

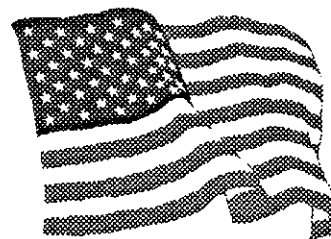


APRIL 1991 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

# WRITE THOSE LETTERS "LEGALIZE FREEDOM"

## THE OREGON MOTORCYCLIST'S *BILL SUMMARY*

March 1991



### IN THE OREGON STATE LEGISLATURE

**HB 2285 - Helmet law for ATV's and snowmobiles.** Write: Rep. Cedric Hayden, House Transportation Committee. Ask that the committee table HB 2285. Say why you think it is not a good bill.

**HB 2286 - Helmet law for bicyclists under age 12, with \$50 fine for parents/guardians for children not complying.** Write: Rep. Mary Alice Ford, Chair, House Human Resources Committee. Say that you oppose HB 2286. Say why.

**HB 2551 - Operators of motorcycles over 25 years old could ride without helmet after completing rider education course.** In House Human Resources Committee, Rep. Mary Alice Ford, Chair. Because of some questions on this bill, BikePAC of Oregon is not making recommendations at this time.

**HB 3035 - Require moped operators to complete motorcycle knowledge and skill tests in order to be licensed to ride a moped.** Write: Rep. Cedric Hayden, Chair, House Transportation Committee. Say that you support HB 3035 and request that a hearing be held.

**HB 3036 - Removes probable cause from mandatory seat belt law, so that police could no longer stop drivers just for failure to wear a seat belt.** Write: Rep. Randy Miller, Chair, House Judiciary Committee. Say that you are in favor of HB 3036 and request that a hearing be held.

**HB 3037 - Establishes medical exemption from motorcycle helmet use.** Current law allows certain persons to be exempted from seatbelt use on advice of a doctor; this bill would extend the same provisions to motorcyclists. Write: Rep. Mary Alice Ford, Chair, House Human Resources Committee. Say that you support HB 3037 and request that a hearing be held.

Call or write your own state senator and state representative about these bills, too.

If you don't know who they are, call your county clerk.

**State Representatives & Senators**

**State Capitol, Salem, OR 97310 Phone 1-800-327-7389**

*This information is provided by BikePAC of Oregon and the Motorcycle Riders Foundation, Washington, DC.*

## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

**ABATE of Oregon, Inc.**

**P.O. Box 4504**

**Portland, OR 97208**

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

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## COORDINATOR'S CORNER

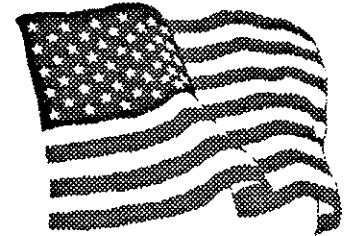
### ATTENTION ALL MEMBERS!

**Rotten Roger has moved.**

**His new telephone number is 285-4329.**

## THE OREGON MOTORCYCLIST'S ***BILL SUMMARY***

*March 1991*



### IN THE UNITED STATES CONGRESS

**H.J. Res. 107** - a resolution calling for the President to declare May as national Motorcycle Awareness Month. *Write:* your U.S. Congressman; ask him to co-sponsor it.

**H.J. Res. 45** - a resolution to require the display of the POW/MIA flag at federal buildings. *Write:* your U.S. Congressman; ask him to co-sponsor it.

**S.400 National Recreational Trails Fund Act of 1991** - to set aside recreational gas taxes from fuels not used on highways, to fund recreational riding areas. Sponsor: Sen. Steve Symms (R-ID). *Write:* Senators Bob Packwood, Mark Hatfield; ask for their support on S.400.

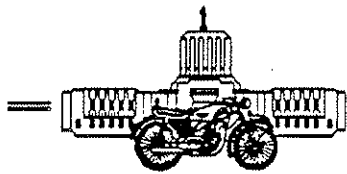
**S.21 California Desert Protection Act of 1991** - Among other restrictions, would prohibit use of motorcycles in many parts of the California desert. Sponsor: Sen. George Mitchell (D-ME) for Sen. Cranston (D-CA). *Write:* Senators Bob Packwood, Mark Hatfield. A ban on off-road riding is just one more step toward banning motorcycles altogether.

**National Helmet and Seatbelt Law:** Rep. Jim Cooper of Tennessee has introduced a helmet/seat belt bill to the Federal Highway Aid package for 1991. *Write:* Rep. Peter DeFazio. Ask him to help stop any attempt to attach a helmet/seat belt provision to the Highway Aid bill. Also write to your state senators and representatives, and ask them to contact Rep. DeFazio as well. Emphasize that this is an issue that should be dealt with at the state level.

### ADDRESSES

**U.S. House of Representatives, Washington, DC 20515**  
**U. S. Senate, Washington, DC 20510**

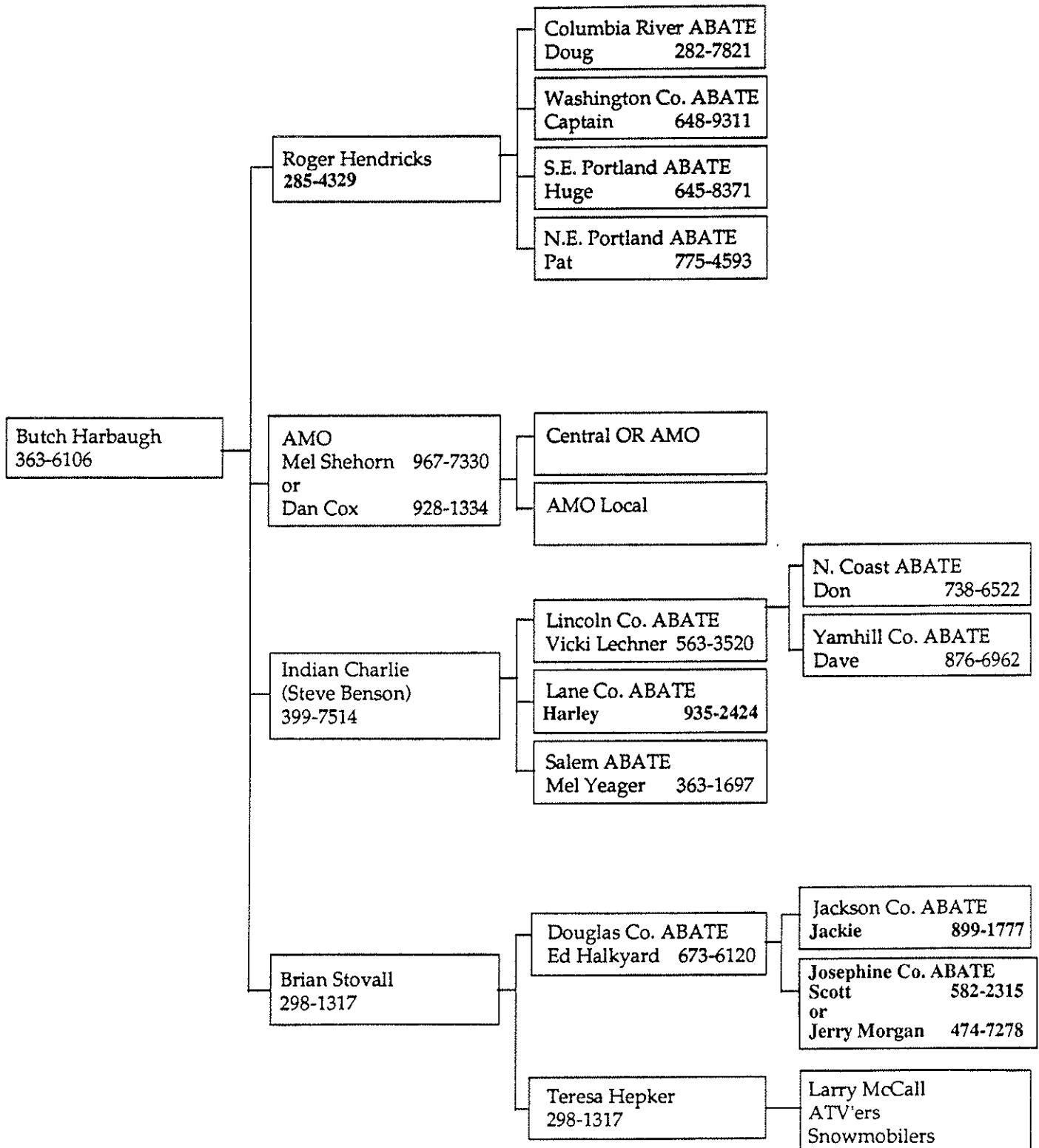
*This information is provided by BikePAC of Oregon and the Motorcycle Riders Foundation, Washington, DC.*



# BikePAC of Oregon

## PHONE TREE

February 2, 1991



**A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING  
Minutes for March 9, 1991**

**No Report**

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**CHAPTER REPORTS**

**COLUMBIA RIVER**

**Meeting Time:** 2nd & 4th Wednesdays, 7:00 p.m.  
**Meeting Place:** U & I Tavern, 6910 N. Interstate, Portland  
**Chapter Address:** P.O. Box 11817, Portland, OR 97211  
**Chapter Contact:** Marilyn, 788-0492

Greetings from Columbia River. Well did some of your think you were never going to hear from me ever again. Well, I have joined this Chapter and we had elections of officers which are:

Doug Roland - Coordinator  
Larri Bastrain - Treasurer  
Angie Jensen - Secretary  
Marlyn Bennet - Ways & Means  
Carmen Ashpole - Membership Secretary  
Red & Doc Merendish - State Representatives  
Red - Historian  
Doc - Sergeant-At-Arms

Congratulations to all. We are gearing up for our Run To The Sun coming up June 22 and 23. Look for our flier and come join us and have lots of fun. Ask anybody that's been there. The drawing for the Fossil T-shirt was won by none other than our Sergeant-At-Arms, Doc Merendish. His drawing was great. So were the rest of the entries. Hard decision!

Well, we will be seeing a lot of you, I hope, down the line somewhere, sometime.

Summers coming. Roving meetings are coming. See you out there.

Enjoy - Adios  
Angie Jensen

**DOUGLAS COUNTY**

**Meeting Time:** 1st Sunday at 11:00 a.m.  
**Meeting Place:** Round Table Pizza, Roseburg Valley Mall  
**Chapter Address:** P.O. Box 61, Roseburg, OR 97470  
**Chapter Contact:** Joy Hoover

April meeting for Douglas County Chapter will be the second Sunday of the month for April only.

Allen Buckle is now our Historian for the Chapter.

There are many bills coming up. We all need to get out there and let the people in those committees know our opinion.

Our Chapter is working on some different kind of fund raisers. We'll let you know what they are and how they go when more information becomes available.

Casino Night was a success. Everyone had a good time. We were glad to see people that we don't usually get to see and appreciate everyone that came down.

Enough for now.  
Linda

**JACKSON COUNTY**

**Meeting Time:** 1st & 3rd Sundays, 11 a.m.  
**Meeting Place:** Angeleo's Pizza, Phoenix  
(Call Frank at 535-6537 or Chris at 776-9824)  
**Chapter Address:** P.O. Box 1184, Medford, OR 97501  
**Chapter Contact:** Peter Karpa, 776-4558 or  
Paul Warrender, 772-7344

Hi from Jackson County. Our Coordinator came back from the Best In The West all pumped up with enthusiasm and new ideas for our Chapter. While he was there he found us a sister and brother Chapter, Weber Chapter and Salt Lake City Chapter, both of ABATE of Utah. Our family grows.

Our St. Patty's Day Blowout was a combined effort with Josephine County. Their Poker Run from Grants Pass ended up at Touvelle Tavern, the site of our Casino Night. We all gambled at the Poker and 21 tables and the Roulette Wheel. There was lots of excitement and big winners. Were you there? If not you missed a good one.

We are doing a membership drive to speed toward our goal of 250. Frank is waving his pony tail at us in challenge. We only need 172 more members (2 each ... piece of cake!).

Coming up Saturday, April 27th, is a Poker Run. Proceeds go to the American Cancer Society. There will be a big feed after the run and we're working on getting a band. Watch for fliers with more details. Come on down to So. Oregon!

See you in the wind,  
Skeeter

**JOSEPHINE COUNTY**

**Meeting Time:** 2nd & 4th Sundays, 11 a.m.  
**Meeting Place:** Angelo's Pizza, 263 Rogue River Hwy.,  
Grants Pass  
**Chapter Address:** P.O. Box 2031, Grants Pass, OR 97526  
**Chapter Contact:** (None listed)

No Report, Second Time.

**LANE COUNTY**

**Meeting Time:** 1st Sunday, 1:00 p.m.  
**Meeting Place:** Abbey's Pizza, 1970 River Road, Eugene  
**Chapter Address:** P.O. Box 171, Veneta, OR 97487  
**Chapter Contact:** Harley, 935-2424 or John Ware, 935-8033

No Report, Third Time.

*"Many receive advice; few profit by it."*

*- Publilius Syrus*

## LINCOLN COUNTY

**Meeting Time: 1st & 3rd Fridays, 7:30 p.m.**

**Meeting Place: Moby Dick's Restaurant, Newport**

**Chapter Address: P.O. Box 665, Newport, OR 97365**

**Chapter Contact: Vicki Lechner, 563-3520**

Well, I'm still trying to figure out when you are going to be reading this. It makes it a real challenge trying to tie everything together.

By the time that you read this, our Anniversary Party will have come and gone. I'm sure we all had a good time.

