Mike said with conviction.

"I got an idea. Let's go get a couple of beers and think about it, okay?" Rusty said to Mike.

"Sounds good to me. Let's go," Mike said as he grabbed his keys and headed to the door. Rusty grabbed his keys and headed out the door behind Mike and closed it.

To be continued

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and city hall.**

DECEMBER 1990 TOY RUN

Well, another year has come and gone and so has another Toy Run. This year the Portland Chapters raised over \$10,000 for the Shriner's Hospital by raffling off a new Softail Custom.

Congratulations go to Lou Bond from Milwaukie, as he was the winner of the bike. Also, thanks go to Gary Martin and Beaverton Harley for their work in getting the bike. (See picture at right.)

That's all for now. I hope to see you at the 1991 Toy Run which is going to be on the first Saturday in December!!

Ride Free,
Pat



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instead where there is no path. And leave a
trail. - JFK**

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FOR NOTHING LEFT TO LOSE?
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SEAT BELT LAW ISSUES

[Bikers should be particularly aware of the possibility that police officers may use the seat belt law as an excuse to stop you in your car or truck. Many bikers are morally opposed to such mandatory "safety" laws. But if an officer doesn't like the way you look, or if the officer wants to go "fishing", all he or she needs to see is you without a seat belt to have a reason to pull you over.]

If you want to make some changes in this law, write to your state legislators. Tell them you want the new seat belt law to have a "savings clause" stating that police officers can't use seat belt violations as the sole legal basis to justify traffic stops.
- Sam Hochberg.]

OCDLA member, James Berstein, saw this editorial in the Hood River News. He thought it would be of interest to OCDLA members.

Drivers in Hood River had better be prepared to be stopped from now on if they're not wearing their seat belts.

The grace period following passage of Ballot Measure 9, requiring that the driver and all passengers in a vehicle wear safety belts, has elapsed and city police are in the process of enforcing the law, said Captain Joseph Wampler.

"We'll be using not being able to observe a seat belt as a probable cause to stop vehicles," said Wampler. In newer cars, not being able to observe shoulder harnesses in use will be cause for stopping, said Wampler. Of older cars which may only have lap belts, he added, "We'll probably stop you to make sure you have a lap belt on."

Wampler emphasized that all passengers are required to wear safety belts. "If there aren't enough to go around, there are too many people in the car."

The Hood River County Sheriff's Office will be issuing warnings on the new law for the time being, said Sheriff Dick Kelly. He added that citations will still be given when passengers under age 16 are not wearing restraint devices. "That law's been in effect for some time."

"We'll also be using the new law as justification to stop people to check them for other things, like drunk driving or drugs," said Kelly.

Violation of the new seat belt law is considered a class "B" traffic infraction in Oregon and carries with it the possibility of a \$50 fine, said Wampler.

If my memory serves me correctly, Oregon has one of the very few seat belt laws in effect that does not have some sort of a "savings clause" whereby either a police officer is not entitled to stop you on the sole basis of a seat belt violation and/or a provision that states that evidence derived from a stop for a seat belt violation is inadmissible.

Perhaps the Legislative Committee of the OCDLA should consider proposing an amendment to the seat belt law that uses some language lifted from statutes in sister states that have protection for individual privacy together with protection for individual physical security.

With respect to the suggested way to handle stops made upon grounds enunciated by Sheriff Kelly, i.e., a "pretext stop," my comments at the Traffic Crimes Seminar and suggestion of reliance upon *United States v. Laymon*, 730 F Supp 332 (1989) may be helpful. See also *State v. Olais*, 100 Or App 380, 387-91, 786 P 2d 734 (1990) (Warren J., dissenting). **END**



SANTAS ON 'CYCLES TO PRESENT GIFTS

Excited wide-eyed children receiving gifts from the Rainbow Roses Girl Scout "Tree of Giving" on Saturday in Willamina will be surprised to see Santa and helpers on motorcycles. Yes, motorcycles, as in Harley Davidson

The Yamhill County chapter of A.B.A.T.E. bike club, dressed in the familiar red suit trimmed in white fur and stocking caps, will convoy through the communities of Willamina, Grand Ronde, Balston and Valley Junction. Beginning at 9 a.m. Saturday, the Santas on wheels will be delivering "tidings of joy" in brightly wrapped packages to more than 150 children.

The 3rd annual "Tree of Giving" has quickly become a tradition in the West Valley. Each troop is responsible for a portion of the project from cutting and decorating the little tree, to preparing the tags, to sorting the wrapped packages that are returned for delivery.

The biker Santas will meet at the Girl Scout Room (in the old grade school on Churchman Street in Willamina), to get their beards powdered white, sip hot chocolate and get their routes. Scouts, Santas and helpers will reconvene at the school room for a chili lunch.

Kraig Markuson, a veteran Santa and A.B.A.T.E. chapter officer, recruited bearded bikers to dress in the traditional red and white color and stocking caps.

The club also donated \$250 for last minute gifts after "checking the list twice for children who have been naughty and nice." The club also donated coloring books, children on motorcycle safety, to be handed out along with candy canes. **END**



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Reprinted from January 1991
AMA Legislative Update

HELMET BILLS ROLL INTO CALIFORNIA, SOUTH CAROLINA

The motorcycle helmet law issue is already back in a big way this year, with legislation being proposed in California and South Carolina to require the mandatory use of safety helmets.

Controversial California Assemblyman Richard Floyd (D-Carson) has reintroduced his mandatory helmet bill. Assembly Bill 7 was pre-filed last December and will likely get early attention this year.

California, which has more registered motorcyclists than any other state, is also the only state never to have had a helmet law for adult riders. As it stands, current law requires helmet use among motorcyclists under the age of 15 1/2. If passed, Floyd's bill would extend the helmet requirements to riders of all ages.

Sen. Douglas Hinds (D-Georgetown) has introduced a similar bill in South Carolina. Under the terms of Senate Bill 284, which was also pre-filed last month, all motorcyclists would be required by law to wear protective headgear. Since 1980, state law has required only riders under age 21 to wear helmets.

The AMA opposes mandatory helmet laws based on the argument that adult riders should continue to have the right to choose when to wear helmets. Instead, the AMA has emphasized the importance of rider-education, licensing laws, alcohol awareness and voluntary helmet use as measures that can be used to enhance motorcycle safety.

Riders in California and South Carolina who agree are encouraged to ask their elected representatives to oppose the mandatory helmet bills. **END**

Reprinted from January 1991
AMA Legislative Update

PENNSYLVANIA HOUSE VOTES ON HELMET AMENDMENT

It pays to be persistent, especially when it comes to dealing with the state legislature. At least, that's what riders in Pennsylvania found out recently.

For years, motorcyclists in the state have been trying to convince lawmakers to allow riders over the age of 21 the freedom to make a personal choice concerning the use of helmets. And recently, those efforts finally paid off as they came within striking distance of getting the state's mandatory helmet law repealed.

The whole issue came to a head on the final day of this past year's legislative session when Rep. Michael Veon (D-Beaver Falls) amended an insurance related bill to contain the "freedom of choice" provision. And with that, the pieces were finally in place for approval of the helmet amendment in the House of Representatives.

However, it didn't happen. Instead, the helmet amendment failed in a close House vote. Yet in spite of the setback, riders are enthusiastic about the progress they made last year.

"The fact that we were able to get a vote at all should be a source of great pride to riders all across the state," said Bruce Johnson, a lobbyist for ABATE of Pennsylvania who was largely responsible for the amendment's progress in 1990.

The ABATE group has already planned a rally to be held at the state capitol in Harrisburg on May 20, 1991 to gain further support. **END**

**IF YOU AREN'T PART OF THE CURE -
YOU ARE PART OF THE PROBLEM!**

Reprinted from January 1991
AMA Legislative Update

NATIONAL RADAR DETECTOR BILL DIES

Just a few weeks ago, a controversial bill that had the potential to ban the use of radar detectors appeared to be on the fast track toward approval when it was amended to a 1991 transportation spending proposal in the federal Congress. Now, however, the bill that threatened the use of the electronic devices in this country has been eliminated.

In an effort to resolve differences over the transportation appropriations measure, Sen. Frank Lautenberg (D-NJ) asked that his anti-radar detector amendment be removed from consideration during a recent joint House/Senate conference committee meeting.

Lautenberg's proposal which was added while the spending bill was in the Senate, directed the secretary of transportation to rewrite federal regulations to ban radar detectors in commercial trucks. The bill also called for implementation of the rules within one year, unless the secretary could certify that a ban would not improve highway safety.

But even though the Lautenberg proposal has been stopped in the federal Congress, the radar detector issue is far from being over.

Last July, an eight-member group led by the Insurance Institute for Highway Safety (IIHS) petitioned the Federal Highway Administration (FHWA) for a ban on detectors in commercial vehicles. However, FHWA officials have not yet decided whether to take formal action on the group's request.

The backbone of the group's petition is an IIHS study which purports to show that the use of radar detectors contributes to excessive speeds. That study alleges that truckers who use the devices are more likely to travel at speeds over 70 mph than those who don't.

Two years ago, the FHWA denied a similar petition citing that the issue should be decided on the state level. **END**

Reprinted from January 1991
AMA Legislative Update

CALIFORNIA RIDERS WAGE WAR ON CAR PHONES

A political action group made up of Northern California motorcyclists says car phones should be made illegal and has begun a movement to ban the use of the devices by automobile drivers.

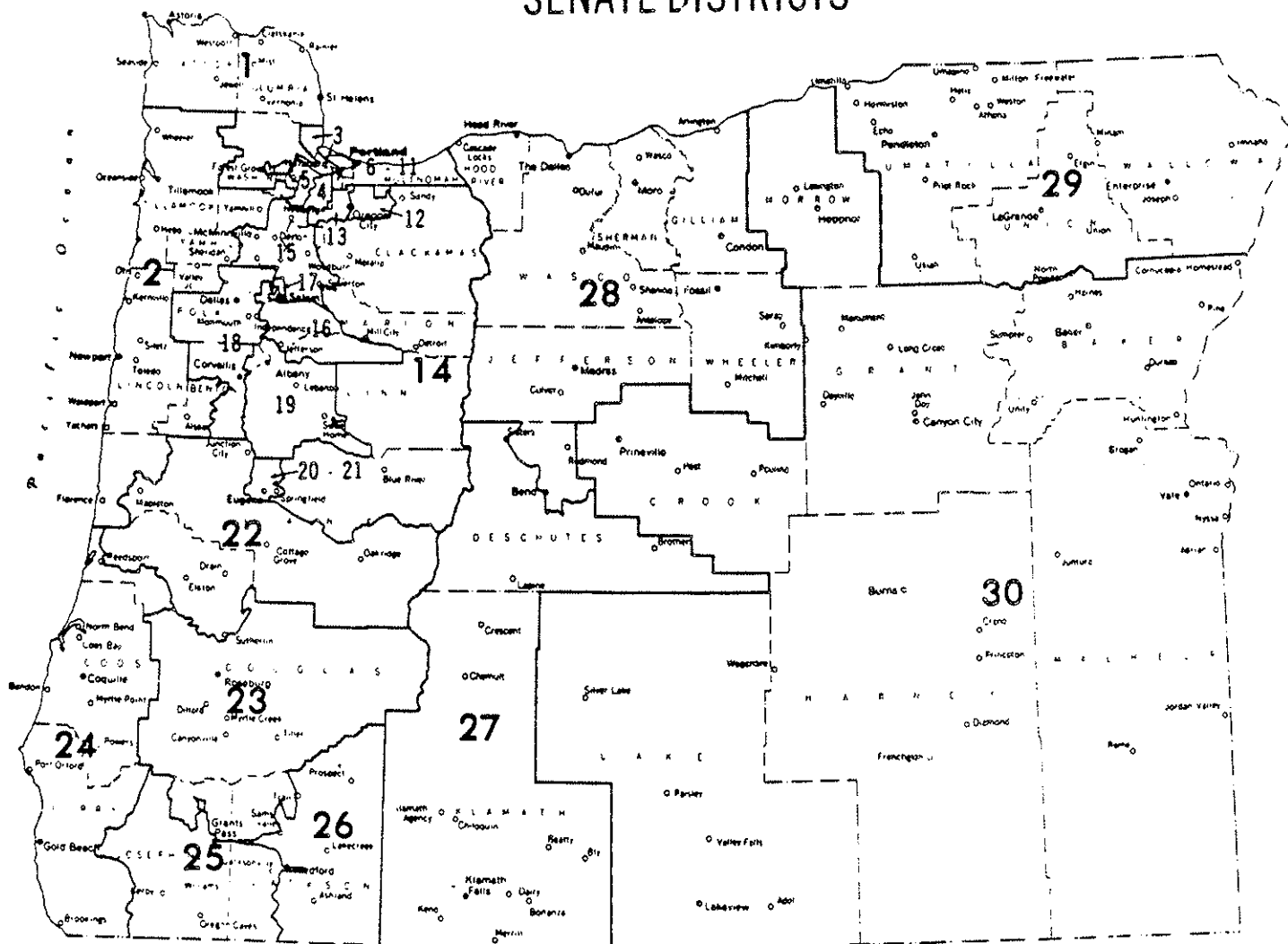
"Anyone who has done regular commute driving has seen first hand the use of hand held cellular phones in traffic and is aware of the potential danger they pose," said Brian Halton, publisher of CityBike, a motorcycle newspaper that is leading the charge against car phones.

According to Halton, drivers who use car phones rarely signal lane changes and when a lane change does take place, it's often quite violent. "This highly dangerous practice is a threat to motorists, motorcyclists and pedestrians alike and must be stopped," he says.

