

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



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

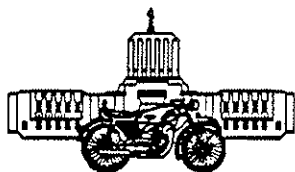
JUNE 1991 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter



If you drink and ride, the least you'll lose is your license.



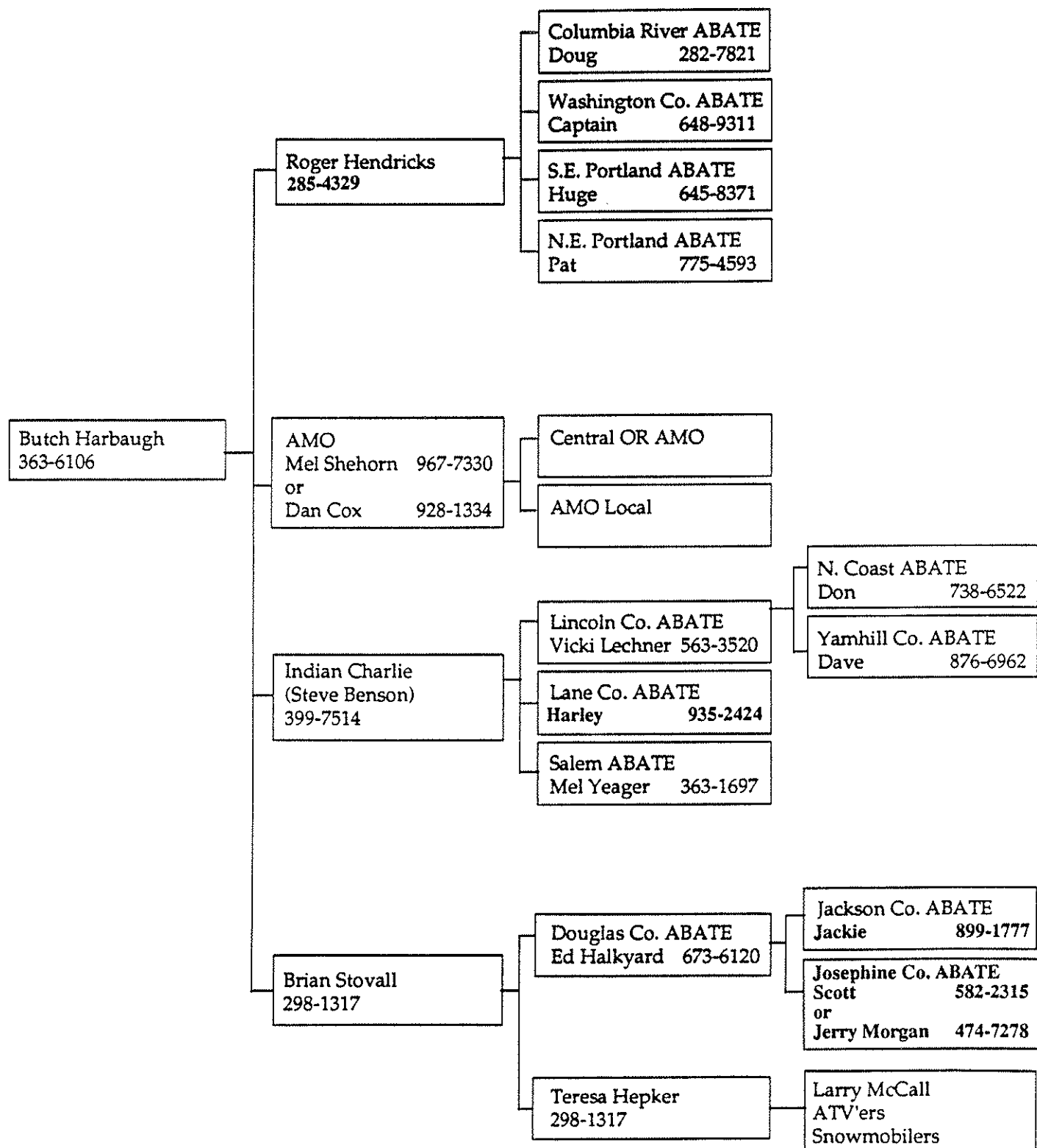
Oregon Traffic Safety Commission
1-800-922-2022



BikePAC of Oregon

PHONE TREE

February 2, 1991



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

Minutes for May 10, 1991

The meeting was called to order at 1:10 p.m. by Captain. Roger was away in Omaha, Nebraska for an NCOM meeting.

Roll call - Columbia River - 2, Douglas County - 2, Jackson County - 2, Josephine County - 2, Lane County - 2, Lincoln County - 2, N.E. Portland - 2, North Coast - 2, Salem - 2, S.E. Portland - 2, Washington County - 2, Yamhill County - 2.

The previous minutes were read and corrected.

Mother reports memberships are 9 making a total of 851.

the shelf. Write letters, call our representatives, contact our government. Remember FREEDOM of Choice? Represent, support ourselves, Motivate! Is there a bill you want changed?