Our Chapter was asked to furnish 4 motorcycles for a production number at the Miss Lincoln County Pageant. This was a lot of fun. There were 2 people from the Performing Arts Center who recommended that they contact us, because they felt that we are a very civic minded group that will help if possible. We were represented by 1 BMW, 1 Kawasaki, and 2 Harley's. It took 3 nights of being at the center to complete our part, of which the motorcycles were only on stage for about 5 minutes.

The Mrs. Santa Claus workshop that we are working on in conjunction with the Newport Lions is coming along. Without Doug being so steadfast, this would not be near completion.

Things have actually been quiet in the Chapter. We are taking some breathing time before we start on our Beaver Creek Run preparation. This will involve a lot of our time and energy when the time comes.

It is time to get this off in the mail

Ride safe and keep dry ...  
Millie

## NORTH COAST ABATE

**Meeting Time: 1st & 3rd Sunday, 12 Noon**

**Meeting Place: The Bayside Gardens, Nehalem**

**Chapter Address: P.O. Box 468, Seaside, OR 97138**

**Chapter Contact: Don Smack, 738-7156**

Mr. Bill sez;

Not a whole lot to report from the North Coast. It's raining cats and dogs (or is that fish and cows?) and blowing 'em horizontally. Looks like spring is here, and that means summer is right around the corner. We'll be going back to two meetings a month starting in April, 1st and 3rd Sundays, same time, same place. The first Sunday's meeting will be all business and the third Sunday's meeting will be for fun (poker runs, picnics, good times), so at least show up for the third Sunday meeting.

We're going to be doing some volunteer work in the community soon to try to get some positive public relations. I'm happy to say we've got some new members, but it don't make up for the ones we've lost and the inactive members. Seems to me a lot of "members" have joined so they can fly the ABATE patch and be "cool", but aren't willing to become involved and fight to preserve their rights and freedoms. As for me, I've always liked a good fight and ain't no quitter. Come on people, give a shit before you get shit upon. Here's my reminder for the month:

You've got to stand for something, or you'll fall for anything.

Mr. Bill

**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.**

## N.E. PORTLAND

**Meeting Time: 1st & 3rd Wednesday, 7:30 p.m.**

**Meeting Place: Round Table Pizza, 4141 N.E. 122nd, Portland**

**Chapter Address: P.O. Box 5792, Portland, OR 97228**

**Chapter Contact: Pat Gleason, 775-4593**

April started not with showers, but with a Chapter Poker Run on April 6th that covered over 100 miles. It began in Northeast Portland, ran through Vancouver, took back roads to Amboy and Aerial, traveled the freeway to Longview and over the bridge to Rainier and Scappoose. All who participated had a great time.

Last month our Chapter began a fund raiser for Luke Metcalf who was recently hospitalized for brain surgery. Luke holds the No. 1 ABATE membership card and was one of the original founders of ABATE. Our Chapter purchased a VCR to be raffled off at the April State Board meeting with all proceeds going to Luke to help in his fight against this disease. Our prayers are with him.

Since the beginning of the year we have added 15 new members to our Chapter. Mary Beth is still leading the pack in our contest with 11 members to her credit. In one month's time the State added 49 new members to it's roster, so if each Chapter continues to do its parts the State could have over 1,000 voices by June. Keep up the good work.

The Toy Run committee has begun preparations for this year's annual Shriners run to be held December 7th. Of course the first line of business was that of securing a new Harley for the raffle, which was done and will be a 1992 Fat Boy. Thank you, Beaverton Harley. Tickets will be available beginning at Fossil.

Through no fault of our own, our Chapter has had to change meeting places. The days and times are the same, first and third Wednesdays of each month at 7:30 p.m., but the location is now at Round Table Pizza on 122nd. The exact address is 4141 N.E. 122nd, just south of Prescott. See you there.

With the nicer months approaching and more and more people getting into riding motorcycles, we encourage all new riders to take Basic Riding Course, and those who have been riding for awhile might even learn something new from an Experienced Riders Course. Safety should be of the utmost importance when riding and these courses offer an array of valuable safety techniques. Courses are offered at most community colleges, through TEAM Oregon.

Til next month, ride safely ... ride longer,  
Linda

## SALEM

**Meeting Time: 2nd & 4th Mondays, 7:00 p.m.**

**Meeting Place: Casey's Pizza, 4500 S. Commercial**

**(Call 585-6518 or 585-3897 for info.)**

**Chapter Address: P.O. Box 13957, Salem, OR 97309**

**Chapter Contact: Jim Stoner, 769-4402**

No Report, First Time.

## S.E. PORTLAND

**Meeting Time: 1st & 3rd Sundays, 12 Noon**

**Meeting Place: The Pizza Baron, S.E. 122nd & Division,  
Portland**

**Chapter Address: P.O. Box 86007, Portland, OR 97206**

**Chapter Contact: Edd Dahl, 771-0188**

No Report, First Time.

## WASHINGTON COUNTY

Meeting Time: 2nd & 4th Tuesdays, 8:00 p.m.

Meeting Place: Little Italy Pizza, Cornelius

Chapter Address: P.O. Box 1353, Hillsboro, OR 97124

Chapter Contact: Paul, 693-0938 or Mitch, 648-9311

I would like to apologize for no report last month. With that out of the way, where are our members? I have been going to the meeting and seeing the same people, same faces, same motorcycles. Here's your chance to be seen April 28, Sunday Poker Run, Balm Grove at 9:00, breakfast, prizes and money to be had by all. I personally would be happy to see all 49 of our members present.

We had a pool shoot at Sunset Tavern on a Sunday afternoon - and a beautiful day it was, 28 people signed up for the shoot. John S. took 1st place with Mike K. at 2nd and Paul V. taking 3rd.

Billy did a find job pushing the hot dogs and Kenny sold tickets and gave away door prizes, fun was had by all.

Here is a note for you dead beats to think about - If people from Yamhill and Portland can come to our events why can't the people from our own Chapter show up?

There's a lot of talk about Fossil. This year, Washington County is going to have a motorhome set up selling goodies, working security and helping out on beer booth. We are going to mix fun and work and have a good time doing both. The more volunteers we have the more fun everybody will have. We have advanced tickets for Fossil if anyone is interested.

The Chapter sent Captain to Utah for the Best Of The West Regional Seminar. I am sure he came back with new ideas and ways to motivate people.

In closing, our meetings are held at Little Italys' Pizza in Cornelius next to 7-Eleven across from Fred Meyers. Every 2nd and 4th Tuesday at 8:00 of every month.

See you there,  
Ken & Sheryl

## YAMHILL COUNTY

Meeting Time: 2nd Sunday, 3:00 p.m.

Meeting Place: Dominico's, 2223 McDaniel Lane, McMinnville

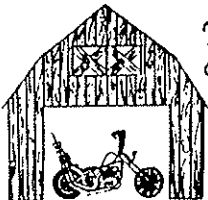
Chapter Address: P.O. Box 1179, McMinnville, OR 97128

Chapter Contact: Longshot, 876-6962

No Report, First Time.

*"I do not resent criticism, even when, for the sake of emphasis, it parts for the time with reality."*

- Winston Churchill



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## MOTORCYCLE SAFETY AND EDUCATION RALLY

### MAY 4th

### SHEMENSKI FOUNTAIN

Downtown Portland Park Blocks

800 Park Blocks between Salmon and Main Streets

FOR INFORMATION CALL:  
GORDON - 256-0933

12 noon until 2:00 p.m.

Speakers and Information

A.B.A.T.E. of  
OREGON, INC.



BikePAC  
of Oregon



Team  
Oregon



May is National Motorcycle Awareness Month.

WASH.CO.  
INVITES  
PRIZES U 2 GOOD TIMES  
A  
BREAKFAST RUN  
AT BALM GROVE PARK  
IN Gales CREEK, OR. APRIL  
800-1000 BREAKFAST SERVED 28th  
1100-? POKER RUN  
POKER RUN  
RSVP. NOT REQ.  
BOTH FOR  
BREAKFAST  
HAMB & EGGS

## MOTORCYCLE AWARENESS AND YOU

Four years ago the National Coalition of Motorcyclists began pushing for individual states to have MAY proclaimed as Motorcycle Safety and Awareness Month. In Canada, our member organizations not only were able to institute proclamations in 2 provinces but May was also proclaimed Motorcycle Safety and Awareness Month nationwide in 1990. Two years ago a special committee was formed within NCOM's Board of Advisors to work towards getting a federal proclamation in the U.S. On February 5, 1991, through the efforts of NCOM Advisor Eddie LaPlante, United States Representative Andy Ireland (R-FL), introduced Joint House Resolution #107 designating May as Motorcycle Awareness Month throughout the country.

May was chosen by the Coalition because it is the beginning of the riding season in many states and spells out Motorcycle Awareness and You. A designated month allows us to reach out to motorcyclists and non-riders through PSA's, billboards, printed materials and meetings explaining the importance of being aware and sharing the roads. Our goal is to make our highways safer and to stop the carnage on our roads.

We ask that each and every one of you contact your federal congressional representatives and senators and urge them to sponsor H.J. Res. 107 introduced by Congressman Ireland. Two thirds of a vote is needed from both the House and the Senate for this Resolution to pass (approximately 218 from the House and 66 from the Senate).

With all of the emphasis being put on safe driving and the environment, this bill can't help but pass if we put time and effort into it. Many states and even some cities already have this month or a week set aside for Motorcycle Safety and Awareness. Richard M. Lester and NCOM's Board of Advisors feel that it is time to get some positive legislation introduced rather than always fighting against anti-motorcycle bills. This is a piece of positive legislation that will help us to be taken seriously as concerned members of our community. It is our responsibility as riders to educate the non-rider, making them more aware of us, resulting in safer roads for everyone.

Write to your federal representatives and senators today. Get them to support this resolution making MAY Motorcycle Safety and Awareness Month throughout the United States. **END**

**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"**

### RIVER ROAD HOUSE TAVERN

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FRIENDLY FACES

**ABATE MEMBER - SUPPORTER**

**OWNER : SHIRLEY PEARSON**

## WET AND COLD

by Bill Ley, Texas Aid to Injured Motorcyclists Attorney

This time of year it's hard to remember scrunching down and shivering in February's icy crosswinds. But February will come again, and if you literally were shivering last year, maybe you better read on. Your life could depend on it.

"Exposure" (not "freezing"), probably kills more people than any other natural cause outdoors. And it can happen at well above 32 degrees. Furthermore, motorcyclists are among those most exposed.

When it's cold, your body burns the food you ate yesterday or last night to maintain vital body temperature. If you didn't eat enough of the right stuff, your body will have to call on stored reserves, which isn't as fast as burning sugar already in the blood stream.

For motorcyclists the problem is compounded by wind chill. At 45 mph, 45 degree air chills like 18 degree air, and the body's calorie requirements go up accordingly. If the energy isn't supplied fast enough, you've had it. And that's in dry air. When the rain starts trickling down the back of your neck the danger comes on with astonishing speed. Wet clothes are 240 times less insulation than dry clothes!

The danger signals are: 1) Shivering, 2) Drowsiness or yawning, 3) Weakness or clumsiness, 4) Confusion.

Here's how the body loses heat, and how to slow down the loss:

**RESPIRATION** - Inhaling cold air and exhaling it warm just heats the environment at your expense. Breathe through a warm scarf.

**CONDUCTION** - Separate your skin from metal objects (handlebars, gas tank, sissy bar, zippers, snaps, etc.). Keeping your knees and thighs separated from the gas tank with a sheepskin may be better than sitting on it.

**RADIATION** - Wear layers of clothing, especially wool because it's warmer when it's wet than anything else, even down. It's also light and easy to pack. The hands and fingers expose a lot of skin surface, like cooling fins. Gortex gloves are well worth the money.

**CONVECTION** - Keep the wind off. Wear a coated nylon shell or leathers with tight collar and cuffs on top of everything else. It will greatly increase the efficiency of the insulation layers below. When traffic permits, grip the handlebars near the center to keep hands and arms behind the faring or windshield.

**WATER CHILL** - Stay dry! If you can't stay dry, don't ride. Stop! If you have to sleep under an overpass, at least you have a chance of waking up.

When the body's core temperature drops just three degrees below normal, vital organs can't function, judgement is impaired, and heat begins to be lost faster than the body can burn fuel to replace it. At rest you can die before you realize you are in trouble. At 65 mph, well ....**END**

## EASTSIDE MOTORCYCLE

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**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**



## WHO IS THE ENEMY?

**The following is part 2 of an editorial commentary by Gregg Hardy, Board Member of the Motorcycle Riders Foundation.**

A few thoughts to ponder regarding the insurance industry. How many millions of your dollars do they spend in lobbying and funding of special interest organizations? How many millions of your dollars does it take to finance the Insurance Institute for Highway Safety? Why do we need the Insurance Industry for Highway Safety when government has the Department of Transportation and the National Highway Traffic Safety Administration? How many millions of your dollars are spent erecting office buildings that approach being monuments to themselves? Why are they allowed to compare the amounts they take in and pay out? Does this not promote an atmosphere of monopoly, collusion or at the very least price fixing? How does all the above relate to the rates you are paying?

