



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

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

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

## DID YOU KNOW?

**Put together by Lois Gleason**

Did you know you may be displaying your flag incorrectly? Special thanks to Gordon H. of N.E. Portland Chapter for sharing this with us.

Display your flags proudly!

### flag etiquette

The fundamental rule of flag etiquette is: treat all flags with respect and common sense.

The Stars and Stripes takes precedence over all other flags when flown within the United States. It should not be flown lower than another flag nor should it be smaller than another flag flown with it. Other flags may, however, be flown at the same height and in the same size. Other national flags should not be smaller nor flown lower than the Stars and Stripes when displayed together. If it is not possible to display two or more national flags at the same height, it is not proper to display them together at all.

The point of honor is on the extreme left from the standpoint of the observer ("the flag's right"). The order from left to right of flags flown together is: the Stars and Stripes, other national flags in alphabetical order, state flags, county and city flags, organizational flags, personal flags.

If one flag is at half-staff in mourning, other flags flown with it should be at half-staff. First raise the flags to their peak, then lower to half-staff. The Stars and Stripes is raised first and lowered last.

It is proper to fly the Stars and Stripes at night, but only if it is spotlit.

No flag should be flown during weather which might damage it, based on a common sense interpretation of circumstances.

When a flag is torn, it should be repaired. If soiled, dry clean an indoor flag,

wash an outdoor flag.

When a flag is no longer of dignified appearance and cannot be repaired, it should be destroyed in a dignified way (burned or sealed in a bag or box before being sent out for trash collection).

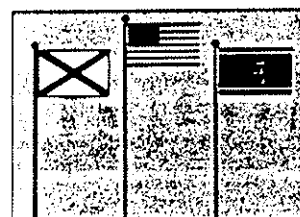
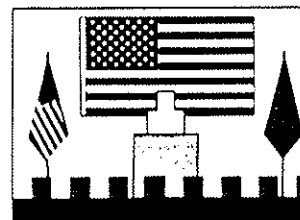
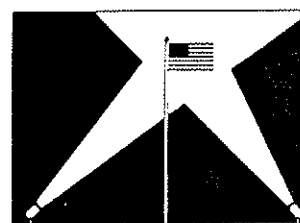
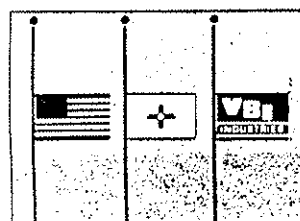
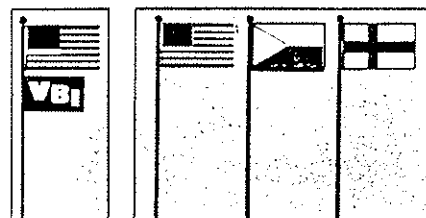
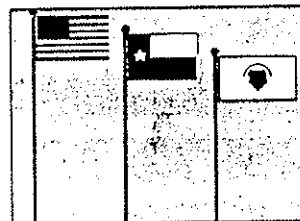
In a public gathering (lecture hall, church, etc.), the Stars and Stripes should be to the right of the speakers or on the wall behind them.

The canton of the flag (the blue "field" with the 50 stars) should always be to the observers left except: 1) when displayed on a casket; 2) when displayed as a decal on the right side of a vehicle (bus, truck, plane, etc.); 3) when worn as a patch on the right arm (but use on the left arm is preferable).

The Stars and Stripes should be in the center of a group of flags only when 1) the center pole is taller than the others or 2) when a fan-like arrangement makes the center pole higher than the others.

It is not illegal or improper to fly any flag (state, ethnic group, organization, etc.) alone, but it is always preferable to display the Stars and Stripes at the same time.

A salute (hand over heart for those not in uniform) should be rendered when the flag is raised, lowered, or carried by on parade; when the Pledge of Allegiance is recited; and when the national anthem is played (unless the flag is not present). *END*



## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

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

Please make checks payable to ABATE of Oregon, Inc.

This Newsletter is a publication of A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon, 97208. All rights reserved...Portions may be reprinted with attribution.

DEADLINE FOR SUBMISSIONS FOR PUBLICATIONS IS THE 15TH OF THE MONTH PRIOR TO PUBLICATION MONTH. Submissions will not be returned or saved, unless accompanied by an S.S.A.E.

This publication is printed by: Actions Printers, Inc.  
3747 N.E. Sandy Blvd.  
Portland, OR 97232

## CHAPTER ADDRESS AND CONTACT PERSON(S)

COLUMBIA RIVER CHAPTER  
P.O. Box 11817  
Portland, OR 97211

For info: Marilyn, 788-0492

DOUGLAS COUNTY  
P.O. Box 61  
Roseburg, OR 97470

For info: Joy Hoover

JACKSON COUNTY  
P.O. Box 1184  
Medford, OR 97501

For info: Peter Karpa, 776-4558 or  
Paul Warrender, 772-7344

JOSEPHINE COUNTY  
P.O. Box 2031  
Grants Pass, OR 97526

LANE COUNTY  
P.O. Box 171  
Veneta, OR 97487

For info: Harley, 935-2424  
John Ware, 935-8033

LINCOLN COUNTY  
P.O. Box 665  
Newport, OR 97365

For info: Vicki Lechner, 563-3520

NORTH COAST ABATE  
P.O. Box 468  
Seaside, OR 97138

For info: Don Smack, 738-7156

N.E. PORTLAND  
P.O. Box 5792  
Portland, OR 97228

For info: Pat Gleason, 775-4593

SALEM  
P.O. Box 13957  
Salem, OR 97309

For info: Jim Stoner, 769-4402

S.E. PORTLAND  
P.O. Box 86007  
Portland, OR 97206

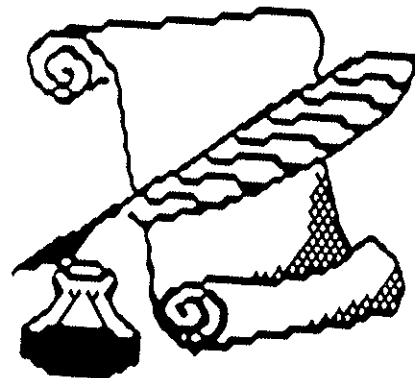
For info: Ed Dahl, 771-0188

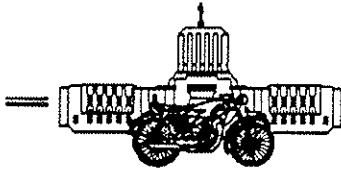
WASHINGTON COUNTY  
P.O. Box 1353  
Hillsboro, OR 97124

For info: Paul, 693-0938 or  
Mitch, 648-9311

YAMHILL COUNTY  
P.O. Box 1179  
McMinnville, OR 97128

For info: Longshot, 876-6962

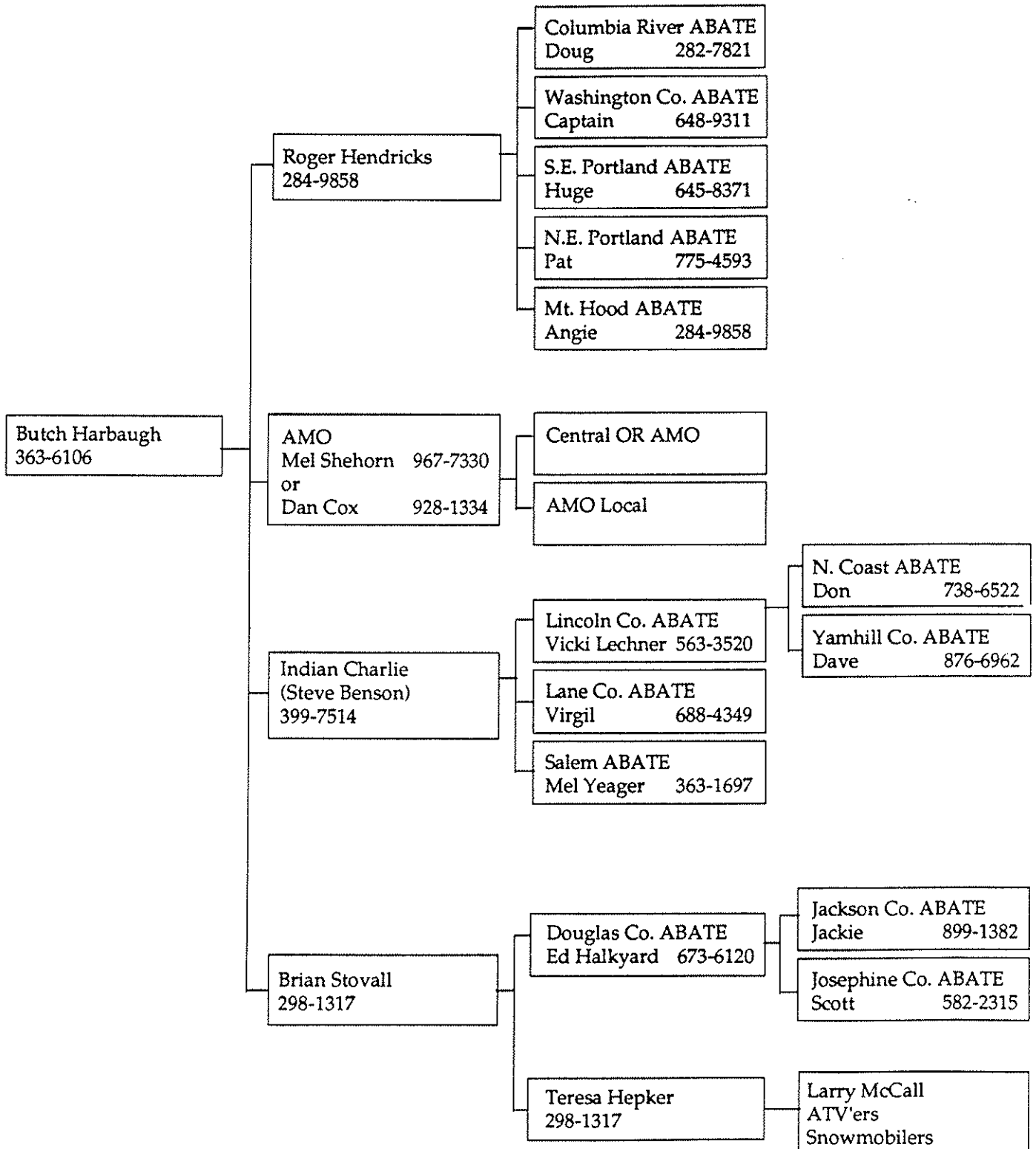


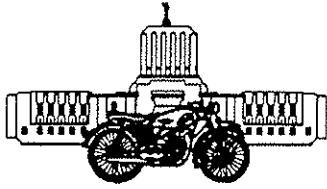


# BikePAC of Oregon

## PHONE TREE

February 2, 1991





# BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317  
Executive Director

Butch Harbaugh  
Legislative Director

Steve Benson • 399-7514  
Secretary/Treasurer

## BikePAC Advisory Board Meeting Minutes - February 2, 1991

Meeting was called to order at 11:30 at the West Salem Branch Library. No meeting was held in January 1991. Present: Charlie, Angie, Roger, Mel Yeager, Steve Dodds, Butch, Teresa, Brian.

Minutes, membership and treasurer's reports were approved as read. Income for the month of November was \$124, expenses \$240.15; income for December was \$166.08, expenses \$2.40. Ending balance was \$947.54.

Discussion arose about the nature of BP expenses. The majority of costs are for printing and mailing, and some reimbursement of board expenses such as travel. The MRF donation (which must be approved by the executive board each month) is 10% of the monthly income. It was approved for the months of November and December. The board feels this is a fair amount considering the services rendered for us by the MRF.

Mel asked whether ABATE chapters should be holding fundraisers for BP. The answer is YES because money is the key to communication with members, media, legislature and the public. California managed to defeat helmet bill because they had money. We especially need enough money to pay to keep a lobbyist in the legislature full time, six months out of every two years.

Last session we worked with an estimated \$1500, doing everything dirt poor and squeaking by. Ideally, a budget for \$40,000 annually would be realistic. If we established an office for a full time lobbyist, the expenses could be shared with others. We could definitely use more concentration on fund raising from businesses, manufacturers, other membership groups, etc. Big bucks will only come from big businesses. On the other hand, ya gotta have time and money to raise money.

Select Committee on Seatbelts: Charlie has prepared a document presenting ideas for future planning/action, which was reviewed by those present. Areas of greatest interest was in the International treaty (does it supersede constitution?) Another factor is that helmet manufacturers are going out of business because of lawsuits - only one is left in US. How will the consumer be protected from product liability? A third area of interest was in the issue of "where is the insurance rate reduction we were led to expect after passage of seat belt and helmet laws?"

VIDEO: Butch was not able to arrange filming at AMO run but Gil Revilla wants to do filming of all three members of the executive board at Fossil. Sam has been communicating with a person who wants to produce a video about BikePAC/motorcycling and air it on public access. Brian will contact Sam requesting him to continue as liaison with his contact.

BEST of the West: Participation from Oregon people is looking good; four are expected to fly in from Washington state, Idaho will be sending someone.

MRF Rep. report: Raffle tickets are on sale for a 1991 Fat-boy, custom red-white-blue paint. \$2 each or 3 for \$5.

Two other prizes will be drawn for in May/June: a motel room at Sturgis + \$500 or \$1000 cash; 1 set Willie G. leathers or \$1000 cash. Winners tickets will go back in the pot for a chance on the bike. MRF Rep. Chair Paul Vestal says 15 states are on board with Reps, and the network is in place for communication regarding federal legislation. No action is happening now, just a war.

State legislative report: Rep. Mary Alice Ford and the Head Injury Task force introduced several bills, 3 will be heard Feb. 6: flags on snowmobiles, helmets on ATV's and snowmobiles, licenses on Class III ATV. Other bills include a bicycle helmet bill for children under age 12, with a \$50 fine for parents. Bills to be requested from our side: erase probable cause from seat belt law (make secondary offense instead of primary, so officer would not be able to stop you just for failure to comply with seat belt law; moped endorsement including knowledge and skill test; medical exemption from helmet use. A bill (HB 2551) has already been introduced at request of Doc Schuster, to exempt from helmet use for motorcycles over 25 years old providing that operator has completed a rider education course.

Other concepts: mandate insurance co's to grant rate reduction just because of helmet and seat belt laws. Mandate rate reduction for those completing Team Oregon course, just like 55 Alive. Add helmets to the concept of removing probable cause from seat belt law.

Steve D. commented that most insurance companies compete, make a reasonable profit, conduct business reasonably. Some insurance companies jack up a rate when others don't. He objected to the idea of passing another law mandating certain behavior for one group (insurance industry). That's contrary to idea of less is better.

The phone tree should be activated now: oppose HB 2284 and 2285 (snowmobile flags, helmet law for ATV's and snowmobiles). Butch will investigate further, maintain neutrality on 2315 unless other stance is indicated by Class III ATV users.

BikePAC will start a new legislative summary sheet, and will make handouts for ABATE, AMO newsletters. Will print enough for some other groups to distribute.

Medical exemption: DMV says you can get one now without going through the legislature. Use the same paperwork as seatbelt exemption. Roger has already sent his application in. BikePAC may not pursue this as legislation.

Teresa asked for input on a questionnaire from OTSC about the next Highway Safety Plan. The next Governor's Advisory Committee meeting is Friday, April 5 in the Eugene City Council Chambers. Business meeting 2:00, town hall meeting 6:30. Dinner break set for 5:00 - 6:00.

Teresa is to make a BP membership certificate for Superior Cycle Repair.

Next BikePAC meeting will be 11:00 a.m. on Sunday, March 10 at Casey's Pizza, on Commercial St. in Salem. Mel will confirm.

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

## Minutes for February 9, 1991

The meeting was called to order by the Coordinator.

All Chapters were represented.

The secretary read the meeting minutes from the previous month.

Douglas County still needs a membership secretary.

Lane County did not have a Chapter report for the February Newsletter, Lincoln County has now missed twice and Yamhill County has missed three times. All others were up to date.

The membership as of February 1, 1991, is at 799 consisting of the following chapter totals:

Columbia River	28
Douglas County	71
Indian Creek	61
Jackson County	80
Josephine County	69
Lane County	44
Lincoln County	65
Mt. Hood	25
North Coast	34
N.E. Portland	102
Salem	55
S.E. Portland	98
Washington County	49
Yamhill County	18

The State Run Coordinator reported that the artwork for Fossil T-shirts has to be turned in by the next board meeting. The winner will receive a T-shirt and 2 tickets to Fossil. The N.E. Rep reported that their Chapter's trailer was available for rent for Fossil if anyone was interested. Roger announced the Fossil Run activities and parties responsible for them. Roger also asked that each Chapter bring 10 gallons of gas, 2 boxes of plastic garbage sacks and door prizes to the event. Fossil tickets were assigned to each Chapter Rep to be made available for advance sales. All money from sales needs to be turned in by the May State Board meeting.

ABATE Products Director had bumper stickers stating "Legalize Freedom" and raffle tickets for the Freedom Run available for sale. She suggested that the chapters continue passing a jar for BikePAC, as they are always in need of funds.