Treasury report:

| | |
|--------------|-------------------|
| Checking | \$1,017.53 |
| Savings | 276.88 |
| Postal Fund | \$548.41 |
| Total | \$1,843.02 |

Historian - No Report.

Chapter highlights - Trifold posters are available for behind the stands. Contact Mother.

State Secretary - Last meeting Jim Mason from Douglas County was nominated. I'm still here?

Central Oregon Chapter - Roger was gone, no report.

Roger has changed his phone number - 285-4329.

We spoke in behalf of Luke Metcalf. We are raising funds very well.

The next State meeting is the beginning of our roving meetings. The first one is in Portland at PCC. Columbia will have a get together afterwards and Captain will have a media meeting after. July will be at the coast, August will be at Lane County, and September is with Douglas, Josephine and Jackson Counties at Indian Mary Park near Merlin.

There was a discussion about having a Roving Reporter. Rick Webster volunteered for the position.

We are looking for a P.R. person on the State level. Got somebody in mind?

There was a discussion about Gil Revilla and his videos and their interests in ABATE and their functions, and runs. What came about was as follows: Motion proposed to the State - Anyone recording ANY ABATE of Oregon function or any runs sanctioned by ABATE of Oregon being shown or reproduced for commercial gain not be allowed to do so without express written permission and approval at the State Board, ABATE of Oregon. Motion was made by Steve Dodds, seconded by Jerilyn Fish. Vote - 21 yes, 3 no, 0 abstained.

In Florence, for the Rhody Run, we have been informed that we as motorcyclists are being discriminated against. The motel and hotel folks over there refuse our patronage. Shouldn't we make ourselves welcome?

Announcements were made and a 50/50 drawing was held.

There being no further business the meeting was adjourned.

Respectfully submitted,
James Mason
Acting State Secretary

ABATE OF OREGON CHAPTER TOTALS

| CHAPTER | TOTAL 5/1/91 | GAIN/ LOSS 5/1/91 | EXPIRA- TIONS 5/1/91 | NEW/ RENEW 5/1/91 | TOTAL 4/1/91 |
|--------------------|-----------------|-------------------------|----------------------------|-------------------------|-----------------|
| Columbia River | 41 | 5 | 0 | 5 | 36 |
| Douglas County | 67 | -2 | 2 | 0 | 69 |
| Indian Creek | 76 | -6 | 8 | 2 | 82 |
| Jackson County | 81 | -2 | 8 | 6 | 83 |
| Josephine County | 71 | -3 | 3 | 0 | 74 |
| Lane County | 53 | 4 | 1 | 5 | 49 |
| Lincoln County | 81 | 10 | 5 | 15 | 71 |
| Northeast Portland | 121 | 1 | 13 | 14 | 120 |
| North Coast | 36 | 3 | 0 | 3 | 33 |
| Salem | 64 | 10 | 3 | 13 | 54 |
| Southeast Portland | 89 | -13 | 16 | 3 | 102 |
| Washington County | 51 | 0 | 2 | 2 | 51 |
| Yamhill County | 20 | 2 | 0 | 2 | 18 |
| Total | 851 | 9 | 61 | 70 | 842 |

Newsletter editor reports Ads are coming up steady. We need more.

State Coordinator - Roger was gone but the T-shirts are on their way, the bands have been okayed. The Poker Run at Fossil is planned.

Volunteer Security people for Fossil. Please send in your lists or we will have to draft you when we get there.

The Fossil tickets were due this meeting, for those of you who are late. Captain is in need of a list for the volunteer beer tenders, too. The beer cart is in Salem. Captain is checking on it. Steve says the pig will be cooked during the contests and the tickets will be sold in advance for \$5.00 per plate with fixins and he is putting up a couple tickets as raffle prizes.

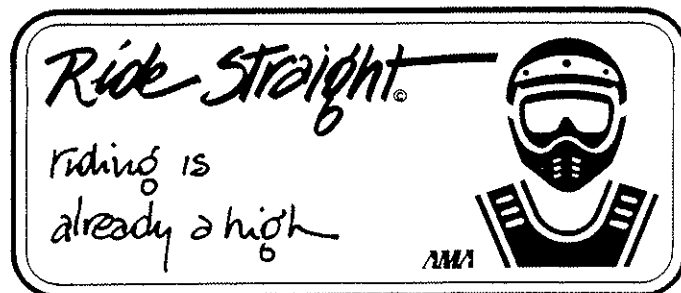
Mel says they are having pancakes, eggs, hashbrowns and the like till noon for two dollars a plate.

ABATE Products - check with Angie if you have MRF money or money for the jacket drawing. Please share your freedom cards. Get them out there to the public.

Ways and Means - need coloring books? Contact Rusty, we have lots.

Education Director - Mel is sending out a letter to all Chapters and Representatives.

Legislative - Hey folks, these things can't get done sitting on



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

Hello, again from our Columbia River Chapter members. We are gearing up for the Casino Night on June 8th and then right after we should be in third gear for the "Run To The Sun", June 22 & 23. Are we planning a fun run? You betcha, and we ask anyone that wants to join if you have any talent either singing or playing an instrument, come on down. We shall sit by the water and reminisce. Oops, am I getting romantic or what? The swimming feels great the next day after a few beverages and the sun goes to work. Wow, does it ever get hot over there. It's wonderful.