Everyone complains about taxes, because you see the amount on each check stub, but have you totaled the amount you contribute to the insurance industry lately? Many people have health insurance paid by the employer but it's still part of your wages and is probably somewhere in the \$3,500.00 or more a year range. Homeowners insurance is neatly tucked away with your mortgage payment, another \$1,000.00. Insurance for your vehicles another \$1,000.00 or so. Tack on life insurance and we are talking around \$6,000.00 a year you pay out to the insurance industry. Do you suppose these amounts could be lowered if they weren't involved in politics, special interest groups and monument building? Of the roughly \$50 billion spent annually as a result of motor vehicle accidents, \$21 billion is retained by the insurance industry to cover administration expenses. An additional 4 billion goes for legal expenses associated with these accidents. The largest chunk, \$27 billion goes for property damage. How can what amounts to less than one-tenth of one percent of the 6 billion spent on motor vehicle related medical costs be worth the millions upon millions spent by the insurance industry and the hundreds of thousands of legislature man-hours and salaries spent over the last 24 years in all 50 states and now the federal government be considered cost effective? They're creating Social Burdens of their own which would far overshadow any created by motorcycling. Is this what America has come to? Insurance Industry funded special interest groups and lobbyists using your money to influence legislators, whose salaries you pay, to pass laws which costs you and robs you of your freedom of choice and is not the best solution to safer motorcycling. All this being done in the name of social burden and risk management.

This type of Federal blackmail was used to raise the drinking age to 21. Has it helped stop the teenage drinking problem? No, but better education might, better research might. The states were coerced to mandate seat belt use. Has this worked? No! With an estimated total use rate of 47%, some states as low as 15%, the American people have clearly stated they don't want the law. Several states have repealed it.

Has risk management in our daily and personal lives become the job of our government? Has anyone told those living in California over a known earthquake fault that they have to move in the name of risk management and social burden? Can we expect to see the Eastern seaboard, Florida and the Gulf states evacuated in the name of risk management and social burden since they have hurricanes? No, these people live there because of their freedom of choice.

The fact is there is risk involved in anything we do. Had mankind not taken risks we would still be huddled on the back wall of some cave. To quote James J. Baxter, "What has been lost among the safety zealots is the simple fact that human beings formed societies for the specific purpose of sharing the burdens of certain risks, including old age. The security of a society was not designed to limit personal freedom and individual discretion. The whole reason for joining together in a society is to enhance the freedom to make

decisions concerning your welfare and for protection against the tyranny of man and nature.

When the individual makes decisions, the risk inherent in that decision is largely borne by the individual, but there are always secondary impacts. And, because everyone in a society makes decisions every day that entails some risk, it is inherent in a free society that those secondary risks are shared.

The safety establishment led by the insurance industry now says that we, as a society, should not have to share these risks. In fact, they've gone one step farther and suggested that some risks be eliminated. What they hope to do is criminalize the use of individual discretion in matters that potentially impact an individual's welfare. But what they forget is that this literally covers just about every aspect of life.

All of us had better start thinking long and hard about whether we want to live in a society that shares risks or a society that attempts to eliminate risks through the elimination of personal freedoms and individual discretion."

Is there any logic in putting a 16 year old to work in a machine shop operating complex equipment with no training as long as he or she would wear a helmet? No. Then where is the wisdom in allowing a 16 year old to operate today's highly complex motorcycles on our congested trafficways with no prior training so long as they wear a helmet? Supporting Rider Safety Education which promotes better safer riders that leads to increased accident awareness, along with educating the rest of the motoring public to be motorcycle aware, would seem a much wiser course of action.

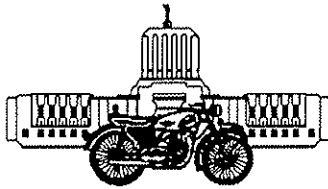
America is consuming gasoline at the rate of 360 million gallons a day. At 16 cents per gallon Federal Gasoline tax this equals \$57,600,000.00 a day that American citizens pay into the Federal Highway Fund. This is your money paid in by you and the Federal Government wants to withhold it, at the cost of unsafe roads, unless the States bow to their mandates. A similar amount is also paid on State Gasoline Taxes. At the current rate of consumption we will be out of gas by the year 2033.

Motorcycles are the only mode of transportation showing a 10% reduction in accidents and fatalities, while having a 15% increase in usage over the past ten years; all this, by the way, with no significant changes in helmet laws. The facts are (1) that motorcycles are two to three times more fuel efficient than automobiles; (2) the weight of a motorcycle with two people on it weighs one-half or less than an automobile with no passengers inside, thereby being able to transport more, in less space, while reducing the wear on the infrastructures and (3) being able to reduce freeway traffic jams while allowing more vehicles to park in the same area. All these things would tend to make me believe that motorcycling as a mode of transportation could make a very valuable and viable alternative if those with foresight will simply say enough is enough after 25 years of the same ineffective rhetoric and move into the future, supporting the methods which have shown to be best. Fairness in motorcycle legislation, proper rider safety education training, such as that provided by Motorcycle Safety Foundation training, more public awareness training and campaigns for the non-motorcycling drivers to be more aware of motorcycles and to share the road should be in the best public interest in conserving fuel, the infrastructure and the efficient moving of the motoring public.

With Liberty and Justice for All,  
Gregg Hardy

END

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



# 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 March 10, 1991

Meeting called to order at 11:18 a.m. at Casey's Pizza, Salem. Present: Brian, Butch, Charlie, Roger, Steve Dodds, Angie, Teresa, Mel & Sharon Yeager, Tina & Lee Robinson, Jack Fassel. Minutes, membership and treasurer's reports approved as read. Income for the month of February was \$590.00, and expenses were \$383.50, leaving a balance of \$1157.04. The Board approved a January contribution to MRF of \$59. Jack sent out \$37 worth of renewal request letters, with notation on bottom of each form for tracking. He also put an ad for BikePAC in Road Rider magazine. Dennis Smith of AMO in Bend has requested Jack to come to an April meeting.

### BEST of the West Report:

There were 116 attendees from 11 states, including one from Alberta Canada. Conference was well received by those attending. The board discussed federal legislation which was reviewed at BEST. The ABATE board is interested in putting together a proposal to host the 1992 western states conference, and has formed a committee to work on it.

MRF Report - Brian reported on growth of MRF Rep network throughout the US. He will have products soon and is working to sign up more members. If he wins the MRF Sportster, he'll give it to BikePAC.

### Oregon Legislative Report:

HB 3035 - Moped operator licensing - House Transportation Committee

HB 3036 - Removes probable cause from seatbelt law - House Judiciary Committee

HB 3037 - Medical exemption from helmet use - House Human Resources Committee (the form issued now by DMV is not being recognized by state police)

HB 2286 - Bicycle helmet law - Human Resources Committee. Ford not really too supportive of this bill, so is looking for some way to save face on it. Board decided that BikePAC would support a bicycle education program as long as the helmet provisions of this bill are removed. If we help her out on this bill, she may be more likely to give a hearing to helmet exemption bill. Problem: motorcyclists are so highly visible, open to harassment. As bill is written, DMV would need to issue sticker. Now we need to get dialog with DMV regarding the possible alternatives to a sticker (maybe a different color plate, more visible to police)

HB 2551 - Helmet exemption for riders of motorcycles more than 25 years old, with confirmation of rider education course completion. Doc Schuster (sponsor) has been promoting this bill to motorcycle groups but it is not apparent that he is lobbying for it in the legislature. Intent of sponsor is to chip away at the helmet law, but the bill is in Human Resources Committee and not likely to get a hearing. Board decided to remain neutral on this bill until we hear from sponsor and/or vintage people, and concentrate our limited resources on bills that look like they have more chance of passage.

Action: Roger will contact Dorothy Gage, get the anti-seat belt law faction moving. Write letters, do phone tree. DJ's Swap Meet (Portland) - BikePAC will make 1000 legislative fact sheets for distribution there. Enough BikePAC Bulletins will be sent to AMO for their next newsletter.

AMA Charter: still need letters of recommendation for BikePAC for the application. Teresa and Jack will work on this.

Annual Meeting: notice to go to whole group of current and past members. The notice must go out before April 4. Meeting will be held May 4 from 1:00 to 3:00 p.m. at Round Table Pizza on Willamette Ave. in West Linn. The regular meeting will be held prior to that at 11:00 a.m.

Next regular meeting: April 6, West Salem branch library, 12:00 noon.

## A VIEW OF THE 102nd U.S. CONGRESS AND MOTORCYCLING

WASHINGTON, D.C. - On January 3, 1991, the 102nd United States Congress convened. Although most of the activity in Congress has been centered around the Persian Gulf War some actions have taken place that may affect the efforts of the motorcycling community in Washington, D.C. One of the first actions taken by the new Congress was to elect party leadership and, on the Democrats part, elect committee chairmen. The process of electing new party leaders and committee chairmen may have both positive and negative implications for motorcycling's efforts in the 102nd Congress.

On the Republican side of the aisle, Senator Chafee (RI), the sponsor of S.1007 - the primary national helmet law legislation of the 101st Congress - had held the position of Republican Conference Chairman since 1984. The Conference Chairman is the Senate Republicans' number three leadership position, behind Senate Minority Leader Bob Dole (KS) and Senate Minority Whip Alan Simpson (WO). When the Republican senators met to elect new leadership Senator Thad Cochran (MS), who had been the Conference Secretary - the number four leadership position - successfully challenged Senator Chafee for the Chairmanship. Not only has Senator Chafee lost a key leadership position from which he could exert pressure for support of S.1007 type legislation, but he also lost control of the considerable research and support staff resources of the Conference.

However, on the House of Representatives side the changes in committee chairmen may have a negative impact on the efforts of motorcycling in Washington. In a rare move the Democratic Caucus voted to remove two sitting committee chairmen. One of those removed, as Chairman of the House Public Works and Transportation Committee, was Representative Glenn Anderson (CA). This committee has authority over virtually any legislation dealing with street motorcycle riding. Rep. Anderson, a former motorcycle racer and AMA member, was considered a friend of motorcycling. That background in and of itself made his losing the chairmanship a loss to motorcycling. But, this loss combined with his replacement as chairman by Rep. Robert Roe (NJ) is of great concern to motorcycling. Rep. Roe was one of the 23 cosponsors to Rep. Cooper's H.R.3925 - the House companion bill to Senator Chafee's S.1007.

The the helmet law issue, both Senator Chafee and Congressman Cooper intend to introduce legislation similar to S.1007 and H.R.3925. Congressman Cooper had planned to introduce his bill in early January. But, the issues of the Gulf War have pushed back the scheduled introduction of legislation on many issues. Currently, Congressman Cooper plans to introduce his bill in late February. At this time Senator Chafee does not have a planned introduction date. His staff insists the senator will be introducing legislation similar to S.1007 in the 102nd Congress.

However, Senator Chafee's and Rep. Cooper's legislation is not the only legislation of concern to motorcycling in 1991. Every 5 years Congress must pass legislation to develop and authorize the nation's federal highway program. The Federal Highway Re-Authorization bill, commonly referred to as the "Highway Bill", is a major priority piece of legislation for this year. The current law expires at the end of September, 1991.

The Highway Bill has both good and bad aspects to it as far as motorcyclists are concerned. The negative side is that it offers supporters of a national helmet law an opportunity to offer an amendment and incorporate helmet law language into a multi-billion dollar piece of legislation. This is a situation motorcyclists must do everything they can to prevent. A priority of motorcyclists must be to keep the national helmet law issue as a stand alone piece of legislation.

But, the Highway Bill also offers motorcyclists tremendous

opportunities to raise and address other issues to better motorcycling. The priority issue for motorcyclists should be to obtain better funding of motorcycle safety initiatives through 402 funding. 402 funds are federal highway safety funds given to the states to initiate new and expanded highway safety programs. In 1988, mainly through the efforts of the AMA working with Senator John Danforth (R-MO), motorcycle safety was designated as a national priority for 402 funding, joining the six other areas. However, being designated as a priority and being treated as one are two different things. For fiscal year 1991, which runs October 1990 to September 1991, there are appropriations for \$114,655,000 in 402 funding to the various states and territories. Motorcycle safety has only been allocated \$700,000. Appropriation of only 6/10th of one percent of total funding is not adequate financing for the needs of motorcycle safety and much less than should be due one of 7 priority categories.

Another area the MRF hopes to address through the Highway Bill is that of handicapped parking access for disabled motorcyclists. In many states, even if they qualify for handicapped parking in their automobiles or trucks, disabled motorcyclists cannot legally park their motorcycles or trikes in a handicapped parking space. In 1990, the 101st Congress passed the Disabled Americans Act to ensure the rights, especially for public access, to handicapped and otherwise disabled American citizens. Motorcyclists need to ensure the rights of disabled motorcyclists are not forgotten.

One other area motorcyclists can address through the Highway Bill is the issue of fairness on toll roads. Sharing the burden will be one of the main issues addressed in the Highway Bill. One of the policies under consideration is to allow more toll roads, thereby making the users of the highways bear an additional burden, in addition to gas and excise taxes and registration fees. If sharing the burden is the goal, then fairness in that burden must be addressed. Currently, most toll roads charge a motorcycle the same fee as cars on toll roads. Even a full dresser with two riders only slightly exceeds 1,000 pounds, whereas, many cars and pickup trucks exceed 5,000 pounds when traveling on the same toll roads, at the same fee as motorcycles. Not only do motorcycles cause less also lessen highway congestion and are more fuel efficient than most cars and light trucks. The use of motorcycles lessens the burden on the roads and American's energy needs. By putting less of a burden on the system motorcyclists should be asked to carry less, not more, of the burden. If not totally exempted from tolls, at a minimum, motorcycles should be charged a substantially reduced toll than that of automobiles and light trucks.

Obtaining additional 402 funding, guaranteeing handicapped parking access for disabled motorcyclists, dealing with fairness in road use issues and keeping out language concerning a national mandate on helmet use laws are motorcyclists priorities on the Highway Bill in the 102nd Congress. But, the Highway Bill is not where motorcyclists legislative interests end in our Nation's Capitol. Some issues directly impact motorcycling while others are indirectly related.

