



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

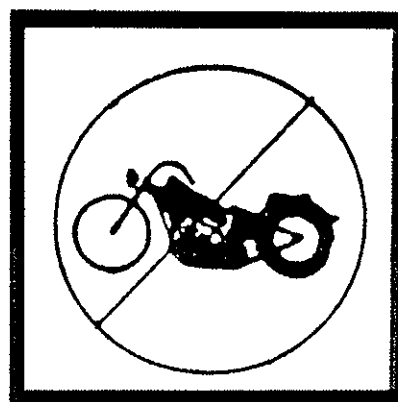
MAY 1991 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

**So, motorcycles turn you on,
and politics turns you off?**

THINK AGAIN ...



OR



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

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TABLE OF CONTENTS

ABATE 1991 Run Calendar	8	How An Idea Becomes Law	32
ABATE of Washington Spring Opener Flier .	33	June Roving Board Meeting Map	36
ABATE Membership Application	37	Letter To The Editor	19
ABATE Products Order Form	20	Lobbying By Letter	21
Baker's Dozen	19	Membership Classifieds	31
Best Of The West Ideas	15	Special Interest Story	22
BikePAC of Oregon Application	3	State Board Meeting Minutes	5
BikePAC of Oregon Phone Tree	4	Team Oregon Class Schedule	24
Change of Address Form	37		
Chapter Addresses & Contacts	5-7		
Chapter Reports	5-7		
Columbia River Run To The Sun Flier	10		
Did You Know?	17		
Fiction Rider - Poker Run	9-10		
Fossil Flier	28		

COORDINATOR'S CORNER

Every ABATE Member sends a signal about who they are, what they believe and what they want to be. One little bad thing can wipe out lots of good things.

Remember your image,
Protect your freedoms,
Rotten Roger

YOU ...
...may not realize it,
but you are more important and
have more influence than the
thousands of paid lobbyists
who prowl the halls of
Congress, the state legislatures
and city hall.

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

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

*Needed now
more than ever.
Join BikePAC.*

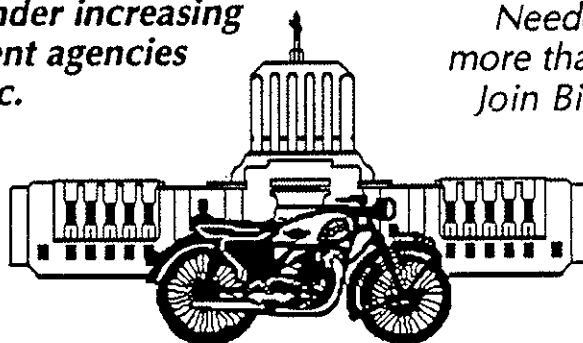
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

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

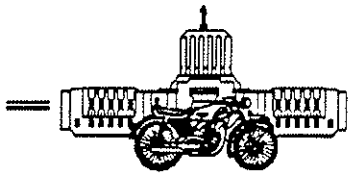
☐ Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

Address _____

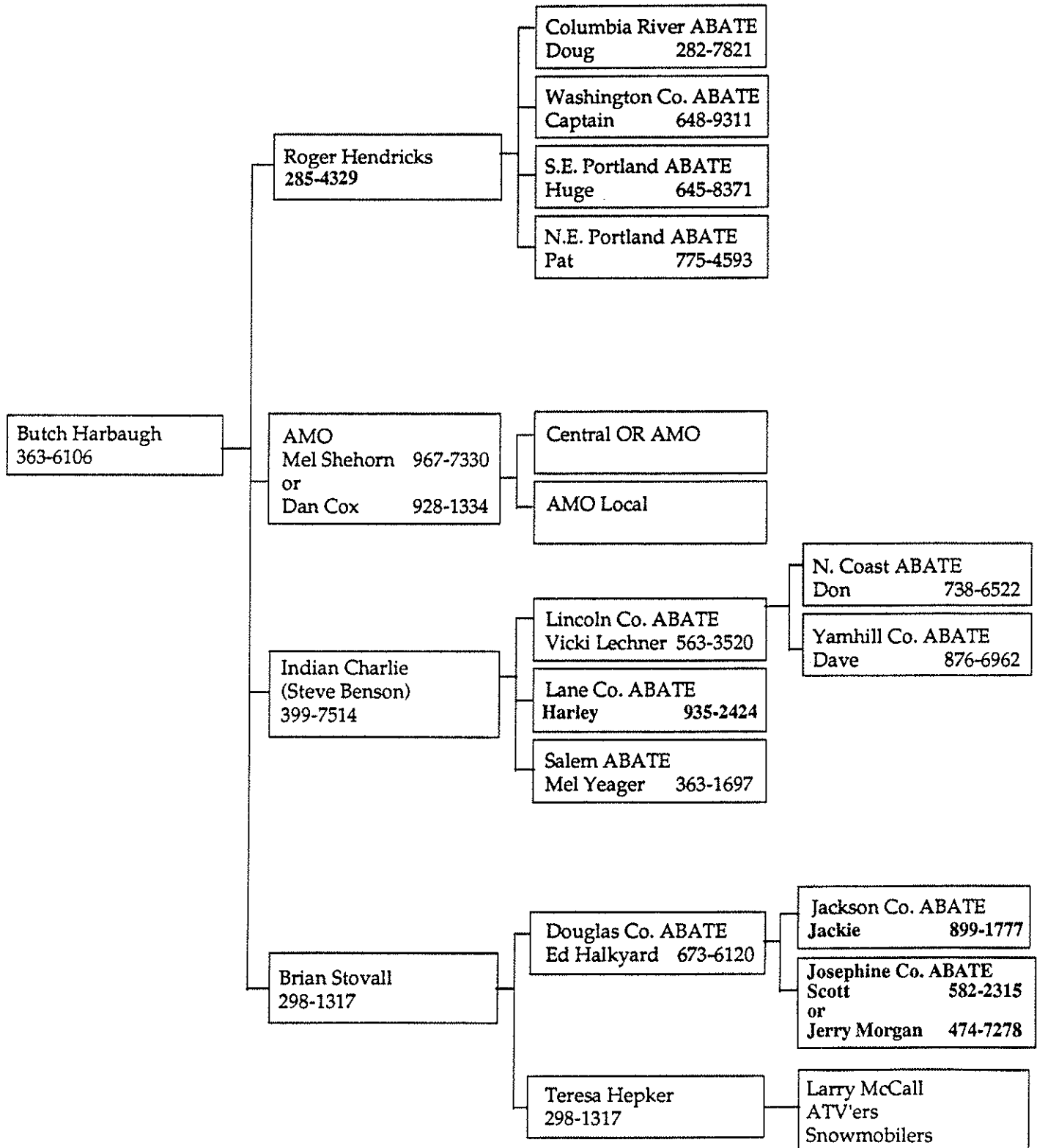
City _____ State _____ Zip _____



BikePAC of Oregon

PHONE TREE

February 2, 1991



**A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING
Minutes for April 13, 1991**

No Report

CHAPTER REPORTS

COLUMBIA RIVER

**Meets 2nd & 4th Wednesdays, 7:30 p.m.
U & I Tavern, 6910 N. Interstate, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Marilyn, 788-0492**

Greetings. We would like to extend an invitation to anyone passing through our way on the days of our meeting to drop by and say hi. We're just busy being informed on our legislation. Our Rally at Shemanski Park is May 4th. Our Run To The Sun is June 22 & 23. Not to mention Fossil Run. So we have lots to keep us busy. Hope you're busy also.

We are planning a party to be held after the Roving State Board Meeting in Portland on June 8th. There will be more details available at the May Board Meeting or you can call me at 285-4329.

Until we see each other in the events coming up.

Ride safe,
Adios, Angie

DOUGLAS COUNTY

**Meets 3rd Sunday at 11:00 a.m.
Round Table Pizza, Roseburg Valley Mall, Roseburg
Chapter Address: P.O. Box 61, Roseburg, OR 97470
Chapter Contact: Joy Hoover**

Hi, Douglas County Chapter has decided to move their monthly meetings to the third Sunday of the month, same hour, same place.

Roger and Angie came to our meeting and gave us a pep talk. It was needed and appreciated. Hopefully, all our members are out their writing letters and contacting their representatives right now. Our government officials need to hear from us.

Though I sent the names to Carolyn, it seems that someone out there still doesn't know who our officers are. Well, here is the list for all to see.

Coordinator - Dean A. Sias
Vice-Coordinator - Jenny Lindi
Membership Secretary - Linda E. Buckle
Treasurer - Cindy Maley
Sgt.-At-Arms #1 - Tripper
Sgt.-At-Arms #2 - Tim Maley
State Rep. #1 - John Ballard
State Rep. #2 - Brent Gleaves
Alt. State Rep. #1 - Jim Mason
Alt. State Rep. #2 - Tony Haines
Public Relations Officer - Bev Godfrey
Education Director - Ed Halkyard
Historian - Allen Buckle

Newsletter Editor - Terri Bates

Till later,
Linda

JACKSON COUNTY

**Meets 1st & 3rd Sundays, 11 a.m.
Angelo'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**

We are having a Poker Run April 27th to benefit the American Cancer Society. Afterwards, there will be a party and barbeque.

Riding weather is here in Southern Oregon and I'm seeing lots of motorcycles on the road. I give a wave to all riders I meet. Most wave back. It feels great to belong to a big motorcycle family. Let us remember that we all need to stick together to protest the lost of our freedoms to ride and enjoy our scenic highways and byways.

May 19th Sam Hochberg, the AIM Attorney will be coming down to our meeting to share information on insurance to our benefit. Come on out to learn from him.

See you in the wind,
Skeeter

JOSEPHINE COUNTY

**Meets 2nd & 4th Sundays, 11 a.m.
Meeting Place - Call Jerry at 474-7278
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: (None listed)**

Hi, Well the St. Patty's day Poker Run went off without a hitch and without a lot of our Chapter participating. Those of use who did show up had one hell of a good ride. Although the weather looked like we could get some rain, we never got hit with one drop, making the day even better.

When we arrived at Touvelle Tavern, Jackson County was getting ready for their Casino Night. Again, membership turnout wasn't what it should have been, but it was a lot of fun.

I'm sorry that our Chapter didn't have a report in the state newsletter in March. It wasn't for lack of trying. I sent two different reports to state, one with Jerilyn, before Best of the West. What happened to them after that I do not know. Oh, well...

At both of our March meetings, our membership voted to join AIM & NCOM as a Chapter, or along with ABATE of Oregon.

Sam Hochberg, AIM Attorney in Portland, called me and we talked about an hour. He is a rider, and understands what we are up against, as well as insurance problems we face as motorcyclists. After talking to him, I feel he has his stuff together, and could be a big help to ABATE members and independent riders. Sam would like to come to Southern Oregon this summer and talk with us about AIM, as well as how to cover our asses with our insurance companies. No time has been set as of yet.

● NOTICE ●

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

His phone numbers are 232-1021 at home, and 224-1106 at his office or 1-800-531-2424. If you need help or have important questions, give Sam a call.

Hope to see you at the next meeting.

Ride free,
Scott

P.S. Our Chapter's meeting local is no longer Angelo's Pizza. For location info call Jerry at 474-7278.

Josephine County members - Roger extends an apology to this Chapter. We cannot figure out what happened to your last two reports. They seem to have just vanished.

LANE COUNTY

Meets 1st Sunday, 12:00 noon

Freight Yard Pizza, 1976 Echo Hollow Road, Eugene

Chapter Address: P.O. Box 171, Veneta, OR 97487

Chapter Contact: Harley, 935-2424 or John Ware, 935-8033

Hey, we've been working hard to get off probation as most of the State Reps know. Obviously we don't like probation.

At present we have scheduled a Summer Festival Ice-breaker on June 1, 1991. Hope you're in the mood for a good ride and party. There will be a flier out at next State board in May.

Our new meeting place is the Freight Yard Pizza, 1976 Echo Hollow Road, in Eugene in the Plaza with Payless and Albertson's. For more info call Ann at 935-8033 or Harlin at 935-2424.

Put your face in the wind and stay healthy.
Ann

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 p.m.

Moby Dick's Restaurant, Newport

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

Chapter Contact: Vicki Lechner, 563-3520

No Report. First Time.

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon

The Bayside Gardens, Nehalem

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

Chapter Contact: Don Smack, 738-7156

No Report. First Time.

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 p.m.

Round Table Pizza, 4141 N.E. 122nd, Portland

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

Chapter Contact: Pat Gleason, 775-4593

And the winner is ...

Congratulations to Pat Handley who held the winning ticket for the VCR in the Luke Metcalf fund-raiser. Thanks to all who donated their time and money to this worthy cause. A total of \$623.00 was raised for Luke.

With May being Motorcycle Awareness Month, we thought it only appropriate to kick off the month with a rally. On May 4th people gathered in the Park blocks of Portland to participate in a motorcycle rally which focused on promoting education and public awareness

towards motorcyclists. A poker run was held afterwards. [Ed. note: That's called positive thinking!?!]

Each month our membership is growing. Our chapter is now 115 strong, with Mary Beth holding a very healthy lead and just waiting for her prize of a lifetime membership.

Speaking of Mary Beth ... her brother has recently opened an establishment called the Cactus Club and Diner. It's located on Kilpatrick and Denver in the St. Johns district of Portland and opens its doors to all bikers. Keep this place in mind for upcoming functions.

We continue to have letter writing sessions at our meetings. The legislators need to know that we are aware of what they are trying to push through and that we care about how our rights can be effected by their actions. One of your freedoms is expressing your opinion. Do it by writing your congressmen, both on the state level and national level.

Our chapter's anniversary is coming up in July and we have decided to have a family oriented anniversary party. We are thinking of a picnic type function at a centrally located park. More details to follow in the upcoming months. That's about it for this month, so until next time, enjoy life cause it's too short to do a lot of worrying about.

Linda

SALEM

Meets 2nd & 4th Mondays, 7:00 p.m.

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

Sorry about the last "no report." We are presently without a Secretary. We have a Blood Drive coming up on the 25th of April, and the Bike Show the 5th of May at Mickie's Tavern in Salem.

It was great to see all who came out to Minto Browen Park on the 24th of March. We all had a great time. Also, Easter Sunday a bunch of us rode with the Oregon veterans M/C out to the Children's Ward at the State Hospital. What a great day.

Hope to see you all at Fossil.

Ride safe, and watch your back.

Diane

Ways and Means, Salem Chapter

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon

The Pizza Baron, S.E. 122nd & Division, Portland

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

Chapter Contact: Edd Dahl, 771-0188

We have lost some officers and gained replacements over the last couple of months. Hugh Shelley, our Vice-Coordinator and State Rep, had to bow out of those positions due to his work schedule. In fact, we're told that he even had to change membership to Washington County Chapter just to make it easier to attend meetings. Our loss, their gain. Also, Paul Hoskin had to step down from his brief commitment as Alternate State Rep due to military commitments. Fortunately, EJ (sorry, EJ - I don't know your full name yet!) has volunteered to take over both State Rep and Alternate State Rep positions. Nothing like covering your own read, EJ! And George Jackson was "convinced" to "volunteer" as Vice-Coordinator. Now we learn that our Treasurer, Pam Kuhnhausen, will be moving out of state (like, all the way to Maine!) in July. No one has jumped at the chance to take on that responsibility yet. How about it members - any volunteers or nominations? We'd like to hear from you.

Speaking of Pam Kuhnhausen, she was the lucky winner of our Members Only drawing on March 3rd. She won \$10. Must have been Treasurer's luck. Because everyone was so hot to trot off to DJ's Swap Meet after our meeting on March 17, we didn't have a Members Only drawing that date. At our meeting on April 7th, Shirley Pearson's name was drawn for the second time. And for the second time, she wasn't at the meeting and so couldn't claim her \$15.00. Too bad Shirley! That's twice now we gave you a chance to win back some of your money! Shirley is a special member: As owner of the River Road House, she's helped ABATE by letting us have our Anniversary Parties there and by making generous contributions to the cause. I'm sure I speak for the entire chapter when I say, "Thanks for your support." This year's Anniversary Party on March 23rd, by the way, was successful again.