Well, join us. We guarantee a good time.

See ya later.
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! So another month has gone by.

There is a lot of talk on more fund-raisers and let's make a real effort to get this new bill defeated.

One by one, our rights are dwindling. Every little thing, every right, no matter how small. If it goes through, if we lose it, it's twice as hard to get it back. We have to stop them now! Let's fight for our rights.

Enuf' said,
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

Little bags and clean windows were provided at Valley of the Rogue Rest Stop by Jackson County to promote Motorcycle Awareness Month on May 11.

We have a new Newsletter Editor and State Rep. since Skeeter is moving back to Arkansas. Jackson County thanks her for all she has done and we will miss her.

May has been quiet but lot's of stuff coming in June. June 15th is the 3rd Annual Past Coordinator's Party. 12 p.m. Live music, games, helmet bash. \$4 admission. Bring tent. 2944 Stewart Avenue, Medford. June 22nd and 23rd, Brother's Last Memorial Run, 10 a.m. at Talent Truck Stop. Overnights spending the night at Indian Scotty Campground in California. BYOB(ike) B(eer), B(abe) & B(ooze). Come on down and let's party!

Roving meetings start in June. Call Frank for location at 779-3646.

Ride safe,
Frank and Patty

P.S. Sorry, I almost forgot but we raised \$100 for America Cancer Society at our Poker Run last month.

JOSEPHINE COUNTY

Meets 2nd & 4th Sundays, 11 a.m.
Steve's Pizza USA II, 223 Rogue River Hwy., Grants Pass
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 474-7278

As some of you may know, we have had to have emergency elections again this year. Scott and Frank have resigned and Trike Terri and Jerry Morgan have been elected to take their places as Coordinator and Vice Coordinator, respectively.

SOS is coming together beautifully. It promises to be a killer run. Last Chance is looking good already, too.

We graciously accept Roger's apology.

Stay in the Sun,
Trike Terri

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

No report, first time.

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, second 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

Mr. Bill sez;

Looks like our second meeting of the month as a social and fun meeting is going to be a big success. Everyone is welcome, a good time to bring prospective members, for poker runs, picnics, and general good times. Come on folks. Now if we can get more people to show for the first meeting of the month, the business meeting, we'll be doing good. For those of you who missed our May 5th meeting, which was nearly everyone, you missed the birthday party, wishing a happy birthday to two lovely ladies, with wishes for many more to come.

Lots of legislation that needs our writing and/or calling to show our support of opposition. Check it out folks and let your voice be heard. Be glad you have the right of free speech and the right to tell your elected officials how you feel. Exercise those rights, for only through exercise do we become strong.

Here's my reminder for the month -

Thomas Jefferson once said, "I would rather be exposed to the inconveniences attending too much liberty, than those attending too small a degree of it."

Think on that.
Mr. Bill

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

Pat yourself on the back month

Even though our chapter membership drive was originally slated to end at Summer Run, the rules stated that the first person to sign up 20 new members would be the top prize winner and Mary Beth did just that the week of May 1st. It was a neck and neck contest with Tim Taylor giving it a good try down the stretch. Mary Beth wins the life time membership and Tim gets a year's membership paid. Third prize is still up for grabs with about 8 people in the running. As of May 1st our chapter totaled 136 members. Congratulations to both Mary Beth and Tim.

More Congrats ... Martha Keogh was this year's winner of the Summer Run T-shirt design contest. Anyone who saw her T-shirt rendition from last year's Summer Run will agree she is a very talented lady. With all the events scheduled for this summer don't let this Run slip by. Mark your calendars for August 16, 17 & 18 and set your sights for McCubbins Guich.

Because of another great Shriner's Toy run success we were able to grant a request for a customized wheel chair for a young boy who is plagued with a self destructive enzyme which requires him to be continually restrained. The presentation was held May 16th at the hospital. The committee has also been asked to help with the funding of a van conversion. This will be done in conjunction with donations from some other groups.

The official date of our Chapter's Anniversary gala is set for June 29th at Roslyn Lake, which is located about 3 1/2 miles north of Sandy. Gather your family and grab some grub and come on out for a whole lot of fun.

Remember the fair weather brings out a lot more sight seers, but they may not see you. Always drive defensively and have a fun, safe summer,

Enjoy,
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

No report, first time.

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

No report, first time.

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

Sorry about missing last month's letter. Things have been really hectic and time has slipped by. Things have really been happening in Washington County. We've been getting a lot of good press in

the newspapers. We have donated car seats (4 to be exact) along with Wittworth to Washington County DMV.

I'm really happy to report new faces and the membership is steadily going up with transfers coming in every month.

By the time you read this, Fossil will be history. Hope everyone made it back safely and in once piece.

Captain is now doing Coordinator's Corner in the Newsletter - be sure to catch it. I'm sure he'll have a lot of interesting things to pass along.

Don Murray deserves a pat on the back for all the press releases he's been getting in the different newspapers. (Good job, Don!)