One such issue is the current version of Senator Cranston's Desert Protection Act of last session, better known as S.11. This year Senate Majority Leader George Mitchell (D-ME) introduced a similar bill, S.21, for Senator Cranston (D-CA). Although this legislation would mainly affect off-road riders it is discriminatory to motorcyclists. And, if this type of legislation is successful it could dramatically hurt the motorcycle industry overall. And, once banned from off-road activity street riding could be next!

A positive piece of legislation, again one that mainly impacts off-road riders, is Senator Symms' (R-ID) National Recreation Trails Fund Act of 1991, S.400. The federal Highway Trust Fund is financed through gas taxes. Senator Symms' legislation would take a portion of the gas tax monies and use them to develop off-road riding trails. Since off-road motorcyclists pay gas taxes to operate their motorcycles it is only fair their sport receive its fair share of supportive federal funding. But, even if you have little interest in this particular issue there is another reason you should support S.400. The reason is Senator Symms has been a long time supporter of motorcyclists on many other issues. and, as the Ranking Minority Member of the

Senator subcommittee on Water Resources, Transportation and Infrastructure he has been extremely helpful in providing motorcyclists opportunities to express our views before that important subcommittee on several occasions.

Another piece of legislation, though not directly motorcycle related, that you should consider supporting is Senator Harry Reid's (D-NV) S.J. Res. 45. This legislation would require the POW/MIA flag be flown over all federal buildings. There is a large contingent of motorcyclists concerned and active on this issue and they need your support. Again, like Senator Symms, Senator Reid, a 9 year member of the Environment and Public Works Committee, has been supportive of motorcyclists in the past. For these reasons you are encouraged to support S.J. Res. 45.

One other issue motorcyclists need to address is having Congress declare MAY 1991 as motorcycle awareness month. We are currently looking for a primary sponsor and cosponsors to this type of legislation.

Being active and effective on all of these areas of interest is a big task. Being successful on these and the state issues concerning motorcyclists can only happen with the active and continuous involvement of thousands of motorcyclists. If you are concerned with the future of motorcycling you must become active in the legislative process. To do otherwise is to stand by and watch motorcycling slowly lose its freedom and fun.

Motorcycling needs your help. Of priority is that you start writing your legislators, both state and federal, on a regular basis. To be effective you need to write at least five letters each and every month. Write a letter to each of your U.S. Senators, your U.S. Congressman, your state Senator and your state Representatives. \$1.45 a month in postage is needed from you each month, every month. If you want to write more then write to Congressmen from your state that serve on committees through which motorcycle related legislation will pass. The effectiveness of grass roots efforts is due in large part to being able to focus limited resources to where they have the most impact.

Yes, it feels good to sit in Derry, New Hampshire and blast off a letter to Congressman Cooper of Tennessee for sponsoring helmet law legislation. But, no good has been done, you will not have changed Rep. Cooper's mind or actions, except to maybe intensify his current feelings. The energy you put into that letter from Derry would be much more effective if written to Senator Bob Smith, a freshman Republican Senator from New Hampshire, who was the only new appointment to the Senate Committee on the Environment and Public Works and serves on that committee's panel on Water Resources, Transportation and Infrastructure. Instead of feeling good about writing a letter because it vented your anger, feel good about it because in a constructive manner it impacted your legislator to vote your way on the issue. That is something that not only will make you feel good, but is also something you can take pride in:

Helping to protect MOTORCYCLING!

END

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## DID YOU KNOW?

written by Lois Gleason

### Did you know...

If you want to put a sign up on your property that you need to check with your City officials first.

You need to know what your zoning is (Residential, Business, etc.).

You need to be patient.

After several calls, recordings and about twenty minutes of conversation - these are the results -

Example:

Our house - S.E. Portland, Residential.

Banners not allowed.

Permit for above not allowed.

Signs are allowed - (temporary signs). The top of the sign can be no higher than 42" above the ground. Dimensions of the sign - 2 (two) to choose between:

1 square foot or 3 square foot.

Maybe we can use the fence?

NOPE!

That makes it a freestanding sign and it is considered permanent.

What a let down. We had several ideas for promotions (ie: May Awareness/Share the Road.)

Now I'm checking into the Business zoning. With luck, maybe they can put up signs or banners for "awareness" without too much trouble. END

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## WOMAN MOTORCYCLIST ENDS LATIN AMERICAN SOLO TREK

by Mary D'Ambrosio  
Associated Press Writer

CARACAS, Venezuela (AP) - When Catharine Rambeau faced unemployment, she rented her house, bought a used motorcycle and set off on a 27,000-mile solo trek through Latin America.

"My older brother called me up and said I couldn't do it," Rambeau, a 55-year-old resident of Lantana, Fla., said recently as she ended her trip in Caracas, after two years. "He and his friends had visions of my being shot by the Sendero Luminoso."

There are plenty of dangers for a woman traveling alone in Latin America, though attacks by Peruvian guerrillas are among the least likely. There is sexism, official suspicion, and dislike of Americans. There are bad roads, long deserts, contaminated water and tropical illnesses.

BUT RAMBEAU, long attracted both by the region and the idea of a difficult motorcycle journey, saw her opportunity when the video magazine she edited folded.

An experienced biker, she picked out a used 260-pound red Honda, dieted off 86 pounds, traced her route on sometimes-inaccurate maps and, on Dec. 11, 1988, set out for Ushuaia, a cold and forlorn village at the southernmost tip of Argentine Patagonia.

She calculated that she and her bike, Mojo, would be there in six months. But the road had its own time line; it took a year and eight days, and an additional year - including a five-week break to fly to Detroit to earn emergency money - to ride north to Caracas and the trip's end.

In black riding boots, sunglasses, a multicolored African bead necklace and often black Jorge Amado T-shirt - in honor of the Brazilian author - Rambeau rode 27,185 miles through Central and South America. She spent about \$11,000, sleeping in \$5 hotels and persuading mechanics to sell her bike parts at cost.

OPTIMISTIC AND sympathetic, she handed out money when she could, upset by poverty. She viewed suspicious soldiers as nothing but poor boys, and said she disarmed them by shaking hands.

"I got stopped by plenty of guns," she said. "I'd stick out my hand and say hello. How can you hurt someone whose hand you touch?"

Braving desert wind and jungle heat, and forever cleaning and repairing the bike, she kept asking herself what she was accomplishing. As she noticed little girls staring at her from the edges of the roads, she began to find the answer.

"Somebody doing something difficult and scary and unusual will give a push to somebody else," she said. "When I was growing up, there were no women playing baseball, there were no women cops, there were almost no women in politics. I never had anybody to look at."

Rambeau celebrated with small-town Chileans their first democratic election in 16 years, had a brief romance with a fellow biker in Brazil, and was mesmerized by the singing of the owner of a desert cafe. **END**

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EXPRESS IT.  
WRITE, NOW,  
RIGHT NOW!**



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## Reprinted from February 1991 The Bailing Wire, ABATE of California Newsletter FOR YOUR INFORMATION

by JoAnne Wilson

What follows was excerpts from a construction newsletter, but could affect just about anyone.

As you are all aware, workplace and other drug testing is becoming more common. Recent court decisions would seem to indicate that drug testing will become more prevalent. Many false drug screening results have been brought about by the use of legal over-the-counter medications. The following is a partial list of substances that can cause a false/positive indication:

Advil, Nuprin, Motrin, Rufen (also at risk are persons with a bladder/kidney infection or liver disorder) - can show up as **MARIJUANA**.

Nyquil, Vick's Inhaler, Contac, Sudafed, diet pills, heat and asthma medications, and many nasal sprays - can show up as **AMPHETAMINES**.

Amoxicillin (antibiotic), tonic water, herbal tea - can show up as **COCAINE**.

Elavin, Benadryl, Soma, Norflex, Phenergan - can show up as **METHADONE**.

Dilantin and Phenobarbital - can show up as **BARBITUATES**.

Phenergan, Vick's Formula 44, tonic water, poppy seed rolls - can show up as **HEROIN**.

Contac, Dristan, Nyquil, Hall's Mentholated Cough Drops, Terpinhydrate, many cough medicines - can show up as **ALCOHOL**.

If you are using any of these preparations (most of use are) and are required to take a drug screening test, notify the person and/or company conducting the test.

When you think about it, I guess you'd better hope you're very, very clean or very, very healthy before you are required to take one of these tests. **END**

Revised: February 1991

ATTN: Members

Following is a list of products available through A.B.A.T.E. of Oregon, Inc.  
Products are another way of helping support A.B.A.T.E.

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
___	AYP2	Year Pin - 2 yr. member - blue	3.00	___
___	AYP3	Year Pin - 3 yr. member - white	3.00	___
___	AYP4	Year Pin - 4 yr. member - red/black	3.00	___
___	AYP5	Year Pin - 5 yr. member - white/black	3.00	___
___	AYP6	Year Pin - 6 yr. member - black/orange	3.00	___
___	AYP7	Year Pin - 7 yr. member - black	3.00	___
___	AYP8	Year Pin - 8 yr. member - dark blue	3.00	___
___	AYP9	Year Pin - 9 yr. member - yellow	3.00	___
___	AYP10	Year Pin - 10 yr. member - red/white/blue	3.00	___
___	AYP11	Year Pin - 11 yr. member - purple/black	3.25	___
___	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	___
___	ALP1G	ABATE Logo Pin - gold	5.00	___
___	ALP1S	ABATE Logo Pin - silver	5.00	___
___	ALP1P	ABATE Logo Pin - pewter	5.00	___
___	AEPS	ABATE Eagle Pin - large, silver	5.00	___
___	AEPIG	ABATE Eagle Pin - large, gold	5.00	___
___	AWP	ABATE Wing Pin - silver	5.00	___
___	AWPG	ABATE Wing Pin - gold	5.00	___
___	ASP	ABATE Supporter Pin	4.00	___
___	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	___
___	APOP	ABATE Oval Logo Pin - black/gold	4.00	___
___	A#1P	ABATE #1 Pin - small, 3 color	2.25	___

MISCELLANEOUS

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

JEWELRY

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

(Over)

QTY. PART NO.

DESCRIPTION  
ABATE T-SHIRTS

CHAPTER COST  
SELL PRICE  
TOTAL

___	AFRTS	ABATE T-Shirts	___	___	___
___	AFRTL	ABATE Sweatshirts	___	___	___
___		Sm Med Lg X-Lg	___	___	___
___		Sm Med Lg X-Lg	___	___	___

NOTE: All shirts are black with white letters  
Chapter Logo set-up fee with each order  
In order to be able to obtain shirts at this price, orders have to be a minimum of 12 shirts or more.

STICKERS

___	AWS-L	ABATE Wing Sticker - black/red (left side)	1.50	___
___	AWS-R	ABATE Wing Sticker - black/red (right side)	1.50	___
___	AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.25	___
___	AMS	ABATE #1 Membership Sticker - large, 5 color	2.00	___
___	HLS	HELMET LAWS SUCK Sticker - small	.50	___
___	HLSS	HELMET LAWS SUCK Sticker - small	.50	___
___	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	___
___	ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE,	.75	___
___	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	3.00	___
___	MMOL	"LEGALIZE FREEDOM" Bumper Sticker	.75	___

SPECIAL ORDER ITEMS

___	AMPI	ABATE Membership Patch w/Dedicated To Freedom Of The Road	3.00	___
___	ANG	Year Bars (indicate year)	1.00	___
___	CHPT	Chapter Rockers	3.00	___
___	CHOF	Chapter Officer Patches	3.00	___
___		Courtesy Cards	.50 for	___
___		License Plate Frames - Cars w/Let Those Who Ride Decide	4.50	___
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## THE DOTTED LINE ANIMAL

by Fred Rau

He set me up! That so-called "friend" of mine, Earl, who runs the Central Arizona Motorcycle Riding Academy (CAMRA), set me up! and was probably off somewhere at another course right now telling his class what he'd done to me and laughing himself sick.

Earl had been after me for several months to go through a refresher for the MSF's Experienced Rider Course. That wasn't a surprise, since my last training had been over a year ago. But suddenly, this week he had become very adamant about it.

"This weekend, Fred. You've got to go through the course this weekend. It's going to be new and different, and you really need to see it and experience it. Besides," he added, "a lot of your friends are going to be there, so you won't feel like a stranger."

Earl can be a real nag at times, but I usually give him the benefit of the doubt. I figure he's only doing it for my own good. I finally relented.

So there I was on a bright and shining Sunday morning, sitting in a classroom trying to get psyched up for the "dull" part of training: listening to the instructor's talk. The range part, where you get to test yourself and your machine against the diabolical maze of the course, is actually kind of fun. But the classroom part always bores me to tears.

Walking across the parking lot to the classroom earlier that morning, I couldn't help but notice one machine that seemed entirely out of place. Sitting among the dozen or so Gold Wings, with a sprinkling of assorted 750s and 500s, was a massive, black, Harley-Davidson Low Rider.

In the classroom, it wasn't hard to figure out who'd come here astride that imposing piece of Milwaukee Iron; it was just hard to figure out why. His appearance fit every stereotyped image of the "typical" Harley rider. Black leather chaps (with just a touch of conservative fringe. Engineer boots, black vest, the trademark visored cap and the obligatory black Tee-shirt. (I've often thought that if the rider of any other marque dared to wear one of those shirts, he would probably wind up as upholstery on someone's Sportster.)

This guy was big! I'm talking biceps the size of a normal man's thighs and a girth and build guaranteed to bring a smile to the face of any NFL defensive coach.

The small amount of face that showed through the heavy beard and imposing handlebar moustache was deeply tanned and composed of a substance reminiscent of old saddle leather. Out of this visage peered two unwavering eyes that obviously belonged to a man unaccustomed to avoiding direct confrontation with those who might feel foolhardy enough to direct a challenge of any sort his way.