Halton says that riders interested in getting involved in CityBike's legal effort to make this practice illegal in California can contact the newspaper by calling (415) 982-7242. **END**

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

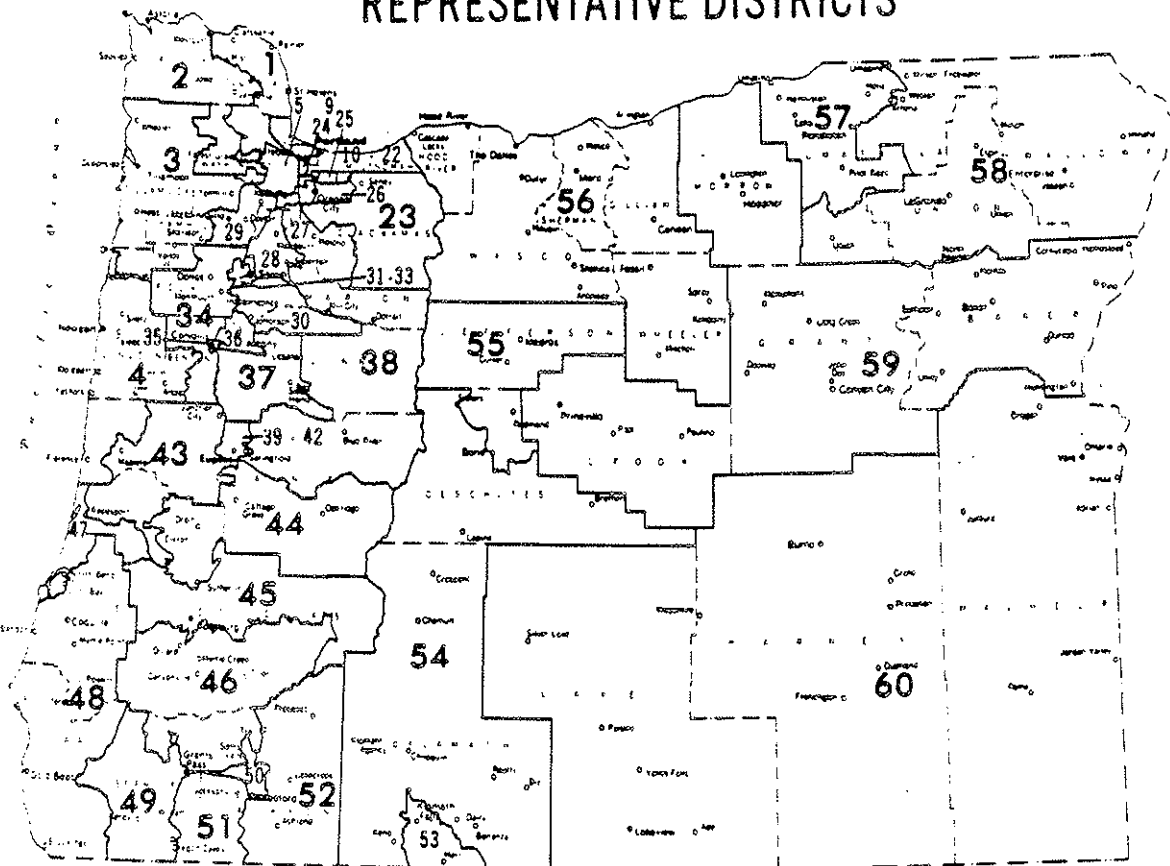
SENATE DISTRICTS



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STATE SENATORS BY DISTRICT
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 January, 1991
SIXTY-SIXTH LEGISLATIVE ASSEMBLY - 1991
 20 Democrats, 10 Republicans

DIST. PARTY NO.	NAME	ADDRESS	PHONE NO.	State Capitol Salem, OR 97310	OFFICE PHONE NO.
1 D	Joan Dukes	Rt. 2, Box 503, Astoria, 97103	458-6746	S210	378-8027
2 R	John Brennehan	2780 NE Jackson Pl., Newport, 97365	265-5227	S323	378-8176
3 D	Bob Shoemaker	4837 W Burnside Rd., Portland, 97210	223-6691	S212	378-8080
4 R	Paul Phillips	15075 SW 137th Pl., Tigard, 97224	626-4050	S302	378-8839
5 R	Jeannette Hamby	952 Jackson School Rd., Hillsboro, 97124	648-6371	S312	378-8814
6 D	Dick Springer	7624 SE 13th Ave., Portland, 97202	233-9595	S306	378-8850
7 D	Shirley Gold	4828 SE 25th Ave., Portland, 97202	775-9612	S216	378-8845
8 D	William McCoy	6650 N Amherst St., Portland, 97203	286-8159	S209	378-8804
9 D	Frank Roberts	10231 NE Tillamook, #101, Portland, 97220	254-6192	S206	378-8803
10 D	Jane Cease	2625 NE Hancock St., Portland, 97212	282-7931	S217	378-8073
11 D	Glenn E. Otto	23680 NE Shannon Ct., Troutdale, 97060	665-6291	S211	378-8806
12 R	Bill Kennemer	14105 SE Matilda Dr., Milwaukie, 97267	654-7696	S203	378-8076
13 D	Joyce Cohen	PO Box 385, Lake Oswego, 97034	635-4863	S218	378-8028
14 R	Bob Kintign	38865 E Cedar Flat Rd., Springfield, 97478	746-1842	S319	378-8079
15 R	James Bunn	8157 SW Riverbend Rd., McMinnville, 97128	835-0326	S311	378-8838
16 D	Jim Hill	4584 12th Pl. S., Salem, 97302	399-7530	S307	378-8071
17 D	Tricia Smith	2420 Edgewood Ave. NE, Salem, 97303	585-3121	S310	378-8098
18 D	Cliff Trow	1835 NW Juniper Pl., Corvallis, 97330	752-5395	S204	378-8801
19 D	Mae Yih	34465 Yih Lane NE, Albany, 97321	327-2666	S214	378-8847
20 D	Grattan Kerans	1015 Willa St., Eugene, 97404	688-4108	S305	378-8072
21 D	Larry Hill	174 West K St., Springfield, 97477	747-9935	S305	378-8315
22 D	Peg Jolin	31251 Joe Geer Rd., Cottage Grove, 97424	942-5827	S319	378-8812
23 D	John A. Kitzhaber	1033 W Brown, Roseburg, 97470	440-3343	S203	378-8173
24 D	Bill Bradbury	PO Box 1499, Bandon, 97411	347-9614	S223	378-8700
25 R	Ronald D. Grensky	139 S Keeneway Dr., Medford, 97504	776-6019	S314	378-8844
26 R	Lenn L. Hannon	240 Scenic Drive, Ashland, 97520	482-5210	S303	378-8840
27 R	Peter M. Brockman	70825 Indian Ford Rd., Sisters, 97759	549-8522	S316	378-8851
28 D	Wayne Fawbush	5000 O'Leary Rd., Hood River, 97031	354-1706	S309	378-8062
29 D	Mike Thorne	Holdman Route, Box 505, Pendleton, 97801	276-7473	S219	378-8074
30 R	Gene D. Timms	1049 N. Court, Burns, 97720	573-2744	S317	378-8849

REPRESENTATIVE DISTRICTS



STATE REPRESENTATIVES BY DISTRICT

Provided by the Secretary of State, Elections Division, January, 1991
SIXTY-SIXTH LEGISLATIVE ASSEMBLY - 1991 - 28 Democrats, 32 Republicans

DIST. NO.	PARTY	NAME	ADDRESS	PHONE NO.	State Capitol Salem, OR 97310	OFFICE PHONE NO.
1	D	Bruce Hugo	PO Box 751, Scappoose, 97058	543-7454	H488	378-8026
2	D	Jackie Taylor	1324 Miller Ln., Cannon Beach, 97103	325-1267	368	378-8824
3	D	Tim Josi	8740 Base Line Rd., Bay City, 97107	377-2111	366	378-8788
4	D	Hedy L. Rijken	PO Box 578, Newport, 97365	285-5536	H287	378-8040
5	D	John E. Meek	713 NW Queens Ct. W, Hillsboro, 97124	640-1017	H382	378-8827
6	D	Deina Jones	PO Box 5866, Aloha, 97008	642-3102	H475	378-8857
7	D	Ted Calourel	14785 NW Bonneville Ln., Beaverton, 97008	645-3711	H491	378-8876
8	D	Mary Alice Ford	6620 SW Hickman Lane, Portland, 97223	248-6360	H377	378-8858
9	D	Tom Brian	7630 SW Fir, Tigard, 97223	639-1182	H470	378-8042
10	D	Vera Katz	2088 NW Johnson, Portland, 97209	228-1056	H495	378-8082
11	D	Tom Mason	5814 SW 59th Court, Portland, 97221	293-0750	H280	378-8826
12	D	Phil Keisling	8018 SE 21st St., Portland, 97202	236-6622		
13	D	Judy Bauman	5527 SE 54th Ave., Portland, 97206	777-8738	H286	378-8036
14	D	Beverly Stein	1625 SE 44th, Portland, 97215	238-7971	364	378-8035
15	D	Lisa Naito	8228 SE Ash, Portland, 97215	234-1305	385	378-8029
16	D	Tom Novick	3314 NE 65th Ave., Portland, 97213	282-9740	369	378-8059
17	D	Mike Burton	8937 N Fiske Ave., Portland, 97203	283-5688	H488	378-8782
18	D	Margaret Carter	2948 NE 10th Ave., Portland, 97212	280-6003	H478	378-8823
19	D	Ron Cease	2625 NE Hancock, Portland, 97212	282-7931	H279	378-8822
20	D	John Minnis	1611 NE 143rd, Portland, 97230	255-4570	H371	378-8018
21	D	Lonnie Roberts	15815 SE Mill, Portland, 97233	257-4237	H481	378-8837
22	D	Ron Sunseri	1870 SE Paloma Ct., Gresham, 97080	665-7094	H385	378-8832
23	D	Bob Shipprack	22810 S Forest Park Rd., Beavercreek, 97004	631-3817	H288	378-8784
24	D	Randy Miller	4129 Glacier Lily, Lake Oswego, 97035	636-4815	H388	378-8892
25	D	Dave McTeague	3385 SE Willamette Ave., Milwaukie, 97222	653-7639	H479	378-8890
26	D	Larry Sowa	18438 S Holly Lane, Oregon City, 97045	655-4543	H293	378-8060
27	D	Kelly Clark	8320 Failing St., West Linn, 97088	657-2068	H493	378-8853
28	D	Fred Parkinson	301 W Main St., Silverton, 97381	873-5874	H291	378-8854
29	D	Stan Bunn	13000 Locks Loop Rd., Dayton, 97114	864-2864	H276	378-8012
30	D	Jeff Gilmour	3483 Buena Vista Rd., S. Jefferson, 97352	327-2700	H480	378-8785
31	D	Gene Derfler	1408 34th Ave. NW, Salem, 97304	399-8013	H372	378-8862
32	D	Kevin L. Mannix	375 18th St. NE, Salem, 97301	371-8145	H285	378-8893
33	D	Peter Courtney	2925 Island View Dr. NE, Salem, 97303	585-7449	H395	378-8540
34	D	John Schoon	7090 Zena Rd., Rickreall, 97371	835-5301	H389	378-8002
35	D	Tony Van Vleet	1530 NW 13th St., Corvallis, 97330	758-5019	H374	378-8856
36	D	Carolyn Oakley	3197 Crest Loop NW, Albany, 97321	928-7745	H492	378-8021
37	D	Liz VanLaewen	27070 Irish Bend Loop, Halsey, 97348	369-2544	H366	378-8861
38	D	Cedric Hayden	46300 Big Fall Creek Rd., Fall Creek, 97438	484-1835	H393	378-8061
39	D	James Edmondson	1480 Oak Dr., Eugene, 97404	689-6456	H487	378-8020
40	D	Carl Hostlicka	PO Box 3236, Eugene, 97403	687-7303	H283	378-8780
41	D	Marie D. Bell	1262 Calvin, Eugene, 97401	343-1725	H383	378-8374
42	D	Bill Dwyer	5558 Thurston Rd., Springfield, 97478	726-0187	H473	378-8046
43	D	Larry L. Campbell	2435 Wilson Dr., Eugene, 97405	484-2201	269	378-8977
44	D	Sam Dorniny	43 N. 'K' St., Cottage Grove, 97424	942-4140	H474	378-8794
45	D	Rod Johnson	1941 Old Garden Valley Rd., Roseburg, 97470	872-0231	H381	378-8008
46	D	Bill Markham	Rt. 1, Glenbrook Loop Rd., Riddle, 97469	874-2834	H484	378-8790
47	D	Jim Whitty	HC 52, Box 658, Coos Bay, 97420	269-2458	H485	378-8019
48	D	Walt Schroeder	95102 Rogue River Hts., Gold Beach, 97444	247-7680	H378	378-8865
49	D	Bob Repine	1709 Beverly Dr., Grants Pass, 97526	478-8388	H496	378-8863
50	D	John Watt	3049 Starwood Ct., Medford, 97501	773-8832	H471	378-8781
51	D	Eldon Johnson	3650 Ross Lane, Medford, 97501	772-2536	H392	378-8869
52	D	Jerry Barnes	950 Valley View Rd., Ashland, 97520	488-0764	H284	378-8791
53	D	Del Parks	228 North 7th St., Klamath Falls, 97601	798-5692	H384	378-8878
54	D	Bob Pickard	19190 Pinehurst Rd., Bend, 97701	389-6087	H278	378-8058
55	D	Beverly Clarno	901 Breitenbush Lane, Bend, 97702	389-4331	H292	378-8883
56	D	Greg Walden	1504 W Sherman St., Hood River, 97031	386-2867	H295	378-8780
57	D	Chuck Norris	PO Box 121, Hermiston, 97838	567-8652	H277	378-8050
58	D	Ray Baum	605 'F' Ave., LaGrande, 97850	963-4138	H373	378-8024
59	D	Michael Nelson	Rt. 1, Box 54B, Baker City, 97814	523-6895	H472	378-8014
60	D	Denny Jones	1481 NW Third Ave., Ontario, 97914	889-8348	H380	378-8859

• Sample Letter to use as a format for writing a Letter to the U.S. Senators and Congressmen on the Committee for S.1007 and H.R.3925 •
— WRITE THOSE LETTERS! —

The Honorable _____
 U.S. Senate
 (Street Address)
 Washington, D.C. 20510

Dear Senator or Representative:

As a hard working taxpaying Oregonian I am very concerned about a bill that Senator Chafee of Rhode Island is planning on introducing regarding the blackmailing of states to enforce mandated helmet laws for motorcyclists as well as mandated seat belt laws for all.

If enacted this bill would withhold Federal Highway Funds from states that did not comply. This type of legislation was defeated in the late 70's and should be done so again. I urge you to do everything in your power to defeat this type of legislation. Also, I would very much like to hear your position on this issue.

We as Oregonians have prided ourselves in taking care of our own citizens and abiding by the will of the people on such issues. We do not want to lose another freedom of choice and this type of legislation would do exactly that.

Thank you for your efforts in Washington, D.C.

Sincerely,
 Sign Your Name
 Print Your Name
 Print Your Address
 Print City, State and Zip Code

At right, is a list of the U.S. Senate Committee on Environment and Public Works; and their current stance on bill S.1007:

We STILL need you to keep writing letters to Senator Bob Packwood and Senator Mark Hatfield voicing your concern on S.1007!