The Ways and Means Director stated that the most up-to-date Run Calendar was in the February Newsletter. He stated that anyone who wanted to add events to the calendar should get in contact with him. He also stated that he was going to write to each Chapter regarding the coloring books.

The Education Director is writing all of the Chapter Coordinators to establish a line of communication from the Chapters to the State in order to keep the Chapters informed with the most up-to-date information. The schedule for the MRC and ERC is in this month's newsletter. Roger stated that Team Oregon is looking for women to help teach some of the courses.

The Legislative Phone Tree list was handed out. BikePAC gave a presentation to the Transportation Committee on February 5th. The Committee consists of the following: Cedric Hayden, Lonnie Roberts, Jean Derfler, Mary Alice Ford, Tom Novick, Del Parks and Jackie Taylor. BikePAC is considering producing a public access segment for television. Bills to keep an eye on are HB 2285 (helmets for ATV and snow mobile riders), HB 2286 (12 & younger age restrictions), a draft bill (LC 2561) which authorizes an exemption from helmet use because of medical reasons, HB 2584 which allows road blocks to be set up to check for drunken drivers, HB 2587 which increases taxes on cigarettes and HB 2551 which exempts certain persons from wearing helmets who own bikes that are 25

years or older. A new bill has just been introduced limiting access to DMV records. A health care plan similar to Canada's is being looked into. A potential bill which has not been assigned a number, but has been introduced by Dick Springer is a gun control law similar to the latest California law.

The Treasurer reported a total of \$1,692.96 among the accounts. The Financials show that Jackson County's quarterly payment is due, Josephine County's 4th quarter report is due, Lane County is still on probation as is Mt. Hood, North Coast's 4th quarter report is due, Salem owes \$5.00 towards their quarterly and Washington County's 4th quarter report is due.

### OLD BUSINESS:

The Mid Columbia Health District was discussed. Tri-fold displays were available. A motion was made to change the ribbon on the "Support Freedom" brochure from red/white/blue to blue. Passed 23 for, 1 opposed.

Roger will finish with the disbanding of the Central Oregon Chapter when he makes his trip for Fossil. A certified letter had been sent to the Lane County Coordinator regarding their current Chapter status. A representative from Lane County was present and assured the State that he was going to try and straighten out their problems. They have until the end of the quarter (March) to put everything in order (a year a quarterlies and payments).

17 people will be attending the "Meeting of the Minds" from Oregon.

### NEW BUSINESS:

A motion was made to have roving meetings during the summer (June, July, August, September). A roll call vote was made with the following results: 14 Yes, 4 No and 4 Abstain.

Transit Ads were discussed. Mt. Hood Chapter relinquished it's charter. E.J. was nominated and accepted the position of State Historian. The road list will be updated quarterly and if new names are to be added contact the S.E. Rep.

### ANNOUNCEMENTS:

An organization for antique motorcycles is being formed in Salem. For more information call 743-3216 (Salem). Luke Metcalf, who is one of the original founders of ABATE, is in the hospital following surgery.

Meeting was adjourned at 4:19 p.m.

## ● ATTENTION ● ALL MT. HOOD MEMBERS

**N.E. Portland Chapter invites all  
Mt. Hood members to join their Chapter.**

**Don't be homeless!**

**Contact Mary Beth at 256-0933  
or Mother at 255-7793.**

*When neither their property nor their honor is touched the majority  
of men lie content.*

*- Macnia Velli*

## CHAPTER REPORTS

### COLUMBIA RIVER

Come on Summer! Or at least Spring! We are starting our plans for our "Run To The Sun" Poker Run June 22nd and 23rd at Haystack Park outside Madras. If you haven't been to a meeting for awhile, now is the time. We can use your help on the run committees. In fact, we will take any warm bodies.

Our membership is growing at each meeting. Lots of shiny new faces and even some transfers from other Chapters. We are welcoming all the support for ABATE.

Keep up the good work on the membership drive everybody. There's a reward for the person who brings in the most memberships. (They must be alive to qualify.) Any and all transfers welcome, too. Some of you need to pull your membership cards out of your dusty wallets and check to see if they have expired, which would, of course, explain why you haven't received a newsletter lately. Come to a meeting and renew!

If you have something to say or vent ... fill out the questionnaire in last month's newsletter and THEN, SEND IT IN!! Your voice will be heard only when you tell the right people.

Keep the rubber side down  
Doc & Big Red

### DOUGLAS COUNTY

February 23, 7 p.m. at the Union Gap is Casino Night. We hope that it is going to be a good one.

Champion, from Douglas County, donated \$500 to help us with Casino Night and sending kids to camp. Mike O. put our name in the hat and we are now ready to send some kids to camp.

We are going to start going on a ride the Saturday before the monthly meeting on the first Sunday of the month. Any and all are welcome to join in. The rides will vary each month unless, of course, like last month, no one shows up. They meet at Stewart Park at 12 noon. (This coming month it will be on March 2.)

The latest road list was missing the folks in the Douglas County Chapter. It was also suggested that their be another area specified. The coastal west of Douglas County has been specified for that specific area. The people that should be on Douglas County Road list are:

Allen and Joy . . .	672-1415	...	All
Fast Eddy . . .	673-6120	...	All
Mike and Bev . . .	459-4732	...	All
Marcle . . .	459-2365	Shelter, Gas, Info, Pickup	
Tony and Vikki . . .	271-4327	...	All
(In Reedsport - would like a section specified for this area.)			
Don and Becky . . .	679-7729	...	All

Enough for now!  
Linda Buckle,  
Douglas County Secretary

### JACKSON COUNTY

On February 3rd the illustrious Rotten Roger graced Jackson County's general membership meeting as our guest speaker. Josephine County Chapter had a "Support Our Troops In Saudi" Run on that day which had started from Grants Pass. They stopped to take their break at Angelo's where we were meeting. After our meeting we joined the run and rode to Lithia Park in Ashland for a rally, with speakers and good TV coverage.

February 9 was our annual Valentine Sweethearts Dance. I find it disgusting to be repetitious, but a good time was had by all.

Coming up on March 16, Saturday, in honor of the wearing of the green, Josephine and Jackson County are having a joint Poker Run and Casino Night. The Poker Run will start at 11 a.m., Angelo's

Pizza, Grants Pass, 2 hands for \$5.00, and will end at Touvelle Tavern in Jackson County where the Casino Night gambling fever will run rampant until the Auction for nifty prizes. C.O.D. ... Come On Down to Southern Oregon for a great time with the enthusiastic members of these two growing Chapters. Call for more information.

The dark dreary days of winter are almost behind us and the long lazy days of summer are almost upon us. Be looking for you ... on the road ... at the runs ... in the wind.

Ride Safe & Free,  
Skeeter

### JOSEPHINE COUNTY

No Report, First Time.

### LANE COUNTY

No Report, Second Time.

### LINCOLN COUNTY

Well, it is back to a familiar routine for me. It has been a couple of years since I have written articles for the State Newsletter, and it may take awhile to get back in the swing of things.

Due to the death of my father in January, no newsletter article was written. I'm sure that all can understand.

Lincoln County is busy with their Anniversary Party. It will be held in March. A flier appears in the newsletter, so you can check on all the important information that you need. We are looking forward to seeing you in Newport.

The Toy Run for Mrs. Santa Claus was a rousing success. An excess of \$1,000.00 was raised along with a huge amount of toys. This really helps at Christmas when you look at the level of income for most young families in our area.

The construction of the Mrs. Santa Claus Workshop is nearing completion. We will be able to move Mrs. Santa Claus in when her lease ends for the building she is now housed in.

We are still in our winter mode on the Oregon Coast. Lots of rain and wind.

Our attendance has been down for awhile. We are looking forward to it picking up as we are on the downside of winter.

We are looking at MAY being "Motorcycle Awareness Month" and doing something to bring this into focus in our community.

Time to sign off and send this on to the State

Ride safe and keep the hard side down,  
Millie

## ● 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;

Not much new on the North Coast - wet and windy. We're thinking ahead to good riding weather, good company and good times. Our monthly meetings will go back to twice a month beginning in April, 1st and 3rd Sunday's, same time and place. In an effort

to get members to attend our meetings we'll have a Poker Run, or some such nonsense, after each second meeting of the month (3rd Sunday). That meeting will be short so we can get on to better things, a good time to bring prospective members. Our first post-meeting Poker Run will be April 21st, with a ride through the hills and along the coast. So, come on kids, let's go riding.

And here's some interesting facts:

- Percentage of preschool children who say that if they were President they'd eat ice cream for every meal - 21
- Rank of Mister Rodgers among preschoolers first choices for President - 1

President George Bush  
The White House  
1600 Pennsylvania Avenue  
Washington, DC 20500  
(202) 456-1111

- One voice can count! Just remember - put brain in gear before engaging mouth.

Mr. Bill

## **N.E. PORTLAND**

Top of the morn'n:

It's St. Patty's day this month, and wouldn't you know, D.J.'s in Portland is having a swap meet that day. Hope the luck of the Irish is with you as you hunt for all your bike bargains.

Our Chapter is off and running with the start of our membership drive. We added 5 new members in the first week. The winner will be determined at Summer Run or until someone has signed up at least 20 new members. The first place prize for all the effort will be a life time membership to ABATE or its cash equivalent. If each Chapter signed up 20 new members our State membership would be nearly 1,000 again. Remember ... the more people, the louder the voice.

In February we had a Chapter letter writing party. We wrote our legislators expressing our concerns about the continual loss of our freedoms and the potential losses through more legislative actions. If you are interested in letting your representatives know how you stand on certain political issues consult your State (February) newsletter which lists your districts and respective representatives.

Plans are already in the works for this year's Summer Run to be held August 16, 17 & 18. McCubbins Gulch has been retained again for the event. The coordinators for both NE and SE Chapters are preachers, reportedly to be a couple of "wild and crazy guys". Be sure to reserve the weekend on your calendar.

A Chapter fund raiser Poker Run is slated for April. Watch for fliers. The weather should be cooperating by that time.

In closing, just remember to keep the faith cause we all get through it somehow.

Ride smart,  
Linda

## **N.E./S.E. PORTLAND SUMMER RUN T-SHIRT CONTEST**

**The deadline is April 21st to turn  
in a design.  
Winner gets 2 tickets to the Summer Run  
plus a T-shirt.**

## **SALEM**

Hello, it's me again. Everything is going very well for us here and we hope as well for you!

Here's what's happening. As of February 1991, we have 63 paid members and would like to see more to come in 1991.

We're still asking that all stuffed rabbits be held aside for the Easter Run. As of right now we have no report on how the Easter Run is progressing.

Our "Support The Troops Rally" went excellent. We had a good turnout from ABATE, HOG Assn., and a lot of Independent Bikers. Everyone had a good time. We all wish our troops good luck and a safe return.

We would like to ask for your support and donations that we need for the "Mid Columbia Health District". For further information contact Mel Yeager.

Oh Yeah! I'd like to remind all new officers that they must report to a State Board meeting within 90 days.

If there's any of you out there that have complaints about road conditions or have had an accident caused from road conditions being bad, contact Cricket.

The Fossil Run - We would like to let everyone know that there is no gas available between Primeville and Fossil. Any questions on beer sales contact Captain, 648-9311. Any interested ABATE Chapter that would like to rent our food trailer for the Fossil Run please contact Sonny Hubbard at 399-0753 or myself (April Rose) at 838-3901. We will provide moving permit, although the trailer does need tags, which will be up to ABATE Chapter.

Well, I think that's all for now.

Until next time,  
April Rose, Secretary

## **S.E. PORTLAND**

What do THOMAS SIEFKE, JOHN TAYLOR, and SHIRLEY PEARSON have in common? They all missed out on winning the Members Only drawing at the January 20th, February 3rd, and February 17th (respectively) meetings. That's right! At every meeting we draw Chapter members' names out of a hat and if that person is present they could win up to \$20. The money for this drawing comes out of our Chapter treasury by \$5 increments each time, up to \$20. This means that Thomas would have won \$15; John would have won \$20! Shirley would have won \$5. All you have to do is show up! (At the next meeting on March 3rd, the drawing will be worth \$10). This is just a little incentive to get members to attend our meetings. Shoot, I'm there most meetings and my name hasn't been drawn yet. Guess I'm waiting till it hits \$20 again. But, hey, it could be any S.E. Portland Chapter member - so come join us at the meetings. Could be worth your time and we'd sure like to see you there.

Oh well, at least come and party with us at the Anniversary Party on March 23rd at River Road House! Who knows? You might win some door prizes. Till then.

Happy Trails,  
Christine "Muffy" McClure  
S.E. Portland Chapter Secretary

## **WASHINGTON COUNTY**

No Report, First Time.

## **YAMHILL COUNTY**

Our Chapter's "Tree of Giving" in Willamina, December 22, was a rousing success. The idea of riding motorcycles on icy roads suited no one, but autos and 4-wheel drives provided a warm alternative in delivering Christmas gifts to nearly 190 needy children from 70+ homes.

The night before, Rainbow Roses Girl Scouts brightly pack-

aged the gifts and sorted them by route. We, 10 Santa's and as many Elves "suited up" at the meeting place by 9:00 a.m. and were on our merry way, after some coffee and munchies, to personally deliver the bags and bags of gifts to those on our separate routes, adorned in our bright red, white and black Santa biker suits. (The bells-a-jingling and red stocking caps with white fur balls were particularly striking).

Shit, it would have been a great show if we had a left on scoots, as planned, but the icy weather wouldn't cooperate and common sense prevailed. Anyway, everyone was back within 4 hours feeling in the spirit and enjoyed a food feast for late lunch.

This event was well publicized. The Girl Scouts did News Releases, and they were well written up in the Sheridan Sun, McMinnville News-Register and the Salem Statesman Journal. Thanks to all Santa's and Elves and especially those who made the trek over the ice from other Chapters. This will probably become an Annual Chapter Event, so stay tuned. The Girl Scouts were thrilled. So were we. And I'm sure the kids were (not to mention Kraig). \$300.00 went a long way; we even have Santa suits of our own for next year. Consider coming. There should be more giving.

(Don't tell Mary Alice Ford, but I wonder if there already IS a law against riding a motorcycle on icy roads. Maybe there still are small responsibilities for the individual to accept that government hasn't been fit to usurp.)

For the 2nd year we held a Chapter New Year's Party at Steve's. A good time was had by all!

"Red/White/Blue" are colors for candy canes, national flags and symbols of patriotism as presently displayed by many people as support for the Gulf War (and wars that we are involved in, in general). A recognized universal symbol of FREEDOM and LIBERTY, for only the sake of FREEDOM and LIBERTY, needs to be just as proudly displayed. I maintain that they only color of the rainbow left unused by other symbols is a solid bright BLUE.

Hey, this is long; I don't feel so bad about "No Report, 2nd or 3rd times."

Support Legalized Freedom  
Steve

(206) 695-8831



*Columbia Motorcycle*  
HARLEY-DAVIDSON

JAMES T. KREOFKY  
Owner

3312 E 4TH PLAIN BLVD  
VANCOUVER, WA  
SINCE 1945

All Motorcycle Rights Organizations are in  
the same boat.

But we need to remember that the vessel  
will only go in circles unless every oar is  
pulling in the same direction.

"Unity is the answer"



S.E.  
PORTLAND  
A.B.A.T.E.

ANNIVERSARY  
PARTY

SAT  
MARCH 23  
1991

8:00 P.M.

IRVING  
ROAD  
HOUSE

11921 S.E. 26th

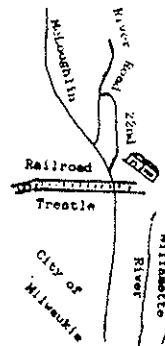
DONATION

\$5.00

DOOR  
PRIZES

LIVE  
MUSIC

FLOOR IT HARRY



Bike Parking in Front

Questions? Ed or Patti at 771 0186

8th  
annual

A.B.A.T.E.

of

Lincoln County  
Anniversary  
Party

Saturday March 30<sup>th</sup>

8:00pm - 1:00am

Moby Dick's  
Newport

Donation: \$3. single - \$5. couple

DJ. Dance Prizes  
Lip Sync

Call for more info: 265-2084



## WHO IS THE ENEMY

*The following is part 1 of an editorial commentary by Gregg Hardy, Board Member of the Motorcycle Riders Foundation. Part 2 will appear next month.*

Education not legislation. A catchy little phrase which has served Motorcycle Rights groups for many years. It has definitely had far reaching and positive effects for motorcycling. Legislation establishing motorcycle licensing procedures have been enacted into law in 49 states, 39 states now have laws establishing state administered motorcycle safety programs. Thirty-six of these programs are funded solely by motorcycle license and registration fees. I don't think any other segment of society representing a given mode of transportation can boast such a record of self involvement and self financing to promote better trained people in control of their vehicle, as well as a safer environment in which to operate that vehicle. Since, according to government studies, motorcycling is the only mode of transportation showing a decline in accidents and fatalities over the last ten years, and those states with the most advanced training programs showing declines as high as 39%, our record speaks for itself. Hard to figure out how we are the "social burden" when we have the better record. The thing to keep in mind is all this came about by legislation, at no cost to the taxpayers.