Well, all I could do is hope the instructor didn't make me ride behind this guy on the course. If he dumped that thing, I didn't know if I could dodge an obstacle that size. Also, I sure didn't want this guy P.O.'d at me!

Speaking of the instructor, I didn't see Earl or any of the other MSF guys that I knew hanging around. Earl must have some new talent waiting in the wings for this one, I thought.

Yeah, you guessed it. While I was wondering, the tattooed behemoth looked at his watch, stood up and strode to the front of the room.

"My name is 'Animal,'" he announced calmly, "and I will be your instructor today. In case you're wondering, my real name is \_\_\_\_\_, but I don't answer to it. Animal is a term of endearment given to me by my mother, and I don't appreciate jokes

made about it."

(Oh, Lord, I thought silently, help me keep my big mouth shut!)

We were only 30 seconds into the course, and I had already decided that Earl wouldn't live to see another sunrise. A joke is a joke, but to deliberately line up a dozen Wingers to suffer a day's tutelage under a Mad-Max Harley rider was tantamount to insanity. Surely Earl must have realized that our two "types" barely manage to coexist peacefully when we have a highway median between us, let alone sticking us in the same room together for a whole day! Thanks a lot, old buddy!

In my mind I came up with several almost-plausible excuses for getting up and leaving. None of them really sounded defensible enough if my new teacher decided to challenge me verbally on my way out the door. Besides, I'd be sure to catch heck from the other Wingers present if I ran out and abandoned them to the whims of our tattooed tutor.

So I stayed put, determined to ride it out - and was soon amazed to find that Animal was not only literate, he was also witty, intelligent and entertaining. For the first time, I actually enjoyed the classroom segment of the training. I was beginning to relax a bit by the time it was over. Now for the fun part.

A great rider I'm not, but a fairly good rider I am - especially on the MSF courses, because I've had ample practice at them. I was certain the other Wingers (several of whom were members of a national championship drill team) and I would show this Harley man just how well it can actually be done.

Full-compression braking with the rear wheel locked up was the first exercise. I accelerated toward my very large, black-leather target, determined to make the quickest, straightest stop in history.

It was not to be. I must have leaned a little or looked away momentarily because the rear end locked up and began to swerve. I chickened out and let up on the brakes, jerking the bike back into an upright-and-straight mode like someone who's just been shot.

"Sloppy," growled the Animal. "Keep your head up and your eyes straight ahead. Try it again."

So I tried it again. And again. And on the fourth attempt I made something that resembled an acceptable stop. Some of the rest of the class did better; some worse. It was suggested - by one of the other instructors, not by any of us! - that Animal demonstrate the proper method.

It looked and sounded like ten tons of thundering freight train roaring down the parking lot with Thor himself astride. Suddenly, it was full lockup, with the attendant scream of tortured rubber and blue smoke pouring from the rear tire. But bike and rider stayed rock-steady and straight ahead until the big machine had shuddered to a perfect stop.

I couldn't help but notice that a black-booted foot didn't even start to reach for the pavement until several heartbeats after the machine was fully stationary. Man and machine were obviously very familiar with being pushed to their outer limits, and they did so calmly and matter-of-factly. I was a little ashamed - and more than slightly jealous.

In the Brake-and-Escape and Obstacle-Avoidance exercises I fared a bit better, but I had trouble on the Braking-in-A-Turn segment, usually my best exercise. Try as I might, my stops were swerving out of the curve to the right. I inevitably ended up hopping like a one-legged chicken as I tried to keep from dropping my bike. After my third attempt, Animal stopped me.

"You keep turning your head to the right as you straighten up," he said. "Look straight ahead and you won't have a problem."

"Okay."

I know enough to look straight ahead when I'm braking. I grumbled silently to myself. Who does this guy think he is, telling

me to look straight ahead? Indeed! I'll show him!

Another time around ... with the same pathetic results. I felt embarrassment, but more than that: anger! I knew how to do this! Why couldn't I just do it!

"I think I see the problem," said Animal. "Try it one more time, just so I can be sure."

Boy! This guy was loving the heck out of embarrassing me in front of my friends. I had half a mind just to ride on out of the parking lot and forget the day had ever happened.

But I didn't. I tried it one more time, and this time I stopped perfectly.

Animal walked up from behind me. "Yep," he said. "That was it."

"What was it?" I asked, more than a little irritated. "I didn't do anything different."

"No, I did something different to make you do it right," Animal said. "I didn't stand to the right of the curve where you could see me. Every other time, you looked up at me just as you started braking, and the bike pulled to the right. As soon as you couldn't see me anymore, you kept your eyes straight ahead and stopped properly. I knew I was beautiful, but I never met anyone who just couldn't keep their eyes off me."

"Well, dammit!" I said angrily. "Not looking at you is like trying not to look at the front end of a Mack truck bearing down on you!"

He stared at me a moment, then he laughed. And then I laughed. And then we both laughed together.

I learned a lot about myself that day, both as a rider and as a person. "Never judge a book by its cover" is easy to say, but it's a little harder to actually learn and live by.

I raise my hand in salute, nowadays, when I pass a Harley on the road - or any other kind of bike. Not just Wings. Because one of the things Animal told us in class stayed in my head, I hope forever.

"It don't matter what you ride," he said, "only that you ride, and learn to do it right."

You may call yourself Animal if you please, my friend. But you're a better man than I. **END**

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Reprinted from March 11, 1991

Harley-Davidson, Inc. Press Release

## **HARLEY-DAVIDSON'S RIDER EDUCATION EFFORTS REACH NEW LEVELS**

MILWAUKEE - Motorcycle safety got more attention in 1990 than ever before from Harley-Davidson and its riders.

The company donated almost \$22,000 worth of helmets to rider education courses. That's a company record.

Apparently the helmets were needed. Approximately 1,200 members of the Harley Owners Group (HOG) participated in the company's rider education tuition reimbursement program last year. That's the largest number of participants the program has had since it was instituted in 1988.

Under the program, HOG members, who total about 135,000 worldwide, are eligible for tuition reimbursement of up to \$50 for successfully completing an accredited Motorcycle Safety Foundation (MSF) rider education course (or Motorcycle and Moped Industry Council rider education course in Canada).

In addition, HOG members who successfully complete an accredited rider education course in 1991 will also receive a "Safe Rider" pin. HOG chapters that have 12 or more members who take and pass an accredited rider education course this year will receive a laser-engraved "Safe Rider" plaque.

The Safe Rider program is just another step in the company's continuous efforts to promote rider education. To facilitate current and future safety efforts, the company is presently in the process of appointing state safety coordinators to monitor regional and local rider education funding and help the company develop awareness for its programs. These volunteers also will work with the approximately 650 HOG chapters nationwide to organize and promote rider education opportunities.

"Rider safety is a top priority with Harley-Davidson," said company Vice President of Sales and Marketing Jerry Wilke. "We believe that emphasis on rider education, licensing laws and alcohol awareness is essential to the safety of motorcyclists."

For more information about the HOG Safe Rider Skills tuition reimbursement program, call 1-800-CLUB-HOG. For more information about MSF rider education classes, call 1-800-447-4700. **END**

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## FIRST ABATE SPRING OPENER POKER CHIP RUN

by Angie Jensen

Fun, fun, fun. We sure had lots of it and had 44 people join us and make the loop up towards Mt. Hood. We started at The Table Restaurant, and we went to Pleasant Home Saloon in Sandy, on to Brightwood, Oregon, then to T.J.'s Restaurant in Sandy and then ending at the Stage Coach Saloon in Troutdale. What a beautiful day. It was clear and sunny. When we were between Pleasant Home and Brightwood Tavern it was just beautiful to be able to see Mt. Hood full of snow. It was so clear and colorful. It was great. The most happy of course were the winners of the prize monies.

1st high hand was Dee - she won \$50.00

2nd hand was a split - Hope won \$12.50 and Steve won \$12.50

Low hand was Jan Kerr - she won \$10.00

And there were lots of neat door prizes. Congratulations to all and thanks to all that joined.

ABATE Products - Angie Jensen  
State Ways & Means - Rusty Taylor

**YOUR HARD WORK IN ABATE IS  
WORTH IT ...  
WHEN YOU COUNT THE BENEFITS  
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## MOTORCYCLE AWARENESS MONTH

by Mel Yeager

It is time again for me to remind you that May is MOTORCYCLE AWARENESS MONTH. In your community there is something going on that your Chapter could and should be involved in. In the city of Salem there is planned a meeting of the Oregon Highway Division, Traffic section/Traffic Data. Contact Tom Petterson, Phone: 378-2309 in which your Chapter might be interested.

Roger Hendricks has a great deal of interest in seeing that each Chapter become a partner in the operation of the affairs of the community. The reason is probably obvious; that as your Chapter becomes involved you also become recognized as interested citizens who are willing to listen to the problems and to help with the solutions of the community. This action on your part as a Chapter will go a long way toward helping us all to gain the credibility we so badly need to develop and change the image of BIKERS!!!

BIKERS!!! The very word causes some ordinary citizens to find a safe haven for the duration, some become quite militant, and some become religious. Maybe all three. It's time to change that image. WE know that we are all peaceful, law-abiding, taxpaying citizens just like everyone else. Go out into the community and let them know that we are people who choose to ride a motorcycle and that we deserve the right to share the road with those who don't.

You are also encouraged to organize and participate in some kind of run or ride to your City Hall, County Courthouse, or other public place to demonstrate our need for the public to be aware of motorcyclists who will be sharing the road with them this summer. Encourage rider education. This Ride should be done the first weekend in May. God bless us all. Ride safely this summer. *END*

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## BAKER'S DOZEN

by Lois Gleason

I should probably start by telling you how much I enjoyed the privilege of attending the seminar in Utah. It was a very unique experience (in more ways than one).

### THE TRIP

Roger gathered his flock in N.E. Portland. After we got in the van, we found out our first stop would be in Boise, Idaho. OOOOPS!!! Roger's glasses and briefcase? First stop, Roger's house. Poor Roger. Do you realize the trauma twelve people can cause one driver??? What a challenge we gave him! He's still alive and he's still talking to us. We made several pit stops, gas stops, food stops and "stretch those bods" stops. We arrived in Salt Lake City about 2:00 a.m. (Don't forget the time zone change.) Rather than tour the city at that time, several of us decided to be really tough and split an extra nights lodging fees. Friday morning we got up early, had breakfast and started making ready for our meetings.

### REGISTRATION/WORKSHOPS

Registration and Hospitality were on Friday. We signed in and started going over the schedule of events. There were two general sessions scheduled for Saturday and Sunday mornings. Workshops started Saturday afternoon. There were three workshops scheduled in each time block.

1:00 to 2:20

What's Happening on the Federal Front?  
Women in Motorcycle Rights  
Communication Forwards and Backwards

2:40 to 4:10

Grassroots Lobbying  
Public and Media Relations  
Chapter Organizational Techniques

4:30 to 5:50

Western States MRO Leaders Summit Meeting  
Building the Network

The two general sessions had a variety of speakers from MRF, MIC, AMA, MSF, NHTSA, and ABATE of California. They each gave an overview of what is or has been happening in motorcycling in their arena, and what their organization is doing to promote motorcycling. A couple of them gave background information on their group.

The workshops were all positive and informative. We are all facing the same problems, some of us are just newer at it than others. A lot of good ideas were generated and we found out how well so many organizations are working together. Especially on the national level. Organizations have agreed to disagree on some issues and continue to work together to take care of legislative issues that are important to all of us on a federal level.

The energy and enthusiasm these people have is phenomenal. These people are working for our rights as motorcyclists.

I have notes from two of the BAKER'S DOZEN and in the May newsletter you will be able to read about some of the things we learned and got involved in. You may even find out about some of our auction items. AIO wine, fresh from Orygone????? END

"Any excuse will serve a tyrant."

- Aesop

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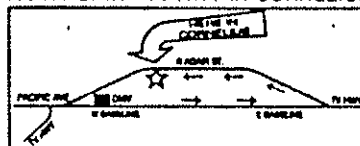
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Recently in Portland, Oregon, Luke Metcalfe underwent surgery for a malignant brain tumor. Surgeons were able to remove approximately 90% the other 10% will be attacked by laser radiation with the hope of beating this and eliminate the possibilities of future growth.

Luke has been active for 20 years safe guarding the rights of motorcyclists everywhere.

He organized and led ABATE of Oregon for a number of years and helped organize ABATE of Washington and Idaho.

Luke worked with local and national organizations involving helmet laws, safety and education programs. He spent a lot of time and traveled many miles, always at his own expense.

Luke was also responsible for "Project Kick-Start", a motorcycle repair school in the Oregon State Penitentiary. This involved 20 correspondence courses and teachers to come in once a week. "Project Kick-Start" is now a full time school. Through his efforts perhaps some of the guys will go on to a better life upon release.

He was also responsible for involving ABATE of Oregon with the Young Woman's Christian Association (YWCA) whereby ABATE of Oregon does a yearly clean up and maintenance at the West Winds Summer Camp on the coast for needy children.

We know of no one who more willingly gave of his time, energy, a whole lot more to help others.

He now faces a long period of rehabilitation. He also faces some large costs (including 24 hour care) beyond his insurance coverage.

This is our opportunity to help him. Here's the pitch - we have made up some patches we would like to swap you for a monetary donation - try \$5.00, plus \$2.00 for shipping and packaging (don't hesitate to send more if you can).

Mail donations to:

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Many thanks from Luke's family and friends.