U.S. Senator Bob Packwood-Oregon
 259 Russell Building
 Washington, DC 20510

U.S. Senator Mark Hatfield-Oregon
 711 Hart Building
 Washington, DC 20510

SUPPORT

John H. Chafee (R-RI)
 567 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2921

Daniel P. Moynihan (D-NY)
 464 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4451

OPPOSE

Harry Reid (D-NV)
 324 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3542

Steve Symms (R-ID)
 509 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-6142

Dave Durenberger (R-MN)
 154 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3244

UNDECIDED

Joseph I. Lieberman (D-CT)
 502 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4041

Max Baucus (D-MT)
 706 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2651

John Warner (R-VA)
 225 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2023

James M. Jeffords (R-VT)
 530 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-5141

Gordon J. Humphrey (R-NH)
 532 Hart Senate Bldg.
 Washington, DC 20510
 (202) 224-2841

George J. Mitchell (D-ME)
 176 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-5344

Quentin N. Burdick (D-ND)
 511 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2551

Frank R. Lautenberg (D-NJ)
 717 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4744

John B. Breaux (D-LA)
 516 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4623

Alan K. Simpson (R-WY)
 261 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3424

Bob Graham (D-FL)
 241 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3041

AND



We STILL need you to write letters to Congressman Peter DeFazio, Congressman Ron Wyden and Representative James Cooper on H.B.3925

Peter DeFazio
 Public Works Committee
 1729 Longworth House Office Bldg.
 Washington, D.C. 20515
 (202) 225-6416

Ron Wyden
 Energy and Commerce Committee
 2452 Rayburn House Office Bldg.
 Washington, D.C. 20515
 (202) 225-4811

The Honorable James Cooper
 125 Cannon Bldg.
 Washington, D.C. 20515

LETTER TO THE EDITOR

A VIEW FROM BAKER COUNTY

The deed is done. A seat belt law is in place. Now lets look to see who wins and who loses. Some will be saved by this miscarriage of democracy, others will die. Those of you who voted for the seat belt law will have caused their deaths!!

If you had your law in place in August, 1960, I would be dead. Instead I lived, married, raised four children and had a prosperous, tax paying life. I now wear a seat belt faithfully because the statistical probability of surviving an accident with a belt in place is greater than without one. But your law doesn't deal with statistics or chickens, you are making life and death decisions for people. Other people!

The real issue is not whether people should wear seat belts for their own protection, but rather whether you have the right to use the force of law to compel their use of seat belts. Where did you get that right you so obviously believe is yours, to play GOD? What will you feel, and what will you do, when you learn of a person who died, trapped by the belt you forced him to wear?

Will those of you who are identified with passage of the belt law feel abused when you are charged with causing a wrongful death? Will your defense be that you saved more people than you killed? How will you deal with the knowledge that you took upon yourself the decision that cost a person his life? I would far rather go down, a victim of my own free choice, than be saved and enslaved by your pervasive bureaucracy. What else in my life will you choose to control?

If you voted for the belt law to save money, we need to examine the savings. Where are they, and who gets them? The "who gets them" is easy. I understand insurance companies put up nearly a half million dollars to buy public support for the measure. As for the general public, since you aren't likely to see a reduction in insurance premiums, there will surely be a net loss!

The first and most obvious COST is substantial, that of implementation. Signs have to be designed, manufactured and installed. Regulations must be written and published. Later there is the matter of diverting police attention and effort from real crimes to ticketing the new victimless criminals. That means more policemen will be required, driving more cars, creating more permanent files. And the court system will slip even further behind unless we spend some extra money on that too, for more help and office space. Did they tell you it would be cheap?

But there are real savings, you say, from avoiding all the hospital and funeral expenses, and the loss of income from those who would otherwise be maimed and killed. Those savings may be much less than you were led to believe. The problem rests with what appears to be two false assumptions regarding the economic balance sheet. One false assumption is that people who aren't killed in automobile accidents live forever without cost to society. The other is that death by automobile is the most costly way to die. But of course we all die, and some alternative ways to die are very costly. Also, the elderly are generally less able to pay their own bills.

The only economic gain we can hope for is the value derived in the time span between the prevented death by automobile and actual death by other causes. From this we must deduct the higher costs associated with deaths resulting from cancer, stroke, AIDS, or old age. Also, the number of people actually saved by seat belts is quite small. Those who voted for the law surely wear belts now, as do many of us who object to the law.

How far will you go to control the lives of others for their sake and the almighty, elusive, dollar? Here are some things you should consider. Many costly health problems can be avoided merely by proper exercise. Why not mandate a statewide exercise program for all? Poor diet is a very costly killer. Why not legislate proper diets for all Oregonians? You should, without question, outlaw all smok-

ing. Alcohol is the big killer, on the highway and other places. At least you should get state government out of the booze business. Last but not least, you can reduce the lives lost to AIDS by eighty percent or so merely by outlawing homosexuality. In your efforts to control all aspects of our lives, what will you choose next?

Our perverted democratic system gives you the power, by force of law, to impose your will on others. But I believe you lack the right to do so. Democracy, without private rights, is tyranny.

You choose to play God. In doing so it appears you have merely postponed some deaths and raised the ultimate dollar cost to society. But far more importantly, by voting for the seat belt law you have destined some innocent people to die, not by their free choice, but by your demand. Further, you have reduced, by one, the choices Oregonians are free to make for themselves. The value gained by this needless law, if any, is minuscule as compared to the value of freedom, which has been measurably diminished.

What manner of person are you, to have done your fellow man such grave mischief, and yet be pleased?

Sincerely,
Jasper H. Coombes
Retired Engineer, Richland, Oregon

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

— John F. Kennedy

SWEETHEART DANCE
COME ONE COME ALL

February 16, 1991
Troutdale Grange Hall
5:00 p.m. to Midnight
Live Music
Games
Food - Beverages
Door Prizes
\$5.00 Donation

50% of proceeds to go for Righteous Robin's Bone Marrow Transplant

50% of proceeds to go for M/C Legislative efforts

FUN

F&R PRESENTS

For Information Call Rotten Roger at 284-9858

Map labels: Lewis & Clark Park, Exit 18, Jordan Road, Safety River Bridge, GRANGE HALL.

January 11, 1991

Team Oregon Motorcycle Safety Program Press Release MOTORCYCLE FATALITIES DROP IN 1990

Motorcycle fatalities in Oregon dropped to a 20 year low in 1990, from 45 in 1989 to 25 in 1990. Motorcycle fatalities have declined 65% since 1987, when 72 people were killed in motorcycle traffic crashes.

According to Steve Garets, Director of Rider Education for the Team Oregon Motorcycle Safety Program, "The year the helmet law went into effect we saw fatalities drop by 34%. The following year, 1989, fatalities dropped by another 44%, which was seen by many traffic safety specialists to coincide with the helmet law and a continuing reduction in ridership." According to DMV statistics, motorcycle registrations have dropped 21% since 1987. Garets was quick to point out, "Factors which may have been credited for fatality reduction in the first complete year of mandatory helmet usage do not account for the 44% reduction in fatalities seen last year. Registrations were down less than 5% last year and riders were out in force because weather conditions presented one of the best riding seasons on record."

Garets credits Oregon's Motorcycle Safety Program for raising awareness of motorcycles and for increasing rider training opportunities across the state. "In my view, the Team Oregon motorcycle safety program has been instrumental in reducing motorcycle related accidents, injuries, and fatalities through increased training and public information programs," Garets said. Last year was the first full year of a new law requiring safety training for all riders under age 19. According to Garets, the number of courses offered and students trained by Team Oregon doubled from 1989 totals. "Over 1,300 beginning and experienced motorcyclists were professionally trained in motorcycle safety classes across Oregon last year. Credit should be given to our sponsors, instructors, and the motorcycle dealers, clubs and organizations who have supported these programs. Clearly their efforts have been worthwhile."

Those interested in learning more about motorcycle rider training can call 1-800-922-2022, or Team Oregon at OSU at 737-2459.
END

DID YOU KNOW?

Put together by Lois Gleason

DID YOU KNOW...

That the Australian ballot was introduced in America shortly before 1900.

It is a paper ballot, printed at public expense, given directly to each voter by official election judge.

The Australian Ballot listed names of all candidates. It was cast in secret.

Which state was the last to adopt this ballot and in what year?

(See page 26 for answers)

In 1971, the 26th Amendment gave 18 year olds the right to vote.

Which 4 (four) states permitted those under 21 to vote before the 26th amendment?

(See page 26 for answers)

Did you know that if you need to register or re-register to vote that the yellow pages of your phone book (A-L) has a registration form on one page and our voting dates and deadlines to register on the page before that?

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

EASTSIDE MOTORCYCLE

Specialists in "American Iron"
3939 N.E. Cully Blvd., Portland
(503) 282-8876

Don't get caught with your bike down
Have maintenance work done NOW
10% off for ABATE members!!
Tues-Fri: 10am-6pm Sat: 11am-4pm

LEGISLATORS ARE PEOPLE; NOT MINDREADERS!

Reprinted from March 1990
National Rifle Association Booklet

SEMI-AUTO FIREARMS STOPPING THE WHEELS OF PROGRESS

Can you imagine the government ordering citizens to give up their word processors for goose quills and ink wells? or sophisticated stereos for gramophones? or televisions and video cassettes for radios? Of course not.

For most Americans, it is impossible to imagine being forced to give up modern, effective, and often "better" products for throwbacks to the past.

The development and improvement in firearms are similar to all of the technological progress that Americans have experienced in a wide-range of products applicable to any facet of American life. In fact, like semi-automatic firearms, many advances occurred as a direct result of modifications in goods from the military to domestic use: the development of canned and concentrated foods, commercial jet flight, medical breakthroughs, and mass transportation. Individual tastes cause each change or trend to be accepted or rejected. The marketplace rules.

When it comes to firearms, however, forces dominated by an anti-firearms phobia seek by legislative fiat to once again play "divide and conquer." By crafty use of pseudo-issues and negative media labeling, they aim to halt the lawful use and ownership of military style firearms. Anti-gun groups - like the National Coalition to Ban Handguns and Handgun Control, Inc. - have branded an entire class of firearms "assassination machines," "modern combat weapons," "assault guns," and "exotic weaponry" to stigmatize these lawfully owned rifles, shotguns, and handguns.

In effect, the gun prohibitionists have set their sights on making the semi-automatic firearm the heir-apparent to the "Saturday Night Special." To garner support for a ban on so-called "assault" rifles, pistols, and shotguns, the gun prohibitionists prey on fear. They seek to create inordinate fears based on what auto-loaders look like or their alleged "awesome lethality." As with the "Saturday Night Special," the myths perpetrated by these groups do not stand up to clear, factual examination.

Deliberately obscured in the propaganda barrage are the inherent appeals, the historic significance, and the legitimate uses of semi-automatic firearms in today's society. END

THEY ARE STILL MISSING

by Walt Allegar

The day was March 29th, 1973. According to our enemies, the North Vietnamese, the last of our men being held as Prisoners Of War from the Vietnam War were being returned on that day. Now, here it is, seventeen long years later and there are still over two thousand men from the United States that haven't come home from Vietnam to their families yet. That number also includes the forty seven good men, from the state of Oregon who also haven't been returned to their families. And that is just the tip of the iceberg, when it comes to Prisoners Of War who haven't come home.

We are still missing fifty eight men from the Korean War, and two hundred and twenty seven men are still missing from World War II, and they are all from Oregon State. Do you remember them? Did you even know that they were still missing? They are not forgotten by their families, and some of their friends, but it will take you becoming interested in bringing them home, to get them home where they belong.

So, "what can I do about it?" you ask. This year, 1991, on March 29th, you can help plan to make your feelings well known. Contact your local Veterans organizations and ask them what they are going to do about it that day. Tell them to plan Rally's in your local area so your government will know how you feel. Plan a march or a rally at your nearest Government building. Hold a ceremony at your National Cemetery or Veteran's Memorial. Fly POW flags at your home, business or school. Write letters to your government representatives and tell them to start doing something to bring our men home. But whatever you do, DON'T sit around and wait for someone else, or our government to do something, because they won't until you tell them too.

Any group you belong to can take some positive action to help bring our men home, regardless of how many of you there are. Join with other groups and make some noise about this issue. Tell your elected officials that their government jobs are dependant on what they do to bring our 332 men home this year. DON'T WAIT until more names of some of the people now in Saudi Arabia are added to this all to long list.

HELP BRING THEM HOME NOW!!!

END

SIXTY-SIXTH OREGON LEGISLATIVE ASSEMBLY - 1991

**Toll Free Information Number
1-800-332-2313**

**Bill Room
1-378-8891**

**Legislative Assembly Access Number
1-800-327-7389**

LEGISLATIVE BILLS BEING INTRODUCED THIS YEAR

- **HOUSE BILL 2284 SUMMARY**

Requires snowmobiles to have safety flags.

- **HOUSE BILL 2285 SUMMARY**

Requires operators of and passengers on snowmobiles and all-terrain vehicles to wear protective headgear.

- **HOUSE BILL 2286 SUMMARY**

Subjects parent or guardian of child 12 years of age or younger to maximum fine of \$50 if child operates or rides on bicycle without helmet.

Reprinted from January 7, 1991

NCOM Press Release

SUDAFED TARGETS BIKERS AS BAD GUYS

The Burrows Welcome Company, makers of Sudafed Antihistamines has recently aired a commercial portraying motorcyclists as the "bad guys."

The commercial shows a man getting on a Triumph while the voice over, explains that he has just taken an antihistamine and is about to ride, even though the package warns that this drug may cause drowsiness implying it may be unsafe for him to drive.

Next, a woman is shown getting into her car with a voice over, describing how she has just taken a Sudafed, but it will not make her drowsy, therefore allowing her to drive safely, or in this case implying that she will be acting safer than the biker.

Following scene: drowsy biker almost crashes into upstanding citizens car. Auto driver swerves barely missing biker and looks back at biker with distaste as she safely continues on her way.

When approached to answer questions a Sudafed spokesperson stated that they did not intend to target a particular group of people but rather tried to show two different types of vehicles. They had no answer as to how long the commercial would be aired or if they would discontinue running the commercial.

The National Coalition of Motorcyclists is outraged that motorcyclists, once again, are being shown as unsafe, uncaring, inconsiderate members of society. We urge you to write letters and make phone calls to let Sudafed know that as consumers, we are sick and tired of being singled out as the "BAD GUY". This is another slur intended to degrade and insult motorcyclists, perpetuating the publics already bad image.

Correspondence should be sent to:

*Burrows Welcome Company
3030 Cornwallace Road
Research Triangle Park, NC 27709
Attn: Ms. Lisa Barrens
1-800-722-9292*

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Portland Oregon 97233

(503) 666-9878

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Columbia Motorcycle
HARLEY-DAVIDSON

JAMES T. KREOFKY
Owner

3312 E 4TH PLAIN BLVD
VANCOUVER, WA
SINCE 1945

INVASION OF PRIVACY

written by Eric Dickman & the O.S.S.A.