We had our Poker Run at Gales Creek - the morning started off with a little bit of mist and chilly. The turnout was rather disappointing but Billy and Rita had hot coffee and breakfast ready and waiting for the 15 to 20 people that showed up and burgers and beer after everyone got back from the run. Rita took high hand and won a Buck Knife (donated by Robert's Dodge Chrysler).

If anyone would like to sign up with Washington County, get a hold of Paul (Highside) Taylor at 693-0938 or stop by at Little Italy's Pizza in Cornelius across from Fred Meyer's every 2nd and 4th Tuesday of the month at 8:00 p.m.

Kenny and Sheryl

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

Greetings from our small but hardcore chapter. Here's what's up.

Our B.E.S.T. (Bikers for Education Safety and Training) Poker Run on April 27th was successful in raising \$480.00, 100% of which will be distributed to those who successfully pass the Motorcycle Safety Course.

We were prepared for more rider participants, but there were 66 hands played and 44 bikes. 59 people showed up during the cool morning. Those who were timid of the weather as they looked out in the a.m. should have cranked up the bike and came on the run because it turned into a great day about noon. It was 70+ degrees at 6:00 at Carlton's Log Cabin where the prizes were given out. Lotsa HOG members - a bit more than ABATE members - thanks to all. Thanks to all sponsors:

| | |
|--------------------------------|--------------|
| Walker's | McCaa's |
| Eastside H-D | Jeff Coffman |
| Il Creek Harvest | Action Cycle |
| Rocket Gas/Minimarket (Dallas) | |

We'll probably do it next year!

We are doing another pig feast at Fossil, with all the goodies. It's a full meal deal for \$5.00. The twist this year is that all tickets will be sold IN ADVANCE, starting Saturday morning. Also, we're planning on serving dinner starting at 6:00 pm (maybe 5:30, and promptly), Saturday. It should also be somewhat more civilized than last year. Seconds only after all have a chance for firsts.

Our next meeting will be our annual anniversary party, election of officers and general blowout. It will be Sunday, June 9 at 3:00 pm at the Log Cabin in Carlton. All from other chapters are welcome.

A Public Relations position would be valuable for ABATE of Oregon. This person could do "Press Releases" issued by State ABATE to all (as many as possible) media in the state; this means newspapers, radio and TV. ABATE could have a system for formally issuing these as the need arises, typically one per month, two maximum. They could be mailed with ease. The subject matter

would be something that the State Board and/or an officer and/or the Education Director thinks is important for the general public to know, that they might not otherwise read, see or hear in the media, but that ABATE considers important. Positions on proposed laws, general information to promote motorcycling (which the public rarely hears), what ABATE is. For example: develop "public service" messages for publication and announcement so more people are aware that

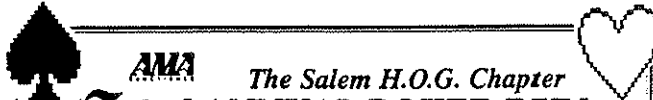
May is Motorcycle Awareness Month
Support Legalized Freedom,
Steve Dodds

DID YOU KNOW?

by Lois Gleason

Oregon Blue Book 1989-1990


- 1848 - The Oregon Territory was organized. Abraham Lincoln was asked to be territorial governor.
- 1850 - Mail service between San Francisco and the Columbia River was established.
- 1858 - First election of Oregon state officers.
- 1860 - Daily stagecoach service was inaugurated between Portland and Sacramento.
- 1868 Corvallis College was designated as the Agricultural College of Oregon. This was the first state supported institution of higher-education in Oregon. (Currently known as O.S.U.)
- 1936 - Nan Wood Honeyman was elected as Oregon's first woman Representative in Congress.
- 1949 - Dorothy McCullough Lee became the first woman Mayor in Portland.



AMA The Salem H.O.G. Chapter
3rd ANNUAL POKER RUN
TO BENEFIT JUNIOR OLYMPICS

SUNDAY
JULY 14th

Last years 50-50
drawing was \$162
for some lucky
person!!




SIGN IN:
8 am - 10 am

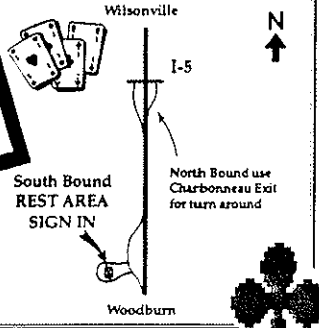
\$8.00 per person
All Motorcyclist Welcome!!

Trophy for Largest AMA Chapter
Trophy for Largest H.O.G. Chapter
Sponsors Award

Wilsonville Rest Area
(south bound exit)



DOOR PRIZES!!!
TROPHIES!!!
RUN PINS!!!