As I write this, we are getting ready for the Month of May - MOTORCYCLE AWARENESS MONTH. It's dangerous out there on two wheels brothers and sisters. Now is the time to help raise the general population's consciousness again and let them know we are out there! While we're at it, let's see if we can improve on our image. Our work is cut out for us. In the meantime, watch out for geeks bearing car phones!

Happy trails,
Muffy

WASHINGTON COUNTY

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

Little Italy Pizza, Cornelius

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

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

No Report. First Time.

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.

Dominico's, 2223 McDaniel Lane, McMinnville

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

Chapter Contact: Longshot, 876-6962

No Report. Second Time.

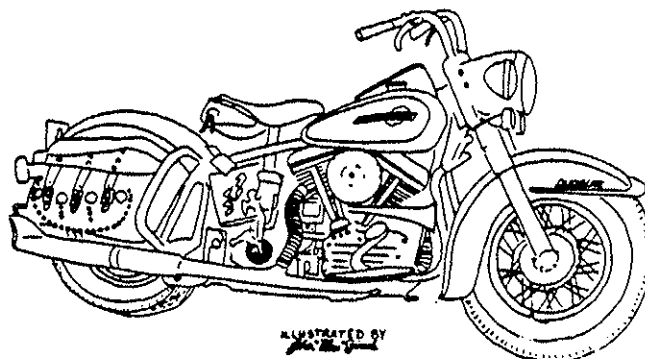
ABATE OF OREGON CHAPTER TOTALS

CHAPTER	TOTAL 4/1/91	GAIN/ LOSS 4/1/91	EXPIRA- TIONS 4/1/91	NEW/ RENEW 4/1/91	TOTAL 3/1/91
Columbia River	36	8	1	9	28
Douglas County	69	-3	1	-2	72
Indian Creek	82	-2	6	4	84
Jackson County	83	-3	5	2	86
Josephine County	74	-7	7	0	81
Lane County	49	6	1	7	43
Lincoln County	71	9	0	9	62
Northeast Portland	120	14	1	15	106
North Coast	33	-1	2	1	34
Salem	54	-1	4	3	55
Southeast Portland	102	6	4	10	96
Washington County	51	2	1	3	49
Yamhill County	18	1	3	4	17
Total	842	29	36	65	813

A·B·A·T·E·

OF OREGON

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PAT & DON
(503) 232-6526

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

May 25-26	Fossil Run State Run, Bear Hollow Campground	Rotten Roger	285-4329
June 8	State Board Meeting Clackamas Comm. College, Portland	Pat Gleason Edd Dahl	775-4593 771-0188
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
September 28	Portland ABATE Shriner's Toy Run Benefit	Edd Dahl Pat Gleason	771-0188 775-4593
October 12	State Board Meeting Creswell	Rotten Roger	285-4329
October 26	Portland ABATE Shriner's Toy Run Benefit Halloween Party	Edd Dahl Pat Gleason	771-0188 775-4593
November 9	State Board Meeting Creswell	Rotten Roger	285-4329
November 23	Toy Run Washington County	Captain	648-9311
November 30	Portland ABATE Shriner's Toy Run Benefit Last Chance Party	Edd Dahl Pat Gleason	771-0188 775-4593
December 7	Portland Toy Run	Gary Martin	639-0873
December 14	State Board Meeting Creswell	Rotten Roger	285-4329

FICTION RIDER POKER RUN

by Pat Gleason

Paul woke up with the sun beaming through the blinds on his bedroom window. It looks like it's going to be a great day, he thought to himself.

He rolled over and nudged his wife, Susan, and said, "You awake?"

"I am now. That sun sure is bright. Are you sure this is Portland?"

"Yeah, this is Portland, Oregon alright. It sure doesn't feel like April though. I thought The Weather Channel said that there would be rain today. It looks like they lied again," Paul remarked.

"Well, let's get up and see what they have to say now. I'll fix some coffee and breakfast while you go take a shower. Love ya," Susan said as she bounded out of bed and into the kitchen.

Paul smiled to himself as he watched Susan's cute buns stroll off to the kitchen. He then got himself out of bed and went in to take a shower.

"Honey, The Weather Channel says that it's going to rain. I don't feel like getting wet today, but I still don't see any rain clouds outside," Susan said to Paul as he came walking into the kitchen. "If you want to go on the poker run by yourself you can. I don't want to take a chance."

"What exactly did the weatherman say?" Paul asked.

"He said that there would be thundershowers mixed with clearing and about 60°."

"That doesn't sound too bad. Besides, you have a \$200 rain suit to wear over your Langlitz'. I think you'll be just fine. Now, stop your whining and get me something to eat. I'm hungry."

"What do you mean stop my whining, Mister Whiner! I've heard you complain about a few drops landing on your Harley's windshield. Next thing I know we're pulling over to the side of the road putting on our rain gear! I'm not feeling 100% today, and I don't want to get any worse. I do have a job to go back to on Monday. I'm not going to take a chance. Here's your eggs, I hope you choke," Susan said as she threw the plate on the table.

Paul sat down and said, "Okay, okay. Don't get your fur ruffled. You don't have to go if you don't want to. I'm sorry I got you all upset."

"I accept. Just don't push me buddy. I may have PMS and I have a loaded gun, okay?"

Paul smiled at her as she turned and walked into the bathroom. Well, I sure am glad that she decided to stay. I wouldn't want to have her get pissed off at me while we're out on the road, he thought to himself.

Paul finished his breakfast and got dressed. He called his friend, Todd, and made sure that he was going to be on the run today. Todd said that he would be over and ready to go in about a half an hour. Paul said great and he would be ready by the time Todd got there.

Paul hung up the phone and went out into the garage to get his bike ready. His bike is a '77 Harley-Davidson FXEF Super Glide with a 102 cubic inch motor. He has had it since he graduated from high school in '77. It isn't quite the same bike that it was when new. He stretched the frame, lowered it, and painted it orange and red. It also has a windshield and saddlebags. As far as Paul was concerned, it was the best looking bike in the city.

He did a quick wipe down and checked the fluids. He also checked the chains and tire pressure. After everything passed inspection, he rolled the shiny Harley out of the garage and into the driveway. He looked up at the sky and noticed that there were a couple of clouds in the sky, but they were few and far between.

Paul decided that it would still be a good idea to take his rain gear with him. Living in the Northwest usually meant dealing with the rain, especially in the early springtime. He went inside to get all his riding gear and to see what Susan was up to. She had just gotten out of the shower and was running around in a towel.

She turned to him as he walked in and said, "I'm sorry that I got so upset with you. I really do love you and I don't want you to be mad at me. Would you like to kiss and make up?"

"Todd's on his way over now, but I would defiantly like to kiss."

She dropped the towel from her body and walked to him. "Are you sure you wouldn't like to make up honey?"

"No, but you keep it warm for me 'till I get home and we'll make up then. I hear a bike. That's probably Todd. Now go get your butt dressed, I don't want you parading around in your birthday suit for all the world to see. That's for my eyes only," he said as he kissed her full on the mouth.

Todd rolled into the driveway on his big '89 Harley FLHS. He bought it new just two years ago and went to the Harley-Davidson final assembly plant in York, Pennsylvania to pick it up and ride it home to Portland. When he rode up to Paul's house on his new bike, he had the biggest grin on his face. He looked like his face had frozen that way.

Paul came outside and greeted Todd as he got off his bike. Todd said, "Don't forget to pack your rain gear. It's supposed to rain up where we're going. I know how you bitch about getting caught in the rain."

"Yeah. Well, I'm ready. Susan already said that she is not going to go. The bike has passed my 'pre-flight' inspection and I'll be ready in a few minutes. Wait here." Paul went in and got his leathers on.

Susan was dressed and came out with Paul to say goodbye. He put his leathers on, mounted his bike and fired it up. The big inch Harley came to life with a rumble as he warmed it up.

Paul motioned to Todd that he was ready. They dropped the bikes into gear and left. The guys pulled up to the check in and couldn't believe how many bikes were there. It seemed like everyone in the city was there for the run. They saw some of their friends inside the restaurant and went in to see them. They then proceeded to check in and get the run map.

The run would take them into Washington all the way north to Centralia. From there, they will travel over to Hoquiam on the coast. They'll then travel south to Astoria, back in Oregon, to Cannon Beach, then back to Portland. The first stop, Centralia, is where they would draw their first poker chip.

Paul said to Todd, "It looks like about a 250 mile trip to cover the whole ride. I didn't know we were going to be going that far into Washington. It has definitely been raining up there. What a pain in the butt."

"Boy, you really are a whiner, aren't you."

"Yeah, well at least I'm going."

"I'll give you that much. We'd better get going cause it is an all day ride," Todd said to Paul.

Paul and Todd mounted their rides and hit the road. They made it to Centralia about an hour later, traveling a little faster than usual. They drew their first chips and Paul got a 64, while Todd got a 70.

After they drew their chips, they left and headed northwest on highway 12 towards Hoquiam. As they got on the four lane part of the highway west of Aberdeen, they noticed traffic was going in an extremely erratic pace. As Paul changed lanes to the right, a large semi truck passed him. The semi signaled and got over in front of Paul and Todd in the right lane.

All of a sudden, a small car came flying by the guys, on their right. The car came close enough to Todd, who was riding on the inside of the lane, that he could put his foot out and kick the car. The guys hit their brakes as the car was now in front of them, but behind the semi.

The driver was swerving in the lane. He decided to pass the truck on the right like he had just done to the guys. He didn't see the cop that was sitting on the right shoulder of the highway.

Paul and Todd had been going slower and had given themselves enough room to stop, or make an emergency maneuver.

The car slammed into the back of the parked police car, doing approximately 70 mph. His car hit hard enough that he flipped over the cop car and landed, on his roof, twenty feet in front of the cop car.

The police cruiser was shoved about fifty feet forward, the rear end was smashed up clear to his back.

Todd and Paul stopped their bikes on the side of the road. The semi also pulled over, and they all went to the scene of the accident. Paul and Todd got to the policeman and checked how bad he was. He was still conscious, but there was blood around his lips and coming out of his ear. His radio was still working, as they heard a call come across. Todd went around to the passenger side to see if he could get to the radio.

Paul went to the little car that was sitting on its roof in front of them. As he got closer, he could smell the gas that was pouring out. The trucker had his fire extinguisher in his hand as he got to the car.

The trucker said, "I called out on my CB for help. Someone should be here in about five minutes."

"I hope they get here real soon. This guy doesn't look like he is in any shape to wait too long," Paul said as he looked in the car.

The driver was still strapped to his seat, but he was hanging. He was not conscious as he hung their.

Paul and the trucker were looking in as they heard a bang. Paul looked up and saw fire. The trucker took his fire extinguisher and quickly put the fire out. Paul left the trucker with the driver and went back to where Todd was.

"Hey man. I think that he is awake," Todd said to Paul as he got to him. "I heard a call sent out for paramedics and a Life Flight type helicopter. They should be here in about two minutes."

"I hope they got a fire truck coming too. We just put out a little fire on the guy's car. Scared the shit out of me," Paul said back.

They heard a siren and looked up to see a bright red fire truck pull up to a stop in front of the cop car, behind the small car. The firemen got off the truck and came over to the two cars. Paramedics, an ambulance, and two more police cruisers showed up just minutes later.

The firemen took care of the gas that had spilled out of the cars by spraying foam around the whole area. The paramedics got the police officer out of his car in about ten minutes. They got the small car driver out just a few minutes after that.

The driver of the small car was not doing good at all. He had broken two of the ribs in his chest and had punctured both his lungs. He was dying, and there was nothing that could be done there to help him. He was loaded onto a stretcher and taken by Life Flight to the hospital.

The cop was in much better shape. He had a broken wrist and a small concussion, that's why he had bleeding from the ears and mouth. He will survive, although he will be off work for almost a year.

The police questioned Paul, Todd and the trucker about the incident. The police told them that they will probably have to come to court to testify.

Paul and Todd said okay and went back to their bikes. They fired the bikes up and continued on the road. They completed the route without any more problems, except for the thunderstorms that rumbled on the coast. Paul's final total was 421, the highest of everyone on the ride. He won the jackpot of \$100. Todd ended up with a score of 237, not low enough for low hand, and not high enough to get any prize.

The guys left the final check and headed home. Todd went over to Paul's to watch the evening news. A story came on about what had happened to them on the ride. The story said that the police officer was going to make it, but the driver of the small car had died when he got to the hospital.

Paul and Todd had decided that they would definitely watch out for the idiots on the road more often from then on.

THE END.

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Press Release ASSEMBLY BILL 490

Carson City, NV - Assemblyman Doug Bache of Las Vegas introduced Assembly Bill 490 today. AB 490 is the first steps to get a self-funded motorcycle rider training program implemented in Nevada.

AB 490, when passed, becomes effective July 1, 1991. The purpose of the legislation is to collect funds for a statewide rider training program based on Motorcycle Safety Foundation (MSF) standards. Presently, Nevada is one of 12 states that do not have a self-funded rider training program.

When the bill becomes law an additional \$2 fee will be collected from motorcyclists applying for a motorcycle license. Each motorcycle registration will also have a \$2 fee ear-marked specifically for the Rider Training Program. All funds collected will be deposited in a special account and the rider training program will be under the close scrutiny of newly created and nonpaying Governor's Commission on Motorcycle Safety & Training.

With only 30,000 licensed motorcyclists and 20,000 registered motorcycles, supporters of AB 490 estimate \$65,000 will be collected by the time phase II of the law goes into effect in July 1993. The second phase will allow the state to expand current rider training sites throughout the state.

Assemblyman Bache is a member of the AMA and the MRF. Bache took the MSF course in 1984 before he purchased his first motorcycle. In the 1990 election campaign, Bache was approached by representatives from the Motorcycle Dealers Association of Nevada, Nevada Association of Concerned Motorcyclists and ABATE of Northern Nevada for his support of self-funded rider training legislation. He encouraged the organizations to present him with their recommendations and when elected he sponsored the legislation.

Not only did Assemblyman Bache sponsor AB 490, he solicited the cosponsorship of 31 other members of the Nevada Assembly - from both political parties! "I ride regularly and know that rider training works. AB 490 should pass with little or no opposition, especially with the support it's getting from motorcycle dealers and riders," Bache replied when questioned about his efforts on the legislation.

AB 490 was assigned to the Assembly Transportation Committee chaired by Assembly Larry Spitzer, a cosponsor of the bill. Nevada supporters of a rider training program are encouraged to write their Assembly members and thank them for their support of AB 490. **END**

Reprinted from May 1991

RIDER KNOW THE ENEMY

by Bill Stermer

It appeared last December as an editorial in the Arizona Republic, a newspaper published in Phoenix. The editorial had been sent to us by reader W.C. Isaacson, who lives in Sun City, Arizona. It was titled "Off-road for Motorcycles." As I read the two-column piece, once again I knew I was staring into the face of The Enemy.

The Enemy is those persons and groups who would prefer to do away with motorcycling. They may even work toward this goal, at which point they become dangerous enemies. Here is how to recognize The Enemy.

- The Enemy will profess his love for us.
- The Enemy will seem to appeal to reason.
- The Enemy will cite his own figures.
- The Enemy will want to restrict a freedom that has no value to him.
- The Enemy will, out of the goodness of his heart, wish to save us from ourselves.
- The Enemy will actually have his own self-interest at heart, not ours.

Now let's apply these principles to the editorial I mentioned earlier. The entire first half extols Arizona's new seat-belt law. "Concerns about Big Brother to one side, the experience [of the new seat-belt law] is likely to show that safety straps do indeed save lives and reduce injuries."

The second column reveals the writer's real agenda. "But if Arizona lawmakers think it's worthwhile to require seat belts for the occupants of automobiles, why don't they apply similar logic to motorcycle riders and passengers? Though Arizona repealed the helmet requirement in the mid-1970s after a heated debate over civil liberties, statistics show that helmet laws reduce fatalities." It's the same old/same old we've been hearing about helmet laws for decades, despite the fact the AMA's stats show the opposite. Then the piece takes a chilling turn.