As we move into the 90's our role and new ideals must become educator of the legislator. No man or woman who has taken on the difficult task of being involved in the hundreds of issues and decisions required in today's government can be an expert in all fields, in fact, I feel it would be very safe to say 95% know very little about motorcycling or motorcycle safety. Legislators in today's government depend on large staffs of people poring over endless and often biased or erroneous reports on a given subject. As an example, Mitch Snyder is an advocate for the plight of the homeless. During a recent speech at Lehigh University, he told the student body that there were 3 million homeless in this country and that 45 homeless people die every minute. Since he is a purported "expert" in this field everyone accepted this as terrible examples of how America is falling apart and failing to provide for its people. However, if you take 45 deaths per minute times 60 minutes times 24 hours, you will find that 64,800 homeless must die every day. At that rate over 3 million must die in 7 weeks and the problem will have eliminated itself.

Our role as we go into the 90's has got to be going to the offense not defense as in the past. We must provide legislators with more and better factual information than the opposition.

At a time when many of our major cities are going broke, our water and air are at their poorest, we're being overrun by our trash, our educational system is producing the highest illiteracy rate, taxes of any sort are rising, and yet with all these major issues to deal with our state legislatures still had time for 545 bills applied to motorcycles in 1990 compared with 460 abortion bills. There is 1 abortion done every 3 minutes compared to 1 motorcyclist injured every 7,000 hours of riding time.

On the Federal level we are on the brink of war; have the same pollution and tax problems; the largest deficit ever; legislators who are giving themselves raises while cutting Social Security, Veterans benefits, Medicare; legislators who almost left our government budget to administer the programs they legislate; selling trees from our National Forests to lumber companies for \$1.00 and using tax dollars to build roads to get them to the tree; standing on the verge of another recession; letting taxpayers absorb the Savings and Loan fall, and the highest crime rate in history. Of course, it's hard for police to catch criminals while busying themselves with road blocks and radar guns to harass the average citizen. A judicial system that's so out of touch with reality that they let dangerous criminals on the street, while putting a first time drug offender in prison. There are more people in prison in the "Land of the Free" than any other nation in the world. In the midst of this soaring crime rate, they want to take away your constitutional right to keep and

bear firearms with which to defend yourself.

Regarding the "Drug War", a couple of examples of our government's wisdom in spending. Since 1986, the United States Customs Service has spent more than \$100 million to test, build and deploy seven radar balloons on the United States-Mexican border. How many smugglers have been caught in this effort? Less than 50!! In 1989, sailing for a combined 2,347 ship days costing \$33,200,000.00, the United States Navy and the United States Coast Guard seized seven ships and arrested only 40 drug smugglers.

There is a complete disregard where State or personal rights are concerned. It almost seems that with the beginning of Civil Rights came the end of personal freedom. In the midst of all this, there are seven Federal branches involved in motorcycle issues. What could make this such a priority item?

Motor vehicle accidents account for \$6 billion annually in medical costs, or 1% of the \$600 billion spent annually on health care in the United States. Motorcycle accidents represent something in the rate of 8 to 10 percent of motor vehicle accidents, or less than one-tenth of one percent of total health care costs.

How are runaway health care costs the patients fault? According to the Health Care Finance Administration Office of National Cost Estimates, health care costs rose more than twice as fast as inflation over the past ten years. The new Federal budget does nothing to control doctor's fees, hospital costs, or drug costs. It did cut \$40 billion in Medicare, \$10 billion coming directly from senior's pockets. Once again, one is forced to ask, what could make something so small compared to so many other major issues such a priority item? There can be only one answer, millions and millions of dollars paid to lobbyists or special interest groups, such as Advocates for Auto and Highway Safety. This is an organization recently formed by Joan Claybrook with a million dollars in funding from the insurance industry. This is the same Joan Claybrook who started this in 1966, by threatening to withhold federal highway funds unless states passed mandatory helmet laws, she was Secretary of Transportation at the time. That's right, this has been going on for 25 years.

Talk about the real thing in Social Burden. How many hundreds of thousands of legislative man hours have been spent in all 50 states over the past 25 years, passing, repealing, modifying, etc.? How many more crucial issues have not gotten the time for possible better solutions? How many billions of taxpayers dollars have been spent in wages of staff, legislators, judges, governors, on this issue in the past 25 years? In 1990, attempts to impose mandated helmet laws in 11 states were defeated. In Maryland 7 different helmet law bills were introduced and defeated. Now in 1991, Joan Claybrook and her insurance industry funded organizations are going to try to get "Federal Mandatory Seat Belt and Helmet Laws" passed, by once again, having the Federal Government withhold Federal Highway Funds from states that do not bow to this government mandate. The Highway Funds is money generated by us, the citizens of this country through federal gasoline taxes, so what we have is our government "blackmailing" its citizens with their own money.

*To be continued next month ...*

## 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

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

March 16	State Poker Run Portland	Angie Jense Rusty Taylor	284-9858
April 13	State Board Meeting Creswell	Rotten Roger	284-9858
May 11	State Board Meeting Creswell	Rotten Roger	284-9858
May 25-26	Fossil Run State Run, Bear Hollow Campground	Rotten Roger	284-9858
June 8	State Board Meeting (To be announced)	Rotten Roger	284-9858
June 22-23	Run To The Sun Poker Run Columbia River Chapter		
July 13	State Board Meeting (To be announced)	Rotten Roger	284-9858
July 20-21	Beaver Creek Run Lincoln County		
July 26-28	S.O.S. Run Jackson & Josephine Counties	Scott Bukovac Frank Way	582-2315 535-6537
August 3-4	Fox Creek Salem		
August 10	State Board Meeting (To be announced)	Rotten Roger	284-9858
August 17-18	Summer Run N.E. & S.E. Portland	Pastor Eugene (N.E.) Pastor Vic (S.E.)	(206) 254-5181
August 25	Windy Creek Run Douglas County	Cindy & Tim Maley Allen & Joy	673-2807 672-5415
August 30-September 1	Labor Day Run Lane County	John Ware	935-8033
September 14	State Board Meeting (To be announced)	Rotten Roger	284-9858
September 15-16	End of Summer Run N. Coast, Yamhill & Washington Co.'s	Captain Don Smack	648-9311 738-7156
September 20-22	Last Chance Run Josephine County		
October 12	State Board Meeting Creswell	Rotten Roger	284-9858
November 9	State Board Meeting Creswell	Rotten Roger	284-9858
November 23	Toy Run Washington County		
December 7	Portland Toy Run	Gary Martin	639-0873
December 14	State Board Meeting Creswell	Rotten Roger	284-9858

## Nobody's Freedom Is Safe While THE LEGISLATURE IS IN SESSION

(Salem, Oregon, 1/7/91) The Oregon Legislature has convened today and that means it is ever more important to contact your elected official by phone or letter. As BikePAC has stated before, there were 16 pieces of legislation dealing with motorcyclists alone last session. We feel certain that once again, motorcyclists will be targeted with more negative legislation such as P.I.P. (Personal Injury Protection). BikePAC's prompt action last session was responsible for stopping this bill before it had a chance to move forward.

BikePAC cannot do it alone. As in the past, we must unite to communicate with our elected officials to let our voices be heard and counted. When you are asked to be part of the phone tree or some other type of assistance, don't hesitate. Please help us to preserve your freedom and to monitor the legislature to insure positive political decisions regarding the life-style we choose.

BikePAC representatives are available to inform your membership how they can be helpful. Please call Brian (298-1317) or Butch (363-6106) to be scheduled.

REMEMBER: BikePAC is for you, and without your participation, we cannot achieve the goals you've helped set for the future. Dig deep and help with membership and personal contribution.

With respect  
Butch Harbaugh  
Legislative Director  
BikePAC of Oregon

### In Legislative Counsel

#### At request of BikePAC of Oregon:

- HB 3035 - Require knowledge and skill test for operator endorsement for all mopeds.
- HB 3037 - Medical exemption from motorcycle helmet use.
- Amend seat belt law - failure to wear seat belt would not be reasonable cause to stop and ticket.

#### At request of Doc Schuster:

- HB 2551 - Exempts certain persons from motorcycle helmet requirements if they are riding a motorcycle that is at least 25 years old.

#### Assigned to House Transportation Committee:

##### At request of Rep. Mary Alice Ford/OR Task Force on Head Injury

- HB 2284 - Requires snowmobiles to have safety flags (same as law for ATV's).
- HB 2285 - Requires helmet use on snowmobiles and ATV's.
- HB 2286 - Requires helmet use on bicycles by children age 12 and under; \$50 fine for parent or guardian.

#### At request of House Interim Transportation Committee:

- HB 2315 - Requires operator of Class III ATV (two wheeled) to either have a drivers license or be accompanied by person age 18 or over who has license.

Legislative Information 1-800-332-2312  
Legislators 1-800-327-7389

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

## A RESPONSE FROM THE BURROUGHS WELCOME CO.

January 18, 1991

Dear Mr. Dahl:

Thank you for expressing your concern about our recent television commercial for SUDAFED® brand nasal decongestant. It is our intent to avoid offending anyone in our advertisements, and we apologize if you feel insulted.

It is important to remember that advertisements not only promote products and services, but also inform the public about serious societal concerns. One of these concerns is the risks that drowsy individuals take while driving. We believe the public should be aware of this potential danger. In fact, we designed the TV commercial in question after reviewing the National Highway Safety Association's public service campaigns on the importance of being alert while driving and the role antihistamines play in causing drowsiness. We note that the American Motorcycle Association's safety training film "Riding Straight" also raises similar concerns about driving after taking medications, including antihistamines.

In producing the commercial, we wanted to make sure the viewing public could easily distinguish between the two drivers — the one who had taken the SUDAFED product which does not cause drowsiness and the one who had taken an antihistamine product which often does. Because using two cars could be confusing in a short commercial, we chose a car and a motorcycle to make the distinction clear. The car driver was chosen as the one taking the SUDAFED Tablets because more viewers will associate themselves with driving cars.

The vital point of the commercial is: taking antihistamines and driving — whether it be a motorcycle, car, truck, van or moped — can be dangerous. We are not suggesting that people riding motorcycles are more irresponsible than other people.

Thank you again for sharing your views about our television advertisement. We value your support of Burroughs Wellcome Co. and its products and hope you will understand the nuances of advertising. We have already been in contact with the American Motorcycle Association to discuss this issue.

Sincerely,  
Dorie Monroe  
Professional Services Manager  
Burroughs Wellcome Co.  
3030 Cornwallis Road  
Research Triangle Park, N.C. 27709  
Telephone: 919-248-3000

## 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

## WHY NATURE ABHORS A VACUUM

by Dave Barry - Washington Post

Here at the Bureau of Medical Alarm, we continue to receive shocking new evidence that being human is an extremely dangerous occupation that probably should be prohibited by law.

For example, consider the alarming article sent in by alert reader Jessica Bernstein from the August 10, 1984, issue of the Journal of the American Medical Association, entitled "Toothpick-Related Injuries in the United States, 1979 Through 1982." This article notes with concern that although toothpicks "are long, slender, hard, sharp and indigestible, they are rarely considered objects of potential injury and death." Yes! Death! The article reports that during the period studied, there were thousands of toothpick-related injuries and three actual "fatalities".

What gets our goat, here at the Bureau of Medical Alarm, is that these needless tragedies could be avoided if the government would simply require all toothpicks to carry this printed message:

**"WARNING: THE SURGEON GENERAL HAS DETERMINED THAT YOU SHOULD NOT SWALLOW THIS TOOTHPICK OR STAB YOURSELF IN THE EYEBALL WITH IT WHILE TRYING TO READ THIS WARNING."**

Why hasn't this been done? When will the politicians stop knuckling under to the powerful toothpick lobby, with its easy money, fast boats and loose women? How come powerful lobbies never send loose women down here to the Bureau of Medical Alarm? These are some of the questions that were very much on our minds until we were distracted by an even more alarming article, sent in by alert reader Betsy Powers, from the July 5, 1980, issue of the British Medical Journal. Unfortunately we cannot be too specific about this article, because this is a family newspaper (it has a wife newspaper and two little baby newspapers at home). All we can say is that the article involves an upsetting development that can occur when a well-known male body part gets too close to a working vacuum cleaner. This seems to be a fairly common occurrence, at least in Britain. The article contains the following quotations, which we swear we are not making up, although for reasons of tastefulness, the body part will be referred to as "Morton" (not its real name):

"Case 1 - A 60-year-old man said that he was changing the plug of his Hoover Dustette vacuum cleaner in the nude while his wife was out shopping. It 'turned itself on' and caught his Morton ..."

"Case 2 - A 65-year-old railway signalman was in his signal box when he bent down to pick up his tools and caught his Morton in a Hoover Dustette, 'which happened to be switched on.'"

These quotations definitely touched a nerve here at the Bureau of Medical Alarm. Clearly, males need to be more careful, especially if they get naked anywhere near a Hoover Dustette, which is apparently auditioning for a role as a major appliance in "Fatal Attraction II."

What you are no doubt saying to yourself now is, "Hmmm, I wonder if there have been any similar incidents involving lobsters." We regret to report that the answer is yes, as we learned from an article alertly sent in by Janice Hill (notice that it is women who are sending these articles in).

This article concerns a man who attempted to steal a lobster from a Boston fish market by stuffing it (the lobster) down the front of his pants. The lobster had been wearing those rubber-band handcuffs, but apparently they slipped off, and the lobster, with revenge on its tiny mind, angrily grasped hold of the first thing it found, and we will not go into what happened next except to say that, if you are a guy, it makes a toothpick to the eyeball sound like a day at the Magic Kingdom.

We actually have MORE alarming medical items here, including a really good one about a moth that flew into a noted Denver attorney's ear canal and refused to come out voluntarily. But we're

running out of space, so we'll just close with this Health Reminder: Don't smoke or drink. Or eat. Or go outside. Or breathe. And men: If you MUST change a major appliance plug in the nude, PLEASE, wear a condom. END

Live Music

Food-Beer-Wine

### Grizz & Lori's B & I TAVERN

18828 SE Stark

Portland Oregon 97233

(503) 686-9878

Reprinted from February 1991

Hoosier Motorcyclist, An ABATE of Indiana Newsmagazine

## VALUES OF A RISK FREE SOCIETY?

Excerpts from "Nation's Restaurant News," January 1991

While a certain amount of caution is beneficial, too much is devastating. "There is a major desire to eliminate all risk in our society," said Edward Rensi, president of McDonald's, USA. "We've managed to measure risk in parts per billion and even parts per trillion - and very few of us can comprehend those numbers."

Although the Food and Drug Administration said such incredibly tiny levels often do not represent health hazards, the public perception, fueled by creative media is that even minute levels are too much ... not a tolerable risk.

As Rensi portrayed it, "Our society is becoming so paralyzed by fear that we are finding ourselves unable to act at all."

Referring to some of the consumer activists, Rensi declared: "These self-appointed saviors have a single-minded mission and we are willing to misinform, to confuse and to scare the American public about the risks of daily life. Whenever we're silent, we aid their cause."

Risk indeed is a vital component of meaningful progress and "is the bridge between dreams and fulfillment. Without a willingness to risk, there is only fearful stagnation. Dreams are dying in our society's fruitless quest for a world without risk."

We can't live in a guaranteed pure vacuum. Nor should we try to achieve 100% perfection all the time.

"Nothing ventured, nothing gained," the saying goes and applies to eating out as well as other endeavors. Responsible risk is a necessary ingredient of food-service employment.

*Sounds familiar, huh?*

WITHOUT OUR ADVERTISERS, YOU  
WOULDN'T BE READING THIS.  
**TELL THEM YOU  
APPRECIATE THEIR  
SUPPORT!**

## THE LETTER

by Pat Gleason

Mike and Rusty left the hotel and rode back to D.C. to the tavern that they were at the night before. They parked their bikes and went inside. Rusty ordered a pitcher of beer and two glasses and went to the table where Mike was sitting.

"Hey man. Want a beer?" Rusty asked Mike as he got to the table.

"Yeah, pour it for me, will ya?" Mike said to Rusty.

"Well, what do ya think? I'll tell you what I think," Rusty expressed with concern. "I don't want to die, but I think that it might be one hell of an assignment to do. How exactly did he say we were gettin in to his complex?"

"Well, I think that he said we will be air dropped by a C-130 and ride in with the rest of the berets and then go in and get him. We're gonna have gunners riding with us in the hacks that will be clearing a path for us," Mike declared with authority.

"I think that we may have a chance if we hit them hard and fast," Rusty said as he finished his beer and poured another.

"Yeah, there shouldn't be any problem at all," Mike said to Rusty as he took a drink off his beer. "Look who's here! It's the girls from last night, Fran and Sue. Let's go see what their up to."

"Great idea, man. I'll grab the beer and follow you," Rusty said excitedly as he followed Mike over to where the girls were sitting.