A new software programs and database is about to be marketed during the 1st quarter of '91 by Lotus Development Corporation. It has caused concern for those who value their privacy. Lotus is the developer of the very popular "Lotus 1-2-3" spreadsheet program used in virtually all business, both large and small. The new program is call "Household Marketplace". The product is (1) a program to retrieve information and generate reports from (2) a database of some 120 million US residents and 80 million households. Some of the information included : name, address, marital status, projected income, products you would be likely to purchase, etc.

A spokesman for Lotus says that the company is concerned about the privacy issue, so they will sell it only to "legitimate" businesses. How extensively do you think they will investigate to determine if a business is "legitimate" when the product sells for less than \$1000, including quarterly updates? Since the data is not covered by the Fair Credit Practices Act, Lotus is under NO legal obligation to let you review or correct misinformation about yourself. In interviews they have said that they have NO intention of correcting errors, or providing a means to do so. Your record DOES have a space for arbitrary comments about you, and they will be selling it in volume to mass marketing companies across the country! The IRS is also reportedly interested in this product. The sale of marketing information and lists of prospective customers is not new, but it has never been done on this scale, and with no safeguards or responsibility for accuracy being take by the seller. Information about this program was reported in the November 13, 1990 Wall Street Journal, p.B1 .

What can you do? Several things. Lotus has said that they will omit from their database anyone who asks. So, start by writing to the addresses below. (Equifax provides the database portion). Secondly, a "CC" copy of your letter and a cover letter to your Congressman and Senator about this abuse would also be in order.

Lotus Development Corporation	Equifax Options
Attn: Market Name Referral Service	P.O. Box 740123
55 Cambridge Parkway	Atlanta, Georgia 30374-0123
Cambridge MA. 02142	
(617) 577-8500	

(P.S. Note: As of 1/23, Lotus has announced that they are withdrawing this product from the market. Protest and pressure DOES work!!) END

US SUPREME COURT REFUSES TO HEAR FARMER CASE

written by Eric Dickman & O.S.S.A.

In the last few days, you may have heard the Supreme Court has "banned all machine guns". With typical accuracy, the media has once again failed to provide the truth. Back in 1986, the Volker-McClure Bill was enacted by Congress, with the support of the N.R.A. Basically this bill was a pro- firearms bill, designed to curtail some of the abuses of innocent gun owners by B.A.T.F. and local law enforcement. The bill came to the floor of the Congress for a vote. At literally the last moment prior to the final vote, anti-gun Senators inserted an amendment banning the future manufacture of machine guns for sale to civilians, and the bill passed. Since then

many questions have been raised concerning whether the N.R.A. could have or should have stopped the bill when this amendment was added. Never the less, the language of this amendment indicated that machine guns could not be manufactured for personal use without the approval of B.A.T.F. Annette Farmer, a class 3 manufacture, challenged the law in court, claiming that if she followed all of the bureaucratic procedures of B.A.T.F. and as outline in the Volker-McClure bill, they were required to issue her a permit to manufacture a machine gun for her own use. The Federal judge who heard the case found in favor of the Government, (thus eliminating their right to appeal!). Instead, in his opinion he provided a detailed critique of how such a case should be argued. A new case was filed, and Farmer won. The Government appealed, and 3 member "stacked deck" of anti-gun Appeals Court judges overturned the verdict. Farmer appealed to the Supreme Court, who under pressure from the Bush Dept. of Justice, refused to hear the case. Private ownership and transfer of machine guns manufactured prior to the cutoff date is still legal, provided the appropriate B.A.T.F. forms are completed. And that, as they say, is the name of that tune. *END*

INDIANA SUPREME COURT RENDERS VERDICT IN HATCHER CASE

written by Eric Dickman & O.S.S.A.

In January 1980, (yes, 1980!) Gary, Indiana Mayor Richard Hatcher arbitrarily stopped making application for concealed weapons permits available, claiming that this would reduces crime on the streets of Gary. While there was no reduction in crime, citizens of Gary were denied the right to bear arms guaranteed in Article I, Section 21 of the Indiana Constitution: "The people shall have a right to bear arms, for the defense of themselves and the state." Gary residents sued and one month later, obtained an injunction. The injunction forced Mayor Hatcher and the city of Gary to make applications for licences available. When the case came to trial, the citizens not only won their case, but were given damage awards. The court said that both Mayor Hatcher and the city of Gary were liable. Mayor Hatcher's liability run into hundreds of thousands of dollars. Naturally, the case was appealed.

The Indiana Court of Appeals reversed the lower court ruling, saying that the citizens had not complied with Indiana Tort Claims Act. This act regulates lawsuits against branches of government and public officials. It is intended to shield them from financial liability for actions taken in the normal course of their duties. The citizens appealed the Appeals Court's ruling to the Indiana Supreme Court. On November 9, 1990 the Court rendered it's decision. The Court ruled that the citizens had a legitimate cause for legal action because they were denied equal protection of the law in violation of the Fourteenth Amendment to the US Constitution. The court also noted that while the citizens of Gary were denied licenses to carry firearms, citizens in other parts of the state and even Mayor Hatcher's bodyguards were able to obtain licenses. Further, the Court said that in Indiana "there is a state-created right to bear arms which includes the right to carry a handgun with a licence." In the Gary case, the court said that the evidence "adequately demonstrates not only arbitrary and wrongful government action, but an abuse of power as well." In its 55 page ruling the Supreme Court asserted that this is an individual right. The court said that this individual right has a property and liberty interest for which someone denied the right can claim damages, and that Mayor Hatcher can be held liable for hundreds of thousands of dollars in financial damages. All this from trying administratively trying to deny citizens' rights to apply for a license to carry a handgun. Let's hope this case influences our case against Multnomah County! *END*

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 Chapter		
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	Gary Martin	639-0873

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TRIAL BY MACHINE

written by Bill Gannon

I'm sure we've all gone through it. You're out there in the wind enjoying a ride on a nice day without a care in the world. Out of the corner of your eye you spot it. A police cruiser hiding in a gully, or behind some bushes, or perhaps around a bend behind a sign, like a cowardly bully ready to pounce upon an unsuspecting motorist to raise revenue for the state's coffers. Sure he should be out there plainly visible in order to enhance public safety. You're not about to break a traffic regulation with a police car in plain sight. But he's not brave enough to be in plain sight. Public safety isn't a priority with him these days. He'd rather hide from us so he can get further into your pockets. So he hides and waits for his victim.

As soon as you see him, you instinctively put on your brakes no matter what speed you're going. You slow and pretend that's the speed you've been going all along. And you pretend like you don't notice him hiding there. A day's riding pleasure suddenly become paranoia. Had he been visible, the pleasure would still be. Because he's hiding from you, your worst fears materialize. Why is he there? Could this sneaky coward be a Biker-hater? Is he gonna come after me? Can my wallet withstand another invasion? Who would the court believe if he stops me and lies about it?

You're about a quarter-mile away from the coward's lair when you see the flashing lights coming up behind you. You can hope he's going to be passing you in pursuit of somebody else. You're not alone out there. But he pulls right up behind you. You pull off to the shoulder with him right behind you. You know what to do and automatically pull out your papers. He requests them and you ask, "What's the problem, sir?" He replies, "I clocked you speeding at 100 M.P.H." Impossible, you think. You know you weren't going that fast. You want to lash out at him and tell him off. You want to call him a sneak, a coward, a tax collector, and everything else you can think of. Yet you know he has the power to invade your wallet, if not invade your livelihood through seizure of your license. He does have the power to take food from your children's mouths, make you late with the mortgage, ruin your credit, and steal a night out with the spouse from you. So you don't give this parasite the scolding he deserves, but instead you search for the words to convince him to have mercy, to take pity on you and only steal a little of your finances while still hoping he'll let you off completely. Because you know he now has the upper hand and in it was his radar gun. You know that, even though the radar gun has been shown to be less accurate than the lie detector (not permissible evidence in a court) machine when it comes to motorcycles, the radar gun has been approved by all state's Supreme Courts as the only evidence needed to convict a speeder. It's a case of Trial By Machine and if the cop says his machine showed you doing 100 m.p.h., you're guilty.

The laws are using machines for everything these days. It's as if modern technology had human functions; could see, hear, or smell. About the only function a machine has which is human is the ability to defecate all over you at the lawman's whim. It's sight is none and in court, trial by machine is another case of blind justice. The worst part is that these machines can be adjusted by the operators. So should you be an individual known and disliked by the power behind the machines, or just be unknown but considered undesirable because of your chosen mode of transportation by the operator, then you are at their mercy of which they may have none. Luckily most persons in law enforcement aren't such individuals (provided they're not having a bad day, or like your attitude) who are unfair or unscrupulous. Still, there are enough of them who are, too many, in fact, so that we can usually find one of them at least once in our lives. Trial By Machine is getting scary these days. Breathalizers, D.N.A. Testing, Radar Guns, etc..., all created by modern technological advances. Still they are controlled by man who is not perfect so his desire is where you're at risk. It's not funny. Yet one officer thought it was a joke that he showed me a tree clocked by radar doing 80 m.p.h. Luckily he thinks I'm his friend or

else my wallet could be at his mercy, as well as everyone else's. He rides so I think we're pretty safe.

So let's get back to our original premise this story started with. You've been stopped for doing 100 m.p.h. on a motorcycle. You feel you weren't, but his machine says you were. You now have a speeding citation in your pocket. Let's say the officer, even though he was hiding in a gully being a sneaky coward, is a reputable officer every other way and his machine said you were going that fast. Granted, he doesn't know much about motorcycles, so you can't sway him from believing that you're a speeder. The machine can convict you. But you gotta fight back. You have to take it to court. Even though the supreme courts recognize the machine as the final word, you may still be able to prove your case if you can find one of those rare judges who still believe in really listening to your side rather than just raping your wallet. If you can't, then you still can have the satisfaction of knowing that taking the case all the way will cost the court more than what they'll get from you. The trial by machine can have infallibility where a motorcycle is concerned. It needs to be explored.

Radar is neither accurate nor foolproof and radar guns are not that reliable. Worst of all, radar gun operators are considered experts in the court's eyes, but are not that well trained. Radar guns really only give a reliable reading on motionless objects. Radar guns broadcast a wide beam of microwave (same stuff that cooks your T.V. dinners) radiation of controlled frequency is higher or lower than the actual speed, a phenomenon called "The Doppler Effect." Every judge doesn't understand the Doppler Effect, and that should give you some idea how fair judges can be; most apparently just want to rape your wallet. On a deserted road the radar gun reading should be somewhat accurate. But in the real world police don't monitor desert roads because there's no victims there to make a buck off of, so they're usually monitoring busy highways with their machines.

With a mile of radar beam aimed at a road, the beam has a width of 12 to 24 degrees. So at 1000 feet, the beam spreads the width of 210 feet. Broad enough to read ten lanes of highway going in both directions. At 3000 feet the beam can read more than 631 feet. The radar gun does not pick up the fastest vehicle in its one-mile path. It picks up the largest! Traveling in either direction!!! A motorcycle has a small, almost insignificant, radar beam profile. So the radar gun could have picked up a semi-trailer going in the opposite direction that had passed you up to twenty-five seconds prior. The fact that the cruiser was hiding down in a gully means that the gun was aiming the beam upward and could even pick up an airplane. And you're now stuck with the ticket. Tell that to the judge.

A radar gun will, in fact, read an object moving away from its beam before it can read on coming towards it. In fact, it reads objects moving away from the beam almost three times further than ones coming towards it. It may even flicker out for a second and then pick it up again before it moves away from the beam's range so that it actually appears that it's the object coming towards it, when it actually isn't. Tell that to the judge.

Also a radar gun is susceptible to electronic interference. It may flicker out and reappear again in a vehicle moving away from it which passes under a power line, because the power line will interfere with the microwave beam. If the gun fixes itself (the operator has no control over the fix) on a vehicle it will stay with that vehicle for a mile and flicker out only for the split second the object passed under the power line and then pick it up again or stay with it actually. Other interferences that can give the gun a false reading include television microwave transmission and microwave ovens. So if the couch potato within a mile from the coward's liar decides to heat up last night's leftover anchovy pizza while he turns on a rerun of the Beverly Hillsbillies on a cable channel, you're getting a ticket. If it's cold out, the officer is likely to have his windows closed and the heat on high. Therefore the ventilation fan is spinning fast to give him the heat. The gun can very likely pick up the speed of his fan. That's good for a reading of 35 to 56 m.p.h. Another interference which is going to get you a ticket. Tell that to the judge.

The rules that police have to follow in radar cases call for

probable cause before they can invade your airspace with a radar gun. They must observe your vehicle first and determine that you're speeding in their estimation, and then turn the gun on you. Their estimate is called a "Tracking History" and that's required on their testimony. How can they do that if they're hiding? It might be possible at 100 feet to make such an estimate if there is other traffic of a known speed also there for comparison, but it's virtually impossible. Especially for a hiding policeman, and it's too much work and takes too much time. So the policeman relies on his radar gun and when it comes time for his testimony in court, he lies about the tracking history to back up his radar ticket. It's no big thing; just a "little white lie" which invades your wallet!! It's easy to do because the operator's manual for the radar gun tells them what to say, word for word, in their testimony - "I observed the vehicle on ___ road, my visual estimation of his speed was ___ m.p.h., I then verified my estimation with my radar gun." It is written right there in the operator's manual. Officers are expected to testify what the manual tells them to word for word in order to avoid mistakes that may lose the case. So if the officer doesn't do what he's supposed to, which is give an accurate tracking history, do you think he's going to say so? The radar gun manual tells him what to say. After all, the radar gun manufacturers want to keep selling them. Like helmet manufacturers, radar gun manufacturers won't sell many if they admit the unreliability of their product. Tell that to the judge.

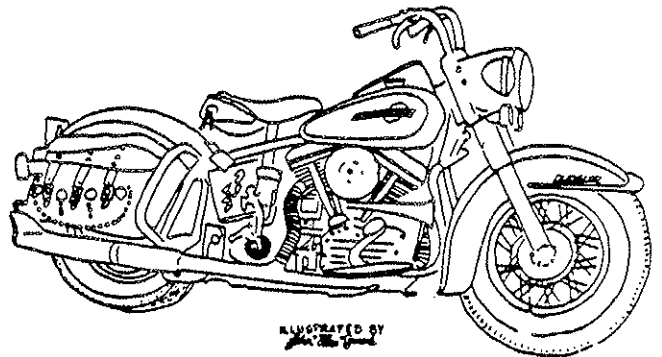
The fact that your bike is smaller than most vehicles on the road puts you in bigger jeopardy than most others. If a small car is speeding behind you within a mile of the gun's range, the gun will pick him up instead of you because he's bigger. The cop will argue that if it did pick up the bigger vehicle, then you must have been speeding too or else you'd be run down. That's easy to counter. Logic should dictate that vehicles moving behind slower-moving vehicles will pass the slowpoke - not run him down. I do it, you do it, even the cop testifying does it. You got the ticket because he didn't use logic. If the gun picks up a bigger vehicle moving away from you, as it always does, then the gun fixes on that vehicle until it moves out of range. Then it may pick up on you. If you're moving slower, the gun will read that. Unfortunately the cop operating the gun figures that you saw him and quickly decelerated, but he's got you now because of the gun's previous reading. Again logic should prevail. Unfortunately machines don't understand logic and they shouldn't be expected to, but apparently neither do cops use logic and they should be expected to. In fact, a radar gun can't lock on a vehicle if it's accelerating or decelerating drastically, which a motorcycle can do with ease. The cop knows that fact about motorcycles, why doesn't he know that about the radar gun he's supposed to be considered expert in operating? Tell that to the judge.