"When it comes to motorcycles, however, an even bigger step might be taken. If traffic safety were the ultimate consideration, motorcycles would be banned outright. Cars, trucks and bikes are a deadly mix. Especially at night on twisting country roads, a speeding bike popping up out of nowhere is harder to see than a black cat in a dark basement." This brilliant journalist neglects to consider that the motorcyclist will have his headlight on, which is all you see of any vehicle at night.

"Last year, 2,885 motorcycle accidents occurred in Arizona, resulting in 78 fatalities and 2,450 injuries. While motorcycles account for a relatively low percentage of the state's fatalities and injury-related accidents, the toll is still disturbingly high - and for good reason. When a motorcycle collides with a car or truck, it invariably comes out second best."

The statistics and "logic" seem to make apparent sense. The writer never mentions, probably because he's not aware, that the Hurt Report noted 10 years ago that in more than half the incidents involving a motorcycle and another vehicle, the other vehicle was at fault. Blaming motorcycles for the accident problem is like blaming cattle for slaughterhouses. The actual answer when you understand the facts, would be to ban automobiles to make the roads safer for motorcycles.

The piece ends with, "If motorbikes were restricted to off-road or residential-area use, the highways would be safer for everyone, especially the daredevils on two wheels." Now motorcycles become motorbikes, a diminutive that attempts to diminish the importance of our machines, just as riders are being labeled as daredevils. As for off-road use, land closures have been so severe in the last decade that the amount of riding territory has been drastically restricted. And pardon me, but most accidents occur at intersections, which are much more numerous in residential areas. Highways are the safest place to ride. The writer's conclusion is nonsense.

Here we have a misinformed, wrong-thinking editorial written by a person who attempts to skew the facts to fit his own anti-motorcycle bias. If this person really wanted to save lives and promote health, he would suggest we ban activities such as bicycling, football and cigarette smoking, all of which involve a much higher injury rate, just to name a few. But of course, none of these activities is indulged in by daredevils.

The Enemy will gladly restrict your freedom to ride because it has no value to him. If it has value to you, do something about it!
END

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

NATIONAL FIREARMS LEGISLATION

Yesterday, April 23rd, the full House Judiciary committee voted 23 to 11 to send HR 7, the "Brady Bill" to the floor of the House. It is expected to come to a vote sometime between May 7th and 9th. There was one bright spot in this vote in that the bill was amended to remove the opportunity for police to deny or obstruct sales simply by refusing to process the paperwork. This may soften police support for the bill.

The vote is expected to be very close, and President Bush has lately been discussing signing the "Brady Bill" as a trade for passage of his Crime package. We are recommending support for HR 1412, the Staggers bill, as an effective substitute for the "Brady Bill". A comparison was included in last month's flyer. The main opposition to the Staggers bill seems to be that 1) it will take too long to implement and 2) it will cost too much. The answers to these objections are, 1) The State of Virginia implemented their INSTANT CHECK within a few months, and 2) they did it for only a few hundred thousand dollars. The INSTANT CHECK is based on technology available TODAY. If the State of Virginia can do it, so can the Federal Government.

The plan is simple. Please write to the President, your Congressman, and both of our Senators. Tell them politely that the "Brady Bill" is a fraud, and that you know that it is. Tell them that it does not REQUIRE a background check before a dealer handgun sale, nor does it provide any money to improve the databases that are used to make these checks. The Staggers bill, HR 1412 takes care of these things. HR 1412 is a better bill.

Do not be intimidated. These letters do not have to be great works of literary art. Your letters should be no more than one page in length. State your position simply and clearly. Threats should be avoided. Handwritten letters, if legible, are better than typed letters. Then, after you have written, ask your friends and neighbors with similar views to also write.

After you have written, be sure to call these Politicians offices. You can contact both their Portland office and their Washington D.C. office. (When calling Washington D.C., the lowest rates are before 8AM Pacific Daylight Time.) Call the President's line every day. Be polite, but firm in rejecting the "Brady Bill", and positive in encouraging the Staggers bill as a better bill.

M.C.C.S.C. AT THE MAY P.R.P.C. MEETING

The M.C.C.S.C. has spent the last two weekends at gun shows in Salem, Roseburg, Tigard, and at the Expo Center in Portland. We have been encouraging folks to write to their Congressmen and Senators. When asked, we have even helped compose letters, and provided postage. We will be at the May Meeting of P.R.P.C. to help encourage people to write. The time is short.

*President George Bush
The White House
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Washington, D.C. 20500*

*White House Opinion Line:
202-456-1111*

*Senator Mark Hatfield
711 Hart Bldg.
Washington, D.C. 20510*

*Senator Bob Packwood
259 Russell Bldg.
Washington, D.C. 20510*

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*Wash. D.C. Phone:
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*Congressman Ron Wyden
2452 Rayburn HOB
Washington, D.C. 20515*

Ptld Phone: (503) 231-2300

*Wash. D.C. Phone:
(202) 225-4811*

*Congressman Les Aucoin
2159 Rayburn HOB
Washington, D.C. 20515*

Ptld. Phone: (503) 326-2901

*Wash. D.C. Phone:
(202) 225-0855*

N.R.A. ESTABLISHES 900 NUMBER : 900-737-6100

While personal letters are most effective, if you are pressed for time, or want to send additional letters which will identify your support for the N.R.A.'s fight against the "Brady Bill", you can call the HOTLINE number above. The operator will ask for your name and address, and can determine your Congressman from your Zip code. The cost is \$4.95 per call, and will be added to your telephone bill.

OREGON STATE FIREARMS LEGISLATION

Several bills in the State Legislature are of interest: HB 2577, Kelly Clark's State Firearms preemption bill was sent back to House Judiciary for more work in committee sessions. Work on this bill appears to be positive. SB 633, Senator Dick Springer's catch-all firearms bill and Senator Jane Cease and Representative Ron Cease's SB 1061 Assault rifle confiscation bill are both scheduled for a hearing on April 29th.

In honor of the 200th Anniversary of the adoption of the Bill of Rights, the Oregon Legislature is holding a hearing to reaffirm them in the form of HJR 19. The hearing on this bill is set for April 26th. Let's hope they're accepted!

Work in the Katz's firearms working group seems to be focused on including casual dealers at gun shows in the requirements for regular dealers, and in establishing waiting periods and background checks for all long gun sales. In the absence of federal requirements and guidelines any sort of workable definition may be difficult to develop.

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.

No matter what you Ride,
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STEREOTYPES

by Al Clark, Central Region Coordinator

Not too long ago, on one of those rare winter days when the temperature warms up enough, and the roads are clear, like most bikers, I took to the streets. Needing gas, I headed for the nearest station. It was one of those convenient store types that also sold gas. I was standing inside, waiting in line, when I heard behind me, as some have experienced in the past, some mumbling in a lowered tone something about trash and scum and needing to be locked up.

Needless to say, after I paid for my gas, I turned to a man who appeared to be in his late forties to early fifties and said, "Excuse me sir, but I didn't quite hear everything you said." He then replied, "What makes you think I was talking to you?" Satisfied with that answer, I started for the door. All of a sudden, a little girl turned to the man and said "But Grandpa, you were talking about him. You called him scum and trash." Talk about a guilty look. He probably could have walked under the counter without ducking. I then asked him to explain how he could come to this conclusion without even knowing me.

"Well, you guys have had this reputation for years, and if you really were decent people, you would clean up your act." I then asked him if he was referring to the 1960's or earlier, and he nodded yes. I pulled out my drivers license, and held it out to him saying, "I was born in '61, so tell me how it is that you can stereotype my, still not knowing anything about me?" He didn't reply. I then continued, "Because one cop takes a bribe, does that mean that they are all on the take? Because one Doctor screws up in surgery, and kills a patient, does that mean that they are all quacks and deserve to be sued for malpractice? No, but I do think I know what your problem is, you're jealous." Talk about a jaw hitting the floor. "Me jealous, of what?" I told this man that it was my impression that the majority of most Americans felt that they had to conform to societies, as well as the governments, way of thinking and living.

We then engaged in a very heated argument, and because it would take me forever to write this, I'll summarize. We discussed a variety of topics, gun control, seat belts, taxes, pornography, and freedom of the press. Freedom of speech, smoking in the work place, smoking during airline flights, anything that our government could possibly pass laws to infringe upon our rights. Yes, we even discussed the helmet issue. I asked him to tell me how many times he had contacted his congressman, either by letter or by phone. His reply was "These politicians are going to do what they want, they are all a bunch of crooks." Another stereotype. After going into much detail about ABATE of Illinois, what we do and what we stand for, I told him that yes, the political process does work, but only if you are willing to work hard and make some sacrifice. Writing letters, making phone calls, taking time off work and away from your daily schedule to go to the committee hearings to testify. "While the majority of Americans are only talking freedom," I said, "we are doing our damndest to live freely."

I then went into great detail about the bikers that I know. "All types of people," I explained to him. "Doctors, Lawyers, Car Salesmen, Truckers, Factory workers, even a couple of Police Officers I know own and ride Harleys. No matter what type of motorcycle we ride we have to have jobs in order to pay for anything that costs anywhere from \$5,000 to \$15,000. Scum, trash ... you, sir, are far from being accurate." I left this man, as well as a small crowd of people listening in, with stunned looks on their faces and hopefully, a changed opinion.

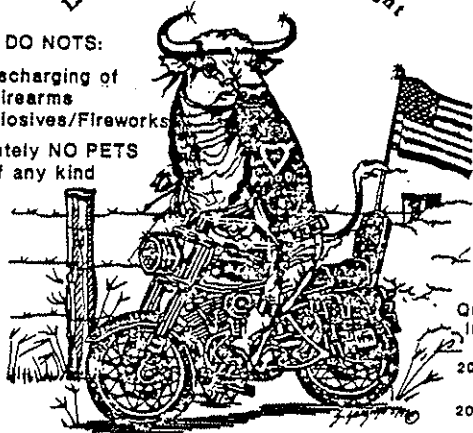
I keep forcing myself to keep in the back of my mind, what has happened in the Persian Gulf War. We are seeing now, the bloody and sometimes fatal sacrifices that the Kuwaiti resistance went through to help free their country from Iraqi occupation from the inside, while U.S. and Coalition Forces worked at it from the outside. Although I don't believe that we will have to go those types of extremes to insure that our freedom of choice will remain ours, and not the governments, we still must work hard, fast, and make those small sacrifices to preserve our Liberty, and the Liberty of our children.

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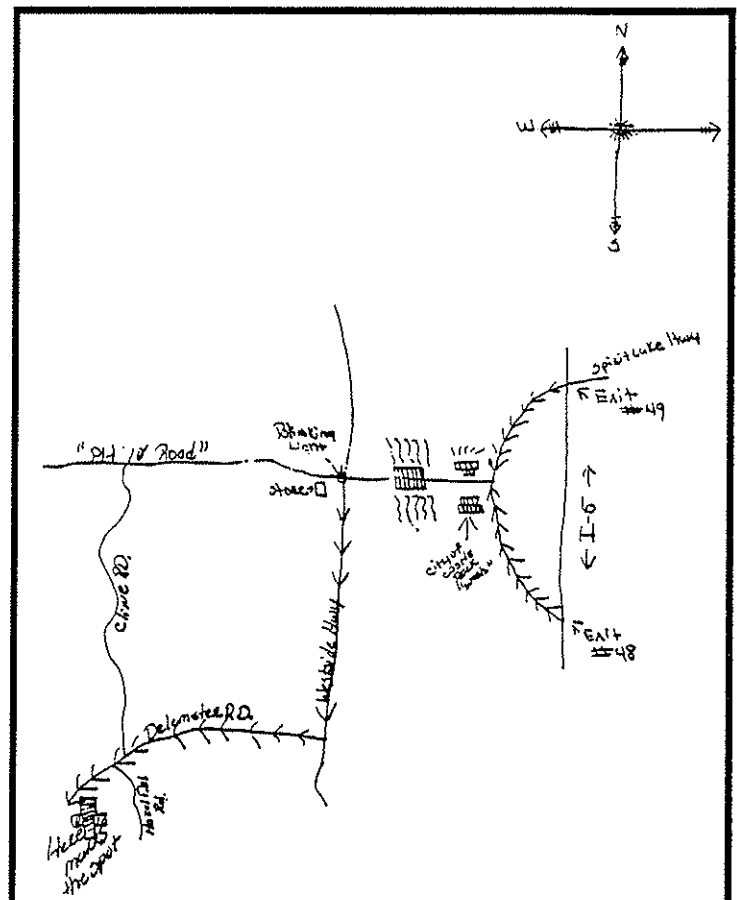
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NEW EVIDENCE HELMETS CAN KILL SAFETY CONFERENCE DATA ALSO BLOWS AWAY THE "SOCIAL BURDEN" THEORY.

by Trampo

Surprisingly, the biggest beneficiaries of the 1990 International Motorcycle Safety Conference at Disney World in Orlando, Florida, may have been a few million people who didn't even attend - freedom-fighting bikers battling mandatory helmet laws on both the state and federal level.

Since the conference was organized by the Motorcycle Safety Foundation, a division of the helmet-law-supporting Motorcycle Industry Council, you would have expected the seminar on helmets to be packed with lid-law advocates, and it was. Unfortunately for them, their own studies provided some of the best arguments yet for freedom of choice.

For example: A study of motorcycle accident victims and survivors by the heads of the Australian Craniofacial Unit, showed that riders sustaining a facial impact while wearing a full-face helmet were more likely to be killed than riders wearing no helmet at all.

According to the study by doctors Rodney D. Cooter and David J. David, "the hospitalized group of riders had high scores of facial fracturing. In contrast, fatally injured motorcyclists who had received impacts to the facial region while wearing full-face helmets had sustained survivable skull-base fracturing, but few facial fractures."

Careful medical examination of the deceased riders, Cooter and David said, indicated that the impact to the helmet's face bar transmitted such force to the helmet's chin strap that the victim's jawbones were forced into the base of the skull hard enough to cause a fracture. Write those death certificates: **KILLED BY HELMET**. And make sure the personal injury attorneys handling biker cases in your area know about this study.

Shockingly, at least to the pro-lid law advocates in the audience, Dr. Harry Hurt himself lent support to Cooter and David's study. Hurt, as the landmark (and severely flawed) University of Southern California accident study often cited by helmet law skills in legislative hearings.

In a report given at the conference, Hurt noted impact to the chin bar of some full-face helmets "produces an action similar to a cookie-cutter with injury, rather than protection." Furthermore, Hurt concluded that severe injury and death caused by accidents in which the head is subject to extreme rotational force "can not be excluded by any helmet in many accident conditions." Hurt also noted that many head injuries resulting in deaths among motorcycle riders are caused by the force of severe chest impacts on the spine and cranium and would not be reduced by wearing a helmet.

Still more data supporting Freedom of Choice was provided by Robert K. Goodnow, statistician for the Texas Department of Safety, who, ironically, happens to be an avid helmet-law supporter. While

Goodnow's statistics did show that unhelmeted accident victims spend more time in the hospital than helmeted ones, they also showed, more importantly, that 9.7% of the helmeted riders in the study suffering head injuries were killed, while only 7.5% of the unhelmeted riders died.

Statistics debunking the old "social burden" excuse for passing mandatory helmet laws were presented by Gregory M. Trojan, an EMT from Southwest General Hospital.

Trojan noted that head injuries from all causes account for only 2% of the total number of deaths in the U.S. each year, and that motorcycle accident victims represent less than 4% of that 2%. By contrast, studies cited by Trojan show that car wrecks, bicycle accidents, pedestrian accidents, falls, assaults, and bullet holes all cause many more head injuries than bike crashes.

"While motorcycling has been targeted as a public burden and garners most of the public attention concerning head injury, motorcycling is actually a minor cause of head injury in the United States," Trojan concluded.

"The great debate over helmet laws has drawn attention away from the major causes of head injury and drawn it to motorcycling. Claims that motorcycling creates a social burden due to head injury would seem unfounded due to the large incidents of head injuries from other causes."