Mike and Rusty stayed with the girls that night. The next morning all four of them decided to take a ride up to New York city. It was a four and a half hour ride to the Big Apple, but it was a perfect early fall day, low humidity and about 75°. They rode over to the Empire State building, parked the bikes and rode the elevator up to the top, where they couldn't believe the view.

"Man, this is fantastic. I can't believe the clear sky today. I feel like I'm on top of the world," Rusty declared as he looked out upon the city. "Hey, let's do it! Let's get that sucker out of there. I'm ready!"

"What do you mean? What are you talkin about?" Mike queried.

"I'm talkin about gettin Saddam. Let's head back so we can tell the Commandant that I'm ready to do it!" Rusty answered back with enthusiasm in his voice.

"Well, we don't have to be back till tomorrow. I think we ought to hang around here for the night," Rusty said back to Mike. "I'd rather not ride out of town during rush hour. We sure aren't in Seattle anymore."

"Yeah, but we'll be back before we know it," Rusty declared with authority.

The guys decided that they would spend the night at the Hilton in New York. When they got there, the valet said that they would keep their Harleys safe while Rusty and Mike slept. The next morning, Mike called the Pentagon and told the Commandant that they would do it, and that they would be back in town by 2:30 in the afternoon. The general said that he would expect them when they showed up. Mike hung up the phone and went to Rusty's room.

"Hey man! You awake?!?" Mike yelled beating on the door. "It's 8:30 in the mornin'. Get your butt outa bed!"

"Shut Up! I can hear ya!" Rusty yelled back through the door.

"Hey, I'm ordering breakfast on you. Come on over when you're ready," Mike said to Rusty. He then turned and went back to his room.

Rusty got out of bed and headed toward the shower. Sue was already in there, so he waited until she got done. After he got done, they got dressed and went over to Mike and Fran's room.

Rusty opened the door and said, "Where the hell's breakfast? I thought that it would be here by now!"

"I thought that you were the man with the food when you first came up to the door," Mike said as Rusty and Sue walked in and

sat down on the couch.

"I hope that he gets here soon. I'm starving!" Rusty shouted.

Just then there was a knock at the door. Rusty got up and opened the door. The valet was at the door and rolled their food in on the cart. Rusty tipped the valet, and he went out the door.

"What all did you order? Looks like ham, eggs, toast, yogurt, coffee and milk. Hell, it even looks like you got biscuits and gravy. Good job, buddy. What did you get for yourselves?" Rusty sneered as he said it.

"I got myself the biscuits and gravy, and you can have the ham and eggs. The girls wanted the yogurt and the milk. Luckily they sent two pots of coffee for us. Hey man. It only cost you \$50. What more do you want?" Mike said back to Rusty.

"Let's pig out. I want to get on the road. I need a healthy injection of Harley-in-the-wind," Rusty stated as he reached for the ham and a cup of coffee.

They got done with their food and got ready to hit the road. They rode the elevator down to the front lobby to pay their bill. Mike, Rusty and the girls went outside to the bikes. There, they tipped the valets \$50 for watching the bikes. The ride out of the Big Apple was not very good. A cab cut Rusty and Sue off, just as they were pulling out into traffic. Rusty was able to keep the bike under control, thanks to the riding courses that he had taken over the years. The rest of the ride was fine all the way back to D.C. They took the girls back to their apartments and were at the Pentagon by 2:30 exactly. They walked into the Commandant's office where the same young marine was there to greet them. He told them to have a seat and he would tell the general that they had arrived.

Mike looked at Rusty and said, "This is your last chance. Now or never."

"I'm ready! I can handle it. I imagine that it is goin' to be difficult, but I can do it," Rusty said proudly back.

The general's door opened and the marine told them to go inside.

"Well, good to see you guys again. I hope that your answer is the one that we are looking for," the Commandant said as he shook both the guys hands. "I know that you are now wondering what your basic training is going to be like."

"Well, we've come back to tell you that we're gonna do it," Mike answered back to the general. "What is the training going to be like?"

"It's going to be intense. Your are going to go through basic, then you will go through the training for Green Berets. Sound's like fun, doesn't it?" the general remarked to Mike.

"We're ready! We want to kick some butt!" Rusty shouted back.

"I see somebody gained a little enthusiasm. I like to see that in my troops. Yeah, you're going to like it. I know that you're going to love these bikes to. Wait until you see them!" the general said back to Rusty. "You will be leaving for Paris Island in the morning at 6:00 a.m. Be there no later than 5:45 am, which is now going to be known as 0545. You do remember your military time don't you?"

"Yeah, we remember it," Mike replied back.

*To be continued...*

**VOTE!**  
**PEOPLE AROUND THE**  
**WORLD ARE DYING FOR THE**  
**RIGHT.**

Reprinted from The Associated Press

## ROADBLOCK CHECKS MAY BE ALLOWED

Police again would be allowed to use roadblocks to find drunken drivers under a bill introduced Thursday in the Oregon House.

Under HB2584, people stopped at a roadblock would have their driver's license suspended and their vehicle impounded for 24 hours if they refused a breath test or if a breath test indicated that they were intoxicated.

In 1987, the Oregon Supreme Court ruled that police had no authority to conduct random checks to search for evidence of crimes such as drunken driving.

The new legislation, sponsored by Rep. Mike Burton, D-Portland, is aimed at getting around the court ruling by having violators lose their license under administrative procedures rather than face criminal charges.

Other bills introduced Thursday would:

- Amend the Oregon Constitution, upon voter approval, to require annual sessions of the Legislature, SJR9, Sen. Bill McCoy, D-Portland.
- Provide partial public financing for state House and Senate candidates who agree not to exceed voluntary spending limits, SB700, Sen. Jim Bunn, R-McMinnville.
- Allow public employees with 27 years of service to retire on full pension at age 55, SB576, Sen. Cliff Trow, D-Corvallis.
- Increase the state tax on beer, wine and liquor to help pay for programs to combat drug and alcohol abuse, HB2587, Rep. Kevin Mannix, D-Salem. *END*

Reprinted from January 23, 1991  
ABATE of Washington Press Release

## MOTORCYCLE HELMET LAW REPEAL, LINKED TO HEALTH INITIATIVE

### 1,000 Riders Now Needed To Gather 150 Signatures

(Olympia, Wash.) Motorcyclists seeking to repeal the mandatory adult helmet law imposed June 7, 1990 by Governor Booth Gardner can finally do something about it.

ABATE of Washington Legislative Affairs Chairman, Jody Daigneault, has drafted an initiative which attaches a helmet law repeal to a law setting cost ceilings for certain basic medical care treatments. Under the initiative hospitals and doctors would have to charge rates held down by a public commission in the same way rates are controlled for other public necessities such as water, electricity, telephone service, and garbage collection. The initiative would treat a hospital district just like a public utility district or other powerful monopoly.

An initiative requires 150,001 signatures. "The arithmetic is simple," Daigneault says, "we need 1,000 people committed to collect 150 signatures each. We're recruiting volunteers for an elite One of One Thousand list. To help win the repeal battle send your name and address to Box 26, Olympia, 98507-0026. The sooner you join, the lower your One of One Thousand number will be. You don't have to join or support ABATE to sign up."

"We didn't make helmets a health care issue," Daigneault added. "The medical special interests did when they attached helmets to one of their pet health care bills. We can repeal this discriminatory law the same way." *END*

# ACCIDENT?? ATTORNEYS WHO RIDE

## RIDE FREE RIDE PROTECTED



Local Oregon Offices  
To Serve You

Law Offices of

## Richard M. Lester

A Law Corporation

- Free legal consultation
- Founder of **Aid to Injured Motorcyclists**
- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
- Financial Sponsor of  
**National Coalition of Motorcyclists**

### 24 Hours - Toll Free

CALIFORNIA

## (800) ON-A-BIKE (800) 531-2424



# FOSSIL TALK

## Hi there members:

I have joined lots of functions throughout the State and have had a lot of fun and have met lots of neat people. But I have also experienced some disappointments.

When we talk about Fossil Run: Our only State function that allows our organization to better itself for all of us and unfortunately there are still people out there sniveling because beer is being sold.

Well friends, have you heard the price of camping nowadays. To camp you pay \$10 to \$12 a night for tent space, and trust me, that's all you get. \$12 to \$15 for a space with hookups. Big deal that's still all you get for one night. At Fossil you camp all week if you want for \$10 to \$12, or \$15 to \$17, depending on your status. This includes being able to listen to nice music, dance if you like, have great fellowship with brothers and sisters you have not seen all year and those you see every day as well, have your choice of foods to choose from for a very reasonable fee, see all kinds of memorabilia you want to see from jewelry to motorcycles for sale. Then you still have the adult entertainment that finally gets you relaxed from all the days activities of games and fun and you still have the audacity to bitch because beer is being sold. Now does that make sense? Ask yourself. You can ride (something you have been looking forward to through the winter snow and sleet) for a long time.

Well, now you have your opportunity and still some of you prefer to lug yourselves down with beer, pop and food that you are going to have to cook yourselves, beer that you probably will have paid more for than what you could have bought at Fossil if you had not had to load it all up. And to close this letter my friends you still get chances at door prizes.

When you have weighed this situation, smile and call yourselves whatever you want to call yourselves for forgetting the purpose of this run.

Communication, my friends is not cheap and putting money into our organization allows us to have better communication with everybody.

So think about it and please don't call me to bitch because I felt like bitching a little. Write to the Newsletter Editor!

Thanks to all,  
Angie Jensen  
See you at Fossil



The Only Way  
To Survive  
An Accident ...

## Is To Avoid It!

Learn Motorcycle Rider Education.  
Call 1-800-922-2022

## FOSSIL FUEL (pun intended)

by The Ghost, Stan Johnston

After reading the Oregonian article about station closures and my conversation with Rotten Roger, I decided to take ride and do a bit of checking. My proposed route was over Hood on Hwy. 26 to the intersection of Hwy. 216 to Maupin, over Bakeoven to Shaniko, Hwy. 218 to Antelope, to Fossil via Hwy. 218. Listed below are areas of fuel availability at present and future.

C.J.'s Chevron, Hwy. 26, 11.3 miles West of Hwy. 26/216. No report of closure at this time. This is approximately 16 miles West of McCubbin's Gulch run site.

Pine Grove Texaco, 7.6 miles further past on Hwy. 216. Has new above ground tanks. Pine Grove Mercantile approximately 1/2 mile further has fuel and is not forecast to close.

Walters Corner, 6.1 miles east on Hwy. 216.

Intersection of Hwy. 216 and 197, Tygh Valley to North, approximately 7 miles, Tygh Mercantile has fuel. Maupin approximately 3 miles South on Hwy. 197 has multiple gas stations.

Shaniko approximately 30 miles via Bakeoven Road has Texaco. The lady in charge said they would be open for those good ol' bikers.

Antelope 8 miles south on Hwy. 218 has one pump and is forecast to be open.

Fossil, approximately 35 miles east on Hwy. 218. Owner of Chevy dealer stated they were good till October and would work with us to be open for our run. All persons I talked with were enthusiastic about our coming.

Condon, approximately 20 miles north on Hwy. 19. Owner at Texaco stated that he would be installing above ground tanks, but he would work around our run. There is also Shell and Chevron in Condon. He also stated that the Oregonian was a bit ????? (sorry, the top of the letter got cut off and I don't know what Stan had to say here - editor) till October due to waiver on insurance until that time.

From Condon I headed on North to Arlington due to 20 degrees and slick roads. The Condon/Arlington section of Hwy. 19 is badly broken up but probably will be patched in time for our run.

Arlington has two stations with no forecast of closing.

On home via Hwy. 84. Guess you all know the gas situation this leg. 216 miles, Fossil to Hillsboro. Oh yes, since my mother didn't raise many fools, I took the van for a more comfortable ride.

The Ghost, Stan.

## RIVER ROAD HOUSE TAVERN

RIVER ROAD & McLOUGHLIN  
MILWAUKIE, OREGON

GOOD FOOD  
FRIENDLY FACES

ABATE MEMBER - SUPPORTER

OWNER : SHIRLEY PEARSON



## DOCTOR'S ORDERS

by Bill Turkus

The world is constantly changing. How many times have you heard that cliché. I like my life-style and as far as I am concerned it's not changing and neither am I. I buy it, too bad the world won't leave me alone.

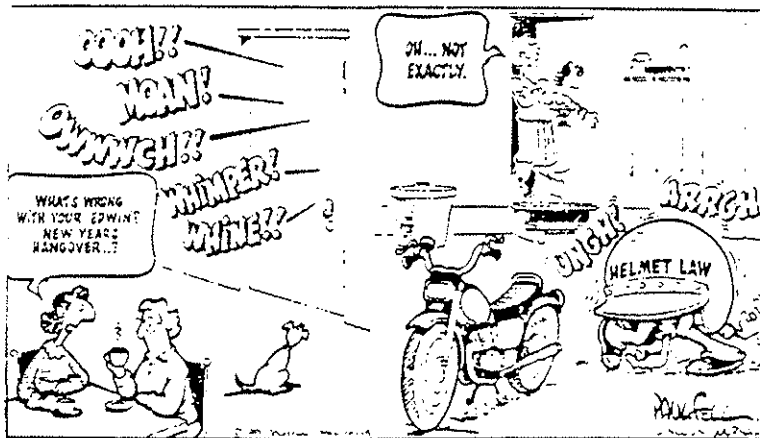
You know the story about the overweight people (me included) who go to the doctor and are told lose it or risk early death. So you push away from the table sooner, or go to the fat farm, or try some "Fad" diet. Six months later the diets over, the weight is back, plus a few pounds and you say to yourself, "At least I'll die happy". The people who lose the weight and keep it off do it by changing their life-style. They change their eating habits and do whatever it takes to keep the weight off. They swear they are happier than they have ever been. I look at the smorgasboard and I'm sure they are all liars.

Back to my life-style. If I want to keep riding, then I need an attitude adjustment. I don't care if I die fat, it's better than being hungry, but I'll be damned if I'll die without my motorcycle. If I have to give it up, it will be my decision, not someone else. The problem is that I am telling this too all of you, who understand this. I should be telling this to my elected representatives. Time to change my life-style a little. From now on I am going to write at least five letters a month to all my elected representatives in the state and federal government. One to each of my two U.S. Senators, one to my Congressman and one each to my State Senator and State Assemblyman.

What am I going to tell them? First, that I will be a biker for life. I am not going away. I will write to them every month to remind them I am still here. When they are gone I will write to their successor. I will ask that they listen to my views. I will tell them to watch for legislation that will hurt me and alert me whenever it is introduced. I will support my representative whenever our views agree and I will trust he will hear my viewpoint before making decisions that will affect me. If this isn't possible then he will hear my opposition monthly, if not more frequently, and I will send copies to his political opponents to obtain their viewpoint and see if they want to seek my support.

Motorcyclists have flexed their muscles on rare occasions. Remember the Superbike Ban. When the problem subsides we disappear and only reappear after another crisis occurs. S-1007 comes to mind. It's time to tell these people that we are out there, will always be out there and are not going away.

Change your life-style. Write five letters a month. Like the doctor said, "If you don't, you are shortening your life." **END**



## SLEDDING SEASON BRINGS MORE THAN HARMLESS FUN

by Ira Dreyfuss

Washington (AP) - Think sledding is harmless fun? Experts concede it's fun, but they dispute the idea that it's harmless.

"It's a very common misperception that sledding is perfectly safe," said Robert Dershewitz, chief of pediatrics at the Braintree, Mass., office of a health maintenance organization, the Harvard Community Health Plan.

Dr. Dershewitz reviewed the dangers in the American Journal of Diseases of Children. The study is based on hospital statistics collected by the Massachusetts Department of Public Health over three years ending August 30, 1982, but the breakdowns are similar to those in other studies, Dr. Dershewitz said.

The federal Consumer Product Safety Commission reports 31,809 cases in which sledders had to come to hospital emergency rooms in 1989.

Forty-one percent of injuries in Dershewitz's study were to children ages 5 to 9, and almost two-thirds of the total 211 cases came early in the sledding season - December or January.

Serious injuries, such as concussion, internal injury or broken bones, took place in 21 percent of all sledding-related cases, often because the sledder ran into a fixed object such as a telephone pole, tree or fence, the study said. Nine percent of all sledding injuries required hospitalization, with an average stay of about six days.

A separate study of injuries brought to The Children's Hospital of Eastern Ontario in Ottawa found 38 percent happened because children fell off the sled, said Dr. Chandra Vaidyanathan, the study's prime author.

Thirteen percent of the 172 cases from December 1987 to April of 1988 resulted from a collision with another sled, 18 percent from striking a tree, and 13 percent from striking other objects, she said.

Also, she said, 10 percent came from collisions with another person - generally when one child was walking up the run while another came sledding down.

Drs. Dershewitz and Vaidyanathan conceded that their figures don't tell how much risk a child faces, because they had no total number of sledders against which they could compare. But both said the sport could be safer.

The surface should be snow-packed but not icy, Dr. Dershewitz said. A sled will go slower on snow than on ice, and snow will cushion the impact if a sledder falls, he said.

The run should have no more than a 30-degree incline, and include a long runoff.