For Further Information Contact:
Harry Hamilton (503) 538-1871
or
Walker Cycles (503) 363-0634

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.*

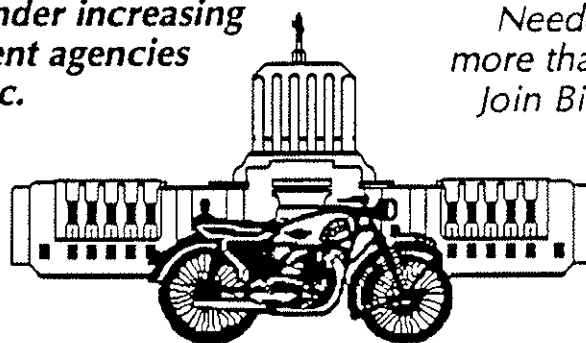
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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).

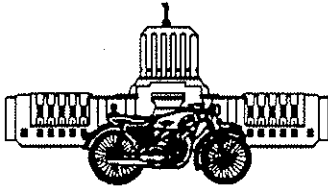
☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

City State Zip



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 363-6106
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

HB 2551 - Hearing before House Consumer Affairs Committee, May 3, 1991

At the April BikePAC Advisory Board Meeting, the originator of HB 2551, Dr. Fred Schuster, met with the Board to discuss his intentions behind this bill. While supportive of his efforts to gain a relaxation of the oppressive effects of the helmet law on owners of older motorcycles, Board members did not agree with the provision that required completion of a Team Oregon course as a qualification for exemption from helmet use. BikePAC regards rider education as a vital part of motorcycle safety efforts in the state, and is unwilling to involve Team Oregon as a pawn in the political process of determining laws about helmet use. MSF classes include promotion of helmet use at all times; the classes also promote the concept that it is the responsibility of every individual to determine the amount of risk he/she is willing to accept as a part of riding.

Although the Board urged Doc Schuster to agree to drop the rider education requirement from this bill, he was unwilling to do so. He indicated his intention to work to get a hearing for the bill, and BikePAC board members offered some suggestions that might help him accomplish that. When the Executive Board learned that a hearing was indeed scheduled, they decided that it was important for BikePAC to be represented. On very short notice, Steve (Indian Charlie) prepared and presented the following testimony.

BikePAC Testimony on HB 2551

Up to now BikePAC has remained neutral on House Bill 2551. We have now decided to throw our support behind it; however, we do see a need to amend the proposed legislation to exclude the mandatory rider education requirement. We are not opposed to riders education and we actively support Team Oregon's Rider Education Program, therefore we agree with Team Oregon that rider education and exemptions from safety equipment are incompatible.

House Bill 2551 is not sponsored by BikePAC but is sponsored by Dr. Schuster, a retired medical doctor who collects and rides antique motorcycles. By adding our support to House Bill 2551 we hope to relate to you that Oregon's mandatory helmet law affects many diverse groups of motorcyclists. This would include those who collect, participate in shows, or ride in a parade along with those who ride on a daily basis.

This bill, we believe, is not meant to circumvent the will of the citizens of Oregon, but instead to allow legitimate exceptions to the law.

We at BikePAC of Oregon urge this committee to amend and then approve this legislation.

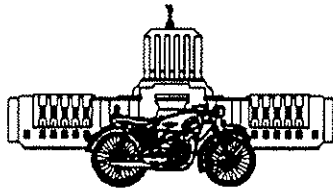
Thank you.

Summary of Oregon Traffic Safety Commission* Testimony on HB 2551

The Traffic Safety Commission is opposed to HB 2551 for several reasons:

1. It makes motorcycling more dangerous for a specific group of motorcyclists: a 25-year-old bike may be less safe than newer, technologically more advanced motorcycles; crashes are caused by drivers regardless of bike age; no evidence that this group of riders are less exposed or more safe
2. It may possible use the Team Oregon Motorcycle Safety Program to get around the current helmet law (and the intent of the voters of Oregon) - the safety course is no protection from injury; crashes still happen
3. It contradicts the teachings of the safety course on always using helmets - the curriculum stresses the need for helmets at all skill levels, all motorcycles
4. It creates law enforcement problems - how will police determine age of bikes and riders at a distance?
5. It makes the OTSC a registration agency, normally a duty for DMV [Department of Motor Vehicles]- we're not equipped to issue registration cards and stickers to the driving public
6. It has high administrative costs - because we're not equipped for this
7. It requires additional FTE [Full Time Employees] to cover additional workload for the agency
8. It requires new equipment for registering the program and for LEDS [Law Enforcement Data System] access - police would have to have access to our records to determine proper registration of bike, rider or both, 24 hours a day statewide.

* OTSC administers the Team Oregon Motorcycle Safety Program



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

BikePAC Advisory Board Meeting Minutes May 4, 1991

Meeting was called to order at 3:43 p.m. at Round Table Pizza in West Linn. Present: Brian, Charlie, Butch, Roger, Angie, Teresa, Jack, Sam, Mel & Sharon Yeager, Edd Dahl, Gordon & Mary Beth Hieronimus, Ron Dahl, Lori Markley, Anna Markley. Minutes and treasurer's report approved as read. Income for April 1991 was \$250.00; expenses were \$275.37, leaving an ending balance of \$1092.27.