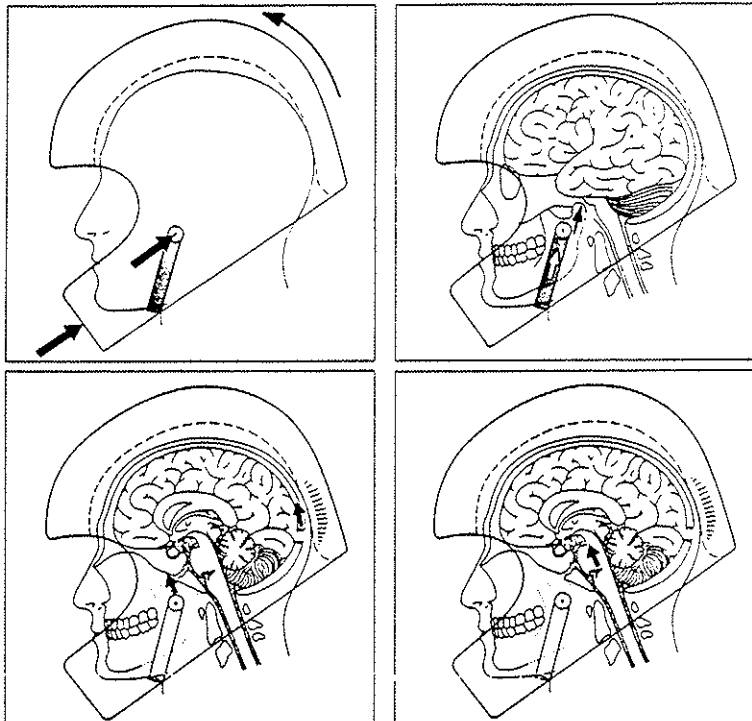
In other business, the MSF presented the John Harley award for outstanding contributions to motorcycle safety to our own Mike "Balls" Farabaugh. Balls has been riding the highways of this country training safety instructors, pleading with state legislators for funds and "selling" the concept of rider education and safety to the public, since Christ was a corporal. Nobody deserves the award more.

Despite all the above, the highlight of the conference, for me, at least, came during the closing session's question-and-

answer period when a British delegate asked Alan Isley, MIC/MSF president and point man in the Council's six-year crusade for mandatory helmet laws, the following: Why don't you try and make rider education mandatory in the States? Isley's reply? "Mandatory rider education wouldn't work in this country; Americans are too independent for it ..."

As I was trying to ask Isley when he shut down the question period, leaving me limp before a dead microphone, "SAY, WHAT, ALAN?" **END**

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



Clockwise from top left: Initial impact transfers force from face guard to chin strap causing the head to rotate forward; the impact plus the rotation begins to force the jawbone into the base of the skull; the force from the face-guard impact continues to drive the mandible (jawbone) further into the skull; the middle cranial fossa fractures (dashed line to left of first arrow) causing the skull to rotate still further forward. Your face will look great in the coffin.

B.E.S.T. OF THE WEST IDEAS

by Lois Gleason

I went seeking more information on legislative happenings and looking for more ways to help improve our image. I was there for learning better ways to fight for freedom of choice on our issues.

We listened to a lot of good speakers. The two who impressed me most are Bill Bish of ABATE of California and Pappy Haag of the MRF.

Ideas that impressed me most are:

- ✓ Over-sensitivity to BAD IMAGE as portrayed by others.
- ✓ We need to reach out to other life-styles and groups. We already know who we are. Why are we still trying to convert ourselves?
- ✓ These are the '90's. The protest rally era is over. Remember the importance of communicating on an acceptable level. Make appointments with legislators, attend their town hall meetings, write letters. Don't just let them know about the things you don't like, but remember to tell them about what they helped with that you did appreciate. You'd be surprised what a "thank you" can do to open a door or an ear. People may actually listen to you without already having an attitude.
- ✓ Try getting meetings in places other than bars.
- ✓ Letter writing needs to be more streamlined. Sample letters as well as supplies and addresses.
- ✓ Don't pressure your own people when it comes to writing in public. Some of our friends may not have the right to vote, some may have trouble expressing ideas in their own words, some may not have the ability to read or write.



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The Difference is Legendary

FACTS

by Greg Harris

Lights. Camera. Action.

It's time to start planning for another media blitz by the Insurance Institute for Highway Safety (IIHS) as the group touts its latest fact-finding study by Dr. Jess Kraus: "Motorcycle Licensure, Ownership and Crash Involvement."

I'm hoping the cameras are already rolling for segments of "West 57th Street," "Hard Copy," "Entertainment Tonight" and other bastions of truth in journalism, just as they did the last time the IIHS and Kraus collaborated on a motorcycle study.

You remember that one, don't you? It was called: "Motorcycle Design and Crash Injuries in California, 1985." But that title never really caught on. Instead, it was always referred to as the IIHS superbike study. You know, the one that "statistically proved" that sportbikes (er, "race design bikes") were intrinsically evil and killed unsuspecting motorcyclists left, right and center.

Certainly you remember the footage of a motorcyclist falling down on California's Mulholland Drive - it was shown on TV news broadcasts in many cities, while distinguished researchers talked about the menace of motorcycles with racy fairings, narrow handlebars and high footpegs.

And who could forget the way that whole public relations blitz culminated in a proposal in the U.S. Senate that could have banned all sport bikes from public roads (not to mention from the actuarial lists of the IIHS' funding fathers, the insurance companies of America)?

Eventually, of course, we got our chance to talk to the senator who proposed that bill. And we explained the AMA's position that licensing, training and experience - not the appearance of a motorcycle - are the key elements of two-wheeled safety. The senator examined our information and the conflicting data from the IIHS study and decided we knew what we were talking about. Scratch one sportbike ban.

But the point is, all this action started with the IIHS' media campaign promoting its superbike study. And now I'm waiting for that campaign to kick into high gear, because Kraus and the IIHS are at it again. They've teamed up for another IIHS-funded study of motorcycle safety.

This latest collaborative study appears in the February issue of the American Journal of Public Health, and it again concerns motorcycle accidents in California. But this time around, Kraus wasn't looking at the style of motorcycles the accident victims were riding. Instead, he was trying to find out if they were licensed to ride a motorcycle at all.

And then there's a third study, entitled, "Features of Fatal- And Severe-Injury Motorcycle Crashes According to Vehicle Design. Type, California, 1985." In this version, completed in March 1990, Kraus re-examined (or is that re-re-examined?) the original superbike study data to look for other contributing factors to motorcycle accidents - like age, for example.

In other words, after the AMA pointed to licensing, training and experience as the key issues in motorcycle safety, and after a U.S. senator agreed with us, the IIHS and Jess Kraus decided to study ... licensing and experience!

Of course, during the original superbike study, both the IIHS and Jess Kraus were certain that such matters really weren't important to the subject of motorcycle safety. Kraus admitted at the time that he hadn't even looked at the licensing status of motorcyclists in accidents. And he stated that age and experience just weren't important.

"We did not see any statistically significant difference in the

distributions between street design and race design in terms of ages," he said.

There was good reason for that kind of talk back then. The IIHS was promoting a sportbike ban, and it needed a study that would support its contention that the machinery itself was evil. Such complex factors as licensing and experience just got in the way.

Besides, there was no need to hurry. Licensing and experience were three of four research grants away.

Look at Harry Hurt. Back in the '70s, he published his entire in-depth study of 900 motorcycle accidents in just one report. Sure, everybody got a comprehensive view of motorcycle safety, but at what price? Imagine how many grants he could have lined up if he had written one paper about the first five accidents, then a second paper about accidents six through 10, then another about 11 through 15.

Anyway, Jess Kraus and the IIHS have finally gotten around to studying licensing and experience. And it probably comes as no surprise to you that they discovered both of those factors are enormously significant. According to the studies, unlicensed riders and young, less experienced riders are much more likely to be involved in motorcycle accidents.

In other words, licensing and experience are key elements in motorcycle safety, and if the IIHS and Kraus ever get around to studying training programs, maybe they'll discover the importance of them as well.

Of course, you'd think that a researcher would have looked at such factors before condemning a whole class of motorcycles on national TV, but better late than never.

And that's why I'm waiting for the media blitz to start up all over again. I can just see the dramatic footage of riders passing strict motorcycle licensing tests while distinguished researchers discuss the importance of the Motorcycle Safety Foundation's MOST test, the AMA's PRO-RIDER and Un-Rider campaigns, and the "Straight Facts" program from Discover Today's Motorcycling.

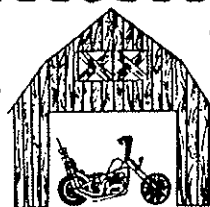
After all, I'm sure the IIHS wants to clear up the mistaken impressions left by its previous campaign against sportbikes.

I'm tuning in "Geraldo" every day, just waiting for it. *END*

LITTLE THINGS

There is such joy in little things -
A friendly smile, a gay hello.
A visit on the telephone
Will give my day a happy glow.
Throughout the day I seem to find
So much that gives my spirit wings.
But most of all I'm finding true,
My joy is in the little things.

- Isabelle



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DID YOU KNOW?

by Lois Gleason

Did you know ...

That we have built three Capitol buildings?

Oregon's first -

- erected in 1854 at a cost of \$40,000
- destroyed on December 31, 1855 by FIRE.
- LEGISLATURE was in session at the time. They set up temporary quarters in Salem's Business section.
- The Holman Building, on the corner of Ferry & Commercial Streets, became our state's Capitol. Subsequent sessions met there until the new Capitol was completed in 1876.

Oregon's second -

- The new Capitol was authorized by the legislature in 1872 and cost approximately \$325,000. The first cornerstone was laid on 10-8-1873 and the building structure is similar to the Capitol in Washington, D.C. It too was destroyed by fire (April 25, 1935).

Oregon's current Capitol -

- Designed by Francis Keally of New York.
- Constructed of white Vermont marble and bronze.
- Constructed in the years 1935-1938 at an approximate cost of \$2,000,000.
- Occupied July 2, 1938
- Dedicated 10-1-1938

The "OREGON PIONEER" statue -

- Work of Ulric H. Ellerhusen
- Made of bronze with gold leaf
- Nearly 23 feet high, weights 8 1/2 tons
- Source - Oregon Blue Book 1989-1990

END

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"A COMMON BOND"

by Sas

"Damn rice-burning piece of s_!!! If I had a buck for every time I've heard that from friends and strangers alike, I could probably buy me a Harley!! But, my personal "putt" happens to be a 1985 Yamaha Virago, low-rider style. The word "Virago" means "a loud, ill-tempered woman" and my friends say that name fits me like a gauntlet on an early spring "putt!!" My bike fits me, too, whether we're in the wind or she's sitting in my living room. Sometimes, I just sit and look at her, all black and shiny. Sound familiar, my Harley Brothers and Sisters?? LOVE!!! That's the common bond here. We love our bikes and the life that goes with them!

I have a lot of good friends who ride Harleys and I appreciate and respect their dedication. I really enjoy "puttin" and partying with them. I don't even mind following behind because NOTHING beats seeing and hearing a bunch of Bikes roaring down the road!!! DAMN, that's beautiful!!!

I know a lot of "Jap Bike" riders who are working very hard to help ABATE repeal the helmet laws, and we'll continue to do so. All we ask is acceptance, (or at least tolerance) for who we are, not what we ride.

My "old man", another Virago rider sums it up: "I beat the Japs in World War II and if I want them to build me a bike, BY GOD, they'd better do it!!!!

END

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Brian Stovall, Editor

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**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"

Reprinted from March 1991
ABATE of Washington State Newsletter

ABATE MEMBER LLOYD "SIDECAR" NORRIS CONFUSES JUDGE, BEATS HELMET TICKET

(Tacoma)

Not wanting to buy a new helmet after the mandatory law went into effect last June, Lloyd "Sidecar" Norris dug around his garage and found his old WWII German Army style bucket and put it on for a putt around town. Naturally, he was busted by an over enthusiastic cop who felt Sidecar was not wearing a "DOT" approved" helmet.

Sidecar has owned his black and chrome helmet for 25 years and never had any trouble with police under the 1967-1977 helmet law, so he took his case to a local magistrate and demanded relief.

In court, Sidecar explained his battered old helmet is virtually identical in construction and materials to any other helmet being worn by civilians or the police, and he believed he was stopped by the arresting officer just because that particular policeman likes to harass bikers. The traffic court judge, not being a motorcyclist and not having any statutory guidelines which would help him decide what is and what is not an approved helmet, simply threw up his hands in confusion and dismissed the ticket. The fact Sidecar's helmet had no "DOT" sticker on it made no difference to the judge. The helmet looked like a helmet to him and not seeing any defense for the police tore up the ticket. Sidecar walked.

Reddog Pierce, of the Tacoma Chapter, attended the court proceeding and made a VHS tape of the entire appearance. A copy of the tape has been sent to A.I.M. attorney Martin Fox who has prepared a case to overturn the entire helmet law. There may be something in the tape he can use as precedent to help overturn the entire helmet law.

Fox currently is looking for test defendants who have been ticketed in Pierce County for riding any of the following: trikes without a helmet; riding antique motorcycles without a helmet; riding a motorcycle equipped with a roll bar and seat belts without a helmet; and just plain riding without a helmet. If you fit any of these categories, or need an experienced attorney to defend you in a motorcycle related personal injury suit call his Seattle office: (206) 728-0588. END

BAKER'S DOZEN

by Lois Gleason

AOI wine from Orygone?

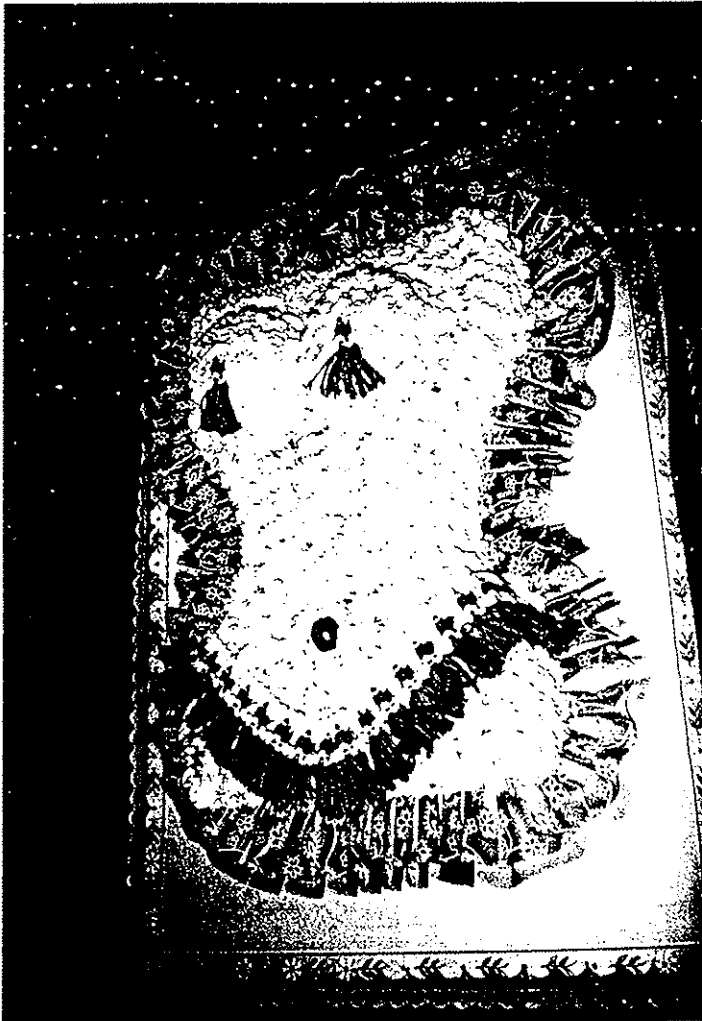
(Aged On the Interstate, of course)

Our fun:

We enjoyed the socializing and all the talk seemed to turn toward our similar problems/solutions.

I did forget to mention that we managed to sneak a belly dancer into the Van with us. We hid her way in the back, under a couple of seats. She wasn't really all together til we reached Utah and we finally found her naval.