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

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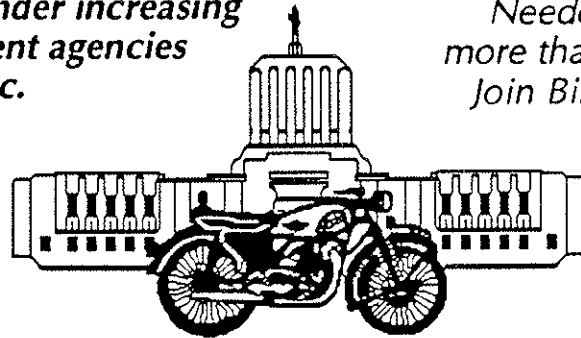
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## LETTER TO THE EDITOR

Dear Ms. Adkins:

I signed up to become a member of ABATE in 1983 because I was interested in MOTORCYCLING issues. You know, helmet laws, insurance laws pertaining to MOTORCYCLISTS, etc., etc. I have also noticed that membership has dropped considerably since 1983. I firmly believe that ABATE's LOSS OF FOCUS is a major factor. This loss of focus is quite apparent in the content of the ABATE NEWSLETTER.

Really now, how many of us can sit down and find agreement on all of life's issues? I am quite certain that in nearly any group of MOTORCYCLISTS, we can find agreement on the desire to repeal the helmet law. We can find agreement on the value of rider education. We can find agreement on the need to make sure that insurance companies and lawmakers are sensitive to MOTORCYCLISTS needs and pocketbooks. These issues, after all, are MOTORCYCLING issues. Once we move beyond the MOTORCYCLING issues, however, consistency of agreement within this group would fade. And the ABATE NEWSLETTER overflows with these non-MOTORCYCLING issues.

Why do we mention flag etiquette, smokers' rights, seat belt legislation, gun legislation, pro-Desert Storm propaganda, and prayers of past presidents in a MOTORCYCLING publication? Don't get me wrong - these issues deserve attention. I myself am interested in issues outside of MOTORCYCLING (during the war in the Persian Gulf, I proudly wore my "U.S. Troops out of the Mid-East" button). But we have the National Rifle Association for those interested in gun legislation, Philip-Morris (and the National Cancer Society) for those interested in smokers' rights, the Veterans of Foreign Wars (and the Oregon Peaceworks) for your particular stand on the Persian Gulf War, and the American Legion and the Boy Scouts for flag etiquette. Those organizations cover these issues far better than the ABATE Newsletter. Be prepared for a shock, though. You will find no mention of MOTORCYCLING issues in their publications. They have already discovered the value of focus.

Growth is effectively curbed when a group lacks focus. We have, as an organization, probably alienated MOTORCYCLISTS who believe that smokers' rights should be further limited, who believe that we need stricter laws for owners of firearms; that current seat belt laws are valid; that our military action in the Persian Gulf was wrong; who do not believe in the god or gods that some people choose to pray to; and who will probably never display the flag. We have, as an organization, probably alienated MOTORCYCLISTS who would work hard to repeal the helmet law, who would promote MOTORCYCLE safety and education, and who would write insurance companies and congresspersons regarding MOTORCYCLING issues.

As for the content of the ABATE Newsletter; instead of covering all these non-MOTORCYCLING-related issues, how about contacting and publishing the happenings and news of other Northwest MOTORCYCLING organizations? We, as an organization, probably have members that belong to many of the other MOTORCYCLING organizations. I belong to the Oregon Vintage Motorcyclists and the newly-formed Oregon chapter of the Antique Motorcycle Club of America. Wouldn't it be nice if non-ABATE members would want to receive the ABATE Newsletter mostly to discover what is happening with MOTORCYCLISTS in the area? People may want to join ABATE just to get the Newsletter (I know people who belong to the American Motorcycling Association just to get their fine publication). With a narrower focus in the ABATE Newsletter, it may be easier to sell advertising space, too!

It is so tempting to surround ourselves with people who think just like ourselves. This is fine if you want to drink a little beer with friends on a Sunday afternoon. But if we ever want to see ABATE of Oregon grow, we must clean house. The ABATE Newsletter must be purged of non-MOTORCYCLING material. Coordinators, state and local chapters, must limit discussions during meeting times to MOTORCYCLING issues. If we fail to do this, we will never rise

above the status of a "fringe group," and we will never make desired impacts for the good of MOTORCYCLING.

Sincerely,  
Tommy the Commie, Salem Chapter  
(Tom Krise)

Dear Tom;

Your point is well taken but I feel you yourself may have lost FOCUS on what the letters of ABATE stand for - A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS. We are a Political Action Organization that deals with laws that affect the lives of MOTORCYCLISTS.

You are right. No group or individual will ever agree on everything in life, but when we find something like the seat belt law which does affect motorcyclists, since there are times we find ourselves in cars, it is important to let our members know what is going on and feed them as much information as we can on the issue.

Our FOCUS as ABATE of Oregon members is "Freedom of Choice". The freedom to choose in our lives and stop mandatory laws that affect our way of living. We do mainly deal with motorcycle legislation, but as in any organization, other issues confront us that affect the majority and need to be addressed. If we closed our eyes and deal strictly with MOTORCYCLING issues we could miss the clause at the end of a legislative bill that states "including motorcycles" (such as S.339 which has to do with gang violence but has included motorcycles).

I know this may shock you, but it is not affordable for a lot of people to be members or subscribe to magazines dealing with all of the issues they are interested in. In the name of "Freedom of Choice" we will print it!

In the interest of your word "overflows" there were 24 MOTORCYCLE-related articles in the March 1991 issue and 6 non-MOTORCYCLE-related articles. Overflows???

I would like to close this in suggesting that if you would like to see more happenings and news of other Northwest MOTORCYCLING organizations that you make the phone calls and write the letters. I would be happy to print whatever you send me. Since I work full time and do the Newsletter evenings and weekends (I have 4 full days between each Newsletter) I am unable to take on this additional responsibility but would be happy with any help you can give.

I appreciate your writing in and voicing your opinion. Maybe you will spark a flame in others.

Donna Adkins, Editor



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

May 11	State Board Meeting Creswell	Rotten Roger	285-4329
May 25-26	Fossil Run State Run, Bear Hollow Campground	Rotten Roger	285-4329
June 8	State Board Meeting Portland	Rotten Roger	285-4329
June 22-23	Run To The Sun Poker Run Columbia River Chapter	Doug	282-7821 or 289-9255
July 13	State Board Meeting (To be announced)	Rotten Roger	285-4329
July 20-21	Beaver Creek Run Lincoln County	Gary & Vicky	563-3520
July 26-28	S.O.S. Run Jackson & Josephine Counties	Scott Bukovac Frank Way	582-2315 535-6537
August 3-4	Fox Creek Salem	Sonny & Diane	399-0753
August 10	State Board Meeting (To be announced)	Rotten Roger	285-4329
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	285-4329
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	Jerry Scott	474-7278 582-2315
October 12	State Board Meeting Creswell	Rotten Roger	285-4329
November 9	State Board Meeting Creswell	Rotten Roger	285-4329
November 23	Toy Run Washington County	Captain	648-9311
December 7	Portland Toy Run	Gary Martin	639-0873
December 14	State Board Meeting Creswell	Rotten Roger	285-4329

## THE LETTER

by Pat Gleason

"What the hell do you mean we got to go through basic training again?!? When we completed it the first time, the DI said we would never have to go through it again. He also said that we would never have to go through any boot camp for any of the other armed forces, if we decided to rejoin! There is no way I'm goin' through that hell again," Rusty yelled in the general's face. He then got up and started to walk out the door.

"Hey man. Wait a second. Let's see what all he has to say about that. I'm not too game on the idea of goin' back to basic training either, but I'm not ready to give up yet," Mike asserted, as he grabbed toward Rusty to try to keep him from walking out.

"Let go of me, man. I don't want to go back to boot camp. NO WAY!" Rusty said to Mike as he continued towards the door.

"Hey Rusty. Wait a minute. I was just doing a little test on you to see if you remembered anything from basic. I see that you did remember the one most important thing that even I remember. You passed," the Commandant said as he sat back down in his chair.

"That was a pretty shitty trick that you just pulled on us! If you're goin' to keep that up, you had better kiss my butt goodbye, 'cause I'm outta here," Rusty remarked back at the general.

"Okay, okay. No more tests. You don't have to go through basic training again, but you do have to go to Paris Island. You will have to be at the bus station at 0545 so you can leave by 0600. Tomorrow is going to be the first day of the rest of your life," the general said to the guys.

The Commandant calmed Rusty and Mike down and proceeded to brief them on their mission. He told them that they were to go to Paris Island for the two month recon refresher training. He also explained that they would be getting a great compensation for doing the job. He told them that the bikes would be waiting for them when they got to Paris Island. He told them that they will learn how to take the bikes completely apart and rebuild them with the minimum amount of tools required. If their bike broke in the middle of the desert, there aren't any repair shops anywhere nearby. The guys would meet their gunners when they got there. The gunners will know how to completely repair the bike with the least amount of tools required. Mike and Rusty will also meet their OIC (officer in charge), when they get to Paris Island. He will fill them in on the finer points of the mission.

The guys got up as the general finished and told him that they would be ready in the morning. They shook the Commandant's hand as he stretched it across the desk towards them, and then left his office. They went out to the bikes, fired them up and went back to the hotel. It was dark by then, so they decided to call it a night. Mike called the Harley dealer and told him that they would be returning the bikes around 5:00 in the morning the next day. The dealer told him that it would be no problem. He then asked Mike if they were leaving tomorrow, would they need a ride to the airport? Mike answered that they would be looking for a ride to the bus depot. The dealer once again told him it would be no problem. He liked to help brothers any time that he could. Mike told him that it would be great and he'll take him up on it.

The next morning, Mike and Rusty were up at four in the morning, and at the Harley dealer by five. The dealer was ready and gave the guys a ride to the bus depot. They made it to the depot by 0530 and were greeted there by one of the Commandant's aides. He gave them their tickets and left. The Harley dealer asked the guys if there was anything else that they needed. Mike told him that he had done more for them than any dealer had done before. The dealer told Mike that it was his pleasure, and he'd be glad to help anytime. The guys shook his hand and the dealer left to go back to his shop. The announcement came over the public address that Mike and Rusty's bus was loading. The guys got on the bus, and were headed off to Paris Island, South Carolina, for the second time in their life. This time was going to be a lot different than the last.

While they were in Paris Island, Saddam Hussien and George Bush were massing troops on either side of the Kuwait-Saudi Arabia border, with the Americans in Saudi Arabia, and the Iraqis in Kuwait. By October, the Defense Secretary announced that the Americans had over 340,000 troops in Saudi Arabia, enough for an offensive assault if needed. The guys were told that their training was going to take a little longer than had originally been anticipated. By November, the U.N. had passed a resolution that stated that Iraq be out of Kuwait by January 16, or their would be military force used.

The guys were just finishing up their refresher training when they got a message from the Commandant telling them that they would be waiting until after the 16th of January to start their mission. In the interim they could either go back to Seattle, or they could stay in South Carolina. Either way that they decided, they would be back at Paris Island by Jan. 16 so that they could be deployed easily. They were also told that their travel back to Seattle would be picked up by the Marine Corps, should they decide to go home. Naturally, both Mike and Rusty went back to Seattle. Before they left, they had to go back to D.C. to get debriefed on what they had just completed. Mike and Rusty finished up in D.C. and went back to Seattle.

On January 16, the guys got on an airplane and headed back to Paris Island. They arrived in town that evening and were greeted by a young marine that took them to their hotel where they would spend the night. The next morning, they woke up and started watching the news. Nothing had happened while the deadline had come and passed. It looked like nothing was going to happen. The guys figured that it was going to be a normal military operating procedure, hurry up and wait. However, by the middle of the afternoon things had changed. President George Bush had launched a major air attack, and was attacking Baghdad. The entire news system, ABC, NBC, CBS, and CNN were covering the attack. There was nothing on TV except the War in the Gulf.

Just shortly after the attack started, the guys got a phone call. Mike answered it.

"Is this Mike Washington?" a voice asked him.

"Yeah, this is him. Who the hell is this?" Mike answered with skepticism in his voice.

"This is General McLean, the Commandant. Your orders have been changed. Get your butts back here to D.C. so we can talk. That is a direct order!"

"Okay, we'll be there before you know it. Goodbye, general," Mike said and hung the phone up. He then turned to Rusty, who was totally involved in the War and said, "We have to leave right now and get back to D.C."

"Great! I can't wait!" Rusty said back with enthusiasm.

The guys left Paris Island and were back in D.C. They arrived at the Commandant's office just an hour after he had called them.

They walked into the general's office, as the Commandant turned in his chair and said, "Well, it's about time you guys got here. In case you hadn't noticed, we got ourselves a little war going on now, so we have to sit down and figure out how we are going to do your mission. The basics are still the same, get in, get him, and get out, the three g's. You will also still be doing it on the Harley's, although they will have a couple more extras. The motor will have a two stage blower and electronic fuel injection. The sidecar wheel will be driven by the motor, and the driveline will be shaft instead of chain driven. This way the sand will be kept out of the drive system. Also, the gunners will have machine guns mounted on them."

"Sounds kinda like 'Rat Patrol', except this time we do it on Harley's, the way it should have been," Rusty said with a laugh and a smile.

"Yeah, this is sounding a lot like 'Rat Patrol'," the general answered back. "The rest of this mission has a couple of changes also. You won't be dropped in until after we have gotten control of



the sky. The air war will take approximately twenty days to accomplish that. At that time you will still be taken in by a C-130, but you will be dropped in Karkuk, about 100 miles north of Baghdad. Their you will meet with the resistance, fill the bikes with gas, you will have a pair of five gallon cans to go with the eight gallon tanks that are already mounted on the bikes. The cans will be mounted on the side hack and can be discarded after they are empty. Then you and your gunners will ride to Baghdad and get Saddam. Everything else is still the same. Any questions?"