The area should be examined closely to make sure there are no hazards such as poles, fences, snow-covered boulders or nearby traffic, Dr. Dershewitz said. Dr. Vaidyanathan agreed, saying the two deaths reported in her study occurred when sledders skidded into traffic.

Sledders should be dressed properly - including bicycle helmets, Dr. Dershewitz said.

In fact, he said, sledders would be better off going down feet first.

"The really significant injuries occur with the collisions - the head first kind of thing," he said. **END**

**Will they ever give up?!!**



# SENATE STANDING COMMITTEE MEMBERSHIP

## Agriculture & Natural Resources

Dick Springer, Chair  
Joyce Cohen, Vice-chair  
John Brenneman  
Wayne Fawbush  
Shirley Gold  
Bob Kintigh  
Eugene Timms

## Business, Housing & Finance

Jim Hill, Chair  
Peg Jolin, Vice-chair  
Jane Cease  
Joyce Cohen  
Bill Kennemer

## Education

Shirley Gold, Chair  
Bill McCoy, Vice-chair  
Peter Brockman  
Joan Dukes  
Ron Gensky  
Paul Phillips  
Cliff Trow

## Government Operations

Glenn Otto, Chair  
Jane Cease, Vice-chair  
Jim Bunn  
Ron Gensky  
John Kitzhaber  
Tricia Smith  
Dick Springer

## Health Insurance & Bio-Ethics

Bob Shoemaker, Chair  
Joyce Cohen, Vice-chair  
Jeannette Hamby  
Lenn Hannon  
Frank Roberts

## Human Resources

Bill McCoy, Chair  
Cliff Trow, Vice-chair  
Shirley Gold  
Bill Kennemer  
Paul Phillips

## Judiciary

Joyce Cohen, Chair  
Jim Hill, Vice-chair  
Peter Brockman  
Jim Bunn  
Jeannette Hamby  
Bob Shoemaker  
Dick Springer

## Labor

Grattan Kerans, Chair  
Larry Hill, Vice-chair  
Peter Brockman  
Bob Kintigh  
Bob Shoemaker

## Redistricting

Glenn Otto, Chair  
Dick Springer, Vice-chair  
Bill Bradbury  
John Brenneman  
Jim Bunn  
John Kitzhaber  
Mae Yih

## Revenue & School Finance

Jane Cease, Chair  
Joan Dukes, Vice-chair  
John Brenneman  
Shirley Gold  
Ron Gensky  
Bill McCoy  
Tricia Smith

## Rules

Frank Roberts, Chair  
Bill Bradbury, Vice-chair  
John Brenneman  
Jane Cease  
Joyce Cohen  
Lenn Hannon  
Mike Thorne

## Telecommunications & Consumer Affairs

Peg Jolin, Chair  
Glenn Otto, Vice-chair  
Jim Bunn  
Bill Kennemer  
Bob Shoemaker

## Trade & Economic Development

Wayne Fawbush, Chair  
Bill Bradbury, Vice-chair  
Jeannette Hamby  
Jim Hill  
Peg Jolin  
Eugene Timms

## Transportation

Joan Dukes, Chair  
Bill McCoy, Vice-Chair  
Peter Brockman  
Glenn Otto  
Paul Phillips  
Tricia Smith  
Eugene Timms

## Water Policy

Larry Hill, Chair  
John Kitzhaber, Vice-chair  
Wayne Fawbush  
Bob Kintigh  
Eugene Timms  
Alternate: Dick Springer

## Ways & Means

Mike Thorne, Co-Chair  
Bill Bradbury  
Lenn Hannon  
Larry Hill  
Grattan Kerans  
Frank Roberts  
Cliff Trow  
Mae Yih

**ARE YOU REGISTERED TO VOTE?**

**X** \_\_\_\_\_

**DON'T PUT IT OFF!  
THE PEOPLE WHO ARE MAK-  
ING THE LAWS AREN'T!**

# HOUSE STANDING COMMITTEE MEMBERSHIP

## Agency Reorganization & Reform

Bev Clarno, Chair  
Bruce Hugo, Vice-chair  
Tom Brian  
Larry Campbell  
Kelly Clark  
Gene Derfler  
Vera Katz  
Alternate: Delna Jones

## Agriculture, Forestry & Natural Resources

Walt Schroeder, Chair  
Liz VanLeeuwen, Vice-chair  
Sam Dominy  
Bill Dwyer  
Tim Josi  
John Meek  
Chuck Norris

## Business & Consumer Affairs

John Schoon, Chair  
Hedy L. Rijken, Vice-chair  
Jerry Barnes  
Lisa Naito  
Carolyn Oakley  
Beverly Stein  
Greg Walden

## Education

Carolyn Oakley, Chair  
Vera Katz, Vice-chair  
Bruce Hugo  
Delna Jones  
Mike Nelson  
Bob Pickard  
Walt Schroeder

## Environment & Energy

Fred Parkinson, Chair  
Jim Whitty, Vice-chair  
Mike Burton  
Peter Courtney  
Lisa Naito  
Chuck Norris  
Bob Repine  
Liz VanLeeuwen  
John Watt

## Housing & Urban Development

Bob Repine, Chair  
Judy Bauman, Vice-chair  
Marie Bell  
Rod Johnson  
Dave McTeague  
Gail Shibley  
Ron Sunseri

## Human Resources

Mary Alice Ford, Chair  
Beverly Stein, Vice-chair  
Jerry Barnes  
Cedric Hayden  
John Meek  
Hedy L. Rijken  
Jackie Taylor

## Intergovernmental Affairs

Liz VanLeeuwen, Chair  
Ron Cease, Vice-chair  
Tom Josi  
John Meek  
Bob Pickard  
Gail Shibley  
John Watt

## Judiciary

Randy Miller, Chair  
Tom Mason, Vice-chair  
Ray Baum  
Judy Bauman  
Marie Bell  
Tom Brian  
Kelly Clark  
Jim Edmunson  
Rod Johnson  
Kevin Mannix  
Del Parks  
Ron Sunseri

## Judiciary Subcommittee on Civil Law & Judicial Administration

Ray Baum, Chair  
Marie Bell  
Tom Brian  
Kelly Clark  
Jim Edmunson  
Rod Johnson  
Kevin Mannix  
Randy Miller

## Judiciary Subcommittee on Crime & Corrections

Randy Miller, Chair  
Ray Baum  
Judy Bauman  
Tom Brian  
Rod Johnson  
Tom Mason  
Del Parks  
Ron Sunseri

## Judiciary Subcommittee on Family Justice

Kelly Clark, Chair  
Judy Bauman  
Marie Bell  
Jim Edmunson  
Kevin Mannix  
Tom Mason  
Del Parks  
Ron Sunseri

## Labor

Gene Derfler, Chair  
Kevin Mannix, Vice-chair  
Sam Dominy  
Jim Edmunson  
Rod Johnson  
Bob Repine  
John Watt

## Legislative Rules & Reapportionment

Greg Walden, Chair  
Peter Courtney, Vice-chair  
Ray Baum  
Larry Campbell  
Margaret Carter  
Ron Cease  
Bev Clarno  
Carl Hostick  
Tom Mason  
Randy Miller  
Fred Parkinson  
Alternate: Bill Markham

## Revenue & School Finance

Delna Jones, Chair  
Carl Hosticka, Vice-chair  
Mike Burton  
Kelly Clark  
Bev Clarno  
Mike Nelson  
Fred Parkinson  
John Schoon  
Jim Whitty

## State & Federal Affairs

Bill Markham, Chair  
Larry Sowa, Vice-chair  
Marie Bell  
Mary Alice Ford  
Tom Novick  
Carolyn Oakley  
Lonnie Roberts

## Trade & Economic Development

Ray Baum, Chair  
Jerry Barnes  
Margaret Carter, Vice-chair  
Cedric Hayden  
Vera Katz  
Dave McTeague  
Bob Pickard

## Transportation

Cedric Hayden, Chair  
Lonnie Roberts, Vice-chair  
Gene Derfler  
Mary Alice Ford  
Tom Novick  
Del Parks  
Jackie Taylor

## Water Policy

Chuck Norris, Chair  
Bill Dwyer, Vice-chair  
Bill Markham  
Walt Schroeder  
Larry Sowa

## Ways & Means

Tony Van Vliet, Co-chair  
Stan Bunn  
Ted Calouri  
Jeff Gilmour  
Eldon Johnson  
Denny Jones  
John Minnis  
Bob Shiprack

DOOR  
PRIZES

TROPHIES

FOURTH ANNUAL

# SWAP MEET BIKE SHOW

## BIKE CLASSES

(Trophies for each class)

Custom  
Radical  
Rat  
Classic  
Stock (65-91)

Sunday May 5, 1991

Gates Open 10 a.m. - 5 p.m.

Admission \$3.00

Deschutes County Fairgrounds  
Redmond Oregon

(CUT OFF HERE)

I want \_\_\_\_\_ spaces (10' x 10') at \$15.00 per space. I, \_\_\_\_\_ will not hold Christ's Disciples Outreach Ministries or Deschutes County Fair Association responsible for any damage resulting from any accident, injury, or illness incurred at or by this event.

Vendor Setup 7:00 - 10:00 a.m. Signed \_\_\_\_\_

Send To: CHRIST'S DISCIPLES 60130 CINDER BUTTE ROAD BEND, OR 97702 Or Call (503)382-4432

## QUESTIONS WE GET ASKED ...

### Why isn't the whole state under the inspection program?

Why doesn't everyone in Oregon have to have their vehicle emission-control certified? The inspection and maintenance (I/M) boundaries for both the Portland and Rogue Valley programs were designated by the Environmental Quality Commission. They define specific areas where vehicle emissions testing is needed to help solve local problems in meeting air quality standards.

The boundaries are set so DEQ can operate a cost-effective program and return maximum air quality benefits. For example, the Rogue Valley I/M covers only 20 percent of Jackson County, but includes 80 percent of the population. Vehicles registered inside the

boundaries account for 88 percent of the traffic in the carbon monoxide problem area.

The Attorney General has been questioned on the legality of the areas as well as the fairness issue. He has supported the boundaries as legal as long as the boundary has a clear purpose. In the case of the inspection program, it is defined as having a clear goal of meeting carbon monoxide standards in a community airshed.

Our program can do this by requiring vehicles to meet a specific standard if they are registered within the I/M boundary. Unfortunately, the "fairness" issue never quite works out for everyone. Some vehicles contribute very little emissions and must be tested, while others which are extremely "dirty" may be just outside the boundary and drive many miles inside the airshed.

## RECALL INFORMATION

YEAR	MAKE	MODEL	ENGINE	REASON	CORRECTION
1987	Mitsubishi	Mirage	1.5	High CO/HC	New secondary control valve in the secondary air system.
	Plymouth	Colt	1.5		
	Dodge	Colt	1.5		
1986 and 1987	Mitsubishi	Light truck 2WD	2.0	High CO/HC	Modify carburetor choke and fuel enrichment system. Clean carburetor choke shaft and air jets.
	Dodge	RAM 50 2WD	2.0		
	Plymouth	Colt Vista 4WD	2.0		
1987	Plymouth	Caravelle	2.5 FI	High CO	Replace fuel injectors
		Reliant	2.5 FI		
	Dodge	Aries			
		Daytona			
		600			
	Chrysler	Lancer			
		New Yorker			
		LeBaron			
		LeBaron GTS			
		Town & Country Wagon			
1985	Buick	Electra	3.0 or 3.8 MPFI	High CO/HC	Install modified computer memory chip.
		Century			
		Somerset			
		Regal			
	Oldsmobile	98 Regency			
		Calais			
		Cutlass Clera			
	Pontiac	Cutlass Cruiser			
1986	Ford	Grand Am		High CO/HC	Install new catalytic converter.
		LTD	3.8		
		Thunderbird			
	Mercury	Mustang			
		Capri			
		Cougar			
		Marquis			

**INCREASE PUBLIC SAFETY  
INCREASE PERSONAL SAFETY  
RIDE DEFENSIVELY**

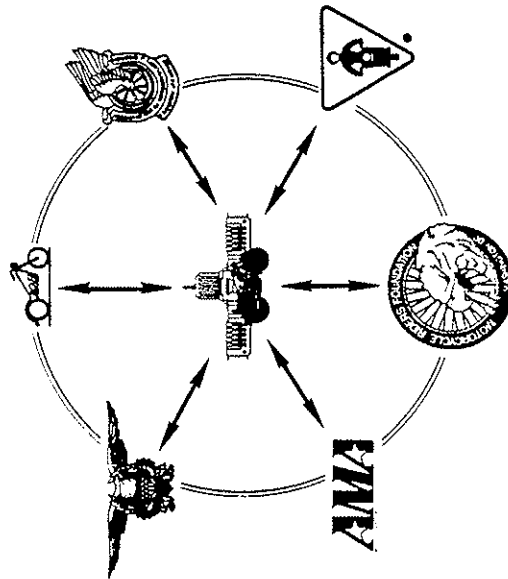
**AND CHECK LOCAL COMMUNITY COLLEGES  
OR THIS NEWSLETTER FOR TEAM OREGON CLASSES**

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

## 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.

## Finding Common Ground

A major presentation at the Meeting of the Minds was a panel discussion featuring fourteen speakers. Each was allowed a few minutes to state the mission and goals of the organization he or she represented. Here is a brief sketch of each statement.

### Motorcycle Riders Foundation - Wayne Curtin

*It was late for the beginning of the panel discussion and did not hear Wayne speak. The following statement of mission and goals is derived from a statement in The American Bikers Journal, the MRF's quarterly publication.*

*Teresa.*

Mission: to provide a service network to support and benefit all motorcycle riders and rider organizations. Goal: to provide the means necessary to enhance the collection and dissemination of information, education and training, research, motorcycle safety, political and public awareness, and motorcycle rider organizational assistance.

### Motorcycle Industry Council - Alan Isley

Mission: to promote the interests of the industry. Problems don't lie with today's motorcycles, which are structurally designed to handle well, but with motorcyclists who lack the skills to use that handling ability.

Goal: to expand the sport of motorcycling into new populations, and reverse the trend of shrinking interest in motorcycling.

### ABATE of Montana - Jill Z. Smith

Mission: to gather as much information as possible and communicate it to our members.

Goal: to turn around the negative image of motorcyclists, and give the public the correct information.

### American Motorcyclist Association - Rob Rasor

Mission: to preserve, promote and protect the interests of motorcycling, and full service to its members

Goal: Government Relations Department goal is to focus on state and federal legislation, try to work closely with state organizations including over 40 AMA District organizations (recreational) and various state rights groups (political).

### Motorcycle Safety Foundation - Peter Fassnacht

Mission: to attempt to improve safety of motorcyclists on the nation's streets and highways.

Goal: to work with many agencies and groups to complete that mission. Special focus: the "unrider" who is missing the "education factor" (unlicensed, untrained, driving under the influence, not involved in rider groups); and to influence the enormous body of administrative regulations where motorcycle-related policies and programs are based on unsubstantiated and even hazardous assumptions rather than fact.

### ABATE of Pennsylvania - Bruce Johnson, Lobbyist

Mission: to maintain motorcycling as a personal symbol of man's refusal to be enslaved by artificial rules, and further freedom of choice.

Goal: to restore choice to PA motorcyclists, to educate the membership in political effectiveness (the PAC raises \$15,000 a year in PA), and be a catalyst to other motorcyclists who haven't been involved up to now.

### National Coalition of Motorcyclists (NCM) - Ron Roloff

Mission: to help bring together all groups into one unity, and provide financial help to those without the necessary resources.

Goal: to overcome the "single-issue" image of motorcyclists, and deal with the whole picture: do-gooders, apathy, loss of unity among motorcyclists, insurance, helmet laws, shrinking motorcycle registrations.

### California Motorcycle Association - Wayne Thomas

Mission: to inform all persons and agencies affecting motorcycling about motorcycling problems, interests and views.

Goal: to try and bring all the groups in California together into a working relationship despite differing views; to bring together groups that don't normally come together: dealers/riders/DMV/rights groups/government. CMA sponsored the legislation to continue the California rider education program when a sunset clause in the original bill would have ended it this year. In the process, they became known as the reliable source in CA for any motorcycling issues.

### Harley-Davidson, Inc. - Steve Piehl, Public Relations Rep

Mission: to keep current customers satisfied and bring new ones into the H-D family.

Goal: to provide safe, dependable Harleys, H-D accessories, and a worldwide network of reliable dealers. Issues that are important to riders are important to the company as well.

### National Highway Traffic Safety Administration - Ron Engle

Mission: to deal with the human side of highway safety and reduce highway deaths and injuries

Goals: (in motorcycling area) reduce incidence of driving under the influence of drugs/alcohol (over 50% of motorcycle fatalities in the last 10 years); license the unlicensed rider (41 - 45% of motorcycle fatalities in the last 10 years); improve the delivery of rider safety courses (we are not training enough people to make a difference in the statistics); and open the lines of communication with the rider organizations.

### Pennsylvania Motorcycle Safety Program - Dr. Allen Robinson

Mission: to train motorcyclists how to ride safely.