When we finally got her together, she really made quite an impact. She managed to raise \$50.00 towards MRF.



She flew through the air and sweetly kissed his face.

"They that give up Essential Liberty to obtain a little temporary safety deserve neither Liberty nor safety."

- Ben Franklin

LETTER TO THE EDITOR

Dear Donna:

Suppose you and I were sitting around planning a fishing trip. Besides planning what we would take along, we would discuss where we were going to find the fish. I am sure we would want to go where the fish are.

I have similar ideas in regards to membership. To revitalize the membership of ABATE, we should seek out ways to reach GROUPS of motorcyclists. Not that we should abandon the person-to-person approach to membership - Salem Chapter is growing steadily through this method. But we should seek out motorcyclists where they congregate.

It would be interesting to find out how many ABATE members statewide belong to other motorcycling organizations. I would wager quite a few do. As I mentioned in my last letter, I belong to OREGON VINTAGE MOTORCYCLISTS and the newly-formed Oregon Chapter of the ANTIQUE MOTORCYCLE CLUB. If we could only entice more of those other motorcyclists into our beloved ABATE, we may be better equipped to make our desired impacts towards elimination of the helmet law and advancement of rider safety and education.

I believe we can entice those other motorcyclists by offering them a club discount. I proposed this last February at one of the Salem ABATE's regular meetings. Specifically, if a person belongs to a motorcycle club recognized by ABATE of Oregon, Inc., he/she would be eligible for a \$5 discount on the general membership fee. This motion, as passed at our chapter meeting, would have this proposal for acceptance or rejection by the State Board.

Concerns about this plan may include loss of revenues. Hopefully, the lost revenue would be more than replaced by enhanced membership. If this worked out to recruit many new members, the revenue generated wouldn't be the only positive aspect. New members mean new hands and minds, offering relief to the few people in each chapter that seem to make things happen.

We may see some regular members join other organizations and claim the discount. I say this is good. EVERY motorcycling organization should have ABATE members working and networking with other motorcyclists.

Discuss this with your state reps. It's time to reach out to the thousands of other motorcyclists in this state and bring them into a positive force for motorcycling!

Sincerely,

Tommy the Commie, Salem Chapter
(Tom Krise)

Dear Tom;

BRAVO, Tom. BRAVO!

Donna Adkins, Editor

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___	AYP4	Year Pin - 4 yr. member - red/black	3.00	___
___	AYP5	Year Pin - 5 yr. member - white/black	3.00	___
___	AYP6	Year Pin - 6 yr. member - black/orange	3.00	___
___	AYP7	Year Pin - 7 yr. member - black	3.00	___
___	AYP8	Year Pin - 8 yr. member - dark blue	3.00	___
___	AYP9	Year Pin - 9 yr. member - yellow	3.00	___
___	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	___
___	AYP11	Year Pin - 11 yr. member - purple/black	3.00	___
___	AYP12	Year Pin - 12 yr. member - blue/red	3.00	___
___	AYP13	Year Pin - 13 yr. member - green/black	3.00	___
___	AYP14	Year Pin - 14 yr. member - black/red	3.00	___
___	AYP15	Year Pin - 15 yr. member - gold/black	3.00	___
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___	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	___
___	AOP	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)

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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.

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___	AMS	ABATE #1 Membership Sticker - large, 5 color	2.00	___
___	HLS	HELMET LAWS SUCK Sticker - small	.50	___
___	HLS	HELMET LAWS STILL SUCK Sticker - small	.50	___
___	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	___
___	ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It	.75	___
___	HLSB	HELMET LAWS SUCK Bumper Sticker	.75	___
___	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	.75	___
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LOBBYING BY LETTER

Letters are important, even critical, to influence legislation. Letters to the writer's own senator and representative are especially important. Here are some guidelines to follow in writing effective letters:

- Make clear what your position is and what exactly you would like your legislator to do.
- Write in your own words and include thoughts of your own. Your own personal experience is the best evidence. Tell how the legislation affects you.
- Show as much knowledge as you can, but avoid sending a postcard or form letter. Handwritten letters are fine if they are legible.
- Don't apologize for taking the reader's time. Don't affect a righteous tone like - "As a citizen and a taxpayer."
- Write briefly, on only one subject at a time. Refer to bills by name and number, if possible.
- Don't try to become the legislator's pen pal. If you write too often, you become a nuisance.
- If you live in the legislator's district, be sure to say so.
- If you ask the legislator a question and don't get a reply to your letter, follow it up with another asking for a response.
- When a legislator votes as you asked, send a thank-you note. Most letters received by legislators are critical or ask for something, so a thank-you is a refreshing change that is likely to be remembered.

When the legislature is not in session, it is best to send letters to the legislator's home address. During the session, letters should be sent directly to Salem, and may be addressed:

State Senator (Or Representative)
State Capitol
Salem, OR 97310

Reprinted from April 19, 1991
ABATE of Indiana, Inc. Letter

HELLO FREEDOM FIGHTERS

As most of you already know, the legislators are busy working against us. Representative Cooper has introduced HR 1782 that will require all bikers to wear helmets. We also have the Outlaw Street and Motorcycle Gang Control Act of 1991 introduced by Senator Dennis DeConcini (D-Arizona).

All of you know the MRF is supposed to be our main voice in fighting this legislation; the AMA is involved also. We cannot let the AMA be our only voice. The MRF is going to D.C. to do what they can, but this will cost money. I have been told that the individuals going, to represent us all, will be doing so at their own expense. The MRF apparently can't afford to pay the tab this time. This is simply not right. The MRF is all of us, it's our voice to stop this anti-biker legislation. You can add up for yourself what a trip to Washington, D.C., including plane fares, meals and rooms, etc., will cost after a couple of weeks. It won't be cheap.

I realize money might be tight for you, just as it is here in Indiana, but whatever money can be spared would be appreciated at the MRF office. Contact your area clubs and let them know about what's happening in D.C.; ask them to contribute what they can. We are all in this together, we need to work together now more than ever. ABATE of Indiana will be sending \$500, along with \$20 out of my own pocket.

It appears California bikers waited too long to fight their helmet legislation, let's not make the same mistake on a national level. Any amount will help. Our MRF representatives have enough to do with fighting this legislation; let's not add to that the worry of how they are going to pay for it. Let's all do our part, and help the best we can.

Keep it free,
Kidd Curry R.V.
Executive Director, ABATE of Indiana

CLASSIC GLASS

RESIDENTIAL - AUTO HOME IMPROVEMENTS

COMMERCIAL - NEW CONSTRUCTION

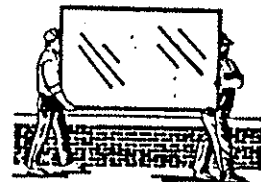
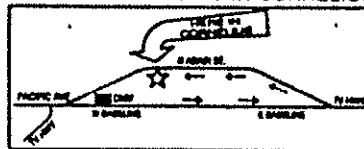
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Reprinted from March/April 1991

Vehicle Inspection Information Bulletin

RECALLS

In 1990, EPA initiated 40 recalls covering about 2.5 million vehicles to correct excessive emission problems. This is the largest number of recalls in one year since the program began in the early 1970's. The latest recall include:

YEAR	MAKE	MODEL	ENGINE	REASON	CORRECTION
1984	Ford	E100, E150, E250	5.0L 49-state	High HC	Add second canister and modify
1984	Ford	F100, F150, F250	with dual tank		control of air supply to catalyst.
1987	Ford	Thunderbird	3.8L 49-state	High CO	Modify air pump operation and
1987	Mercury	Cougar			adjust ignition timing.

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Reprinted from April 1991
OVM Newsletter

COMING EVENTS

MAY

18th OVM ride, details to be announced

19th OVM Spring Meet
9:00 Members Only Swapmeet
11:00 Show open to public
Benton County Fairgrounds
Corvallis, Oregon

19th VME Ride to Mt. Baker
10:00 am
Woodland Park Inn, WA
206-536-7650

JUNE

1st-8th Isle of Man TT

5th Dino Daze Vintage Flat Track
Scrambles, Show and Swapmeet
206-845-2505 for details

9th Steve McQueen Memorial Scrambles
Franklin Track, Cheshire, Oregon

JULY

6th-7th Vintage Race Weekend, S.I.R.
Auburn, WA
Vintage Cars and Bikes
206-536-7650 for details

SPECIAL INTEREST STORY

Dateline, Salem, March 24, 1991
Minto-Brown Island Park, Salem, Oregon
First Annual Combined Ice-breaker
by Mel Yeager, State Education Officer
& Salem Chapter Legislative Director

The First Annual Icebreaker get-together took place today from 11:00 till dusk, as planned. It was attended by members of ABATE, both State officers and Salem Chapter, AMO, HOG, both Salem and Corvallis Chapters, BikePAC, OVMA, 5th Chapter and Retreads who, together, represented about 1,500 motorcyclists of Oregon.

While the first annual get-together was underway, we were blessed with the presence of U.S. Rep. Mike Kopetski and his lovely wife, Linda, as they were passing through the area on a Sunday afternoon hike. The first time they passed through the area Sonny Hubbard, Salem Chapter of ABATE Coordinator and others were able to talk with him about what we were doing there. Representative Kopetski and his wife were quite impressed, if my information was correct.

After the Kopetski's finished their walk they returned back through the area and there I was able to speak directly with them. Linda will be shortly returning to the Salem area from the Washington, D.C. area. Representative Kopetski will continue to represent the wishes of the voters of his area of Oregon. I asked them if any particular item had caught their eye as they walked by our group, and they answered that first of all they noticed that it was a family affair because of the number of children in our group. The other thing that caught their attention was the wonderful motorcycles parked in the lot. They were impressed by the orderliness of the group as a whole. I then thanked him in behalf of all of us and extended an invitation to him and his family to visit us at our Fossil Run. I was given the telephone number of his scheduling Secretary, and he promised that if he is in Oregon at that time he will be mightily interested in attending, if possible.

I called Lisa, his secretary, with the information and she will get back with me soon to confirm.

I think Salem Chapter of ABATE who organized this First Annual Get-together, and those who attended and participated made it a real success. Congratulations to all. *END*

Those who reap the blessings of freedom must undergo the fatigue of supporting it.

Live so your autograph will be wanted and not your fingerprints.

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

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

Dear Senator or Representative:

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

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

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

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

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

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

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

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

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

SUPPORT

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

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

OPPOSE

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

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

Dave Durenberger (R-MN)
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 Washington, DC 20510
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 Washington, DC 20510
 (202) 224-4041

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

John Warner (R-VA)
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 (202) 224-2023

James M. Jeffords (R-VT)
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 Washington, DC 20510
 (202) 224-5141

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 (202) 224-2841

George J. Mitchell (D-ME)
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 (202) 224-5344

Quentin N. Burdick (D-ND)
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 Washington, DC 20510
 (202) 224-2551

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

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

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

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

AND



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

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

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

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

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

CENTRAL OREGON

MAY	10, 11, 12	The Dalles
JUNE	5/30, 1, 2	Bend
JUNE	28, 29, 30	Burns
JULY	11, 13, 14	Bend
JULY	12, 13, 14	The Dalles
AUGUST	22, 24, 25	Bend
SEPTEMBER	13, 14, 15	The Dalles
SEPTEMBER	27, 28, 29	Burns
OCTOBER	4, 6, 13	Bend
NOVEMBER	1, 2, 3	The Dalles
NOVEMBER	14, 16, 17	Bend

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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

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JUNE	7, 8, 9	Astoria
JUNE	21, 22, 23	Tillamook
JUNE	28, 29, 30	Newport
JUNE	28, 29, 30	Coos Bay
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AUGUST	9, 10, 11	Astoria
AUGUST	23, 24, 25	Tillamook
SEPTEMBER	6, 7, 8	Coos Bay
SEPTEMBER	20, 21, 22	Newport
OCTOBER	11, 12, 13	Astoria
OCTOBER	25, 26, 27	Tillamook
NOVEMBER	1, 2, 3	Coos Bay

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JULY	25, 27, 28	MRC
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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

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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

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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
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OCTOBER	10, 12, 13, 17, 19, 20	MRC
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MAY	19	ERC
MAY	16, 18, 19, 23, 25, 26	MRC
JUNE	1	ERC
JUNE	6, 8, 9, 13, 15, 16	MRC
JUNE	20, 22, 23, 27, 29, 30	MRC
JULY	11, 13, 14, 18, 20, 21	MRC
JULY	21	ERC
JULY	25, 27, 28	MRC
AUGUST	1, 3, 4, 8, 10, 11, 15, 17, 18	MRC
AUGUST	18	ERC
AUGUST	22, 24, 25, 29, 30	MRC
SEPTEMBER	1, 5, 7, 8, 12, 14, 15	MRC
SEPTEMBER	22	ERC
SEPTEMBER	19, 21, 22, 26, 28, 29	MRC
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HOW HELMETS WORK THE IMPACT OF IMPACTS

by Bill Wood

Thunk!

The sound was violent, but curiously undramatic. I had expected the complete destruction of a motorcycle helmet to be more spectacular. I had braced myself for some noise that would signal disaster - like the squealing of tires and wrenching of metal in a traffic accident. But as my helmet ended its 10-foot drop on the testing stand at the Head Protection Research Laboratory at the University of Southern California, there was just a dull, lifeless sound that was, in a way, more ominous.

Fortunately, there was little to worry about in this collision. The "head" inside the helmet was no more than an 11-pound metal headform - the motorcycling equivalent of those crash-test mannequins who have become "spokes-dummies" for seat-belt use among car drivers.

Like those test dummies, this headform had a story to tell. Inside it, in place of a living human brain, were electronic sensors capable of measuring the damage that would have been inflicted in a real motorcycle crash.

"That's a good helmet," said Harry Hurt, looking at the oscilloscope's presentation of the sensor data.

More correctly, that was a good helmet. I had worn it for years. But I knew that once I delivered it to Harry Hurt's lab, its fate was sealed. The lab has been in operation since 1981, and during that time, Hurt and Dave Thom, the two lead researchers, have destroyed thousands of helmets. In the process, they've learned exactly what makes a helmet work.

Most of us tend to think of a helmet as a hard shell that forms an impenetrable barrier around the skull, much like the metal helmets worn by troops during World War II. As long as that shell remains intact, we figure the helmet is doing its job.

But a modern motorcycle helmet is much more complex than that. Sure, it does have a hard outer shell designed to prevent objects from striking the head, but that's not the most important part. The vital piece in saving your life in most accidents is the part that most of us see - and appreciate - least. It's the layer of expanded polystyrene (Styrofoam to most of us) just underneath the shell that works like a braking system for the brain. The testing stand at USC's lab gives an accurate picture of how well that system works.

To understand how a helmet does its job, you have to picture a typical motorcycle accident: A car turns left in front of a motorcyclist. The rider hits the brakes, but he can't stop in time.

If you could watch the next fractions of a second in slow motion, you'd see not just one collision between bike and car, but a whole series of collisions. First, the front wheel of the motorcycle hits the car and the bike comes to a stop. But the rider doesn't. He still has most of the forward momentum he had just before the crash. So he's launched off the motorcycle toward the car - on the way to his own collision with it.

For a moment, let's forget about the rider's arms, legs and chest and concentrate just on his head, which is still moving at full speed. In the next instant, that head is going to hit something - the car, the ground, whatever - and come to an immediate halt.

Without a helmet, the force of the collision can fracture the skull and cause severe damage to the brain. This is a common problem in car accidents in which the victim isn't wearing a seat belt and slams into the windshield with tremendous force.

But a simple hard-shell helmet would do little more to protect the rider, since it won't help dissipate the momentum built up in the

head and brain. An instant after the helmet hits the car, the head is going to hit the inside of the helmet. And the rider's brain, with all of its momentum, is going to hit the inside of the skull. So there are going to be two more collisions - almost like a chain reaction accident - with the brain taking the brunt of the hit.