Legislative Report: Charlie offered testimony on HB 2551 at a hearing before the House Business and Consumer Affairs Committee, which had "borrowed" the bill from Human Resources Committee. We need to find out more about this "borrowing" a bill business. Stan talked to Butch about further work on 3035 (moped operator license). A letter to BP from Bill Bracelin of Oceanside said that according to Rep. Tim Josi, HB3036 should have a hearing soon. Butch will check.

Lobbying trip to DC: Approval of this trip at the last meeting was partly based on the availability of cheap travel. This did not materialize, so Jack arranged a ticket at regular rates (paid for with Teresa's VISA). We also didn't take into account all the phone calls to DC to set up the meetings. Since it is more expensive, Brian will make up any difference above the \$600 estimated preliminary cost. He has asked for, and received, donations from ABATE of OR: \$161. AMO: \$184. Sam: \$50. Richard Lester (personal) \$25. Charlie has written a letter to NCOM requesting assistance. These donations will be used to help offset telephone and other expenses associated with the trip. This is looking like excellent timing for a visit to DC, and he has had good results with setting up appointments.

Membership: Jack talked to about 35 people at the Central Oregon AMO meeting. He has also spoken with Ed Youngblood, who is excited as well as a bit apprehensive about BikePAC's AMA charter application, because it is such a new step. Jack will talk to Springfield HOG soon, and send out some renewal letters. Sam called Portland Touring Center to find that Tom Young is in Europe for 3 weeks, so will try again later (regarding arranging a BP membership with the sale of a bike). Charlie will send Jack new set of labels for dealer letters. Jack coordinated a letter-writing booth at the AMO swap meet with help from Brian & Teresa, mailed 59 letters to legislators. The new brochures are out, red and black.

Corporate issues: Sam says due to a new Corporation Act we need to restate the Articles of Incorporation, that this doesn't need notice or approval of members, but that it does require a 2/3 approval by the full board. He advised the board that BikePAC is eligible to be a Public Benefit Non-Profit Corporation, and suggested that would be better for public relations than a Mutual Benefit type of corporation. There is very little actual legal difference between the two. The new Corporation Act also allows us to insulate directors a little better from liability as well. Sam has offered to take care of the paperwork. This does not affect Bylaws. Notice will go out in this month's minutes that ratification of restated Articles of Incorporation will be on the July agenda.

Video: Sam wants to talk to his contact further. Gil Revilla is still planning to be at Fossil.

NEW BUSINESS:

Merlin Productions is organizing a bike show at the Lane Co. Fairgrounds July 6 and 7. Apparently they are getting a getting good response. Brian has asked for a free booth for BP since cost is prohibitive. Diane Harris is taking the issue to the organizing group. This is the same weekend as AMO 4th of July run, also usual weekend for BP meeting. Jack offered to ramrod this event for two days, and we will investigate drawing volunteers from ABATE to help.

Meeting dates have been set until Nov., all at 12:30. Charlie will confirm all reservations. Teresa will provide Charlie with printed meeting notification postcards to send out before each meeting.

Handlebar hangers were suggested by Butch. Edd will check on possibility of getting them for free if we provide materials.

Meeting was adjourned at 5:04 p.m.

Meeting schedule: June 1 - West Salem Branch Library. July 14 - Casey's Pizza, Salem. August 3 - West Salem Library. September 7 - West Salem Library. October 5 - West Salem Library. All meetings at 12:30 p.m.

COMMIE RULES OF REVOLT SEEM TO BE IN EFFECT NOW

The following was clipped from the bulletin of a Canal Zone Elks Lodge.

Who said it can't happen here? In May, 1919, at Dusseldorf, Germany, Allied forces captured a very significant document; Communist rules for revolution.

As you read these rules now, 67 years later, keep in mind what you are reading and hearing every day via news media.

A. Corrupt the young; get them away from religion. Get them interested in sex. Make them superficial; destroy their ruggedness.

B. Get control of all means of publicity, thereby:

1. Get people's minds off their government by focusing their attention on athletics, sexy books and plays, and other trivialities.

2. Divide the people into hostile groups by constantly harping on controversial matters of no importance.

3. Destroy the people's faith in their natural leaders by holding the latter up to contempt, ridicule and oblige.

4. Always preach true democracy, but seize power as fast and as ruthless as possible.

5. By encouraging government extravagance, destroy its credit, produce fear of inflation with rising prices and general discontent.

6. Promote unnecessary strikes in industries, encourage civil disorders and foster a lenient and soft attitude on the part of the government towards such disorders.

C. Cause the registration of all firearms on some pretext with a view to confiscating them and leaving the population helpless.

THINK ABOUT IT!!

And remember,

"If you're not a part of the cure, you must be a part of the cause."

THE GOLD MINE

FAMILY RESTAURANT
AND LOUNGE
BANQUET FACILITIES

| | |
|--------------------|--------------|
| Happy Hour | \$1.00 Draft |
| Mon.-Fri. 4-7 p.m. | \$1.25 Well |

3016 SE 82nd Ave.
Portland, Oregon 97266

(503) 771-5352

Reprinted from
ABATE of Illinois News

ALPHABET SOUP & THE MOTORCYCLE RIGHTS MOVEMENT

by Ernie Steele

I have this neighbor, John, you might call him a unique individual. He has this knack for making off-the-wall yet profound statements.