Trial by machine is unfair! The worst part about it is that the machine can't know if it's really reading the speed of a given vehicle, and you can't cross-examine it in court. So you have to be ever vigilant about hiding policemen when you're out there in the wind. I know it's lousy to have to keep looking over your shoulder every time you go out for a ride to pursue your favorite pleasure, but until we all work together to finally convince the powers that be how radar, like lie detectors, should be considered inadmissible evidence in a court of law where motorcycles are concerned, we all must constantly watch our backs lest we allow our wallets to be pillaged. It's your bike, it's your choice. Unite and fight!!! **END**

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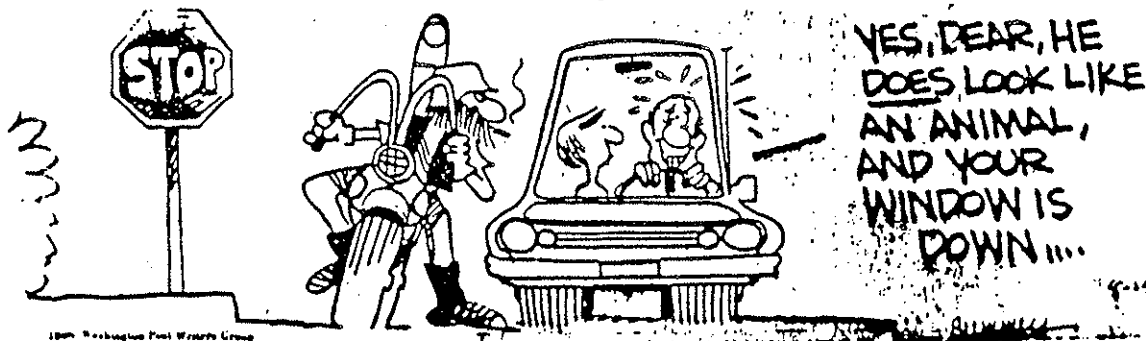
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NEW HOPE FOR FREEDOM: FULLY INFORMED JURORS

by Don Doig

America's Founders were worried that the government they created might someday grow too powerful, and begin to pass laws which would violate the rights of the very people the government was supposed to protect: ordinary, peaceful, productive Americans. But they had an "ace in the hole" which they believed would suffice to hold the government in check. That was the right to a trial by a jury of one's peers.

Since when, you might ask, can a jury protect people from arbitrary and unjust prosecutions, or from bad laws? The legislature creates laws. Aren't we supposed to obey them, and lobby our legislators for any changes that need to be made?

Yes, we can surely lobby, but Americans have a more direct, less political, and less expensive way to protect themselves from government grown too ambitious, and by which to resist oppressive laws. America's Founders fully realized that the temptations of power would be too great to leave the definition of individual rights to the executive, legislative, and judicial branches of government. Ultimately, citizens at the local level would need to make and enforce those definitions according to conscience. They would have to be the final check and balance upon our system of government. For that purpose, they would need veto power over bad laws, the ability to say "no" to laws they felt were unjust.

So the Founders provided for just such a veto, a centuries-old tradition carried over from England to the colonies, which holds that jurors could judge whether a law was a good law, a law that did not violate the rights of free men and women. According to their dictates of conscience, if the jurors did not think a law was just, or if they thought the law had been misapplied, they could refuse to convict an otherwise "guilty" defendant. Even a single juror could prevent a conviction, by voting not guilty.

And if the jury as a whole decided to acquit the defendant, that decision was and is final. A verdict of innocent cannot be overturned, nor can the judge harass the jurors for voting for acquittal. Jurors cannot be punished for voting according to conscience.

These principles date back to the time of the Magna Carta. In 1670, William Penn was arrested for preaching a Quaker sermon, and in so doing breaking the "law of England", which made the Church of England the only legal church. The jurors in his trial, led by Edward Bushell, refused to convict him, and were themselves held without food, water, tobacco or toilet facilities. Four were put in prison for nine weeks. When they were finally released by order of the Court of High Pleas, the decision established that the jurors could no longer be punished for their verdicts.

This case helped establish our freedom of religion, and the right to a trial by a jury of one's peers, a jury free from government coercion.

The trial of John Peter Zenger, in the American colonies, was another landmark case. Zenger had been arrested for publishing materials critical of the Royal Governor of New York colony and his cronies, openly accusing them of corruption. While the charges were true, under the law, truth was no defense. Zenger's attorney, Andrew Hamilton, argued to the jury that they were judges of the merits of the law, and should not convict Zenger of violating such a bad law. The jury agreed. Zenger was acquitted, and this case helped establish the right to freedom of speech.

The Founding Fathers were clear about where they stood on the issue of the rights of jurors:

"The right of the jury to decide questions of law was widely recognized in the colonies. In 1771, John Adams clearly stated that a juror should ignore a judge's instruction on the law if it violates fundamental principles:

'It is not only ... (the juror's) right, but his duty, in that case, to find the verdict according to his own best understanding, judgment, and conscience, though in direct opposition to the direction of the court.'

There is such evidence of the general acceptance of this principle in the period immediately after the Constitution was adopted." Note (anon.) The Changing role of Jury in the nineteenth Century. Yale Law Journal, 74, 174, (1964).

Thomas Jefferson said in a letter to Thomas Paine in 1789: "I consider trial by jury as the only anchor ever yet imagined by man, by which a government can be held to the principles of its constitution."

And yet, during the nineteenth century, judges chipped away at this fundamental right of free citizens, transferring more and more power to themselves, contending that jury review of law was no longer necessary, now that democratic elections had replaced monarchy. By the end of the century, the Supreme Court had decided to leave it up to the judge to decide if the jury should be told of its right to judge law as well as fact.

Today, jurors are generally told that they must accept the law as the judge explains it, and may not decide to acquit the defendant because their consciences are bothered by what seems to them an unjust law. Judges falsely tell them that their only role is to decide if the "facts" are sufficient to convict the defendant. Defense attorneys are not allowed to encourage jurors to vote to acquit because they believe the law is unjust or unconstitutional, and defendants are generally not allowed even to discuss their motives.

In plain words, in what comes down to a power struggle between the people and the judicial system, the people have been losing.

In fact, jurors still, to this day, have the right to veto, or "nullify" bad laws. They are just not told this by the courts. And judges and prosecutors exclude people from serving on juries who indicate a willingness to nullify the law. This badly violates the protections jurors were supposed to be able to give fellow citizens against unjust prosecutions. A jury is properly a cross-section of the community as a whole, representing its diversity of opinion.

What can be done? The Fully Informed Jury Amendment/Act (FIJA) can be passed into law. As a state constitutional amendment, or as a statutory change, it will require judges to inform jurors that if they think a law is unjust, unfair, or unconstitutional - or acceptable but misapplied - they need not convict an otherwise "guilty" defendant.

FIJA does not give jurors the right to act as a legislature, since their decisions affect only the case at hand and do not set precedents for future cases. Nor can jurors create new offenses on which they think the defendant ought to be tried. Should a jury convict a defendant unjustly, the judge may set aside the conviction, and in addition the defendant has the right of appeal.

People from all walks of life and from across the political spectrum are organizing to enact FIJA amendments. FIJA activists are lobbying state legislators to support FIJA legislation or referendums. FIJA legislation has been submitted to the legislature of several states, and legislators are prepared to introduce FIJA in several others. Ballot initiatives are being pursued elsewhere. And in all areas of the country, people are spreading the word.

The judges and others within the government's courts have for a long time been waging a campaign of misinformation, so that modern-day jurors only rarely know what their rights are. We think it's past time that the people themselves begin to demand that their rights as jurors be respected.

It's not just jurors whose rights are being denied. Defendants, too, have the right to a fair trial by a jury of their peers, but have sometimes not been getting them because government judges have been systematically misinforming jurors. In fact, this campaign to deny juror's rights has been going on for so long now that many

attorneys (and probably some judges) are not even aware that these rights exist.

We have the opportunity to take back control of this country and return the ultimate safeguard of the rights of the people back where it belongs, to the people. Please join us in the campaign to pass the Fully Informed Jury Amendment.

As one participant in the debates over the ratification of the constitution put it:

"If a juror accepts as the law that which the judge states then that juror has accepted the exercise of absolute authority of a government employee and has surrendered a power and right that once was the citizen's safeguard of liberty - For the saddest epitaph which can be carved in memory of a vanished liberty is that it was lost because its possessors failed to stretch forth a saving hand while yet there was time." 2 Elliot's Debates, 94, Bancroft, History of the Constitution, 267, 1788. *END*

ANSWERS TO "DID YOU KNOW?" ON PAGE 19

Which state was the last to adopt this ballot and in what year?

South Carolina in 1950.

Which 4 (four) states permitted those under 21 to vote before the 26th amendment?

Georgia

Kentucky

Alaska

Hawaii

Reprinted from December 1990
Imprimis, Hillsdale College

MR. HESTON'S OPENING STATEMENT

It is seldom that liberty of any kind is lost all at once. David Hume, the great Scottish philosopher, said that. I am a Scot myself. He was bloody right. For more than half a century, the shining Republic created by the blood of the Continental Army and a few great men has been nearly nibbled to death by the Democratic ducks in the Congress and a warmly cooperative Supreme Court.

There is now no aspect of American life, public or private, that the federal government does not invade, instruct and finally coerce to its will. Farm and factory, home and school, university and research center, club and playground - all are overlaid with a spidery network of laws, guidelines, restrictions and Draconian penalties that stifle the spirit, the energy, the creative capacity of what was once the freest nation on earth. In this hemisphere, now that Ortega and Noriega have fallen, the collectivists' sentiments discredited around the world fly best, I fear, in Cuba and Washington, D.C.

Of course, government is the problem. The armies of bureaucrats proliferating like gerbils, scurrying like lemmings in pursuit of the ever-expanding federal agenda testify to that amply. Tom Jefferson, the only genius we ever had, said that government is best which governs least. I am amazed you Democrats are still comfortable with Mr. Jefferson as your designated logo. *END*

FREEDOM OF CHOICE ...

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

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.

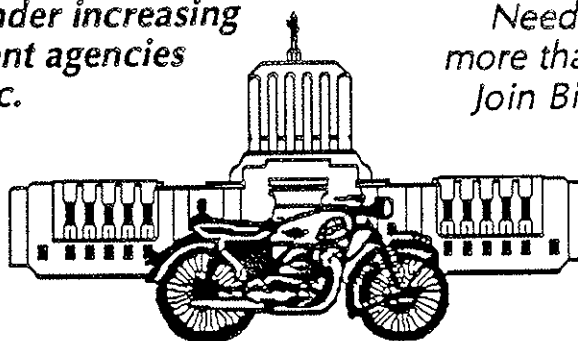
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WHY WE'LL LOSE THE HELMET FIGHT

You can't roller skate in a buffalo herd, piss up a rope, or ride free in a land of limp-dicked cowards.

by Trampo

Why will we lose the helmet fight? The quick and dirty answer is that most motorcycle riders don't give a shit about either their own or their fellow riders' freedom. We'll lose it because the percentage of riders who belong to rights groups is minuscule, and most of those that do belong are in them only for the runs and parties.

Which is all true. But it ain't why we're going to lose. Even if every motorcycle rider in America got involved in the rights fight tomorrow, it would only put off the day of reckoning for a few years.

The real reason we're going to lose is that somehow the whole concept of how our country is supposed to function got twisted. The old cliché says that in a democracy, people get the kind of government they deserve. It happens to be one cliché that's true. It is also true that in a real democracy, laws don't get made by insurance companies, faceless bureaucrats and backstreet-operatives like Joan Claybrook, unless the majority of the people give them the authority to do so.

And the majority have. The majority of Americans today believe that the land of the free and the home of the brave should be the land of the repressed and the home of the queasy. #*!@ freedom; they want security. Security from pollution, from war, from firecrackers, drugs, ladders, cars, bikes, lawn mowers and, most of all, security from themselves. Hard as it is to believe, most Americans are afraid that somewhere between the cradle and the grove they might give themselves an "owee" and they want the Great White Father in Washington to prevent it.

There's an absolute, obsessive and paranoid lust for security abroad in the land. One county in Maryland has already made it illegal for anyone to ride a bicycle without wearing a helmet. The Centers for Disease Control is seeking legislation to require everyone who rides a horse - for any purpose or any time, even on the beach - to wear one. Maybe Ralph Nader will write a sequel to his Corvair book: Old Point: Unsafe At Any Speed.

You see this lust for the safe-and-sane life everywhere. Even in regard to money. Historically, Americans wanted to amass huge amounts of money so they could become rich and buy lots of shit. Now millions of people are striving to amass huge amounts of money so they can have financial see-cure-it-tee. No wonder we had "captains of industry" then and junk-bond wizards now.

In the very simplest terms, we are going to lose the helmet war because too many Americans have turned into babies desperately seeking someone to nurse them. In the next ten to 15 years, you'll see a ban on tobacco sales, much more stringent restrictions on liquor sales, very severe gun control laws, and the outlawing of hundreds of extremely effective and legitimate prescription drugs used and needed by millions of people under a doctor's supervision. You'll see the national helmet law a lot sooner than that.

And after all that happens? Well, if anyone ever gets around to invading America, whether it's the Russians, the Chinese or even the #*!@ing Iraqis, all those spoon-fed, well-insulated, pink-skinned, and super-secure babies, led by the same pack of clowns that brought you \$900 toilet seats and the \$350-billion-dollar savings-and-loan swindle, will roll over faster than the French in World War II.

Speaking of that "pack of clowns," Congress wants to outlaw the burning of the American flag. It seems most members can conceive of absolutely no situation in which a person would be justified in making a political statement by taking a Zippo to Old Glory. Personally, I think that on the day the insurance greedheads and bureaucratic traitors finally get their national helmet law, we should all burn one ... but wrap a congressman in it first.