Obviously, the brain isn't designed for such abuse. So what you need is a system that will bring the head to a gradual, controlled stop rather than an instantaneous, violent one. Over the years, scientists have studied the amount of force the brain can take and survive. That force is measured in terms of gravity, or Gs - just like the acceleration force astronauts feel when they take off in the space shuttle. Researchers have learned that a human brain can withstand quite a lot of acceleration or deceleration force for a brief period of time. While the astronauts may experience 10 or 11 Gs for a minute or two during takeoff, the brain can survive several hundred Gs for a millisecond or so without permanent injury.

But in a collision, G forces can easily rise much higher than that. If the head hits an immovable object and instantly stops, the deceleration forces can rise to thousands of Gs, and the result is likely to be death due to brain injury.

That's why you'll find a Styrofoam liner in motorcycle helmets. In a crash, this liner crushes slowly, just the way you can crush the Styrofoam of a coffee cup between your thumb and forefinger. As it crushes, the liner absorbs the momentum of the head, cutting down the G forces and giving it some "braking distance" after the helmet has struck an immovable object like a car or the street. Instead of hitting the inside of a hard helmet shell, the rider's head hits the Styrofoam liner, which slows it to a gradual stop. That liner is only about an inch to an inch-and-a-quarter thick in most helmets, which may not seem like a lot, but that crushable layer is usually all that's necessary to save a motorcyclist's head.

"You can take it as a given that with a good helmet, the basic architecture of the skull and brain are going to survive," says Hurt. "You might suffer some injuries that the helmet can't prevent, like deep brain injuries from rotation. But you're not going to get fractured skulls and extrusion of the brain out of the skull. The head's still going to be in good shape."

Hurt knows that because he hasn't just studied helmets in a lab. His research into real-world motorcycle accidents in the 1970s, commonly known as the Hurt Report, is the most comprehensive examination of the topic ever undertaken. And although helmet technology has progressed in the years since, Hurt found that even 15 years ago helmets worked in almost every case.

"People do die with helmets on," Hurt admits, "and it can happen due to a brain injury. But it's so rare that it's just ridiculous. The more usual thing is that the people who died while wearing a helmet died from serious injuries to the chest and other parts of the body."

A case in point is a helmet on the windowsill next to Hurt's desk. The full-face helmet was hit so hard that it literally cracked in half.

No, Hurt said, the rider didn't survive. "But he died of chest injuries, not skull or brain injuries. The helmet did its job."

Motorcycle safety isn't just an academic interest for Hurt and Thom. Both own and ride their own bikes, and as a result, they understand the importance of real-world experience in any safety research.

Studies of actual accidents are the best way to determine what a helmet needs to do in a crash. But to see how well an individual helmet performs that job, you need a consistent, repeatable test. And that's where the Head Protection Research Lab comes in. The lab contains three helmet testing stands, allowing Hurt and Thom to judge helmet effectiveness according to several different standards including the DOT specification required of all helmets sold for street use in the U.S., the voluntary Snell Memorial Foundation standard and European helmet standards.

All of the tests result in violent helmet impacts. There are no

glancing blows or lucky breaks in the testing lab. In every test, the helmet is strapped to the heavy headform, raised up several feet and dropped directly onto a solid chunk of metal appropriately known as an anvil. The force of the collision is enough to make a believer out of anyone.

The results appear as a line on the oscilloscope screen showing the G forces on the head. In the case of my helmet, that line showed a steady rise in G forces as the headform compressed the helmet's foam rubber comfort pads, then encountered the Styrofoam liner. The forces rose to about 180 Gs, then the liner began crushing at a constant rate, slowing the headform at about 150 Gs for three milliseconds - just like hitting the brakes for a smooth, controlled stop.

As Hurt noted, my helmet had performed perfectly. It didn't approach the Snell Memorial Foundation's limit of 300 Gs and it didn't violate the DOT requirement that G forces not exceed 200 Gs for more than two milliseconds.

I asked Thom what would happen if he dropped the bare headform onto the anvil from the same height. He said he couldn't do that because it would destroy the instruments and dent the metal. Replace that metal headform with an unhelmeted head and you've got an idea of the damage that could be caused.

But the test wasn't over. The standards call for a second direct hit on the same spot. So Thom raised the helmet again - this time 6.7 feet above the anvil - and let it drop.

Once again, the helmet hit with tremendous force - hard enough to visibly damage the outer shell. And the Styrofoam liner, compressed somewhat by the previous collision, was thinner now. So the headform took longer - about three milliseconds - before it encountered that liner and the G forces started to rise. The compressed Styrofoam was also a little denser than it used to be, so the oscilloscope line rose to nearly 200 Gs before leveling out. But the force on the head was still smooth and controlled.

I asked Thom if that helmet was still safe to use. For a dramatic reply, he raised it and dropped it again. With the Styrofoam liner now severely compressed by the two previous hits, the headform sailed along for about three milliseconds before encountering any resistance. Then the oscilloscope showed a spike in which forces rose immediately to over 300 Gs before tapering off. Like an old set of shocks on your motorcycle, the helmet's liner had bottomed out dangerously and needed to be replaced.

Thom then disassembled the helmet taking out the Styrofoam liner. From the inside, the part you can see looking into the helmet, it looked just fine. But the outer surface, the layer against the helmet shell, was seriously crushed, now measuring only about a half-inch thick.

I don't wear that helmet anymore, but I haven't thrown it out, either. I've mounted it - disassembled - on my office wall, with a photo of the test results right below. Every time I pull on my new helmet for the ride home from work, I look at that crushed liner and hear that "thunk" all over again. It usually makes me pull the chin strap just a little tighter.

GETTING THE MOST FROM YOUR HELMET

How good is your old helmet? How do you know when it's used up? And what should you look for in a new helmet?

Those are the questions motorcyclists most often face when considering head protection. And researchers Harry Hurt and Dave Thom are among those in the best position to provide the answers.

For instance, Thom says the old notion that a helmet won't protect you after a few years of use just isn't valid. Some helmets can last many years, he says, while others may be used up in months.

If you've been in an accident and your helmet has been hit, it's time to replace it, regardless of its age. Even if you can't see much damage to the outer shell, your head has permanently compressed the Styrofoam liners. That damage won't be visible unless you completely disassemble the helmet.

Even if you haven't been in a crash your helmet liner may be damaged. Do you jam the open end of the helmet onto your motorcycle's back rest or the end of the handlebars when you park the bike? Have you ever tried to clean out the inside of your helmet with solvents? Either of those practices can damage the liner while leaving the outer shell in showroom condition. And remember, it's the liner, not the shell, that protects your head.

Over the course of time, simple wear and tear also take their toll. Your helmet may have fit snugly when you bought it, but as the foam rubber interior pads wear out, it can get progressively looser. Put it on, tighten the strap and shake your head. Does the helmet move on its own? Now reach behind your head and grasp the bottom of the helmet in back. Pull up hard. A loose helmet may be more likely to roll off your head in an accident, leaving you with no protection at all.

Finally, check the chin straps. Grasp each strap individually and tug - not down, but toward the inside of the helmet. This puts the maximum strain on the attachment point to the shell. If the strap is loose at its attachment or appears worn and frayed, don't take chances - replace it.

By the way, it should be obvious to anyone that you need to fasten the chin strap to keep the helmet in place. Riding around with an unfastened chin strap means you've got all the protection you need - right up until the moment you need it. Then, the force of the crash is likely to pull the helmet off your head just before you hit something.

"You'd be amazed at how many helmets we see from accidents that have the D rings missing or tucked up into the liner or just not used," says Hurt. "You'd expect that it would be one in a million, but it's really six or eight in a hundred. Some studies have found 12 percent of riders not using the straps. That's an incredible problem."

When the day comes that you do decide to replace your helmet, what should you look for? First, make sure that any helmet you're considering contains a DOT label. Every helmet used on the street is required to meet these federal standards. Anything that doesn't carry the label isn't a motorcycle helmet, period. Don't waste your money or gamble on your life.

After that, find a helmet that fits you properly - and that means trying on a helmet before you buy it. Every company makes its helmets based on slightly different head shapes. You may find that one brand fits you substantially better than others. And you're likely to find that more expensive helmets offer considerably better fit than the bargain-basement brands.

"One of the real costs of putting helmets together is developing, over a period of time, a reservoir of information on sizing and fit," says Hurt. "It takes a great amount of attention to detail to make a helmet that fits lots of people well."

an uncomfortable helmet may not offer substantially less protection than one that fits your head exactly, but it won't be any fun to wear, and that may mean you'll be tempted to ride without it.

One important part of trying on a helmet is to test it for roll-off. None of the U.S. standards includes a test to prevent the helmet from rolling forward off your head, so it's up to you to check this. Tighten the strap, grab the back end of the helmet and pull up. A good design will tighten on your head as you try to roll it forward. If the helmet will roll significantly without tightening, put it back on the rack.

Hurt also recommends that you consider styling and features when you buy a helmet. After all, your helmet is a highly visible part of your riding gear and you want it to look good on you.

"My advice," Hurt says, "would be to put some money - at least \$100 - in your pocket and go try on helmets till you find one that fits well, won't roll off and lets you stand in front of the mirror and say, 'That's me.' That's the helmet for you." **END**

Reprinted from May 1991
American Motorcyclist

MUSEUM VOLUNTEERS NEEDED

Do you love antique and vintage motorcycles? Are you a fan of motorcycle history? Do you enjoy sharing those interests with others? Have we got a job for you!

The Motorcycle Heritage Museum is looking for a few people to represent the American Motorcycle Heritage Foundation at several national meets of the Antique Motorcycle Club of America (AMC), plus various other vintage and classic bike rallies and functions.

These volunteers will answer questions and spread the word about the museum while promoting the AMHF, AMA and AMC. Recruiting members for these organizations and selling logo products will also be part of the job.

Volunteers should be pleasant and friendly; have a good knowledge of vintage and classic bikes; and be good listeners. To apply for a position as a Motorcycle Heritage Museum field volunteer, write a letter describing your qualifications to Jim Rogers, AMHF, P.O. Box 6114, Westerville, OH 43081-6114. **END**

PEOPLE

People are like bones. There are four kinds:

1. The wishbone people:

**They hope for, they long for, they wish for, and sigh;
They want things to come, but aren't willing to try.**

2. The funnybone people:

**They laugh, grin, and giggle, smile, twinkle the eye;
If work is made funny, they'll give it a try.**

3. The jawbone people:

**They scold, jaw and sputter, they froth, nag and cry;
They're long on the talk, but they're short on the try.**

4. The backbone people:

**They pitch in and do it, they never say die;
They come forth victorious, for they know how to try.**

Reprinted from April 1991

The Bailing Wire, ABATE of California's Newsletter

WHY DO BIKER'S DRESS FUNNY??

by Kathleen Theodore

The other day I was talking to my 13 year old daughter, or what passes for talking between fledgling teenagers and parents. She was asking for a pair of Guess? Jeans that cost about as much as a new washer and dryer, and I was piously lecturing her about buying clothes for value instead of for the name embroidered on her butt, and not following every fashion trend, but dressing in her own style, being independent and other such parental sounding gibberish. With irritating smoothness, she pointed out that my peer group, that is to say, bikers, we all look exactly the same in our jeans, black T-shirts, boots and black leather.

Now, Jennie's been around bikers since she was about six. She's been to numerous events, to Sturgis twice and is the most skilled passenger I've ever had behind me. (Yes, there's a lot of skill involved in being a passenger, but that's another article, another time.) But I realized then that she saw our style of dress as a fashion statement. To be completely honest, a certain amount of it is just that. There is a feeling, an ambience, that comes from choosing which Harley shirt fits my mood that day and pulling on my chaps, but there is much more to how a biker dresses than that. This article is not really for the bulk of us who know perfectly well why we dress the way we do. It's for people like Jennie who may be misunderstanding the purpose behind our traditional biker garb.

We'll start at the bottom and work our way up. The heavy boots we wear are NOT for kicking the living shit out of people named Floyd. Not that that doesn't have a certain charm to it, but we are much too civilized to resort to such tactics. No, we wear the boots to protect our feet and ankles from injury in an accident, or when we forget to put the kickstand down after a night of wild carousing, or when we kick the damn thing over when it won't start after the 35th try.

Most of us wear jeans because the material is sturdy and provides a certain amount of warmth. On top of the jeans are our chaps. Cowboys wore chaps to keep the sagebrush and other bushes (called chaparral, hence the name chaps) from tearing their jeans and scratching their legs as they rode their horses. We modern cowboys riding our iron horses (don't you just love that Dave Mann print "Ghostrider"?) wear them to keep the asphalt from tearing our jeans and scratching our legs. They are also warmer than jeans alone and keep some of the water off in the rain. Except, of course, for the crotch which unfortunately gets wet as hell.

Now what about those chains? Surely they must be for throttling someone's throat or whopping someone's head, right? Wrong! But thank you for playing. The chains are usually attached to our wallets to keep them from flying out of our pockets on the freeway!

The heavy leather jackets have lots of zippered pockets so we can keep all our doodads handy and safe from flying away in the wind. The sleeves hang a bit long so they will still cover our arms when we're reaching out to hold the handlebars. Most good jackets belt at the waist to keep it from riding up in an accident and exposing our tender skin to all that nasty road rash. And even on what seems like a warm day, the wind can make riding pretty chilly without a jacket on.

Many people wear leather or denim vests under their jackets. Besides being an extra layer of warmth, they're a great place to put your run pins and patches (sentimental mementos of past motorcycle events).

Contrary to popular opinion, our leather gloves are NOT to keep our fingerprints from being discovered by the police, nor for getting a good grip on the TV we are looting. They protect our hands from injury and keep them warm. Neck scarves keep the wind from sneaking down into our jackets from the top.

Now as for head gear. Caps, hats, helmets (there, I said the "H" word) keep our heads warm, protected from rain, and maybe from certain injuries. They also keep the hair out of our eyes. (You know, the hair we like to have "blowin' in the wind?") Goggles, sunglasses, etc., protect our eyes from flying rocks, bugs, rain, sun, wind, and other hazards of the road.

But why the hell does everything have to be black??? Well, it doesn't! But black does hold the heat in well, and doesn't show scratches and other wear and tear so easily. And here you thought it was so we'd look tough and mean. Now don't get me wrong, we ARE tough and mean! Well, not mean.

So there you go. We do have reasons for wearing all that scary looking stuff. I'll admit that RUBS (Rich Urban Bikers), wearing black leather IS a fashion trend. But lots of those guys (and gals) don't even own a bike. And a few of them even know how to ride one! Gary Busey notwithstanding ... **END**



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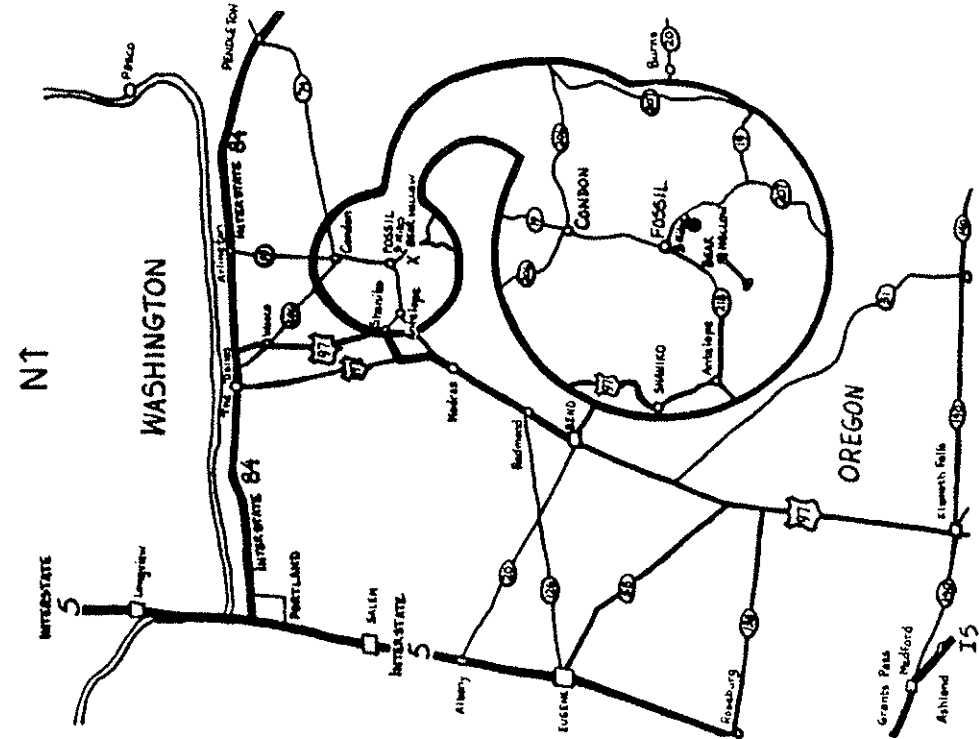
(Non-members get \$5.00 discount toward ABATE membership)

Parents are responsible for children at all times!