I was working on an ABATE project awhile back and John dropped by. I started telling him how much trouble I was having

trying to put pieces together. Before I went into too much detail he raised a hand, palm forward in a signal to stop. "It's obvious," he said, with a somewhat crazed brilliance "communication is the problem to the solution." Yup, old weird John had me thinking again.

Communication is one area we need to pay great attention to. When we were preparing for ABATE of Illinois' first seminar, just a little over a year ago, I was reviewing some suggestions for a five year goal plan that was prepared a couple of years before that. The one thing that concerned people more than anything else was the need to improve communications. We have come a long way with this problem, but there is always room for improvement. Communication is like sex; it just can't get too good.

Have you ever read an article or heard a report that went like this. "NCOM, AMA, MSF, MIC, representatives from MRO's all across the county and even someone from NHTSA were present at MRF's sixth annual Meeting Of The Minds." Or this "Claybrooks ADVOCATES include several IHS member companies," some may understand that, to most it's clear as mud.

The hodgepodge of acronyms and abbreviations that we subject the membership to is only one of the many potential communications problems we face. If we insert full names in the above paragraph, it's still not clear what is being said unless you know something about the organizations.

"The National Coalition of Motorcyclists, American Motorcyclists Association, Motorcycle Safety Foundation, Motorcycle Industry Council, representatives from motorcyclists rights organizations across the country and even someone from the National Highway Traffic Safety Administration were present at the Motorcycle Riders Foundation's sixth annual Meeting Of The Minds."

In the second example even if we tell people that IHS is the Insurance Institute for Highway Safety, who's Claybrook and what are his or her advocates advocating?

Most new members have never heard of these organizations, let alone have any idea what their functions are.

When you give a report, it's always nice to try and keep things light and entertaining. But most of the time, our attempts to amuse only serve to confuse. It's confusing enough that NHTSA is pronounced nitsa but when someone says nitsa it can only throw a curve to the new or uninformed member. Calling the IHS the Insurance Institute for Horror Stories and referring to IDOT, Illinois Department of Transportation as idiots area couple of other favorites. Just give them the facts, save the jokes for later, it isn't worth the confusion.

"Communication is a two way street," what does that really mean? It means that the flow of information goes both ways. The person presenting the information should provide all the details in clear and simple language and if you're on the receiving end, ask questions about anything you don't understand.

Tips for the writer/presenter: Assume the reader/listener knows nothing of the subject you're speaking or writing about. Once you've written an article have someone outside ABATE read it and see if they understand what you're saying. Supply only the facts relevant to the message you're trying to convey. If all you want to say is "it was hot today," there is no need explaining the difference between Celsius and Fahrenheit. If a small word works as well as a big one use the small one. If your writing appears pompous and arrogant, so will you. Never B.S. your way through a question you don't have an answer to. Simply say I don't know then go and find the answer and get back to them.

I had hoped to include a glossary of acronyms and abbreviations commonly used in bikers rights circles but as usual I'm running it right to the wire on the deadline so that will have to wait until next month.

Remember the only stupid questions are the ones not asked!!!
END

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

NATIONAL FIREARMS LEGISLATION

Since the House of Representative passed H.R. 7, the Brady Bill, things have appeared to be quiet on the national level. I say "Appeared" because a lot is happening behind the scenes. Senator Howard Metzenbaum is looking for an opportunity to introduce H.R. 7 directly to the floor of the Senate without holding hearings. To do so, he needs 60 votes, with no Senator objecting. That seems highly unlikely. More likely is that Senator Joe Biden's Judiciary Committee will send his bill, S.B. 618, to the floor sometime in mid June. S.B. 618 contains the DeConcini "Assault Rifle" ban that was narrowly passed by the Senate last year. It is expected that the Brady Bill will be added to S.B. 618 when it comes to the floor of the Senate, or alternately, the Brady Bill may be offered as an amendment to the President's Crime Package, S.B. 635, which, in addition to changes in "search and seizure" and "due process", bans manufacture of magazines of larger than 15 rounds, and mandates registration of existing magazines (@ \$15 each).

It is difficult to anticipate in exactly what form these bills come up for a vote. The best approach when writing or calling the Congressional delegation is to emphasize the uselessness of waiting periods and weapons bans on CRIME CONTROL. It is important, however, that you do let these folks know of your continued and unaltered opposition to this type of legislation.

THE CURRENT THREAT TO OUR RIGHTS IS MUCH MORE INTENSE IN WASHINGTON, D.C. THAN LOCALLY.

REPEAL OF ASSAULT RIFLE BAN IN NEW JERSEY?

The national news media did not cover this development but positive things are happening in New Jersey. On May 24th, 1500 protesters gathered at the State Capitol in Trenton to support a bill that repeals a large measure of the much touted New Jersey "Assault Rifle" law that was passed last year and goes into effect June 1. The vote in the House was 48 in favor to 25 opposed, with 7 abstentions. This is 7 votes more than needed for passage, but 7 less than necessary to overcome an expected veto by Governor Florio. The Senate has already passed similar legislation by a veto-proof majority. It will interesting to see what happens when 300,000 normally law-abiding citizens of New Jersey become criminals next week.