All of which is not to imply that you shouldn't get involved in the biker rights movement. The freedom fight is buying us time, and every moment of liberty is precious. But more important, on the day you finally have to put that piece of plastic on your head whenever and wherever you ride, you want to be able to look at your reflection in the triple-chrome-plated headlight shell - the one that cost two or three times more than you've ever spent to defend your rights - and say to your own heart ... I gave it my #*!@ing best! END

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Reprinted from January 1991
Northwest Shooting News

LEGISLATIVE UPDATE

When the legislature convenes in January, we will be faced with two challenges: first, to attempt to correct the defects in the gun bill passed by the last session (HB3470); and second, to prevent the anti-gunners from weakening any of the improvements that we obtained in HB3470 or from placing any new restrictions on the ownership and use of firearms.

Whether or not we will be able to reestablish the coalition with law enforcement which wrote and lobbied HB3470 is at this point unknown. If we are unsuccessful in this regard, the chances of getting a bill through the Senate Judiciary is somewhat questionable.

Moreover, should Senator Cohen be appointed Secretary of State we could well have Senator Springer as Chairman of the Senate Judiciary. In this case, we would have to attempt to have bills referred to the Government Operations Committee if we are to have any chance of getting something passed.

On the other side, the anti-gunners will be more active than they have ever been in the legislature. Oregonians Against Gun Violence has as its agenda the extension of the waiting period to rifles and shotguns. Moreover, they want to get concealed handgun licenses by tightening up the requirements (to PROVE need) and to make issuance discretionary on the part of the sheriff.

All in all, it stands to be an "interesting" session.

John Nichols,
Legislative Chairman

Reprinted from January 1991
Northwest Shooting News

JUDGE ASSIGNED FUNDS NEEDED

As I stated in last month's newsletter, we have been assigned a judge. Unfortunately scheduling a time to have the case heard has been more of a problem than anticipated (because of the holiday season). At this point, it appears that it will be mid-January to late January before we can get on the schedule.

We are still in need of funds to help pay for the lawsuit. So far we have raised just over \$30,000 (and we will need \$80,000 to \$90,000, if the case goes through the appeal process). Please send your donation to our affiliate, Oregon Gun Owners, Inc. (OGO, Inc.) P.O. Box 83929, Portland, OR 97283, which is handling the day-to-day coordination of the case.

John Nichols,
Legislative Chairman

Reprinted from MRF, Inc.

HARLEY DAVIDSON MOTOR COMPANY WANTS YOU TO JOIN THE M.R.F.

Harley Motor Company has donated a 1991 "1200cc" Sportster to be used as a grand prize in the MRF Membership Drive.

This membership drive will culminate on September 14th, 1991, and the new 1200cc Sportster will be awarded to the winner on September 29th, at the 7th Annual "Meeting Of The Minds" to be held in Ames, Iowa at the Starlite Motel and Convention Center.

Each new member, and each renewal of membership will receive one chance on the bike.

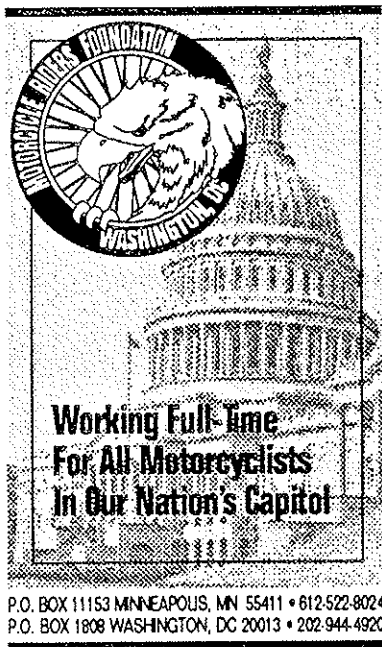
Sign up 10 people You receive a contest T-shirt.
Sign up 20 people You receive 20 chances to win the bike.
Sign up 30 people Your chances double to 60!!
Sign up 40 people Get 70 chances on the bike!!!
Sign up 50 people You get 150 chances to win this bike!!!!

The person selling the most new memberships will receive a grand prize that will be announced later. This prize is being kept a secret, but I can assure you that it is a dandy.

To be eligible to win, you must include your name and address on all memberships that you sell.

For any additional information, contact the MRF at 612-522-8024.

The people in the picture are, Jerry Wilke, V.P. Sales and Marketing, Steve Pihl, Director of Public Relations for Harley Motor Company, Mike and Debbie Farabaugh, representing the MRF. The motorcycle pictured is not necessarily the prize bike. Color may be different, based on availability. *END*



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

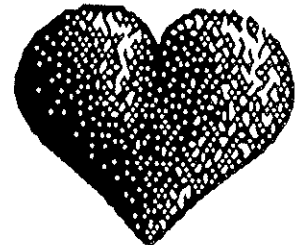
\$50. per cord/Cottonwood

\$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)

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)



DODGING YOUR OWN BULLETS

Written by Jim Baker, ABATE of Utah

Behold the Soviet "Kalishnikov" AK-47. Probably the most popular, widely used automatic weapon in the world. It has been used in every modern theater of human suffering from Angola to Tienanmen Square, from Gdansk to Saigon. A lot of thought went into its engineering - compact size, light weight, and its chain drive and bore size enable it to perform a very unique function: to fire the ammunition of its enemy counterparts weapon - the Colt M16A1 - even though the M16A1 will not fire the AK-47's.

So this is all just fine and dandy, you're no doubt saying to yourself, "and, yes, this material was already covered in boot camp." What does any of this have to do with the price of used sportsters in Tiera Del Fuego? Read on -

By now, anyone who has been involved in motorcycle safety and/or motorcyclists rights for any length of time has heard the term "402 funds." 402 funds are federal monies channeled through the U.S. D.O.T. which are earmarked to help reduce the deaths, injuries and property damage resulting from traffic accidents. The state and community highway safety grant program (23 U.S.C. 402) is administered by the National Highway Traffic Safety Administration (NHTSA), who in turn distribute these funds to states on a "formula basis," provided they have established a highway safety program that conforms to their own guidelines.

NHTSA decided originally that there would be six priority areas dealing with highway safety that they felt were worthy of receiving these funds. The original six areas (called the "six-pack" by some) are: (1) Occupant protection (seat belt and helmet usage), (2) Alcohol awareness, (3) Emergency medical personnel services, (4) Police traffic services, (5) Traffic records, and (6) the "3 plus" fund, for studies of high accident rates on certain highways.

In 1988, the American Motorcyclist Association, working in conjunction with the Motorcycle Safety Foundation (and enjoying the support of Sen. John Danforth, R-Missouri) successfully lobbied NHTSA to re-include a seventh priority area into the 402 grant program - motorcycle safety.

The motorcycle safety funding that was made available by this action can be channeled by a state into programs encompassing any of five areas that were part of the AMA/MSF petition to NHTSA. These "subcategories" include: (1) Increased rider education programs, (2) Uniform licensing standards, (3) Alcohol and drug awareness campaigns, (4) Improved accident data collection methods, and (5) motorist awareness campaigns.

Within the first two years of this program, 29 states had applied to the federal entity to receive this funding. As was reported in the "American Motorcyclist" (Mar. 89), the AMA polled each state's Governor's highway safety representative, and found that the 402 monies would be used state by state for quite a variety of different projects. The projects ranged from alcohol awareness to rider education, while some states made it evident that the extent of their involvement with these scarce motorcycle safety funds would end with the passage of a helmet law. States such as Rhode Island said that they would use their 402 grant to "attempt to obtain passage of a motorcycle helmet law."

Wait a minute here. Read that last paragraph one more time. Didn't it say that the "State of Rhode Island," (spelled: State Government), "would be using 402 funds" (spelled: money taken from OUR pockets) "to attempt to obtain passage of a helmet law" (spelled: influencing their own legislature). Translated, this says, "Certain agencies of the Government have been arbitrarily taking your hard earned tax dollars and using them to pass laws that the public does not want."

Have you made the connection with the AK-47 by now? The Soviet engineer that designed it knew that communism was not a universally popular thing, and that the Soviet economy, with its

many shortages, may not be able to supply an endless stream of ammo to the people who pull the triggers. In what amounts to a stroke of strategic genius, this weapon was designed so that it could also fire the bullets of its opponents weapon, while not allowing him the same advantage.

Similarly, many of this country's "safetycrats" have used the open back door of 402 funding to help them pass their various pieces of misinformed, misdirected "safety legislation." They realize that it costs a lot of money to present their views in such a way as to sway votes to their side. They also know that there are ways to secure their needed funding without having to dig deep into their own pockets, as many of us who have lived on the defensive have done for years. These people are taking advantage of a system that allows them to use your money (that you're not allowed access to) to pass archaic laws that they know you don't want passed. They're shooting you with your own bullets, friend.

Government "for, of and by the government" is a concept that is quite clearly reinforced by this misuse of 402 funding, and would no doubt cause our founding fathers to roll over in their graves. You've got reason to be raging mad at this, and by all rights you should be. Before you throw your arms up in the air and write the whole thing off as yet another uncontrollable abuse by big government, we're please to inform you that there is indeed light at the end of this very dark tunnel.

A.B.A.T.E. of Utah, working through Representative Dionne Halverson (D-Ogden), has recently gotten to the bottom of this issue. Rep. Halverson ordered the Utah State Legislature Auditor General's Office to research the legality of the "Utah Coalition for Motorcycle Safety's" use of federal tax dollars in their recent (and on-going) push for a Utah helmet law. The Auditor General went to work and verified that 402 funds are indeed being used by this coalition for the purpose of influencing legislation. In addition, he found that county monies as well as support staff are being used.

The Auditor General also discovered another disturbing fact; there are no laws at the local, state or federal level designed to prohibit such an abuse of our tax dollars.

The light at the end of the tunnel comes to us in the form of a "circular," published by the U.S. Office of Management and Budget (OMB). OMB circular A-87 - "Cost principles for State and Local Governments" was identified by the Utah State Legislative Auditor General as being regulatory language which is applicable to contracts with government agencies such as the Davis County, Utah, Health Dept. (The agency responsible for securing the 402 monies for the "Utah Coalition for Motorcycle Safety".)

A-87, Part C (basic guidelines), Section 1 (factors affecting allowability of costs) reads: "To be allowable under a grant program, costs must meet the following general criteria." Reading down the column of allowability criteria, you will find your very own "AK-47" - just waiting to be loaded with your opponents ammo. Subsection B reads: "be authorized or not prohibited under state or local laws or regulations."

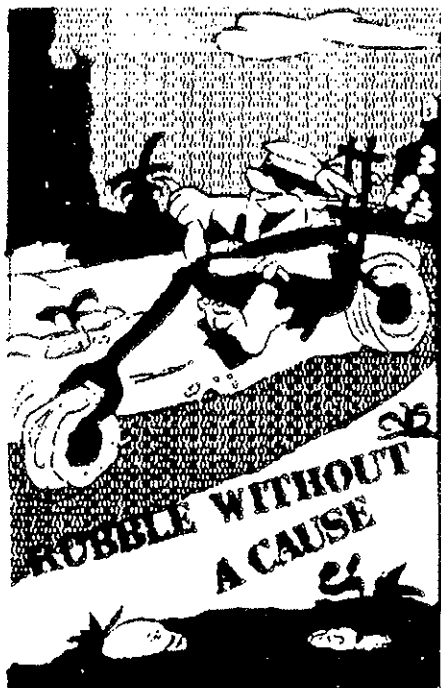
What this means is that the federal government will allow these monies to be used for lobbying provided there is no local statute prohibiting it. It also means that you - the American, tax paying, voting citizen can literally stop or prevent this abuse by identifying existing local laws pertaining to fund restrictions or by finding sponsors for such language within your own state legislature.

Mr. Rick Coleman of the Utah State Legislative Auditor General's Office has informed us that the Office of Management and Budget is currently working on a revision to circular A-87, and that it will include new regulations on the use of 402 money for lobbying efforts. All indications at the present time point to an upcoming prohibition of such activity.

In the meantime, however, don't sit idly by thinking that this problem will just go away. Take it upon yourself to MAKE SURE it goes away! This is where your familiarity and expertise with your home state's political system will come into the scene. The NHTSA has recently made it clear that the implementation of mandatory

helmet use laws is one of their priority areas. Since 402 funding is their source of economic leverage, it should be a high priority of every state's motorcycle rights group(s) to monitor and restrict the use of these funds to a point where they are producing positive, acceptable results and not being used to pass archaic totalitarian restrictions.

DON'T GET SHOT!! END



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

ABATE AND YOU CAN MAKE A DIFFERENCE!

Reprinted from December 1990
Association for Motorcyclists of Oregon

**NOW, A REAL FUZZBUSTER!
A RICO racket?**

When Congress enacted the Racketeer Influenced and Corrupt Organization Act in 1970, federal prosecutors used it to attack organized crime. But Seal Beach, Calif., attorney Ernest J. Franceschi Jr. is suing the city of Huntington Beach, Calif., under the RICO statute for operating what he claims is an illegal speed trap. Franceschi charges that the city can't produce proof of a traffic-engineering survey justifying the use of radar on a busy stretch of road. He also says police have handed out about 100 tickets a day amounting to \$20 million in fines over 10 years, and his class-action suit calls for the city to fork over \$60 million in triple damages.

Angry police officials admit using radar but deny the speed-trap charge. If the class-action lawsuit is successful, the city will have to cough up the cash and the state will have to subtract at least one moving violation from the records of every driver nabbed along that stretch of the highway. "What can I tell you?" says Franceschi. "They got me three times in two years." **END**

Reprinted from January 5, 1991
ABATE of Washington Press Release

GARDNER BUDGET PROPOSAL RAISES ENDORSEMENT FEE

Governor wants \$10 more from all motorcyclists

Olympia, WA - The supplemental budget request sent to the legislature by Governor Booth Gardner last week includes a ten dollar increase in the motorcycle license tax paid by motorcyclists for the privilege of street riding in Washington.

Gardner, who disenfranchised thousands of organized motorcycle riders when he signed a mandatory motorcycle helmet law effective June 7, 1990, seems willing to lose any friends he may have left in the state's large motorcycling community. Before the ten dollar tax increase can take effect it must be approved by the Legislature which convenes January 14 in Olympia.

Taxes raised by the increased fee would be used to expand the motorcycle safety program conducted by the Department of Licensing (DOL) which collects a special motorcycle license fee from riders in addition to a regular driver's license fee. DOL uses the extra money to sanction rider skills workshops and underwrite administrative costs. However, from its creation to date, the street motorcycle safety program has trained no more than one percent of currently active riders in the state. The vast majority of motorcyclists have received no benefits from the program even though they have all paid to support it.

ABATE of Washington points out that none of the taxes street riders pay each year for gas, new vehicles, parts, tires, accessories, and license tabs is used to support street safety programs, although off-road motorcycle safety programs and off-road riding areas are entirely maintained through a portion of the gas tax the state collects from off-riders.