Goal: cooperate with the rights groups, pass legislation to provide funding, and provide training where the riders are. Pennsylvania had trained 7000 riders by the end of September 1990, using 136 instructors, in a non-mandatory program.

### Motorcycle Industry Council - Buzz Dyer, Secretary, Board of Directors

Mission: to try to put something back into an industry that he makes his living from.

Goal: to work within the MIC to resolve conflicts between MIC and rider groups over the mandatory helmet issue; and advocate unity; try to increase understanding about where the industry is coming from; and work to involve new people in the sport.

### ABATE of Texas - Rebecca Boyd

Mission: to support motorcyclists rights and rider education.

Goal: to keep motorcycling issues on the front burner; make rider education work. "Are you going to just sit back and let the government run it? You helped get it started. Stay involved! Stick together!"

### Motorcycle Riders Foundation - Michael (Balls) Farabaugh, President

The rights groups are major players in the motorcycle safety field and the motorcycle industry. This is our first opportunity to get together with the other players and share ideas, start the wheels turning toward a higher level of cooperation.

# ORGANIZATIONAL FUNCTIONS AND GOALS

The workshop on Organizational Functions and Goals was presented by Sheryl Harrell, who has a Master's degree in Business Administration. Sheryl had been told to expect about 25 people for her workshop, and was clearly unready for the 75-80 who showed up. Her workshop was geared to the smaller numbers and therefore didn't go as well as planned. It will be presented with more time and clarity at the Best of the West in Salt Lake City in March 1991.

The presentation centered on the importance of values and goals in organizations, and how to clearly identify and use these to get where you want to go. She used an outline of the major points and a sample problem area of public relations. Emphasis was placed upon yearly planning. Another tool Sheryl used was a questionnaire to help identify the values and goals.

To show how these values could stimulate discussion, she had us break up into smaller groups to focus on common topics of interest. Indeed, we all were so absorbed in our discussions that we were reluctant to stop and return to the presentation.

Brian Storall

NEWS ITEM: SMALL CARS HEAD WORST-  
INJURY LIST.

AND YOU CAN BE SURE IF IT WAS  
MOTORCYCLES WED BE LEGISLATED  
RIGHT OFF THE ROAD!



P. JAMIEL

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

## 1991 TEAM OREGON MOBILE CLASS SCHEDULE

### EASTERN OREGON

MARCH	14, 15, 18	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, 18	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

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	19 (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

MARCH	1, 2, 3	Coos Bay
APRIL	5, 6, 7	Newport
APRIL	12, 13, 14	Astoria
APRIL	26, 27, 28	Tillamook
APRIL	28, 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	19, 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

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, 28, 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

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

MARCH	9	ERC
APRIL	11, 13, 14, 18, 20, 21	MRC
APRIL	7	ERC
MAY	4	ERC
MAY	16, 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

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	6, 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	6, 7, 8	MRC



## BE PROUD

Because of the times in which we are living, I was deeply touched by what President Abraham Lincoln said on July 7, 1864. We are proud of our men and women serving in our armed forces. We pray for the day when this war will be over and our troops will be home. Our peace comes from knowing the 'Prince of Peace'.

If you have any close friends that are in the service, please give us their name and we will put them on our prayer list. We do believe in prayer.

Last year we rode on our Harley-Davidson over 13,000 miles, including Sturgis and Canada. We are active members of S.E. ABATE. I'm Vice President of the True Apostles Motorcycle Ministries. I'm also Chaplain of the HOG Group in Vancouver, Washington.

Ride Safe,  
Vic & Bernice Voltz

**Proclamation for a Day of Prayer.  
July 7, 1864.  
BY THE PRESIDENT  
OF THE UNITED STATES  
OF AMERICA.  
A Proclamation.**

Whereas the Senate and House of Representatives, at their last session, adopted a concurrent resolution, which was approved on the second day of July instant, and which was in words following, namely:

That the President of the United States be requested to appoint a day for humiliation and prayer by the people of the United States; that he request his constitutional advisers at the head of the executive departments to unite with him as chief magistrate of the nation, at the city of Washington, and the members of Congress, and all magistrates, all civil, military, and naval officers, all soldiers, sailors, and marines, with all loyal and law-abiding people, to convene at their usual places of worship, or wherever they may be, to confess and to repent of their manifold sins; to implore the compassion and forgiveness of the Almighty, that, if consistent with his will, the existing rebellion may be speedily suppressed, and the supremacy of the Constitution and laws of the United States may be established throughout all the States; to implore him, as the supreme ruler of the world, not to destroy us as a people, nor suffer us to be destroyed by the hostility or the connivance of other nations, or by obstinate adhesion to our own counsels which may be in conflict with his eternal purposes, and to implore him to enlighten the mind of the nation to know and do his will, humbly believing that it is in accordance with his will that our place should be maintained as a united people among the family of nations; to implore him to grant to our armed defenders and the masses of the people that courage, power of resistance, and endurance necessary to secure that result; to implore him in his infinite goodness to soften the hearts, enlighten the minds, and quicken the consciences of those in rebellion, that they may lay down their arms and speedily return to their allegiance to the United States, that they may not be utterly destroyed, that the effusion of blood may be stayed, and that unity and fraternity may be restored, and peace, established throughout all our borders:

Now, therefore, I, Abraham Lincoln, President of the United States, cordially concurring with the Congress of the United States in the penitential and pious sentiments expressed in the aforesaid resolutions, and heartily approving of the devotional design and purpose thereof, do hereby appoint the first Thursday of August next to be observed by the people of the United States as a day of national humiliation and prayer.

I do hereby further invite and request the heads of the executive department of this government, together with all legislators, all

judges and magistrates, and all other persons exercising authority in the land, whether civil, military, or naval, and all soldiers, seamen, and marines in the national service, and all other loyal and law-abiding people of the United States, to assemble in their preferred places of public worship on that day, and there and then to render to the Almighty and merciful Ruler of the universe such homages and such confessions, and to offer to him such supplications, as the Congress of the United States have, in their aforesaid resolution, so solemnly, so earnestly, and so reverently recommended.

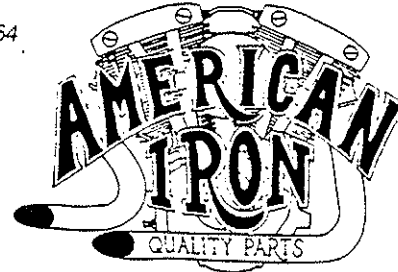
In testimony, etc.

Abraham Lincoln

By the President:

William H. Seward, Secretary of State.

689-5364



3875 Cross St.  
Eugene, OR 97402

We Buy Used Parts  
11-7 Mon-Fri 12-5 Sat

GO EAST YOUNG MAN...

"RUN TO THE SUN"

JUNE 22 & 23 '91

COLUMBIA RIVER CHAPTER'S

OVERNITE POKER RUN

(START)

① U&I TAVERN

② PROMATORY PARK

③ DETROIT

④ SISTERS

(END) HAYSTACK PARK OUTSIDE MADRID

WATCH FOR MORE DETAILS

CONTACT... DOUG 282-7821 or 289-9255





## STRATEGIC USE OF STATISTICS

by Bill Bish, National Director

"I don't believe your statistics," the Senator told the biker Patriot who had just testified that states that do not mandate helmet use are safer to ride in than those that do.

Although accident data for the 13 years, 1977-1989, compiled and analyzed by Dr. A. Ronald MacKenzie, M.D. (See tables), indicates that helmet law states have a higher rate of accidents and fatalities, it is difficult to persuade a skeptical legislator that our statistics are valid.

"You can't tell me that wearing helmets is killing people," the tough politician continued. Indeed, although verifiable, the conclusions reached by Dr. MacKenzie seem to fly in the face of common sense.

According to motorcycling attorney, Russ Brown, founder of Bikers Against Manslaughter (BAM), "The problem is not in the statistics, but the manner in which they are presented. Typically, the biker bases his argument on statistical evidence that helmet law states are more dangerous or, alternatively, free choice states are safer. Just as typically, the legislator will dismiss this testimony out-of-hand because his/her gut feeling is that a helmet will provide at least a margin of safety and couldn't possibly be implicated as a cause factor."

A solution to this predicament is to not concentrate on the differences in accident and fatality rates between helmet and free choice states, but rather on the lack of a difference. A variance of only a few percentage points is statistically insignificant anyway, but THAT is the point we should be trying to make!

After all, if a helmet's function is to reduce injuries and fatalities then logic would dictate that helmet law states would experience dramatic decreases in those categories. The fact that helmet law states have slightly higher accident and fatality rates is not the issue - it's that they DON'T have lower rates. The conclusion should NOT be that helmets are killing motorcyclists, but that helmets are simply not preventing accidents and not saving riders from fatal crashes.

Below are Dr. MacKenzie's computations, derived from the

annual reports of the Motorcycle Safety Foundation which in turn obtains figures from the Department of Transportation of each state.

Study these statistics and use them wisely!

Table 1.  
Accidents and Fatalities/Million Registrations

	Helmet States		Repeal States	
	Accidents	Fatalities	Accidents	Fatalities
1977	34,230	779.0	35,795	875.5
1978	38,564	937.7	32,797	982.7
1979	34,471	856.2	32,218	963.3
1980	34,371	890.8	29,359	895.0
1981	33,788	893.3	29,828	846.6
1982	34,513	841.8	27,076	798.5
1983	35,912	889.1	28,162	757.8
1984	33,569	888.6	30,246	826.7
1985	35,957	917.2	31,264	868.7
1986	35,163	877.5	31,289	913.2
1987	31,427	877.3	30,045	857.9
1988	30,057	829.8	27,974	793.5
1989	25,141	749.2	25,212	728.5

Table 2.  
Total Figures 1977-1989 Inclusive.

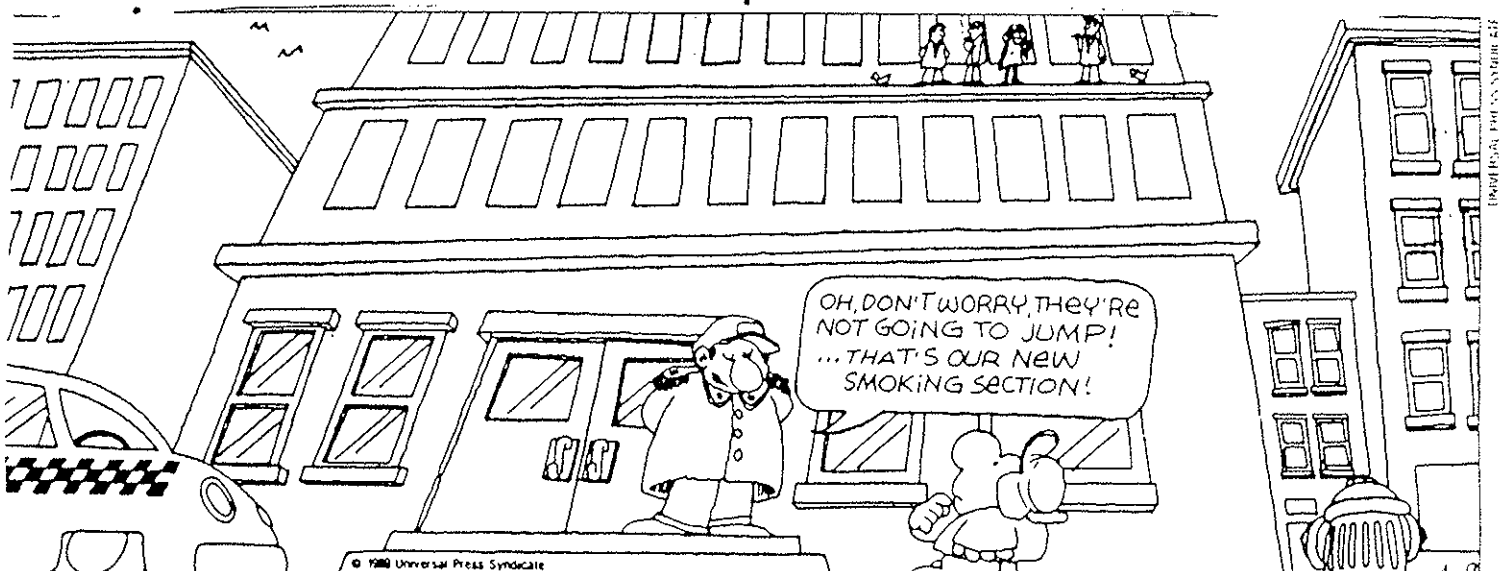
	Helmet States	Repeal States
Registrations	23,875,511	41,045,312
Accidents	807,016	1,225,846
Fatalities	20,668	34,862
Accident Rate per Million Registrations	33,801	29,866
Fatality Rate per Million Registrations	865.7	849.4

In an analysis of 64,920,823 motorcycle registrations there have been 13.2 percent more accidents and 1.9 percent more fatalities in the helmet states than in the repeal states in the last 13 years in the U.S.A. END

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

### IT'S THE TRUTH

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



## **ARIZONA SENATOR'S BILL: A CRIME AGAINST LEGITIMATE MOTORCYCLISTS**

Westerville, Ohio - Sen. Dennis DeConcini (D-Arizona) has introduced legislation in the U.S. Senate to eliminate crimes committed by "outlaw motorcycle gangs." But according to the AMA, the bill would do nothing to curb criminal activities and would only give the federal government unnecessary authority that would result in the harassment of legitimate motorcycle enthusiast organizations.

As AMA Vice President of Government Relations, Robert Rasor notes, the so-called "Outlaw Street and Motorcycle Gang Control Act of 1991" fails to recognize the hundreds of upstanding motorcyclist groups and threatens the individual rights of everyone who owns a motorcycle. "This bill would have the same effect as labeling every motorcyclist involved in an organized group as a criminal, further alienating motorcyclists already stigmatized by the press and Hollywood stereotypes," he said.

The measure, designated as Senate Bill 339 (S.339), seeks to improve the government's ability to combat gang activity by enacting stiffer penalties and enhancing other provisions of the current law that controls the illegal use of firearms and explosives. And it states that "motorcycle gangs" pose an ever-increasing threat that can only be contained through increased law enforcement efforts at the federal level.

The AMA, however, maintained that law enforcement agencies have ample authority to combat unlawful threats and that it's unnecessary for Congress to enact special powers for dealing with criminals who just happen to ride motorcycles.

The bill also calls for the establishment of a National Center for Outlaw Street and Motorcycle Gang Analysis. To be administered by the Bureau of Alcohol, Tobacco and Firearms, the center would be used to gather intelligence on illegal gang activities, increase public awareness of the threat that such gangs represent and even create a national hotline for the general public to report activities deemed unlawful.

Rasor summed up the AMA's opposition to the bill this way: "This legislation has the potential to make every motorcyclist in America a victim of police suspicion and unwarranted scrutiny."

"Motorcycle usage and ownership has declined over the past decade as the product line has moved toward more mature, affluent and upscale customers. It's preposterous to suggest that outlaw motorcycle gangs are a real and present danger deserving the attention of the U.S. Congress. We suggest that Sen. DeConcini focus his energy elsewhere, rather than creating a crisis where none exists." *END*

102D CONGRESS  
1ST SESSION

### **S.339**

To enhance the Federal Government's authority and ability to eliminate violent crime committed by outlaw street and motorcycle gangs.

## **IN THE SENATE OF THE UNITED STATES**

January 31 (legislative day, January 3), 1991

Mr. DeConcini (for himself, Mr. D'Amato, Mr. Warner, Mr. Heflin, and Mr. Lieberman) introduced the following bill; which was read twice and referred to the Committee on Judiciary.

### **A BILL**

To enhance the Federal Government's authority and ability to eliminate violent crime committed by outlaw street and motorcycle

gangs.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

### **SECTION 1. SHORT TITLE.**

This Act may be cited as the "Outlaw Street and Motorcycle Gang Control Act of 1991."

Editor's Note:

The rest of this bill is spelled out in quite a lot of detail. You really need a copy of several sections of the United States Code to see where all they are planning to stick it to us. If you would like a copy of the bill contact me (Donna) at 256-2713 or Rotten Roger at 284-9858. I'm sure Roger will be handing out this information right and left. If you haven't been writing letters to U.S. Senators and Representatives, now is the time to jump on the band wagon. We warned you the end of riding as we know it was coming. This could be the beginning of the end if we don't write, call, write, call, badger, speak out, and make them LOVE US! RESPECT US! and realize that we are CAPABLE ADULT VOTERS who can push them out of office in a hurry!! *END*

## **WRITE • WRITE • WRITE**

### **Sponsors of the S.339**

Senator Dennis DeConcini  
328 Hart Building  
Washington, DC 20510-0001  
(202) 224-4521

Senator Alfonso M. D'Amato  
520 Hart Building  
Washington, DC 20510-0001  
(202) 224-6542

Senator John W. Warner  
225 Russell Building  
Washington, DC 20510-0001  
(202) 224-2023

Senator Howell Heflin  
728 Hart Building  
Washington, DC 20510-0001  
(202) 224-4124

Senator Joseph Lieberman  
502 Hart Building  
Washington, DC 20510-0001  
(202) 224-4041

## **DRIVER'S LICENSES DON'T LET YOU RIDE MOTORCYCLES**

**YOU MUST HAVE AN ENDORSEMENT TO  
LEGALLY OPERATE A MOTORCYCLE  
GET AN ENDORSEMENT TO RIDE!**

CUSTOM  
PARTS  
ACCESSORIES

**A&J CUSTOM  
MOTORCYCLES**

CATALOG  
SALES

**"THE DISCOUNT STORE"**  
FOR

CONSIGNMENTS  
WELCOME

**HARLEY DAVIDSON  
Discount for ABATE &  
Hog Members  
(for 3 months)**

1018 S.E. WOODWARD  
1 BLOCK NORTH OF POWELL  
PORTLAND, ORE. 97202

**PAT & DON  
(503) 232-6526**

THE FOLLOWING IS WRITTEN BY  
ERIC DICKMAN & THE O.S.S.A.