Mike asked, "Well, had you figured we would be goin' in under fire, or were you just goin' to let it go?"

"We had figured that there would be some fire, but we didn't expect that it would be a war. The way I see it, you should not have any trouble at all."

"I believe that it is goin' to be much easier than it would have been also. I'm glad that we are finally doin' something about it," Rusty remarked.

"Are you ready, man?" Mike inquired to Rusty.

"Yeah! Let's get our asses over their. I want a piece of the action," Rusty responded with joy. The Commandant stood and shook their hands before they left the office.

The guys contacted the Harley dealer in D.C. to try to get the bikes that they had borrowed the last time they were in town, seeing as how they would be staying in town for another twenty days at least. The dealer told them that he didn't have the same two bikes, but he could set them up with a couple of his own personal bikes. Mike and Rusty told him that was a good idea and they would be there later on that night to get them. The guys decided that they would tour the east coast while they were over there. They told the dealer what their plans were and he helped them by getting maps and addresses of help along the way.

Mike and Rusty took off and headed south to Florida, just in front of a major winter storm. They spent most of their time in Florida, as an eastern storm enveloped the coastline. They had to rent a van to get the bikes and themselves back to D.C. safely.

When they got back in town, they headed over to the dealer where they returned the bikes and paid the bill. Then the guys went to the Commandant's office to report in. There they were told how the situation was developing. They then were told they have two hours to get their stuff together and get to the bus depot for a ride to Cherry Point. They will fly out of there to Germany where they will meet their gunners and equipment and leave for Karkuk, Iraq. The guys left and went to catch the bus.

Mike and Rusty were on the flight to Germany. They arrived there twelve hours after they had left Cherry Point. They met their gunners and were told that they would be doing their final readiness check in Ankara, Turkey. They will put the gas in the bikes there, fire them up and take them out for a ride. They would leave five hours after they get to Turkey for Iraq.

They left Germany and were in landing in Ankara in just three hours. It was 1300 hours and they had until 1800 hours to get acquainted with their bikes. Mike and Rusty couldn't believe the bikes were such awesome fighting machines. Mike's bike fired up with a small push on the starter button. He threw his leg over it and was gone with the dust in his trail. Rusty fired his up and was chasing Mike when his stalled. He stopped, looked at the motor and realized that he had forgot to turn on the fuel. Because of the electronic fuel injection, the fuel pump shut off before he ran it completely out and he was able to fire the bike back up and get it going without any problem. The guys rode back to the garage, where the bikes were being kept, and got the gunners on the hacks. Then they rode out into the desert that was near the garage and got used to the feel of the bikes. They rode back into the garage and told the other people there that they were ready to go.

Mike, Rusty, and their gunners loaded up the bikes into the C-130 along with the rest of their equipment. The plane then started up and took off. They got to the Turkey-Iraq border in about twenty minutes. They flew over the border without any problems. The plane then rendezvoused with a pair of F-116 Stealth Fighters that would be escorting them to the landing zone. As they got near the LZ, the

rear of the plane opened and Mike and Rusty attached the parachutes to themselves and the bikes. The green light came on meaning that they had arrived. Mike, Rusty and the gunners parachuted out of the side door, while the bikes came out the rear. Their chutes opened and they landed on the hard sand with a thud. The bikes landed one hundred yards away from them. The guys went to them and got the bikes fired up. They then proceeded southeast across the desert three miles to the resistance camp. Their they got the map of Saddam's Bunker, where he was hiding, and decided that the best way in was a direct attack at the front. Mike and Rusty decided that they would take a small a break for two hours to rest and get ready.

It was 0200 when they woke back up. They got the gunners up, loaded the bikes with ammunition and fuel, then mounted the Harley's. Mike thumbed the electric starter. The Sportster roared to life at the same time as there was a bomb explosion. It freaked him for a second, but more than anything it inspired him. Rusty thumbed his electric starter and his Harley barked with a loud roar as it came to life. They tightened their helmet's on, pulled down their night vision goggles and stormed south across the desert to Baghdad.

There was no gunfire directed at them until they were close enough to the city to see the lights. Rusty's gunner spotted an anti-aircraft gun that was firing at an allied airplane. He then took the gun out with a couple of grenades from the launcher on the sidecar. There was gunfire off to the right of the anti-aircraft gun that was directed towards them, but they blasted by the gun with the throttles wide open. Mike's gunner turned and fired upon the site and, with the aid of the night vision goggles, made a direct hit. From then on, the guys were being fired on from out of the dark. The gunners were firing on all the sites that they could spot, knocking out about ten gun emplacements along the way. Mike took a hit in his left elbow, but it only tore the sleeve off of his leather jacket. They rolled into town and were able to get to the bunker. The gunners took out the guards that were standing near the entrance. They then shot a missile at the front door, blasting it open. Mike and his gunner got off the bike, grabbed their M16's and grenades, and started in. Rusty got off his bike and followed them in, while his gunner stayed outside with the bikes. Mike got inside where there were about twenty five dead Iraqis laying in the entrance. They then went over to the elevator shaft that lead 100 feet down to Saddam. They opened the door and threw a grenade down the shaft, to cut off any escape that way. They completely wiped out anything that was on the top floor.

They went to the stairwell door, that was still standing. Mike opened the door, enough to throw a grenade inside, and slammed it shut. The blast killed two guards that were just inside the door. Rusty opened the door and went into the stairwell. They stepped over the bodies of the dead guards and proceeded down. They got down to the next floor just as the door opened. An Iraqi fired his AK47 at Mike's gunner as he fired at him. The gunner got hit in the face and fell over dead. Mike threw a grenade at the still open door and killed the Iraqi guards. Mike and Rusty were alone now as they continued down the stairs. Two more guards got themselves killed by Mike and Rusty as they got to the door that Saddam was behind. Mike opened the door and threw his last grenade into the passage-way. He slammed the door shut as the grenade rocked the hallway. He opened the door and went inside. There was four Iraqis laying in their own blood on the floor right next to the door. Rusty came in and could identify that they were Saddam's main advisory council by the rank that they were wearing on what was left of their uniforms. There was one more door that they could see that they had to still go through to get to Saddam. Mike slowly opened the door. Rusty stood near the opening and looked in. He could see one guy sitting with his back to the door in a chair near a desk. It was Saddam. Mike opened the door the rest of the way, and they walked in.

Mike declared, "Are you Saddam Hussien?"

The man in the chair turned and said, "No. I am his translator. He is in the closet to your left. He has wired me with explosives that would have gone off if you shot me. He has a button in there with him that will set off the charge if you come after him. Can you help me?"

"I think that you are bluffing. Pure bullshit to me. Let's kill him,"



Rusty said to Mike.

The door to the closet opened, and Saddam walked out carrying a button. He said something in Arabic to the translator who told the guys that he said he was willing to die instead of go with the guys back to America. Saddam also said that Mike and Rusty would go with him as he was ready to meet his maker.

"Go ahead and try. I can take you out before you can push that button," Rusty said as he lowered his M16 and aimed it at Saddam.

The translator told Saddam what Rusty had said. Saddam twitched his finger that was on the button, but Rusty shot him in the hand, knocking the button out of his hand and away from him. Mike wrestled Saddam to the floor and was able to tie his hands behind his back. Rusty got the translator untied and proceeded to take the explosives off his chest. He tied his hands behind his back and they started back upstairs to the bikes. As they got upstairs, they found the other gunner dead and Rusty's bike was wiped out. Mike went over to his bike, found that there was no damage, and rode over to where Rusty and Saddam was. They got on the bike, Saddam on the floor of the hack and Rusty on the guns. They left the translator there and rode out of town to the rendezvous point. The C-130 was waiting for them, with her engines blaring and the rear door open. Mike rode the bike up the ramp into the back of the plane, and they took off.

Three days later, they were in D.C. on their way over to the Commandant's office. They had taken Saddam Hussien to the War Department, where he will face war crimes. They got to the Commandant's office and went in.

"Well, we made it!" Rusty announced as he walked in. "Where's the money. I'm ready to go home."

"I have the money right here. I also have a few medals that someone would like to pin on you two. Mike, Rusty, the President of the United States, George Bush," the general said as he turned to face the man that was standing in the room with them.

"Mike Washington and Rusty Johnson. It's good to finally meet you two. You are now national hero's, you know. I am here to give both of you Medals of Valor and Bravery. I also have a Purple Heart for Mike. I just want to say congratulations. By having Saddam here, this war should be done in a few more days. Once again, you have my deepest gratitude and respect for what you have done. I thank you, the American people and all the free Nations in the world thank you. You have earned our greatest respect," the president said as he pinned the medals on their chests.

THE END



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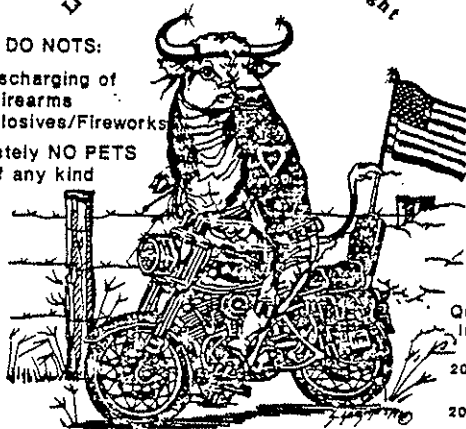
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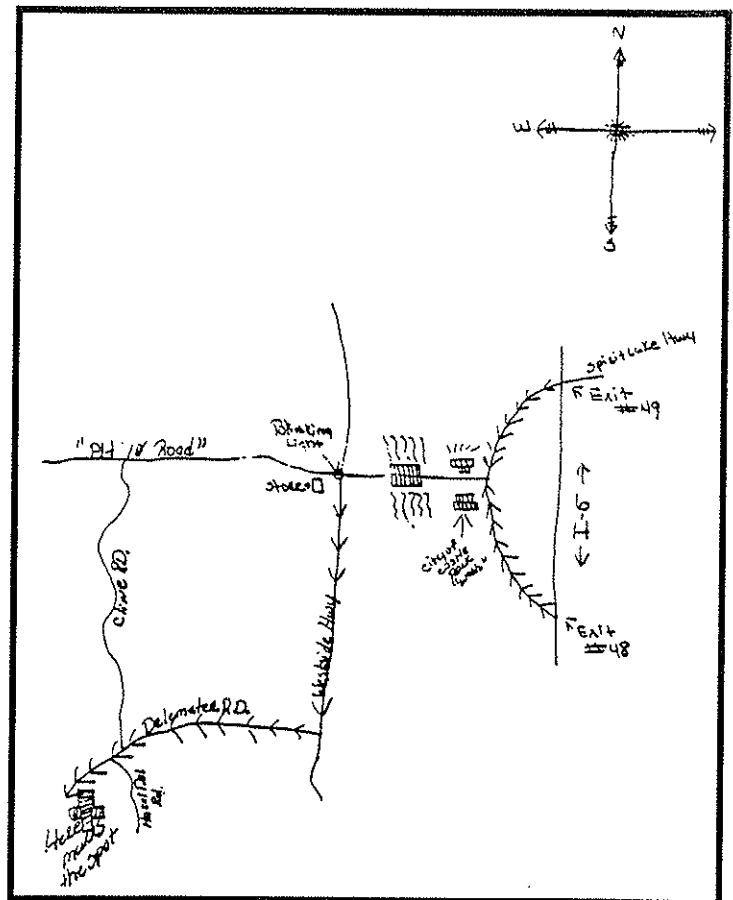
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Reprinted from March 1991  
AMA Legislative Update

## TRIPLE THREAT

The mandatory three headlight issue for motorcycles is back in Connecticut this year.

Recently, Sen. Thomas Upson (R-Waterbury) introduced Senate Bill 167, which would require that all motorcycles sold in the state come equipped with three headlights.

According to Upson, the purpose of the bill is "to promote highway safety by facilitating the identification of motorcycles at night time."

Upson's proposal is not unlike a move to require the use of three headlights that motorcyclists defeated following a public hearing on a similar bill last year. **END**

Reprinted from March 1991  
AMA Legislative Update

## TAKING IT TO THE STREETS

The ABATE of Pennsylvania organization has begun a new safety awareness program, called Operation Save a Life, which is designed to make high school students more aware of motorcycles on the road before they start driving.

"We have a pretty good program we can offer the schools," said John Andrews of the ABATE group. "We're really excited about Operation Save A Life."

In coming months, members of ABATE of Pennsylvania will travel to schools throughout the state and present the program. They also plan to make presentations to community and youth groups.

The program, which was unveiled to driver education teachers and school principals at a recent driver education seminar, includes a slide presentation and information on motorcycle awareness and safety. The program also encourages sober driving and stresses the use of protective apparel while riding.

For more information, contact ABATE of Pennsylvania, P.O. Box 15226, Harrisburg, PA, 17105-5226. **END**

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AMA Government Relations News Release

## SENATOR HEARS AMA CONCERNS OVER "GANG" BILL

Washington, D.C. - Key Senate Judiciary Committee Staff aides to U.S. Sen. Dennis DeConcini (D-AZ) have met with AMA Washington Representative Jim Bensberg to hear concerns about S.339, the so-called "Outlaw Street and Motorcycle Gang Control Act of 1991."

According to Bensberg, the inclusion of motorcycle language in the bill was apparently inadvertent. The AMA is seeking to amend S.339 to exclude all direct references to motorcycles and motorcyclists.