GATES close at 10pm
BEER AND POP WILL BE SOLD AT THE RUN

BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10:00 P.M.!



Halfway between Fossil and Shelton Wayside



Reprinted from March 18, 1991
AMA Government Relations News Release

AMA, BLM SIGN HISTORIC AGREEMENT TO SHOWCASE RECREATION ON PUBLIC LAND

Washington, D.C. - the AMA and the U.S. Department of the Interior have broken ground in the ongoing effort to enhance recreational opportunities on America's public lands.

At a recent signing ceremony in Washington, D.C., the AMA entered into a landmark partnership with the Interior Department's Bureau of Land Management (BLM) to showcase outdoor recreation and promote the responsible use of public lands through the Back Country Byways program.

One of the goals of the BLM's Back Country Byways program is to give road and dual-purpose riders the opportunity to experience the natural splendor of public lands on a network of back roads and scenic routes well marked by signs. Currently, there are over 30 designated Back Country Byways on BLM-managed land, with more being identified and developed.

The cooperative agreement, the first of its kind between the Association and the BLM, was signed by the Secretary of the Interior, Manuel Lujan, BLM Director, Cy Jamison and AMA Vice President of Government Relations, Robert Rasor. It provides the framework for the development of partnerships among BLM officials and the AMA's district organizations and clubs.

"For years, AMA members have enjoyed a positive working relationship with the Interior Department. Through this agreement, we've formalized that relationship with the BLM," said Rasor. "As a result, motorcyclists have an opportunity to get directly involved in promoting the wise use and accessibility of the West's public lands."

The agreement will allow the AMA and its members to assist the BLM in encouraging conservation and improving the management of the Back Country Byways program. The BLM will work with the Association in developing signs, brochures and other promotional materials to educate Byway users about the importance of respecting public and private property, as well as preserving the environment.

Within the next few weeks, the AMA's Government Relations Department will be identifying suitable projects and service opportunities for motorcyclists. The Association will alert members as more information becomes available. *END*

Reprinted from March 20, 1991
AMA Government Relations News Release

LEGISLATIVE TIME CLOCK RUNS OUT OF NEW MEXICO BILL

Santa Fe, NM - A bill in New Mexico that would have forced riders to pay a discriminatory surcharge on their motorcycle licenses has died a sudden death, reports the AMA.

Sponsored by Rep. Marty Lambert (R-Albuquerque), the controversial measure proposed the establishment of a mandatory "motorcycle head injury fund" to pay for the costs associated with treating head-injured motorcyclists who have no health insurance. Under the terms of the Lambert bill, the funds to operate the program would have come from a costly \$20 surcharge on top of motorcycle license fees.

However, the proposal was delayed long enough that the Legislature went out of session before it could be considered, effectively killing the controversial bill - at least for now.

That was good news for motorcyclists on two counts. First, all riders in New Mexico would have been forced to pay the license surcharge even though the majority of them already carry health insurance. And second, swift approval of the bill would have made

it easier for lawmakers to consider the same issue in other states.

It is possible, but unlikely, that the New Mexico Legislature will be called back in a special session during 1991. The bill could be considered in such a session, but it is likely that it will remain shelved this year. *END*

Reprinted from April 16, 1991
AMA Government Relations News Release

CALIFORNIA HELMET BILL ADVANCES

Sacramento, CA - Despite opposition from the AMA, the California Motorcycle Association (CMA), ABATE of California, the MMA and others, the bill that would mandate helmet use by all riders in California has cleared yet another legislative hurdle. Assembly Bill 7, introduced by Assemblyman Richard Floyd (D-Carson) and endorsed by the California Medical Association, passed the Senate Transportation Committee today by a margin of 8-1.

During the committee hearing, AMA Lobbyist Jim Bensberg testified against the bill, noting that it is based on the false assumption that unhelmeted motorcycle accident victims represent an unwarranted cost to society. In addition, he testified that the bill is discriminatory since it would levy a \$100 fine for helmet infractions, whereas car drivers are fined only \$25 for failure to wear seat belts. He also noted that if Floyd was serious about motorcycle safety, the bill should include a provision requiring eye protection.

In recent weeks, the AMA also conducted a series of membership mailings to urge the 17,000 AMA road-riding members in the state to write letters in opposition to Floyd's controversial proposal.

AB 7 was referred to the Senate's Transportation Committee on April 11 after receiving approval from the state Assembly earlier this month. Today's hearing came only two working days after the bill was referred to the committee, evidence that Floyd is working overtime to force the swift passage of his measure this year.

The next stop may be the Senate Appropriations Committee, where panel members would debate the fiscal impact of the Floyd proposal. If passed by the entire Senate, the fate of California's helmet bill will be decided by Gov. Pete Wilson, who is reportedly leaning toward passage of the measure.

While the Association strongly encourages all motorcyclists to wear safety apparel, the AMA maintains that it is an adult's right to choose whether to wear a helmet. Riders in California who share this belief are urged by the AMA to contact their state senators and the governor immediately. *END*

Reprinted from April 1991
AMA Legislative Update

AMA TAKES ON OUTLAW MOTORCYCLE GANG BILL

Just a few weeks ago, riders across the country were gearing up for a fight to the finish over Senate Bill 339, the so-called "Outlaw Street and Motorcycle Gang Control Act of 1991."

But just when the situation looked bleak, the course of events took a sudden turn. And now, only weeks after the controversial bill was introduced, it appears as though motorcyclists have won a temporary reprieve.

As introduced by Sen. Dennis DeConcini (D-AZ), the bill proposes the establishment of a federal strike force to combat crimes perpetrated by "outlaw motorcycle gangs." However, the net effect of the bill would be to label as criminals all riders who belong to a legitimate motorcycle organization or club. How? By making no effort to define what an "outlaw motorcycle gang" is.

But thanks largely to the lobbying efforts of AMA Washington Representative Jim Bensberg, the Arizona Senator has agreed to

work with the AMA toward a reasonable solution.

DeConcini's staff has given the AMA approval to draft new language for the bill that would eliminate all direct references to motorcyclists. That decision came on the heels of a discussion between DeConcini's aides and Bensberg, who expressed the AMA's concerns about the proposal.

"The best we can say at this point is that we've given motorcyclists some breathing room," said AMA Vice President of Government Relations Robert Rasor. "With any luck, we should be able to get an amendment passed that will exclude motorcyclists from this bill entirely, but anything could happen."

The bill will be assigned to the Senate's newly formed Juvenile Justice Subcommittee, chaired by Sen. Herbert Kohl (D-WI). Indications are that the earliest opportunity for the AMA to amend the bill will be sometime in May. In the meantime, the AMA will maintain close contact with committee members to ensure that innocent motorcyclists aren't targeted unfairly by this discriminatory proposal. *END*

Reprinted from April 1991
AMA Legislative Update

WASHINGTON BILL PUSHES FEE HIKE ON OFF-ROADERS

These days, lawmakers are dreaming up some pretty inventive ways of diverting off-highway vehicle (OHV) funds away from their intended purposes. Perhaps the most inventive is a bill introduced in the state of Washington that would raise OHV registration fees to fund the state's search and rescue program.

Introduced by Sen. Jim Matson (R-Olympia), the bill would raise the cost of obtaining an OHV tag in that state to \$10. If the bill is passed, off-highway riders will have to pay the additional fees, but won't receive any services in return.

The OHV Fund, exclusively maintained through registration fees imposed on off-highway riders, is already being used to provide the financial means to support 10 off-highway rescue teams and their equipment. But surprisingly, the bulk of the missions involve rescuing hikers, hunters and climbers.

In fact, officials estimate that in Kittitas County, where motorized recreation opportunities are the greatest, 95 percent of all emergency runs involve trail users who aren't using motorized vehicles.

"Evidently, some lawmakers view the fund as a convenient source of generating revenue for other departments," said Eric Lundquist, AMA Legislative Affairs Specialist. "Being singled out to fund someone else's needs is unfair and discriminatory."

Riders in Washington can make their views known on this issue by writing to their state senators and representatives at the State Capitol, Olympia, Washington, 98504. Ask them to oppose Senate Bill 5206. *END*

WISE WORDS

Before you speak, listen.
Before you write, think.
Before you spend, earn.
Before you invest, investigate.
Before you criticize, wait.
Before you pray, forgive.
Before you quit, try.
Before you retire, save.
Before you die, give.

- William Arthur Ward

Reprinted from April 1991
AMA Legislative Update

RIDER-EDUCATION ON THE MOVE IN FOUR STATES

Good news! Motorcyclists in Missouri, New Jersey, New York and Oklahoma could be on their way to getting motorcycle safety programs this year.

In Missouri, Sen. Roger Wilson (D-Columbia) has introduced legislation designed to create a rider-education program in the state. Under the terms of Senate Bill 248, the funding mechanism to operate the program would be determined by the state's public safety department.

In New Jersey, two bills have been carried over into this year's legislative session that would establish a training program.

Senate Bill 2950, introduced by Sen. Thomas Cowan (D-Jersey City) and Assembly Bill 1126, sponsored by Assemblyman William Schuber (R-Ridgefield Park), would provide funding for the program by raising license fees to \$13 and charging safety instructors a \$25 annual fee.

In New York, Assemblyman Michael Bragman (D-Clay), the chairman of the Assembly's Transportation Committee, has introduced a bill to enhance motorcycle safety. Assembly Bill 532, would set up a rider-education program funded by a \$5 increase on all motorcycle registrations.

And in Oklahoma, a bill that proposes the establishment of a rider training program has been introduced by Rep. Jeff Hamilton (D-Midwest City). As proposed, House Bill 1741 would require riders to pay an additional \$5 on their motorcycle registrations to fund the program.

The passage of these measures would leave only nine states that have not adopted rider-education programs. *END*

Reprinted from April 1991
AMA Legislative Update

FARABAUGH RESIGNS MRF POST

Michael Farabaugh has announced his resignation as chairman of the MRF to accept a position as Special Events Coordinator for Super Cycle Magazine.

In that position, Farabaugh will be focusing his energy on promoting a series of national motorcyclists rights rallies. The first national event of the new series will be held June 7-9 at the Ross County Fairgrounds in Chillicothe, Ohio.

For more information, write to Scootermania Productions, Box 91, Granger, Indiana 46530. *END*

BikePAC of Oregon

A Political Action
Committee
formed
and
supported by
Oregon motorcyclists.

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

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

(Indefinitely)

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

(5-91)

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

(5-91)

Langlitz Goat Skin Jacket, Sz 40-42 - \$300.00. Perfect condition. Terry, 283-4090 c/o Bubba's Inn.

(6-91)

1962 Harley Davidson FLH Show-Stock, Runs great, 3 trophies won! Must see to appreciate! \$6,000.00 firm. Phone: 673-6120

(6-91)

1974 Ford Van 302 V8/3 sp. Trans, Windowless, Ice Box, Captain Chairs, "Runs Great". \$2,000.00 or trade for 18-20 ft. Self-contained Travel Trailer. Phone: 673-6120.

(6-91)

**BUY
SELL
TRADE
WANT**

Biker Friendly Taverns

Bubba's Inn

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Portland, Oregon 97203**

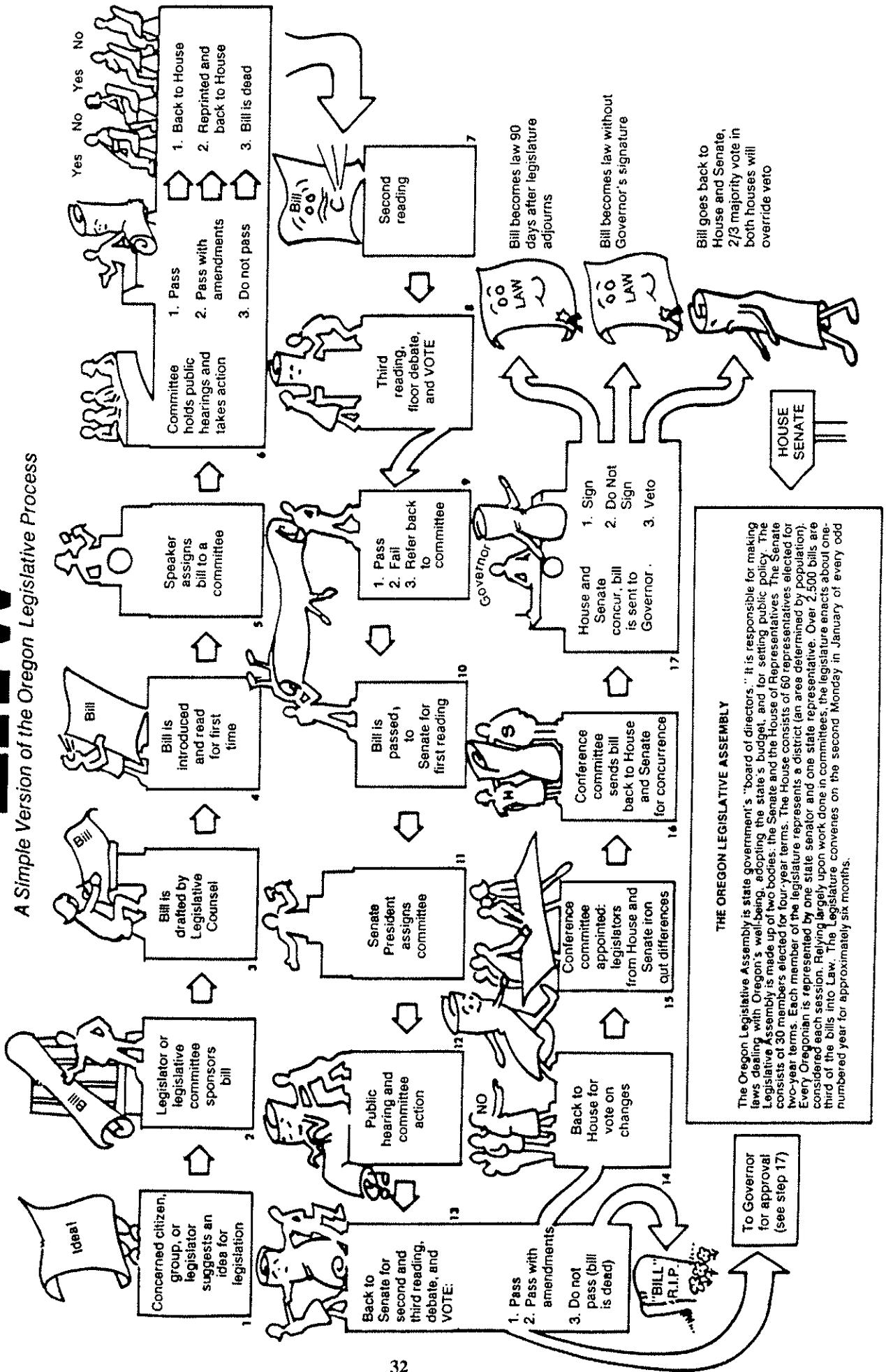
U & I Tavern

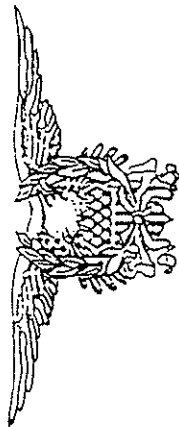
**6910 N. Interstate
Portland, Oregon 97207**

**Stop by and say "Hello"
Bring this Ad in for a \$1.00 pounder of the draft beer of your
choice for you and each person in your group.
Terry & Bob Moore**

How An Idea Becomes LAW

A Simple Version of the Oregon Legislative Process





A.B.A.T.E. of Washington

★ presents ★

the 13th Annual Spring Opener
June 13, 14, 15 & 16th 1991
Roslyn, WA. (Winston Bridge Site)
\$10-Member ★ \$20 Non-Member
(non members get \$5 discount toward ABATE membership)

RV's, Campers, Motorhomes-\$5 surcharge
"ALL RIDERS WELCOME"

Live Music, Bike Show & Games, Auction, Door Prizes
AMA Sanctioned Poker Run (sponsored by Washington State's MC)

Mr. & Ms. Spring Opener Contest
(New rules posted at the stage area)

ABATE Products & Membership Booths
Variety of Vendors (food, drink, tattoo, etc.)