Up to this point, ABATE of Washington and other motorcycle groups have routinely supported increasing rider taxes to underwrite training efforts. But now ABATE feels it's time to reallocate existing tax revenues before raising rider fees again. Rider endorsement fees were raised by the Legislature in 1987, 1988, and 1989.

The Public Safety and Education Account (PSEA) of the Highway Safety Fund seems a likely source. The PSEA receives monies from traffic violators and disburses it for various safety reasons. Not one cent of PSEA monies have ever been spent for motorcycle safety even though some of the revenue comes from motorcyclists. The concept of using traffic fine money for safety programs is an extremely valid one. Those persons creating extra traffic hazards contribute extra money to traffic safety. Those persons not creating hazards only pay ordinary highway use taxes.

The Governor's proposal will be assigned to the Legislative Transportation Committee cochaired by Senator Pat Patterson and Representative Ruth Fisher for further consideration. **END**

**YOUR OPINION IS IMPORTANT,
EXPRESS IT.
WRITE, NOW,
RIGHT NOW!**

WERE YOU AWARE...?

Were you aware that invasion of your privacy by anyone can be done at any DMV office? You can go to any one of the DMV offices and plop down \$4, give them a license plate number and obtain all the information on the owner of that vehicle, including name, address, and citations listed. It's beginning to look like there is no such thing as privacy any more! **END**

NEW HELMET STUDY; SAME OLD FLAWS

For every action there's an equal and opposite reaction. What goes up must come down. No two bodies can occupy the same space at the same time.

Those are all well-established scientific principles, and you're hardly likely to see a respected researcher try to violate one of them.

But there's another principle that seems to get ignored fairly regularly in research regarding motorcycles these days:

You can't make something out of nothing.

You'd think that researchers at the federal Centers for Disease Control (CDC) in Atlanta would understand that better than anyone. After all, they're professionals with years of education and training.

So much for wishful thinking.

You see, researchers at the facility have done the unthinkable. They've specifically used bad data to come up with meaningless results on a study that purports to prove that all states should adopt mandatory helmet laws for motorcyclists. And those researchers, along with the American Medical Association, are now using their "findings" as the basis of a massive media campaign in support of helmet laws.

The study, which was published in the journal of the American Medical Association (the other AMA), tracked motorcyclist fatalities involving head injuries in helmet-law and non-helmet-law states from 1979 to 1986. And it ends up claiming that states without helmet laws have about twice as many head-injury fatalities as those with helmet laws.

That's a mighty strong statement, and it would appear that the researchers have the evidence to back it up. That is, until you take a closer look.

You see, the CDC study is a classic case of comparing apples to oranges.

In any comparison of motorcycle accidents between states, the best comparison factor is always the number of accidents per motorcycle mile traveled. That way you can accurately assess the risk of one rider traveling the same distance in any state.

The CDC researchers know that. Dr. Daniel Sosin, one of the study's authors, admitted as much in an interview.

"We discussed all the options in regard to what data was available to best assess motorcycle exposure," he said, "and a measure of exposure such as vehicle miles traveled would have been a nice one to have. Unfortunately, there's no national data set on vehicle miles traveled for motorcycles, so we weren't able to incorporate that information."

In other words, if good data isn't readily available, you use whatever data you've got - good or not.

You might think, then, that Sosin et al would have worked with the next best data - comparing fatality rates from state to state based on the number of registered motorcycles in each state. And they did, sort of.

Actually, they compared what they called head-injury-related fatalities from helmet-law states to non-helmet-law states, which is a little deceptive. If a motorcyclist dies in an accident from massive chest injuries, he's just as dead as he would be had he died from massive head injuries. And if a helmet saves someone from head injuries, but the rider still dies of chest injuries, the helmet hasn't saved his life.

Anyway, the AMA (the one that publishes this magazine, not the medical group) has done this sort of study in the past. Compar-

ing all motorcycle-related fatalities to motorcycle registrations, you find that in some years helmet-law states have a slightly lower fatality rate, while in other years, non-helmet-law states have a slightly lower rate.

By limiting themselves only to "head-injury-related" fatalities, the CDC researchers claimed to show a reduction in deaths in the helmet-law states of about 17 percent. But remember, that's only a claimed reduction in "head-injury related" deaths. That doesn't mean those people survived. Nor does it mean that fatalities were actually lower in helmet-law states. But by claiming that fewer people died of head injuries, it certainly sounds like that, doesn't it?

Apparently, however, that figure wasn't quite good enough for the CDC researchers. No problem. They just needed another way to compute the figures so that they would be more dramatic.

Eventually, of course, they found it. All they had to do was compare head-injury deaths on motorcycles to the total population of each state!

The fact that such a study would show absolutely nothing obviously was unimportant, because the researchers got what they wanted - a whopping 50-percent reduction in head-injury fatalities in states with helmet laws.

That's an impressive number, but what does it mean? Well, it means that in New York, a Northeastern state with a helmet law, there are only about half as many head-injury motorcycle fatalities per million residents as there are in Colorado, a Western state with no helmet law.

But are those two states comparable when it comes to motorcycling? Hardly. According to figures from the Motorcycle Industry Council, only one person in 87 even owns a motorcycle in New York, while about one in 25 owns a motorcycle in Colorado. As a result, when you compare the fatality rates between the two states on the basis of registered motorcycles, Colorado, with no helmet law, actually comes out 13 percent safer.

What the CDC researchers did was comparable to saying that Wisconsin must be a much more dangerous place to shovel snow than Florida since there are so many more heart attacks related to shoveling snow in Wisconsin. The only thing they forgot is that there aren't too many opportunities to have a heart attack while shoveling snow in Florida.

That's a brief overview of the study as presented in the Journal of the American Medical Association. As we said, it includes two parts - one that claims to show a 17-percent reduction in head-injury fatalities in helmet-law states, and the other that claims to show a 50-percent reduction in head-injury fatalities in helmet-law states. As we've seen, the 17-percent figure is the product of research methods that are slightly deceptive, while the 50-percent figure comes from research that has no relationship to reality.

Now, can you guess which one the authors chose to highlight in their introduction to the study? And can you guess which one the American Medical Association ballyhooed in a massive public relations campaign that accompanied publication of this study?

Sure you can. They jumped right on that 50-percent fatality reduction figure just as though it meant something. And they sent out mailings to TV and radio stations, newspapers and magazines proudly proclaiming that number. They even included some videotape footage from the Insurance Institute For Highway Safety showing an actual motorcycle crash on a road outside of Los Angeles. The fact that the riders who crashed were wearing helmets and didn't suffer head injuries apparently didn't matter - it made for exciting TV.

And many of those media outlets dutifully responded by reporting it all as fact. It's not their fault - when you get a press release regarding a study by a respected agency of the federal government you don't expect to have to pick apart the figures in minute detail to find out that something doesn't add up.

It was a classic example of making something out of nothing.

But there's something even more disturbing about the CDC study. Because it doesn't just say that motorcyclists ought to wear helmets - that's something this AMA has been promoting for years. It says that states should pass helmet laws. In fact, the final line of the study's introduction states that quite clearly:

"Since helmets reduce the severity of nonfatal head injuries in addition to lowering the rate of fatal injuries we urge the adoption and enforcement of comprehensive motorcycle helmet use legislation."

And that goes entirely beyond the bounds of medical research. These people are trained in medicine, not in making public policy. But with those words, a few unelected researchers at the Centers For Disease Control apparently are trying to turn themselves into lawmakers for the United States.

Based on this study, we're not sure they're qualified for the job.
END

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AS SOON AS POSSIBLE

Reprinted from February 1991
American Motorcyclist

DESERT BILL COULD BE CRANSTON MEMORIAL

"Welcome to the Sen. Alan Cranston California Desert Memorial. Here you'll find some of the most remote and untouched landscape in the country. It stretches from just outside Los Angeles eastward all the way to the Arizona and Nevada borders. All told, it includes about 11 million acres of public land."

"Oh yes, and you must park your motorcycle here. It's not allowed beyond this point."

How do you like the sound of that?

Well, like it or not, that's what could happen this year as California Sen. Alan Cranston's colleagues in the U.S. Senate prepare to give him a royal send-off from his political career. His going-away present could turn out to be passage of the controversial California Desert Protection Act, which Cranston has been promoting for years.

In case you haven't heard, Cranston will soon be leaving the Senate. The 77-year-old senator recently learned he has prostate cancer, and he has announced that he will not seek re-election when

his term expires in 1992.

Cranston's decision to retire marks the end of a Senate career that begun back in 1968. And while we'd like to tell you that it also signals the end of his desert bill, it appears that the real fight is only just beginning.

For the last three years, motorcyclists and others have managed to block consideration of the Cranston proposal, which has the potential to shut down vast areas of the desert to everyone but hikers and backpackers. Each time the proposal has been debated, we have convinced our elected representatives in Washington that it fails to provide adequate public access to the desert.

But that could change as Cranston is elevated to the role of elder statesman in his final months as a senator. You see, Congress has a tradition of handing out political favors to its retiring members. In the past, that's often meant passing a retiring member's legislation not on its merits, but just for the sake of bidding him a fond farewell. And that's what we'll be up against for the next two years.

"It's a whole new ball game," says Robert Rasor, AMA Vice President of Government Relations. "Those legislators who have taken a middle-of-the-road approach to Cranston's bill in the past may decide to jump to the other side. And those who have taken a stand against it may decide to become neutral."

Of course, at this point all of this is mere speculation. We won't know for sure what will happen until the Senate reconvenes this year. But it's clear that Cranston would like to make the California Desert Protection Act his lasting legacy.

So what can you do to keep the momentum from swinging to the other side? First, make your views known. Write to your congressman and senators and urge them to oppose the California Desert Protection Act. You can send letters to congressmen at: U.S. House of Representatives, Washington, D.C. 20515; and to senators at: United States Senate, Washington, D.C. 20510. **END**

Reprinted from February 1991
American Motorcyclist

GET READY FOR 'CLEAN' GASOLINE

The federal Clean Air Bill of 1990, signed into law by President Bush late last year, doesn't mention motorcycles anywhere in its 200-page documentation. But the bill will have an effect on many of us who ride motorcycles nonetheless.

The bill, described by Bush as "the most significant air pollution legislation in our nation's history," updates and tightens federal air standards for the first time since 1977. For the most part, it focuses on such important environmental issues as acid rain, toxic chemicals and urban smog. But there is one portion of the measure that will affect many urban riders.

The part of the law calls upon the gasoline industry to reformulate its fuels as a step toward reducing vehicle emissions. And that could mean a big change in the type of fuels we'll be putting into our bikes in the future.

If you live in Baltimore, Chicago, Houston, Los Angeles, Milwaukee, New York, Philadelphia, San Francisco or Muskegon, Michigan, the law will require the use of these reformulated fuels by 1995. Another 44 cities will have to use such fuels during winter months starting as soon as 1992.

The change in fuels will include the incorporation of "oxygenators" such as alcohol to help promote more complete combustion. And while automobile manufacturers have been preparing for the effects of alcohol-blended fuels for some time, many motorcycles on the road were not designed with alcohol in mind.

Within the next few months, we'll be taking a closer look at the clean air law and its effects on fuel formulations. So stay tuned, the health of your motorcycle may be at stake. **END**



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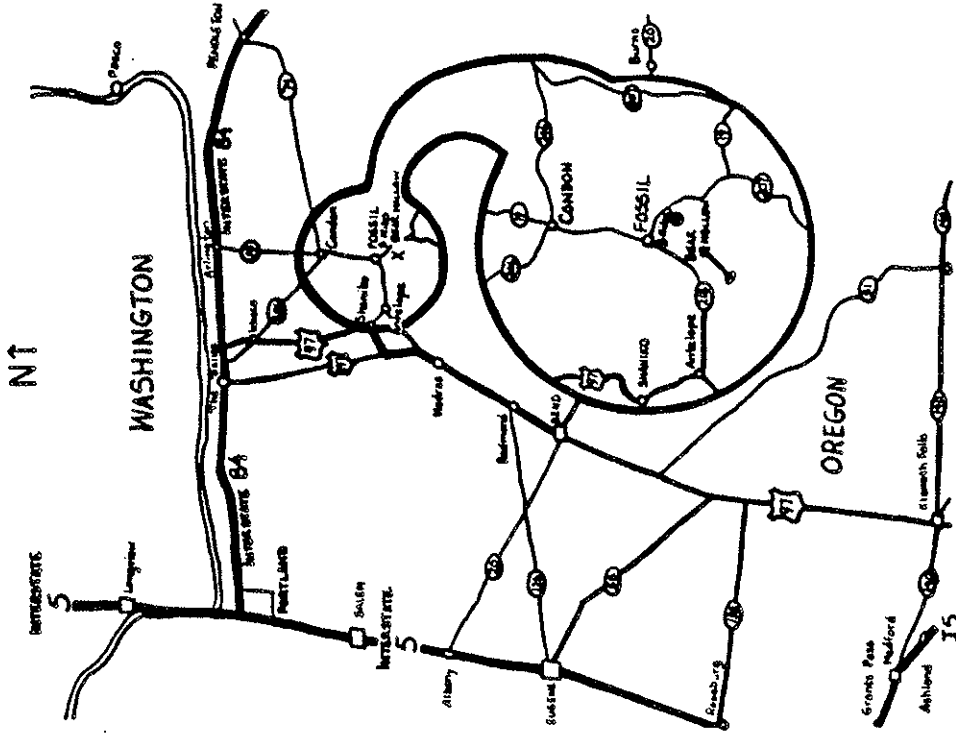
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EASTERN OREGON

FEBRUARY	8, 9, 10	Pendleton
MARCH	14, 15, 16	Pendleton
MARCH	22, 23, 24	Baker City
APRIL	5, 6, 7	LaGrande
APRIL	19, 20, 21	Ontario
APRIL	28 (ERC only)	Pendleton
MAY	2, 4, 5	Pendleton
MAY	17, 18, 19	Baker City
MAY	18 (ERC only)	Baker City
JUNE	7, 8, 9	LaGrande
JUNE	13, 15, 16	Pendleton
JUNE	21, 22, 23	Ontario
JULY	19, 20, 21	Baker City
JULY	25, 27, 28	Pendleton
AUGUST	9, 10, 11	LaGrande
AUGUST	16, 17, 18	Ontario
SEPTEMBER	5, 7, 8	Pendleton
SEPTEMBER	20, 21, 22	Baker City
OCTOBER	4, 5, 6	LaGrande
OCTOBER	11, 12, 13	Ontario
OCTOBER	24, 26, 27	Pendleton
DECEMBER	6, 7, 8	Ontario
DECEMBER	13, 14, 15	Pendleton