The bill, in its present form, would give the Bureau of Alcohol, Tobacco and Firearms increased power to seize weapons, explosives, and other property from organized gangs and would increase penalties for certain crimes. S.339 would also authorize a national center for gang analysis.

The bill will be assigned to the newly formed Juvenile Justice Subcommittee. Judiciary Committee staff indicate that the earliest opportunity for the AMA to amend S.339 will be in the bill markup process, which may be held sometime before May. The AMA has been asked to draft alternative language to replace all references to motorcycle gangs.

The AMA expressed concern to Sen. DeConcini's staff that the bill could possibly subject legitimate motorcycle organizations and their members to scrutiny and harassment from law enforcement officials. Bensberg explained to the Senator's staff that the AMA was not opposed to the general content of the bill, only the language specifically targeting motorcyclists.

Meanwhile, the AMA will continue its regular contact with the other senators who serve on the Judiciary Committee. **END**

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Brian Stovall, Editor

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

## HEARING ON MULTNOMAH COUNTY "ASSAULT RIFLE" ORDINANCE SET

The hearing date for the Multnomah Co. "assault" rifle ordinance has been set for June 7th. As of now, enough money has been contributed to cover our attorney fees through this hearing. "Thank you" to all of you who have donated. Let's hope that a win at this level will put an end to it.

## M.C.C.S.C. HOTLINE

The Multnomah Co. Citizen's Safety Committee has established 778-8001 as a Hotline number for updates on local and national firearms issues. It is updated at least weekly. 778-7171 has been designated as an administrative number for those wishing to leave a message, volunteer to participate in a "hearing watch" or to become part of our telephone tree. THESE NUMBERS ARE NOT IN YOUR TELEPHONE BOOK, SO PLEASE MAKE A NOTE OF THEM.

## NATIONAL FIREARMS LEGISLATION

By now you must have heard that H.R. 7, the Brady Bill, is coming up for a vote in the House of Representatives within the next few weeks. Congressman Les Aucoin has already declared his support for the bill and Congressman Ron Wyden is described as "iffy".

### What does the Brady Bill accomplish?

- Does not automatically allow even a qualified person the right to purchase a handgun after the seven day waiting period has elapsed. All transfers are contingent on the seller receiving written permission for the sale from the chief law enforcement officer. From a practical standpoint, the seven day waiting period will be a MINIMUM, not a MAXIMUM.
- Provides for OPTIONAL, not mandatory background checks by state or local law enforcement agencies.
- Contradicts the idea that this bill will stop "crimes of passion" or suicides by exempting states that have instantaneous checks.
- Ignores the impossibility of doing an accurate national felon identification check in seven days because of the disparities of state record keeping systems.
- Attacks the problem from the wrong angle. The Wright-Rossi study ARMED & CONSIDERED DANGEROUS, 1986, found that criminals do not need to purchase handguns from legal sources, and overwhelmingly do not. (The Oregon State Police study on 1990 firearms sales found that in more than 30,000 handgun sales in Oregon, only 223 were to persons who were prohibited from purchasing a handgun. That's less than .01% ) Obviously, criminals get their guns illegally.
- Requires Law Enforcement to assume greater liabilities without improving the tools to do the job. Currently, state records that will be used for background checks are inadequate, incomplete and inaccurate. By assigning responsibility for OK'ing handgun purchases to law enforcement without an accurate method to do so will invite lawsuits.

## A BETTER BILL: H.R. 1412

Representative Harley Staggars has introduced H.R. 1412,

modeled on the successful Virginia instantaneous handgun purchase check system. H.R. 1412 requires an immediate telephone check by firearms dealers to screen out illegal purchasers.

### How does it work?

- Institutes a mandatory background check on all dealer handgun sales (specifically exempted in the "Brady Bill").
- Eliminates the opportunity of discriminatory enforcement by Law enforcement by 1) requiring checks before all dealer handgun sales and 2) by eliminating police from the "point-of-sale" part of the transaction.
- Modeled on the Virginia Instantaneous Check system, which has been proven to be effective, which has also been endorsed by Sarah Brady and Handgun Control, Inc. as a standard for the nation.
- Addresses the real Law enforcement issue, which is incomplete and inaccessible felon ID records nationwide. 40-60% of all felon disposition records are currently incomplete, unavailable, or inaccessible.
- Allows for immediate sale of a handgun to any legally qualified person, although it does not preempt current state firearms laws, or impose additional costs to firearms dealers.
- Explicitly prohibits the registration of law-abiding citizens in connection with handgun purchases. Requires the destruction of all transaction records acquired as a result of an approved sale.
- Implements the approach favored by the Attorney General Richard Thornburgh.
- Prevents felons and other prohibited persons from getting handguns through dealers by mandating compliance with the check.

## WHY SHOULD WE OPPOSE A NATIONAL 7 DAY WAITING PERIOD WHEN OREGON ALREADY HAS A 15 DAY WAITING PERIOD ?

When House Bill 3470 was passed by the 1989 Oregon Legislature, the 15 day waiting period was part of a compromise package, which contained both items that gun owners liked and disliked. Mandatory issuance of Concealed Handgun Permits was a big one. Never the less, the law calls for the current 15 day waiting period to sunset when an instantaneous check like the Virginia system is available. Further, current holders of Concealed Handgun Permits are not required to wait, at all. Finally, during the current session of the legislature, our lobbyists are actively trying to modify and reduce the waiting period requirements. WAITING PERIODS ARE NOT THE ANSWER TO CRIME, AND WE NEVER SAID THAT THEY WERE.

Please contact your Congressman and ask them to support H.R. 1425 in place of H.R. 7, the flawed "Brady Bill".

## OREGON STATE LEGISLATIVE 800 NUMBER: FREE CALL / FREE INFO

The State Legislature's 800 number can not only provide you with FREE copies of any of the bills that have been introduced, but can also provide information about the status of bills and scheduled hearing times and locations. If you are planning to travel to Salem to attend a hearing, be sure to confirm the hearing time and location,

first. Call 800-332-2313.

## 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.

This year, please underscore your letter in opposition to H.R. 7, the "Brady Bill" with a call to your Congressman & Senators on April 19th. By making a concerted effort, our representatives will understand the strength of our resolve. We WILL win! **END**

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## 1991 TEAM OREGON MOBILE CLASS SCHEDULE

### EASTERN OREGON

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

### CENTRAL OREGON

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, 8, 13	Bend
NOVEMBER	1, 2, 3	The Dalles
NOVEMBER	14, 16, 17	Bend

### SOUTHERN OREGON

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

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

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

### LANE C.C. - EUGENE

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

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

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



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YEAR BARS  
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GAMES

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DEADLINE - May 13th

\*MONEY ORDERS ONLY\*

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\$10000 fine

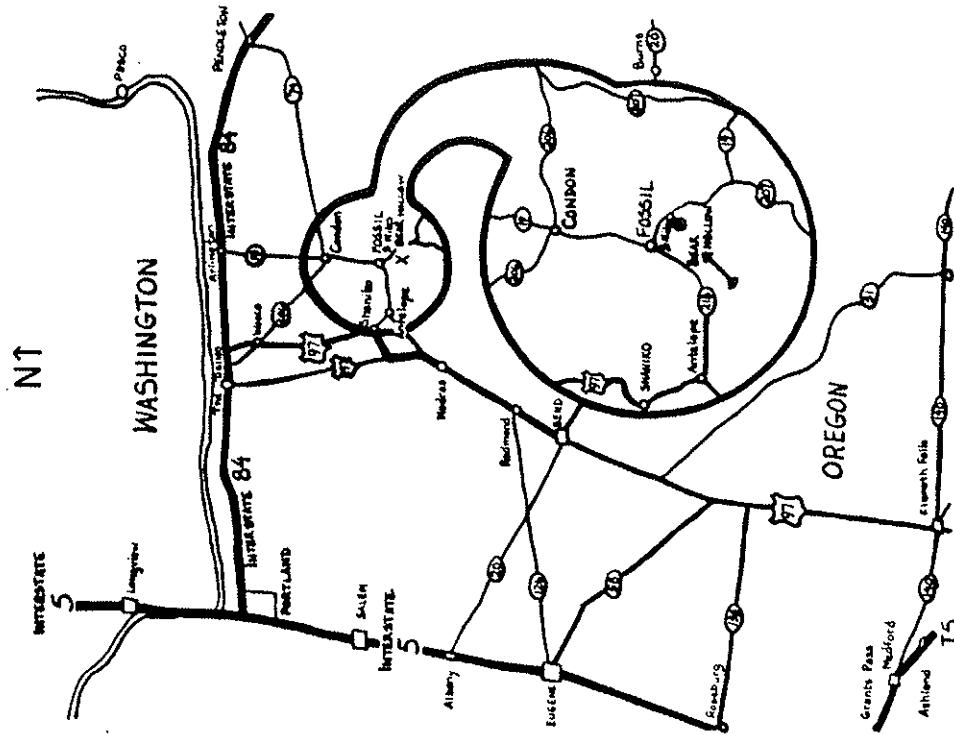
Advance Member \$10.00  
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Member at Gate \$12.00  
Non-Member at Gate \$17.00

Under 14 FREE  
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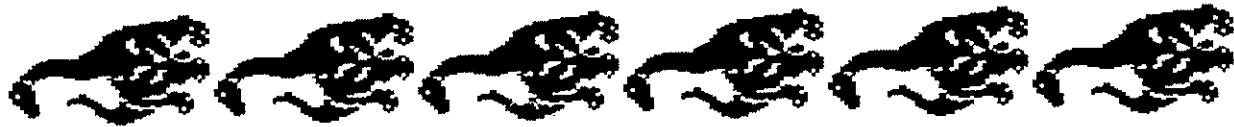
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GATES CLOSE AT 10:00 P.M.!



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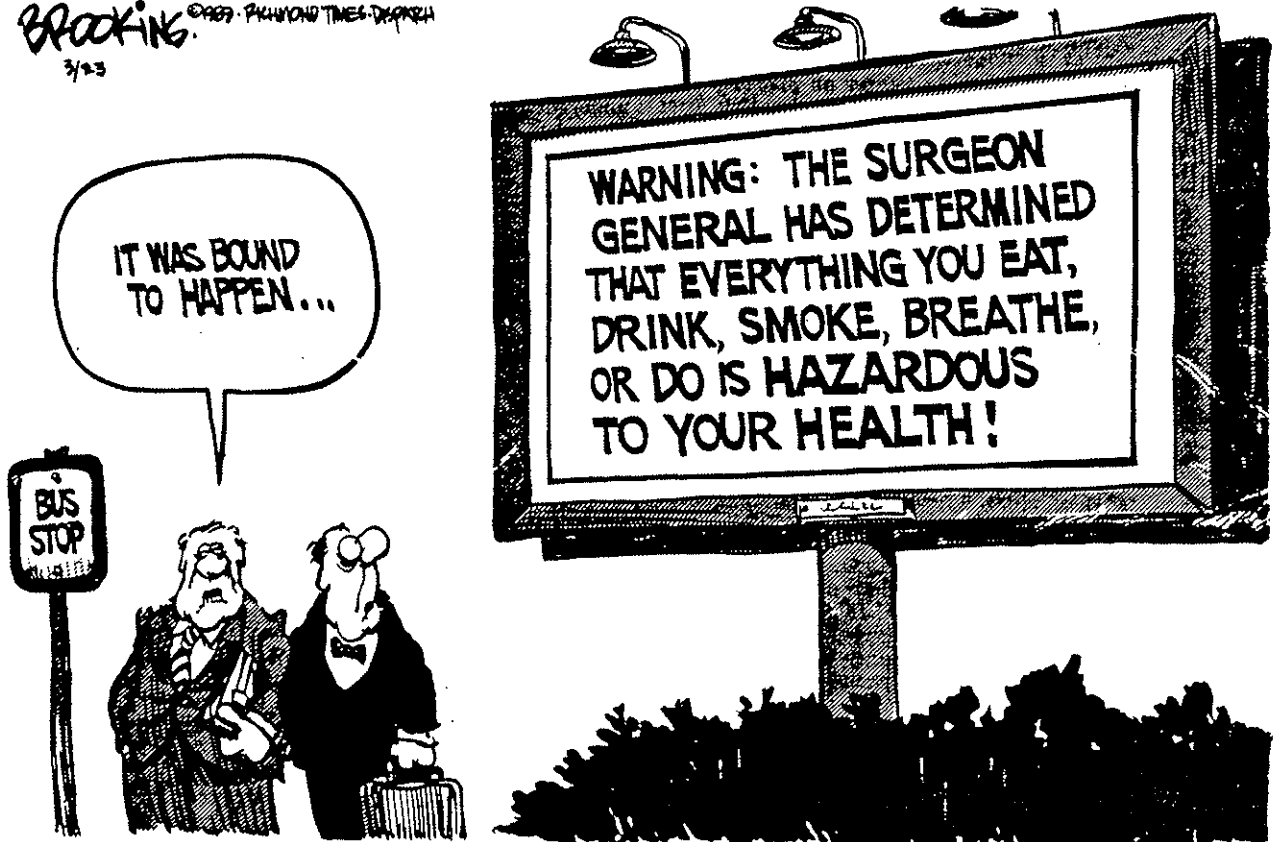
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\$30 FAMILY MEMBERSHIP: \_\_\_\_\_

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Remember April Showers and ride safely!

### Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	1:00 p.m. at Abbey's Pizza, 1970 River Road, Eugene.
1st & 3rd SUNDAYS	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd SUNDAY	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd & 4th MONDAYS	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland.
2nd & 4th WEDNESDAYS	COLUMBIA RIVER	7:00 pm, U & I Tavern, 6910 N. Interstate, Portland
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.