Awards for: Bike Show & Games,
LARGEST MC ORGANIZATION CHAPTER OR CLUB

Largest Abate Chapter
Long Distance ABATE
Chapter

Rules

Leave Altitudes at the Gate

No Pets Allowed at any kind

No Discharging of Fire Arms

No FIREWORKS-\$100.00 FINE

No MINORS. Must be 18 or Over

All Vendors Must Be Pre-Registered

No Sunday Beer Sales

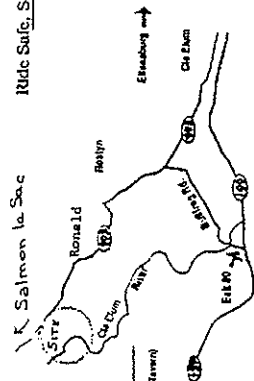
Class Containers are Not Permitted

Be Kind, Conscientious. Please Don't Cut Trees
or Damage Land

All Campfires In Authorized Containers Only

Please Bag Your Outrage. Trash Bags Available

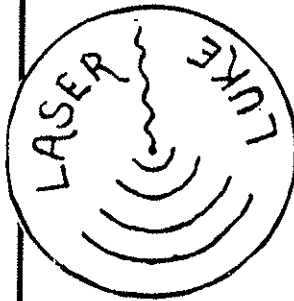
Leave for



Let us know if you are unable to attend by June 10th. (Call or write to: 30 North through Roslyn, we will be happy to help you.)

We reserve the right to refuse entry...Leave all hassles, problems, prejudices outside!
For more info contact Cyndi or Tatoo Jim at 206-537-4652 or the State Office at 208-357-4170

A.B.A.T.E. of Oregon Supports Luke in his fundraisers



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 motorcyclist 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 is 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 donation - try \$5.00, plus \$2.00 for shipping and packaging (don't hesitate to send more if you can).

Mail donations to:

"Laser Luke" Trust Fund
c/o Al Postal
7979 S.E. Foster
Box 111
Portland, OR 97206

Many thanks from Luke's family and friends.

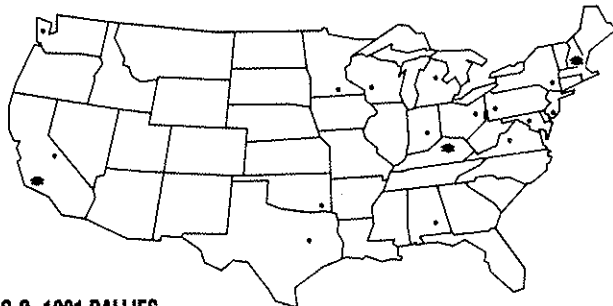
RIDE ON

RIDE SAFE

RIDE FREE



CROSS COUNTRY RIDING SEASON FORECAST



H.O.G. 1991 RALLIES

- **ANNUAL RALLY**
June 6-8; Louisville, KY
- **WESTERN REGIONAL**
July 19-21; Santa Maria, CA
- **NORTHEAST REGIONAL**
August 23-25; Lincoln, NH
- June 21-22; Staunton, VA
- June 28-29; Newburgh, NY
- June 28-30; Bridgeport, CA
- June 29-30; Albert Lea, MN
- July 6-7; Akron, OH
- July 13; Hagerstown, MD
- July 13-14; West Branch, MI
- July 14; Jackson, NJ
- July 26-27; Pittsburgh, PA
- July 26-27; Ocean Shores, WA
- July 27-28; Indianapolis, IN
- August 24-25; Black River Falls, WI
- September 20-22; Waco, TX
- October 4-6; Wilberton, OK
- October 12-13; Talladega, AL



FUN, LOW PRESSURE SYSTEM BRINGS INCREASED ACTIVITIES.

You can expect increased activity cloudbursts and heavy fun showers to drench you throughout the riding season. Brief periods of parties will cause increased entertainment, turning to dances and gaiety by the rally's end. Highs in the upper unbearables, lows nearly non-existent. For a more local forecast see the H.O.G. schedule at left. For more complete party conditions, call H.O.G.'s weather hotline at 1-800-CLUB-HOG.

EXTENDED FORECAST:

- *National and local events from coast to coast*
- *Reimbursement programs*
- *Awards in a variety of competitive events*
- *Interesting activities and programs especially for women*



EQUAL RIGHTS

SHARE THE ROAD

Oregon Traffic Safety Commission



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

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

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

Dear ABATE Members:

I found the following letter to need more explanation from the AMA. I didn't, however, want to withhold this information from you while waiting for their response. So I have printed the letter and following their letter is a copy of what I wrote to them. I have included their address in case you would also like to respond to them or ask more questions before writing to the Senators on their list.

April 9, 1991 AMA LETTER

There are currently two issues before the U.S. Senate Energy and Natural Resources Committee that are of great importance to us as motorcyclists and Americans. The committee will soon begin debates once again on developing oil from the Arctic National Wildlife Refuge (ANWR) and on the California Desert Protection Act of 1991, S.21.

We need your help! A U.S. senator from the State of Oregon will play an important role in the outcome of these debates. He is a member of the Senate Energy and Natural Resources Committee and could be a "swing" vote in determining the approval, or defeat, of these issues.

Yes, ANWR has been controversial. That's why it is important for us to become active in the debates. The truth is that less than 20 square miles of ANWR coastal plain would be impacted for oil drilling and production. That is less than one-tenth of one percent of a refuge the size of South Carolina. The experience gained at Prudhoe Bay demonstrates that the estimated nine billion barrels of recoverable crude oil from ANWR can be developed with minimum impacts. The caribou herds, wildlife and sensitive arctic environment can be protected.

The second issue is S.21, the California Dessert Protection Act, once again introduced by California Senator Alan Cranston. This is the third Congress to review this bill; that totals six years of opposing this ill-advised, special interest legislation. The AMA's opposition to this bill is straight forward:

- The bill would replace a 10-year-old management plan established through public input, with a congressionally mandated plan developed by special interests.
- The special interest plan was rejected as too restrictive during the public planning process.
- S.21 will grossly restrict access to the California Desert limiting all motorized access, including motorized recreation.

The AMA has successfully fought this bill for six years, but now Senator Cranston is pushing hard to make this bill his "legacy" ... something he can be remembered for besides the savings and loan scandal. We must redouble our efforts to stop the bill while it is in committee.

You are probably asking ... "What's the connection between these two bills and motorcycling?" Good question!

First, and most obvious, motorcycles need gasoline; but more importantly, if oil production is allowed to drop without developing new sources, there is the chance that "nonessential" uses of gasoline could become more expensive. In future years recreational uses could even be restricted. The AMA has developed a policy to work hard for retaining unrestricted access to fuel supplies and to maintain reasonably priced gasoline.

Approval of developing the recoverable crude oil under ANWR is important to that goal and motorcycling's future.

Second, the very nature of motorcycling embodies freedom ... freedom to travel when and where you want. Freedom to experience the open road, with the wind in your hair; as one with nature and the elements. S.21 challenges that freedom.

The issues of national defense may be the key to our success

on both of these issues. The oil resources of ANWR could be critical to avoiding another Middle East conflict as well as reducing our dependence on oil imports for the future.

Similarly, the California Desert plays an important roll in protecting our nation's freedom. Virtually all of the troops and tank companies used against Iraq were trained in areas that will be impacted by S.21. Many of the pilots who were so successful in the Gulf War were also trained while flying over the California Desert. Cranston's bill could place constraints on this training by restricting flights over excessive wilderness areas designated by the bill.

Here's what must be done!

Included in this letter is a list of the members of the Senate Energy and Natural Resources Committee; contact the Senator from your state. Ask him to SUPPORT OPENING ANWR TO OIL AND GAS DEVELOPMENT. It is important to you as an AMA member, to future fuel supplies and to national defense.

Ask him to OPPOSE PASSAGE OF S.21 because a good management plan is already in effect, it will limit vital access to the desert and threaten vital military training essential for national defense.

Your voice is important! There are only a few motorcyclists in your state so all must be heard. Time is short. Write, phone or FAX your Senator on these critical issues today, and send me a copy of your letter.

Sincerely yours,
Robert Rasor
Vice President, Government Relations
American Motorcyclists Association
P.O. Box 6114
Westerville, OH 43081-6114

SENATE ENERGY AND NATURAL RE- SOURCES COMMITTEE

		PHONE # (202) 224-
DEMOCRATS	ROOM #	
J. Bennett Johnston, Chmn. (LA)	SH-136	5824
Dale Bumpers (AR)	SD-229	4843
Wendell Ford (KY)	SR173A	4343
Bill Bradley (NJ)	SH-731	3224
Jeff Bingaman (NM)	SH-524	5521
Timothy E. Wirth (CO)	SR-380	5852
Kent Conrad (ND)	SH-724	2043
Wyche Fowler, Jr. (GA)	SR-204	3643
Richard Shelby (AL)	SH-313	5744
Paul Wellstone (MN)	SH-702	5641
Daniel Akaka (HI)	SH-720	6361
REPUBLICANS		
Malcolm Wallop (WY)	SR-237	6441
Mark Hatfield (OR)	SH-711	3753
Pete Domenici (NM)	SD-434	6621
Frank Murkowski (AK)	SH-709	6665
Don Nickles (OK)	SH-713	5754
Conrad Burns (MT)	SD-183	2644
Jake Garn (UT)	SD-505	5444
Larry Craig (ID)	SH-302	2752
John Seymour (CA)	SH-902	3841

Address Correspondence as follows:

The Honorable (first name) (last name)
U.S. Senate
(Room #) (Building)
Washington, D.C. 20510

Dear Senator (last name):

Legend

SH- Hart Building SD- Dirksen Building SR - Russell Building

April 25, 1991
American Motorcyclists Association
Robert Rasor, Vice President Government Relations
P.O. Box 6114
Westerville, Ohio 43081-6114

Dear Mr. Rasor:

I am the Newsletter Editor for ABATE of Oregon, Inc. We recently received your letter of April 9, 1991 on the ANWR and S. 21. Normally, I try to keep my opinion out of the newsletter except in the case of my own column and I usually print everything whether I personally agree with it or not. Unfortunately, I find myself struggling with the ANWR controversy. The last time I felt this way, I went ahead and printed the information only to find out most of the members felt the way I did and they were very angry that the information was printed.

I felt before I create an uproar you might help me gain more insight as to why the AMA would support the ANWR legislation. I find the reasons in the letter to be uncomfortably weak (referring to first paragraph on page 2.) [First, and most obvious, motorcycles need gasoline but more importantly, if oil production is allowed to drop without developing new sources, there is the chance that "non-essential" uses of gasoline could become more expensive. In future years recreational uses could even be restricted. The AMA has developed a policy to work hard for retaining unrestricted access to fuel supplies and to maintain reasonably priced gasoline.]

I am sure ABATE of Oregon members will want to know why the AMA is suddenly supporting the very legislative body who is constantly chipping away at our personal freedoms in the name of oil.

I feel we should be using this opportunity to push street motorcycles as a way to save our precious fossil fuels and stay out of the ANWR Controversy. We may create more enemies than we want in the long run.

Please respond as soon as possible. If you can convince me with more concrete reasons as to why we should support this issue I would like to get this in our June 1991 Newsletter.

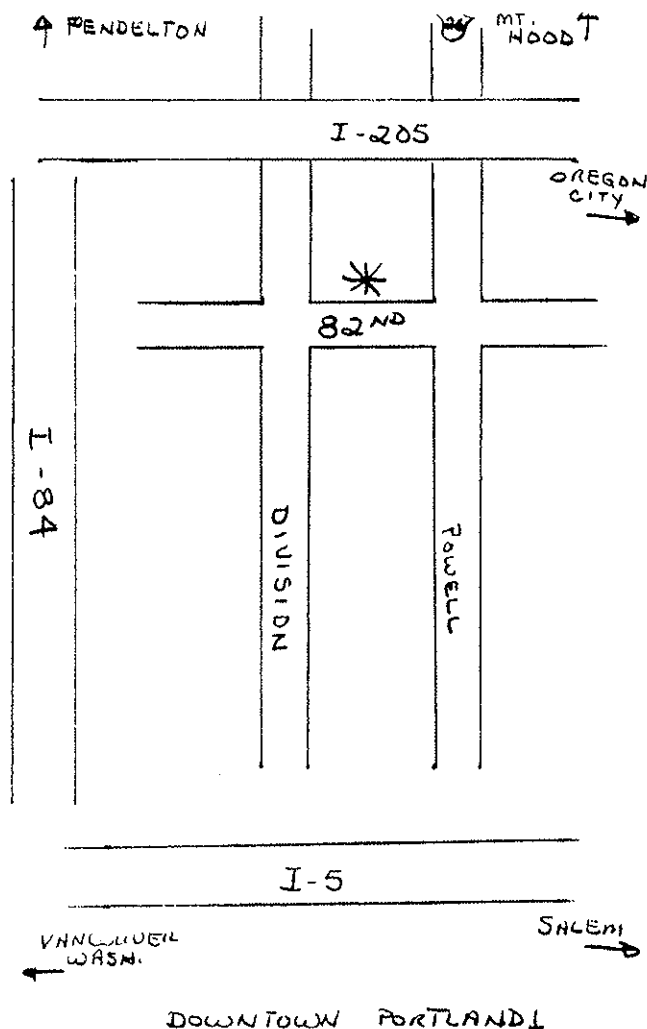
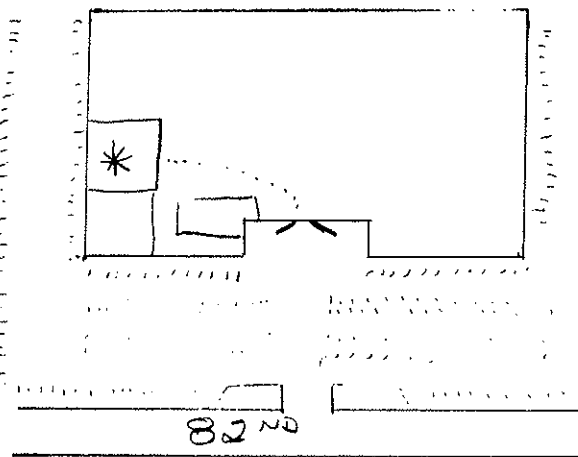
Sincerely

Donna K. Adkins

AN EFFORT A DAY HELPS KEEP FAILURE AWAY

JUNE 8
STATE BOARD MEETING
IN PORTLAND AT
PORTLAND COMMUNITY COLLEGE
SOUTHEAST CENTER
2850 S.E. 82ND

QUESTIONS? CALL
COLUMBIA RIVER
NE. OR S.E.
CHAPTER
(SEE YOUR NEWSLETTER)



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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

\$30 FAMILY MEMBERSHIP: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

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

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

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P.O. Box 4504
Portland, OR 97208

NAME _____

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CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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P.O. Box 4504
Portland, OR 97208

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



Fossil Run is approaching. Remember to use this run to
invite and recruit new members for the State!

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon at Freight Yard Pizza, 1976 Echo Hollow Road, Eugene (In the Plaza with Payless & Albertson's).
1st & 3rd SUNDAYS	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.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd SUNDAY	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, 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.