CENTRAL OREGON

MARCH	7, 9, 10	Bend
MARCH	8, 9, 10	The Dalles
APRIL	12, 13, 14	Burns
APRIL	25, 27, 28	Bend
APRIL	27 (ERC only)	Bend
MAY	10, 11, 12	The Dalles
JUNE	5/30, 1, 2	Bend
JUNE	28, 29, 30	Burns
JULY	11, 13, 14	Bend
JULY	12, 13, 14	The Dalles
AUGUST	22, 24, 25	Bend
SEPTEMBER	13, 14, 15	The Dalles
SEPTEMBER	27, 28, 29	Burns
OCTOBER	4, 6, 13	Bend
NOVEMBER	1, 2, 3	The Dalles
NOVEMBER	14, 16, 17	Bend

SOUTHERN OREGON

JANUARY	25, 26, 27	Roseburg
FEBRUARY	1, 2, 3	Medford
MARCH	14, 16, 17	Medford
MARCH	22, 23, 24	Roseburg
APRIL	5, 6, 7	Klamath Falls
APRIL	13 (ERC only)	Medford
APRIL	18, 20, 21	Medford
MAY	10, 11, 12	Roseburg
MAY	18 (ERC only)	Medford
MAY	19 (ERC only)	Roseburg
JUNE	13, 15, 16	Medford
JUNE	21, 22, 23	Klamath Falls
JULY	12, 13, 14	Roseburg
JULY	25, 27, 28	Medford
AUGUST	3 (ERC only)	Medford
AUGUST	9, 10, 11	Klamath Falls
SEPTEMBER	12, 14, 15	Medford
SEPTEMBER	20, 21, 22	Roseburg
OCTOBER	11, 12, 13	Klamath Falls
OCTOBER	24, 26, 27	Medford
NOVEMBER	15, 16, 17	Roseburg
DECEMBER	13, 14, 15	Medford

COASTAL OREGON

JANUARY	18, 19, 20	Coos Bay
MARCH	1, 2, 3	Coos Bay
APRIL	5, 6, 7	Newport
APRIL	12, 13, 14	Astoria
APRIL	26, 27, 28	Tillamook
APRIL	26, 27, 28	Brookings
MAY	3, 4, 5	Coos Bay
JUNE	7, 8, 9	Astoria
JUNE	21, 22, 23	Tillamook
JUNE	28, 29, 30	Newport
JUNE	28, 29, 30	Coos Bay
JULY	18, 20, 21	Brookings
AUGUST	9, 10, 11	Astoria
AUGUST	23, 24, 25	Tillamook
SEPTEMBER	6, 7, 8	Coos Bay
SEPTEMBER	20, 21, 22	Newport
OCTOBER	11, 12, 13	Astoria
OCTOBER	25, 26, 27	Tillamook
NOVEMBER	1, 2, 3	Coos Bay

1991 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

CHEMEKETA C.C. - SALEM

JANUARY	25, 26, 27	MRC
MARCH	9	ERC
MARCH	14, 16, 17, 21, 23, 24	MRC
APRIL	13	ERC
APRIL	18, 20, 21, 25, 27, 28	MRC
MAY	16, 18, 19, 23, 25, 26	MRC
JUNE	1	ERC
JUNE	20, 22, 23, 27, 29, 30	MRC
JULY	25, 27, 28	MRC
AUGUST	1, 3, 4	MRC
AUGUST	10	ERC
SEPTEMBER	5, 7, 8, 12, 14, 15	MRC
OCTOBER	3, 5, 6, 10, 12, 13	MRC
OCTOBER	19	ERC
NOVEMBER	1, 2, 3	MRC

LANE C.C. - EUGENE

FEBRUARY	8, 9, 10	MRC
MARCH	7, 9, 10, 14, 16, 17	MRC
MARCH	17	ERC
APRIL	4, 6, 7, 11, 13, 14	MRC
APRIL	14	ERC
MAY	2, 4, 5, 9, 11, 12	MRC
MAY	18	ERC
JUNE	6, 8, 9, 13, 15, 16	MRC
JUNE	22	ERC
JULY	11, 13, 14, 18, 20, 21	MRC
JULY	21	ERC
AUGUST	1, 3, 4, 8, 10, 11	MRC
AUGUST	11	ERC
SEPTEMBER	5, 7, 8, 12, 14, 15	MRC
SEPTEMBER	15	ERC
OCTOBER	3, 5, 6, 10, 12, 13	MRC
NOVEMBER	7, 9, 10, 14, 16, 17	MRC

LINN-BENTON C.C. - ALBANY

FEBRUARY	8, 9, 10	MRC
MARCH	9	ERC
APRIL	11, 13, 14, 18, 20, 21	MRC
APRIL	7	ERC
MAY	4	ERC
MAY	18, 19, 23, 25, 26	MRC
JUNE	22	ERC
JULY	11, 13, 14, 18, 20, 21	MRC
AUGUST	22, 24, 25, 29, 31	MRC
SEPTEMBER	1	MRC
SEPTEMBER	15	ERC
OCTOBER	10, 12, 13, 17, 19, 20	MRC
DECEMBER	6, 7, 8	MRC

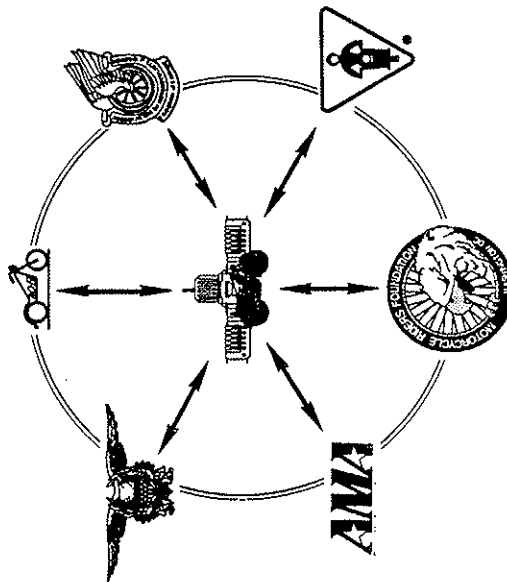
PORTLAND C.C. (SYLVANIA) - PORTLAND

JANUARY	18, 19, 20	MRC
FEBRUARY	28	MRC
MARCH	2, 3, 7, 9, 10	MRC
MARCH	14, 16, 17, 21, 23, 24	MRC
MARCH	30	ERC
APRIL	4, 6, 7, 11, 13, 14	MRC
APRIL	21	ERC
APRIL	18, 20, 21, 25, 27, 28	MRC
MAY	2, 4, 5, 9, 11, 12	MRC
MAY	19	ERC
MAY	16, 18, 19, 23, 25, 26	MRC
JUNE	1	ERC
JUNE	8, 9, 13, 15, 16	MRC
JUNE	20, 22, 23, 27, 29, 30	MRC
JULY	11, 13, 14, 18, 20, 21	MRC
JULY	21	ERC
JULY	25, 27, 28	MRC
AUGUST	1, 3, 4, 8, 10, 11, 15, 17, 18	MRC
AUGUST	18	ERC
AUGUST	22, 24, 25, 29, 30	MRC
SEPTEMBER	1, 5, 7, 8, 12, 14, 15	MRC
SEPTEMBER	22	ERC
SEPTEMBER	19, 21, 22, 26, 28, 29	MRC
OCTOBER	5	ERC
OCTOBER	17, 19, 20, 24, 26, 27	MRC
NOVEMBER	15, 16, 17	MRC
DECEMBER	8, 7, 8	MRC

REPORTS

The Sixth Annual Meeting of the Minds 1990

Carlisle, Pennsylvania
sponsored by
Motorcycle Riders Foundation



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.

Non-Profit Corporations & Taxes

Profit/Non-Profit Tax Laws

Richard Paukner, CPA and Treasurer for the MRF, discussed the confusing but essential subject: the IRS. Here are some highlights from that discussion. *Because the IRS itself isn't entirely sure about its own rules, it is important that any question about what an organization can and cannot legally do should be thoroughly explored with an official IRS representative.*

Operating without making application to the IRS for tax exemption, is dangerous to any organization with any income at all. The penalties, if the IRS chooses to audit, would effectively kill the organization.

The IRS non-profit status is a separate issue from state non-profit status. It is necessary to comply with regulations on both federal and state levels, and they have very little to do with each other.

A non-profit corporation is no different than any other corporation, except that the IRS has ruled on an application for tax exemption, having determined that the group's activities fall within a set of IRS guidelines. A non-profit corp. has been created without an inflow of money in exchange for capital stock.

Income from the PRIMARY tax exempt ACTIVITY is tax exempt - but not ALL income is tax exempt.

Most motorcycle rights organizations are 501(c)4 groups, judged to be social welfare organizations. This status allows the group to conduct legislative activity. Income from activities that benefit society are tax exempt. Income from certain other sources may or may not be tax exempt. The rules are not cut and dried. Private businesses complain that non-profit groups are competing unfairly for their business; therefore, income from activities that could be considered a trade or a business, may be taxable (including t-shirt sales, runs, and parties, especially those which occur regularly).

The PURPOSE for which you use the money is not what determines whether it is tax exempt; it is the SOURCE of the income that is the deciding factor. Income not directly related to the EXEMPT FUNCTION may be taxable, and must be reported.

Some are organized as 501(c)3 groups, as religious, charitable or educational organizations. This status allows VERY LIMITED amounts of "grass-roots" lobbying, with strict, technical rules. Again,

NOT ALL INCOME IS TAX EXEMPT. It depends on the source. Membership fees are considered primary activities and therefore tax exempt.

Regardless of which tax status is granted to your organization, you still have filing requirements. The only organizations that do not have to file annually are those with gross receipts under \$25,000 a year, and assets less than \$100,000. BUT it's a good idea to FILE ANYWAY to protect your organization. Use Forms 990 and 990T, fill them out correctly, and get them in ON TIME (May 15). Fines of \$10 per day up to \$5000 may be charged for lateness.

TAX EXEMPT is not necessarily the same as TAX DEDUCTIBLE.

If a 501(c)4 group takes in more than \$100,000 per year, publications must carry the statement, "Contributions to this organization are not tax deductible." The fine for failure to do this is \$1000 per day.

SALES TAX (for organizations that have to deal with it)

A note on sales tax: Most people think that federal tax exemption relieves them from the necessity to comply with state sales tax requirements. A 501(c)4 organization usually must comply with sales tax laws. An audit can kill your treasury when you are ordered to pay the back sales taxes you owe but did not charge for when selling T-shirts, etc.

IMPORTANT IRS FORMS

Form 1024 - Application for Tax Exemption
Form 990 and 990T - annual reporting forms

Teresa Hepker

ATTN: Members

Following is a list of products available through A.B.A.T.E. of Oregon, Inc.

Products are another way of helping support A.B.A.T.E.

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
	AYP2	Year Pin - 2 yr. member - blue	3.00	
	AYP3	Year Pin - 3 yr. member - white	3.00	
	AYP4	Year Pin - 4 yr. member - red/black	3.00	
	AYP5	Year Pin - 5 yr. member - white/black	3.00	
	AYP6	Year Pin - 6 yr. member - black/orange	3.00	
	AYP7	Year Pin - 7 yr. member - black	3.00	
	AYP8	Year Pin - 8 yr. member - dark blue	3.00	
	AYP9	Year Pin - 9 yr. member - yellow	3.00	
	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	
	AYP11	Year Pin - 11 yr. member - purple/black	3.00	
	AYP12	Year Pin - 12 yr. member - blue/red	3.00	
	AYP13	Year Pin - 13 yr. member - green/black	3.00	
	AYP14	Year Pin - 14 yr. member - black/red	3.00	
	AYP15	Year Pin - 15 yr. member - gold/black	3.00	
	AYP16	Year Pin - 16 yr. member - grey/black	3.00	
	AYP17	Year Pin - 17 yr. member - copper/black	3.00	

ABATE PINS

ALAN	ABATE Anniversary Pin	3.25
ALPIG	ABATE Logo Pin - gold	5.00
ALPIS	ABATE Logo Pin - silver	5.00
ALPIP	ABATE Logo Pin - pewter	5.00
AEPI5	ABATE Eagle Pin - large, silver	5.00
AEPIG	ABATE Eagle Pin - large, gold	5.00
AWP	ABATE Wing Pin - silver	5.00
AWPG	ABATE Wing Pin - gold	5.00
ASP	ABATE Supporter Pin	4.00
AUWP	ABATE Uplifted Wing Pin - 5 color	4.00
ALOP	ABATE Oval Logo Pin - black/gold	4.00
A#1P	ABATE #1 Pin - small, 3 color	2.25

MISCELLANEOUS

AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00
AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50
AHBS	ABATE Uplifted Wing Hat - black/silver logo	5.50
AMUG	ABATE Ceramic Tankard - black, 24kt gold, 16oz.	7.00
ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black	.75

JEWELRY

ALON	ABATE Logo Oval Necklace - black/gold	7.00
AER	ABATE Logo Oval Earrings - black/gold, pair	5.50
AER-	Fossil Pin	3.75

(Over)

QTY. PART NO. DESCRIPTION

PRICE TOTAL

ABATE T-SHIRTS

AFRS	ABATE T-Shirts	Sm	Med	Lg	X-Lg	80.00
AFRTL	ABATE Sweatshirts	Sm	Med	Lg	X-Lg	15.00

NOTE: All shirts are black with white letters

STICKERS

AWS-L	ABATE Wing Sticker - black/red (left side)	1.75
AWS-R	ABATE Wing Sticker - black/red (right side)	1.75
AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.50
AMS	ABATE #1 Membership Sticker - large, 5 color	2.25
HLS	HELMET LAWS SUCK Sticker - small	.50
HLS	HELMET LAWS STILL SUCK Sticker - small	.50
LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50
ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It	1.00
HLSB	HELMET LAWS SUCK Bumper Sticker	1.00
LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00
MIM	UNITED WE STAND, DIVIDED WE FALL Patch	4.00
MMOL	"LEGISLATIVE FREEDOM" Bumper Sticker	1.00

SPECIAL ORDER ITEMS

AMPI	ABATE Membership Patch w/Dedicated To Freedom Of The Road	4.00
ANG	Year Bars (indicate year ____)	1.25
CHPT	Chapter Rockers	3.25
CHOF	Chapter Officer Patches	3.25
	Courtesy Cards	50 for 1.00
	License Plate Frames - Cars w/Let Those Who Ride Decide	5.00
	License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00

ABATE PRODUCTS, INC.

P.O. Box 4504

Portland, Oregon 97208

Angie Jensen, Products Director

PHONE: 503-284-9858

PREPAID _____ COD _____ DATE _____
NAME _____ PHONE NUMBER _____
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CITY _____

Please use street address - we ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!

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:
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Portland, OR 97208

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Portland, OR 97208

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Happy Valentine's Day! Remember the ones you love
by buying them a membership with A.B.A.T.E. today!!

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