**TRIAL DATE FOR COUNTY LAWSUIT TO BE  
SET:**

It has been a long time coming, but a trial date is supposed to be set during the week of February 17th., in the suit filed against the County's new "assault weapons" ordinance. While a preliminary injunction was denied by the court last September, the full case has yet to be heard. Just because the judge did not issue a preliminary injunction does not mean we won't win: It means that there wasn't compelling evidence that we would suffer irreparable harm if a decision was delayed until the entire case was presented. The delay has been helpful by providing more time to raise money for legal fees. WE WILL HAVE A HEARING IN COURT!

**STATE LEGISLATURE 800 NUMBER: FREE  
CALL / FREE INFO**

The State legislature has an 800 number that you can call to receive FREE copies of any of the bills that have been introduced. Call 800-332-2313.

**WASHINGTON D.C. GUN "LIABILITY LAW"  
AXED**

The Washington D.C. council quietly withdrew the new ordinance that would have held firearms manufactures responsible for mis-use of their products by third parties. Apparently the prospect of losing their funding and pressure from Congress was enough to turn the tide. To those of you who contacted your Congressional delegations, "Thank You".

**FEDERAL FIREARMS LAWS  
INTRODUCED**

Just like the dandelions that will be popping up soon, the "Brady" bill has been re-introduced as S.B. 7 (For "seven day waiting period". Cute, eh?!) The Hughes semi-auto ban bill is also back, however, I don't yet have a bill number. The word is that House Speaker Tom Foley has promised that the "Brady" bill will get to the House floor for a vote this session. We'll provide more details as they are available.

**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.**

- TIRES
- BATTERIES
- TUNE UP
- BRAKES
- AIR CONDITIONING
- SHOCKS
- CAR SERVICING
- RADIATOR
- EXHAUST
- SUSPENSION
- ELECTRICAL

**ARCO** 

**JIM TAYLOR'S ARCO**

5710 N.E. FREMONT  
PORTLAND, OR 97213

- SINCE 1981
- CERTIFIED MECHANICS

**For all your Automotive needs!**

**284-6594**

**APRIL 19th "LET FREEDOM RING"**

April 19th is the anniversary of the battles of Lexington and Concord, the "Shots heard 'round the world". For the last two years, there has been a concerted effort to encourage gun owners and supporters of the Second Amendment to contact members of their Congressional delegation as well as State and local representatives to express their support for the Bill of Rights and displeasure at it's erosion. We'd like to get you thinking about this: Please start planning letters and phone calls you'd like to make, and we will provide the addresses and phone numbers in our next issue.

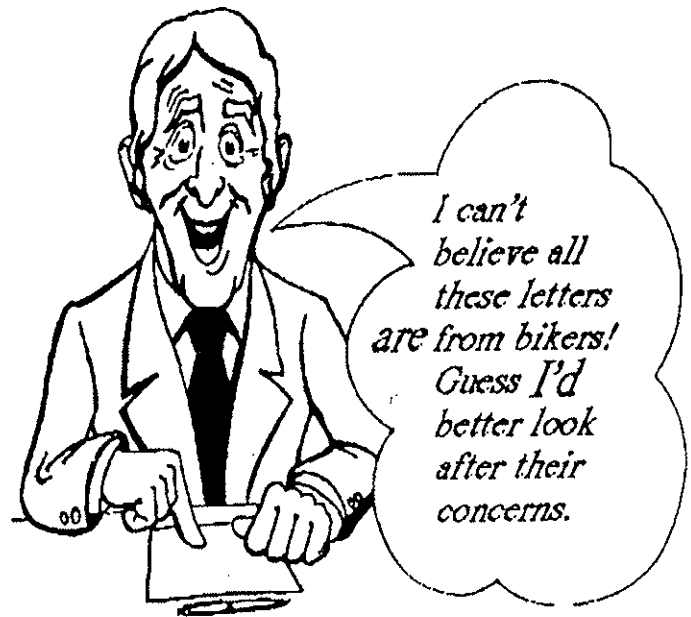
**FIREARMS BILLS IN THE OREGON STATE  
LEGISLATURE**

So far at least four bills involving firearms have been introduced in the legislature. Two are positive. H.B. 2486 and H.B. 2577 both establish and strengthen State preemption concerning firearms laws. H.B. 2486 is stronger than H.B. 2577, but both need amendments that require the Attorney General to provide enforcement against County and Local governments.

S.B. 633 is the bill introduced by Dick Springer, at the request of Oregonians Against Gun Violence (local chapter of Handgun Control, Inc.) The bill is long, covering 16 pages, and reverses the changes provided by last sessions H.B. 3470. Concealed weapons permits are returned to the Sheriff's discretion, 15 day waiting periods are established for purchases of ALL firearms, outlaws private sales, private ownership of full-auto items is eliminated, makes state- wide the Multnomah Co. "assault weapon" ordinance, etc. This is the California law brought to Oregon. While it would appear that this bill is so extreme that it will not be passed as is, the problem is that a "compromise" may pass that nibbles away at our freedoms. This bill needs YOUR opposition.

S.B. 638 outlaws firing a firearm from a vehicle. At this time it has not been reviewed, however it is already illegal to discharge a firearm across a public road. What good will this bill due?

More information will be available in our next issue.



**Mr. Politician**

## MARYLAND RIDERS DEFEAT CATASTROPHIC INSURANCE BILL AGAIN

For the second straight year, Maryland riders have defeated a bill proposed by the state's Department of Health and Mental Hygiene which would have forced all road-riding motorcyclist to purchase a prohibitively expensive form of "catastrophic health insurance" before their bikes could be registered. Going down for the count was Senate Bill 27, which was identical to a measure Maryland motorcyclists managed to knock out during a House Committee hearing one year ago.

The 1991 bill was once again offered by Nelson Sabatini, deputy secretary of health care policy, and endorsed by Gov. William Donald Schaefer as a cost-saving measure designed to redistribute losses to state hospitals incurred by operators of "high risk vehicles". But after a two-hour hearing in which members of the Senate Finance Committee sharply questioned Sabatini, the panel voted 11-0 to scuttle the bill.

Sabatini was accused by senators of exaggerating the proposed cost savings of the bill, while ignoring the potential impact to the state's economy. Sabatini admitted under questioning that uninsured motorcycle accident victims cost the state (less than) \$2 million annually, down from the \$4 million he had earlier claimed.

Sen. Thomas O'Reilly (D-Prince George's County) said that the results of such a law would not justify losing millions of dollars in revenue as a result of a drop in motorcycle purchase and sales taxes. "The juice just wasn't worth the squeeze," he said.

O'Reilly also labeled the bill "discriminatory" after learning that there were no plans to address the \$100 million annual loss to the state from uninsured automobile accident victims.

However, the final blow came when motorcyclist groups expressed their opposition to the bill. Thanks largely to testimony presented by the AMA, ABATE of Maryland, the BMW Bikers of Metro Washington, the Maryland Motorcycle Dealers Association, the Motorcycle Riders Foundation, the Motorcycle Industry Council and dozens of other concerned riders, the bill was stopped dead in its tracks.

AMA Washington lobbyist Jim Bensberg said that the committee members were particularly impressed with the logical and professional presentation offered by motorcyclists. *END*

## NATIONAL TRAIL BILL ON TRACK FOR 1991

Washington, D.C. - A landmark bill that would enhance off-highway recreation opportunities from coast to coast is off to a good start thanks to Sen. Steve Symms (R-Idaho) and Rep. Thomas Petri (R-Wisconsin), who have teamed up to reintroduce the measure in Congress this year.

The bill, entitled the "National Recreational Trails fund Act of 1991" and designated as Senate Bill 400 (S.400) in the U.S. Senate, would enable states to upgrade and expand multiple-use trails, acquire easements for public recreation, construct trail-side facilities and even fund trail maintenance programs to protect the environment. Congressman Petri is expected to introduce a companion bill in the U.S. House of Representatives on February 19.

The funds to complete the necessary work would come from fuel taxes already paid by a variety of trail users. As it stands, these taxes are allocated to fund the construction and maintenance of highways and other projects, not off-highway trails. The plan could provide an estimated \$80 million each year for trail development and maintenance programs.

The bill would also create a national advisory committee to administer grants to states for trail projects, establish criteria for trail-side facilities and make recommendations on establishing federal policies.

According to Symms, the measure reflects input received from last year's field hearings and public comments submitted by all groups interested in the welfare of America's recreational trails.

"This is a bill that is good for everyone concerned with maintaining safe, environmentally sound trails for people to use," said Symms. He also noted that the legislation "strikes a careful balance" between motorized and non-motorized trails and will benefit every trail user.

Since its introduction in 1990, the bill has gained the support of many groups, including the American Motorcyclist Association (AMA). And now, it's also beginning to win the approval of influential lawmakers who could help ensure the bill's passage this year.

One such legislator is Sen. Daniel Patrick Moynihan (D-New York), who has pledged his support of this worthwhile measure. Of special interest, Moynihan heads the Senate Subcommittee on Water Resources, Transportation and Infrastructure, the panel that will soon be considering the bill.

Motorcyclists can show their support of the National Recreational Trails Fund Act by writing to their senators and congressmen in Washington. Write to senators at: United States Senate, Washington, D.C., 20510; and to congressmen at: U.S. House of Representatives, Washington, D.C., 20515. *END*

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

1990 Summer Run Tapes	\$15.00
A.M.O. Independence Day Run 1990	\$15.00
S.O.S. Run 1990	\$15.00
Labor Day Run 1990	\$15.00
End of Summer Run 1990	\$15.00
Last Chance Run 1990	\$15.00

### Now Available:

* Sturgis 50th Road Rally 1990	\$20.00
** Bike Runs of 1990 Spectacular - Collectors Item	\$25.00
Portland Toy Run 1990	\$15.00
A.M.O. Toy Run 1990	\$15.00

Send \$15.00 plus \$3.00 shipping to:

Spectrum Video Production  
840 Rogue River Hwy. 29  
Grants Pass, OR 97527

\* Add \$5.00

\*\* Add \$10.00

## Stars, Stripes and Harleys

Pat Allen, 41, of Grants Pass cruised around town Wednesday displaying the flag in an effort to drum up support for a Sunday rally by bikers at the courthouse. The gathering in support of U.S. troops will begin at 10:30 a.m.



TIMOTHY BULLARD/Daily Courier

Grants Pass

## Daily Courier

Thursday  
January 31, 1991



Reprinted from September 1990 Oregon Motor Vehicles Division  
**PUBLIC RECORDS PROVIDED BY OREGON MOTOR VEHICLES DIVISION**

Following is a list of the most commonly requested records and the related fees as provided by OAR 735-10-030 and 735-10-040. **AN ADMINISTRATIVE FEE WILL BE CHARGED ON SOME TYPES OF RECORD SEARCHES WHEN NO RECORDS CAN BE FOUND IN THE DIVISION FILES.**

**DRIVER RECORDS**

**NON-EMPLOYMENT DRIVING RECORD - \$1.50**

Certified record includes Oregon accidents and convictions other than those in the employment driving record for the last three years; diversion agreements for the last three years; may contain some commercial driver license entries; may contain some out-of-state commercial entries; miscellaneous administrative entries and multiple status entries. **A \$1.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**EMPLOYMENT DRIVING RECORD - \$2.00**

Certified three-year record of Oregon employment-related conviction and accidents; commercial driver license entries; may contain some out-of-state commercial entries; multiple status entries; miscellaneous administrative entries may be included as determined by the division. **A \$1.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**COURT PRINT - \$3.00**

Certified court print includes convictions for major traffic offenses; commercial driver license entries; diversion agreements and alcohol rehabilitation entries for at least ten years; convictions for minor offenses and accidents for at least five years. Suspensions, cancellations and revocations also are included, along with miscellaneous administrative entries and multiple status entries. May contain some out-of-state commercial entries. **A \$1.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**SUSPENSION PACKAGE - \$11.50**

Certified copies of suspension documents relating to a particular court proceeding. Package includes certified court print. **A \$1.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**DRIVER LICENSE INFORMATION - \$1.50**

Includes name, address, license number, date of birth, license type, license issue and expiration dates, original business date, restrictions, endorsements, multiple status entries and ID card expiration date, if applicable. Information may be provided by computer-produced certified print or orally (to account users). **A \$1.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**ACCIDENT REPORT - \$12.50**

Photocopy of individual's accident report; provided only to person who filed report or to the person's representative with written consent.

**POLICE REPORT OF ACCIDENT - \$8.50**

Photocopy of official police report of accident.

**DRIVER LICENSE/ID CARD APPLICATION HISTORY - \$17.50**

Copies of all original, renewal and duplicate applications dating back to a person's original application for a driver license and/or ID card to the extent that such records have been kept.

**MISCELLANEOUS DRIVER DOCUMENT COPY - \$4.00**

Copies of any document or transaction dealing with a person's driving record, driver license or driving privilege.

**PURGED INFORMATION - \$1.50**

Copies of microfiche containing entries of a person's driving record purged from computer file.

**INSURANCE INFORMATION SEARCH - \$10.00**

A search of the records to identify the insurance company and policy number for a vehicle or individual. Information may be obtained from a financial responsibility filing or from a vehicle registration renewal. **NOTE: The \$10.00 fee is to cover the cost of the RECORD SEARCH and will be charged whether or not records are found.**

**VEHICLE RECORDS**

**VEHICLE RECORD PRINT - \$4.00**

A certified vehicle record ordered by mail or through DMV's Automated Voice Exchange (D.A.V.E.). Records include vehicle description, registered and security owner information and other related information. **A \$2.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**VEHICLE RECORD INFORMATION - \$2.50**

This information is given orally, by an operator, to account users. Records include vehicle description, registered and security owner information and other related information. **A \$2.50 FEE WILL BE CHARGED EVEN WHEN NO RECORD CAN BE FOUND.**

**PREVIOUS OWNER INFORMATION - \$14.00**

Copies of last title transfer transaction showing prior owner and a print showing current owner information.

**VEHICLE TITLE HISTORY - \$22.50**

Copies of all title transactions dating back to when the vehicle was first titled in Oregon or to extent division has kept such records.

**INSURANCE INFORMATION SEARCH - \$10.00**

A search of the records to identify the insurance company and policy number for a vehicle or individual. Information may be obtained from a vehicle registration renewal or a financial responsibility filing. **NOTE: The \$10.00 fee is to cover the cost of the RECORD SEARCH and will be charged whether or not records are found.**

**MISCELLANEOUS VEHICLE DOCUMENT - \$4.00**

Copies of a specific document dealing with motor vehicle business or information provided from the vehicle purge file.

**ODOMETER INFORMATION SEARCH - \$2.00**

A check of the most recent odometer reading provided to the division. This information may be provided orally (to account users), by computer certified print or copies of documents in division files. **A \$2.00 FEE WILL BE CHARGED EVEN WHEN NO INFORMATION CAN BE FOUND.**

**ODOMETER PREVIOUS READING SEARCH - \$3.50**

A search of division records for the most recent odometer reading supplied to the division, and the one just previous to it. Copies of the documents reflecting the readings will be provided. **A FEE OF \$3.50 WILL BE CHARGED EVEN WHEN NO INFORMATION CAN BE FOUND.**

**ODOMETER HISTORY SEARCH - \$25.00**

A search of the vehicle records for all odometer readings provided to the division on or after January 1, 1986, on a given vehicle. Copies of all previous odometer readings will be provided. **A FEE OF \$25.00 WILL BE CHARGED EVEN WHEN NO INFORMATION CAN BE FOUND.**

— more —

### **CERTIFICATION - \$1.00**

Additional charge to certify any driver or vehicle document when the copy is **NOT ALREADY CERTIFIED**.

A Record Inquiry Account is available for a \$25 fee for those firms and individuals who are high volume users. Each applicant is assigned an account number to be used for identification purposes whenever service is requested. At the beginning of each month, an invoice is mailed summarizing what records were ordered for the previous month. **TO OBTAIN INFORMATION REGARDING THIS SERVICE, CALL DMV FINANCE SECTION AT 378-6912.**

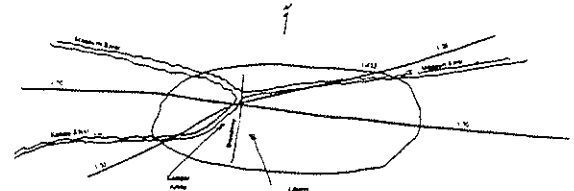
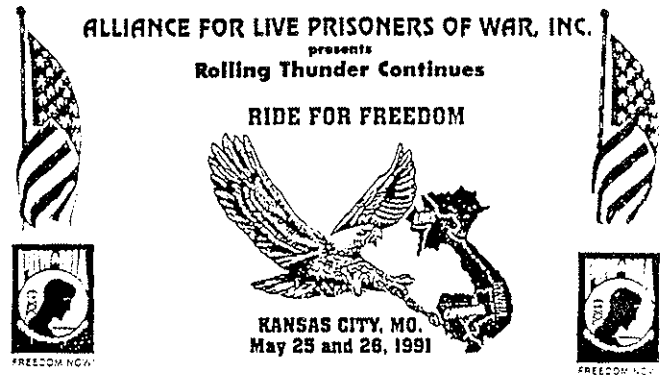
**ACCOUNT HOLDERS MAY OBTAIN VEHICLE AND DRIVER LICENSE INFORMATION BY DIALING 371-2200. ALL DRIVING RECORDS MUST BE HANDLED BY WRITTEN REQUESTS.**

All users who do not want to establish an account must send written requests for individual records as needed. The required fee must accompany all written requests. Address inquiries to:

MOTOR VEHICLES DIVISION  
1905 LANA AVENUE N.E.  
SALEM, OREGON 97314-2340

[Ed. note: This is an invasion of privacy and violation of your freedoms. In almost all cases above anyone can pull just about anything they want to know about you through the DMV by plunking down their \$\$\$\$. Think about it!] **END**

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



**Liberty Memorial:** Speeches and music, start at 12:00, Saturday, May 25. This is a demonstration for our POW/MIA's.  
**Rolling Thunder:** Assemble at Kemper Arena Complex at 9:00 Sunday, May 26. Leaving at 12:00 riding through Kansas City and stopping at Liberty Memorial.  
No Alcohol, Drugs or Liquor! We can't help our brothers if we don't have our own act together!

For more information contact:

Berkley, CA Norman Jang (415) 849-2643	Kansas City, MO Denise Wurtke (816) 436-6977	Lexington, KY Danny 'Greasy' Becher (606) 674-6799	Newport News, VA 'Smoke' Wood (804) 672-6962
--	--	--	--

ALL AMERICANS ARE INVITED TO ATTEND. CAR, TRUCK, MOTORCYCLE, JUST BE THERE. WE ARE FREE, BUT OUR BROTHERS ARE STILL ABANDONED. WE CAN MAKE A DIFFERENCE IF YOU ARE THERE!

United States Senate Interim Report on the Southeast Asian POW/MIA Issue  
(RELEASE DATE: MONDAY, OCTOBER 29, 1990)  
By the U.S. Senate Committee on Foreign Relations Republican Staff

Page 9  
Following U.S. Senate hearings and debates, were held in Southeast Asia and the U.S. Government's statement of April 12, 1990 that POW/MIA's remained in the land.  
2. the information available to the U.S. Government does not rule out the possibility that U.S. citizens are still being held in Southeast Asia.  
Held in conjunction with Rolling Thunder Washington, D.C.

## **Your Motorcycle Accident Lawyer**

# **SAM HOCHBERG**

### **Attorney at Law**

*Dedicated to Serving Those Who Ride*

- FREE CONSULTATION
- NO RECOVERY = NO FEE
- EXPERIENCED LAWYER & MOTORCYCLIST
- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



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

**STATEWIDE**

**24 Hours • 1-800-531-2424 • Toll Free**



**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

PART	QTY.	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
AEPIS	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 Unified 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 Upfitted Wing Hat - black/silver logo	5.50
AMUG	ABATE Ceramic Tankard - black, 24oz. 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

$$\{Over\}$$

Revised: February 1981

PART	QTY.	NO.
1	1	1
2	1	2
3	1	3
4	1	4
5	1	5
6	1	6
7	1	7
8	1	8
9	1	9
10	1	10
11	1	11
12	1	12
13	1	13
14	1	14
15	1	15
16	1	16
17	1	17
18	1	18
19	1	19
20	1	20
21	1	21
22	1	22
23	1	23
24	1	24
25	1	25
26	1	26
27	1	27
28	1	28
29	1	29
30	1	30
31	1	31
32	1	32
33	1	33
34	1	34
35	1	35
36	1	36
37	1	37
38	1	38
39	1	39
40	1	40
41	1	41
42	1	42
43	1	43
44	1	44
45	1	45
46	1	46
47	1	47
48	1	48
49	1	49
50	1	50
51	1	51
52	1	52
53	1	53
54	1	54
55	1	55
56	1	56
57	1	57
58	1	58
59	1	59
60	1	60
61	1	61
62	1	62
63	1	63
64	1	64
65	1	65
66	1	66
67	1	67
68	1	68
69	1	69
70	1	70
71	1	71
72	1	72
73	1	73
74	1	74
75	1	75
76	1	76
77	1	77
78	1	78
79	1	79
80	1	80
81	1	81
82	1	82
83	1	83
84	1	84
85	1	85
86	1	86
87	1	87
88	1	88
89	1	89
90	1	90
91	1	91
92	1	92
93	1	93
94	1	94
95	1	95
96	1	96
97	1	97
98	1	98
99	1	99
100	1	100

DESCRIPTION

**INDEX**

## ABATE T-SHIRTS

AFRTS	ABATE T-Shirts	Sm	Med	Lg	X-Lg	10.00
AFRTL	ABATE Sweatshirts	Sm	Med	Lg	X-Lg	15.00

NOTE: All shirts are black with white letters

**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
HLSB	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	"LEGALIZE 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 100
	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**

<b>PREPAID</b>	<b>COD</b>	<b>DATE</b>
----------------	------------	-------------

NAME \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

**ADDRESS**

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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

**THANK YOU FOR YOUR ORDER!!**

# ABATE OF OREGON'S MEMBERSHIP

## CLASSIFIEDS

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

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

(Indefinitely)

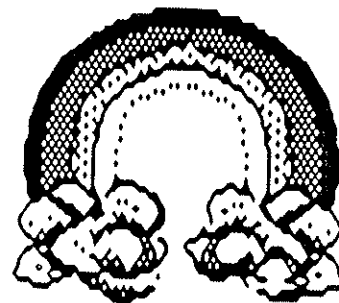
FOR SALE: Ford Ranger, 6 cyl. 5 speed. Low miles, canopy, bed liner, behind-the-seat tool box, burglar alarm. Excellent condition: \$4,500.00. Call 253-5645

(5-91)

FOR SALE: Tandem axle flat bed trailer, 8 x 12 bed, electric brakes. Cost \$1,200 in 1990. Will haul small- to mid-size car. Has slots for racks. Great wood hauler or for snowmobiles: \$750.00. Call 252-5645

(5-91)

**BUY  
SELL  
TRADE  
WANT**



American Motorcycles Only

## EAGLE

Reps Custom Exch

2621 S.E. 85th Street  
Just Off Division  
Portland, OR 97266

**DAVE CURRY**  
(503) 774-6999

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

***Needed now more than ever. Join BikePAC.***

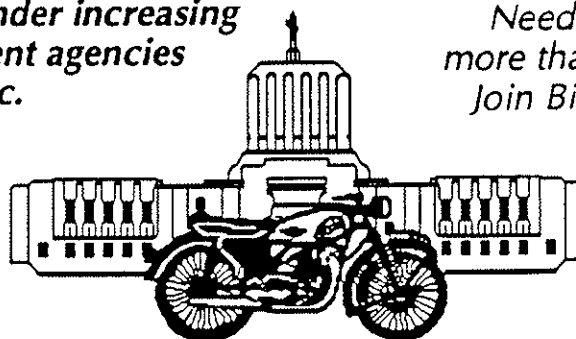
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



## BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall  
Executive Director  
(503)298-1317

Butch Harbaugh  
Legislative Director

Steve Benson  
Secretary/Treasurer  
(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

## SEMI-AUTO FIREARMS THE CITIZEN SOLDIER AND U.S. MILITARY HISTORY

Since Thomas Jefferson contracted with Eli Whitney to produce guns with interchangeable parts for our nation's small standing army, many firearms have been developed for military use and subsequently adopted - often in modified form - for civilian use in sport or personal protection.

Put in perspective, the single-shot, lever-action, and bolt-action rifles which copied the 19th century military firearm in design were the universal choice of sportsmen until World War I. These emerged as the sportsman's firearms of choice following the lead of the military and as a direct result of citizens having gained experience with these types of firearms in wars.

By World War II, the U.S. was the only nation using semiautomatic firearms as standard equipment, and the selective-fire automatic rifle for specialized use. In the 1950s, civilians too sought semiautomatic designs for hunting rifles, and the technology has produced some immensely popular firearms.

The Vietnam era in U.S. military experience brought a new rifle configuration with seemingly "ominous" features, such as carrying handles, synthetic two-piece stocks, high sights, external magazines, etc. These rifles are increasingly popular for hunting, informal target shooting, and for many forms of competitive target shooting.

In the view of some experts, firearms that appeared to be conventional in the 1960s - lever-action Winchesters, or semi-auto Remingtons, and classic bolt-action rifles - could well be consid-

ered quaint and primarily of nostalgic interest in 20-30 years.

It is ironic and the very height of hypocrisy that gun prohibitionists who deliberately misinterpret the Second Amendment "right to keep and bear arms" by claiming it limits the right solely for militia purposes (i.e., National Guard) and not for individuals, now seek to ban semiautomatic firearms because they are allegedly suitable or convertible for military use.

Keep in mind that the U.S. military still uses muzzleloaders for ceremonial purposes, still uses airguns and .22 caliber pistols and rifles for training, still uses pump-action and semiautomatic shotguns for guard, patrol, training and recreational purposes, still uses many types of revolvers and semiautomatic pistols plus full- and semiautomatic rifles for defense, offense and training. In short they use every type of gun, and that's exactly what Handgun Control, Inc., and the National Coalition to Ban Handguns are after. **END**



## CLASSIC GLASS

### RESIDENTIAL - AUTO HOME IMPROVEMENTS

COMMERCIAL - NEW CONSTRUCTION

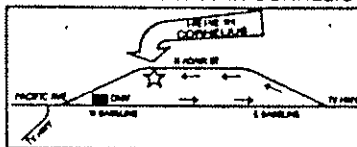
HILLSBORO - CORNELIUS - FOREST GROVE

8 AM - 5 PM MONDAY-FRIDAY SATURDAY BY APPT.

# 359-5959

**24 HOUR EMERGENCY SERVICE**  
**PAGER 250-5405 OR 08**

195 N ADAIR - TV HWY IN CORNELIUS



AUTO GLASS STOREFRONTS  
INSULATED GLASS  
WALL MIRRORS  
STORM WINDOWS & DOORS

**INSURANCE  
CLAIMS**

**FAST, FREE  
ESTIMATES**

**EMERGENCY  
BOARD-UPS**

SERVING THE WILLAMETTE VALLEY

ABATE MEMBERS 15% OFF

## YOU KNOW IT'S GOING TO BE A BAD DAY WHEN:

1. You wake up face down on the pavement.
2. You put your bra on backwards and it fits better.
3. You call Suicide Prevention and they put you on hold.
4. You see a "60 Minutes" news team waiting in your office.
5. Your birthday cake collapses from the weight of the candles.
6. Your only son tells you he wishes Anita Bryant would mind her own business.
7. Your twin sister forgets your birthday.
8. You want to put on the clothes you wore home from the party and there aren't any.
9. You turn on the news and they're displaying emergency routes out of your city.
10. The woman you've been seeing on the side begins to look like your wife.
11. You wake up to discover that your water bed broke and then you realize that you don't have a water bed.
12. Your horn goes off accidentally and remains stuck as you follow a group of Hell's Angels on the freeway.

\*1988 The Word Frame



## A.B.A.T.E. of Oregon's



1st



## SPRING OPENER

DATE: March 16, 1991

TIME: Sign-in 9 a.m. to 11 a.m.

PLACE: The Table Restaurant  
6815 N.E. Killingsworth  
Portland



Maps of Route  
available at sign-in  
Price: \$5.00 per Hand  
X-tra Hand available



Ride your Bike,  
bicycle, car, van,  
skateboard, crutches,  
truck, or anything  
don't be left behind!

### Door Prizes



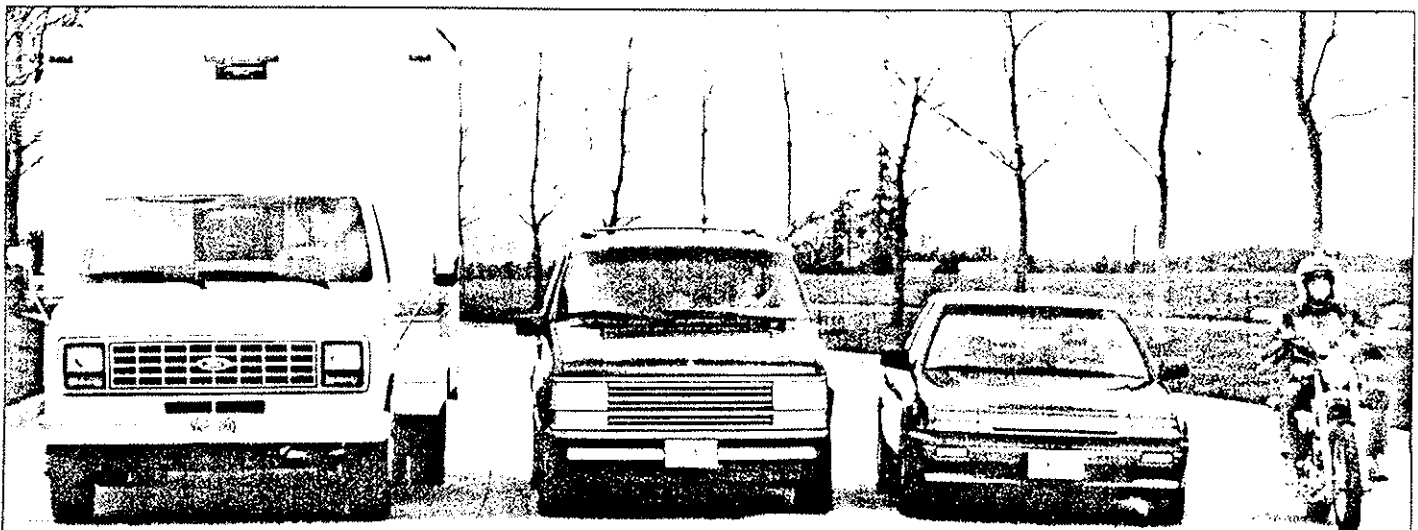
Have A Blast!!!

Money to be won  
1st Hand - \$50.00  
2nd Hand - \$25.00  
3rd Hand - \$10.00

The more, the merrier!



For info call Angie - 284-9858



# EQUAL RIGHTS

## SHARE THE ROAD

Oregon Traffic Safety Commission



All vehicles are not created equal. But licensed drivers are. They have equal rights — and equal responsibilities — on the road.

In order to preserve life, liberty and the pursuit of happiness, drive carefully. Don't follow too close, drive within the speed limit, and look carefully for motorcycles — especially at intersections.

If we live up to our responsibilities, more people will live.

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

NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_ If Renewal, Card #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ CHAPTER: \_\_\_\_\_

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

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

\$30 FAMILY MEMBERSHIP: \_\_\_\_\_

DATE PAID: \_\_\_\_\_ TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

RECEIVED BY: \_\_\_\_\_

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

## WARNING

At Action Printers, we'll produce your work accurately,  
quickly and inexpensively.

Let us simplify your printing and copying needs . . .

### COME TO ACTION PRINTERS

#### We Do:

- Photocopying • Self Service/Full Service • Multi-Page Reports •
- Manuals • Computer Printouts • Catalogs • Brochures •
- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

#### We Offer:

- Typesetting • Pasteup and Layouts •
- One or Multi-Color Offset Printing • Complete Bindery Department •
- Facsimile Transmission • Pickup and Delivery •

**So come in and  
let us solve your  
printing problems!**



## ACTION PRINTERS, Inc.

3747 N.E. Sandy Blvd • Portland, OR 97232  
287-8321 / FAX 282-2980

1222 S.W. Morrison • Portland, OR 97205  
222-4913 / FAX 222-4907



### CHANGE OF ADDRESS?

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

A.B.A.T.E. of OREGON, INC.  
P.O. Box 4504  
Portland, OR 97208

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

ADDRESS CORRECTION REQUESTED

BULK RATE  
U.S. POSTAGE  
**PAID**  
PORTLAND, OREGON  
PERMIT No. 638

0005 N 10/01/91  
BRIAN STOVALL  
5224 CHERRY HTS RD W  
THE DALLES, OR 97058-



Membership drives are going on all over the state.  
May the "Luck of the Irish" be with you in your quest for members!

### 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	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd SUNDAY	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
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 FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.