VERA KATZ' OREGON H.B. 3576

State Representative Vera Katz has unveiled her new firearms bill, H.B. 3576. This bill is the product of what was left of the working group that she brought together last session. The original group disintegrated when the State Association and the NRA withdrew after complaining that all of the changes were intended to tighten controls, while there were no improvements in the proposed law that would benefit gun owners. When the representatives of Oregon's firearms dealers' associations refused to go along with the proposed bill without seeing it first or being able to discuss changes, Lloyd Athern, Vera's representative on the working group EXPELLED them. THIS BILL SHOULD BE OPPOSED BECAUSE OF THE BAD FAITH AND STRONG-ARM TACTICS USED BY THE WORKING GROUP. Representative Randy Miller, Chair of the House Judiciary committee, has indicated that it will not receive a hearing in committee, which should spell it's death.

STATE PRE-EMPTION BILL H.B. 2577

Rep. Kelly Clark's pre-emption bill, H.B. 2577 passed the House this last week and is now headed for an uncertain future in

the Senate Judiciary committee. In the process, 15 NRA rated "A" and "A+" representatives voted against us, which should make the grading process much easier next election.

SENATE BILL 633


Senator Dick Springer's S.B. 633, the "Multnomah Co.-ordinance-for-the-State" is wandering around the Senate Judiciary Committee looking for votes. Reports have it that the bill is circulating with attached amendments and a ballot to see what sections senators would be willing to support. So far, he hasn't been able to find a combination that a majority on the committee will support, much less a bill that would be passed by the House.

GUN OWNERS DEMONSTRATE AT AUCOIN "TOWN HALL" MEETING

"Thank you" to all of you who turned out on May 4th, during a Trailblazer basketball game to discuss Representative Aucoin's support of the Brady bill. While there was no chance that he would change his support for the bill, the 200 people present were opposed to the bill, 10:1.

LAWSUIT AGAINST MULTNOMAH CO.

The latest information on the lawsuit against the County is that the hearing which has been scheduled for June 7th maybe postponed to June 14th, at the request of the County. Motions, petitions and responses have all been filed, and, according to sources close to the trial, ours are much more credible. For example, are you aware that a single hit by an AK-47 round (7.62 X 39) in the trunk of the body is an instantly fatal wound? This startling information is part of the County's testimony. *END*




If You 're Into Harley-Davidson, Get Into This Store.

Whether you're a Harley-Davidson rider or just enjoy the Harley attitude, this is the place to be. As an authorized Harley-Davidson dealer, we're your Number One Source for genuine Harley motorcycles, parts and accessories, as well as Harley MotorClothes and collectibles. Stop in and see us, and pick up your free catalogs of everything that's Harley.

Touring-Sport-Racer racing-
High performance-883 racing
Most models in stock-FXSTC-
FLSTP-FLSTC-FLHS-FLTC ULTRA-
FLHTC ULTRA-Classics-883-FXRT, etc.

American Motorcycle
Classics Harley-Davidson



1380 S.W. 3rd
Corvallis, OR 97333

752-7402

The Difference is legendary

Reprinted from May 1991

Hoosier Motorcyclist, An ABATE of Indiana Newsmagazine

MOTORCYCLE RIDERS FOUNDATION

"PRACTICING MAESTRO LEADERSHIP"

Organizations need a Conductor, not a General

by Gus "Pappy" Haag

Launching and building an organization can push the skills of any leader to the limits. Someone who can master this leadership challenge can make a critical difference between creating a humdrum organization and one that has high potential.

Who are effective leaders? What do they do? Leaders imagine a desirable future; communicate that vision to others; commit to action; and invest the time, effort and other resources to attract team members who can help make their vision happen.

The common belief is that a leader is close to the Hollywood image of John Wayne: an individual who is independent, bold and heroic. This image is further enhanced by analogies from the field of battle: Generals plot strategy and tactics while guerilla fighters flank, attack and kill the enemy. Very macho! If we come down a notch, the analogy is the field of sports. Coaches and captains lead players into victory. Much better, but still macho!

This image of a leader as rugged, ruthless and macho is wrong. In fact, it's not only wrong but downright dangerous.

Let's look at some traits that are found in successful leaders.

1. Vision - This is the leadership quality that gets others to sign up. A vision is not simply the result of daydreaming but a passionate desire to do something. The leader must articulate this vision with fervor for people to "buy-in" to these goals and values. It's from this team approach that all subsequent activities unfold.

2. Persistence - This can overcome incredible obstacles and compensate for many weaknesses. The pressures on a leader are enormous: first for the organization to survive, then for it to stay alive, and finally for it to grow. The ability to keep the fold together requires tremendous sacrifices and talent.

3. Risk Reducers - Leaders have to defy what is commonly seen as an extraordinary amount of risk. A leader not only has to tolerate this risk, uncertainty and ambiguity, but he or she must continue to chip away at these. Calculated risks are taken after careful scrutiny. Because time is short, enlisting a talented team is a must when developing and implementing strategy.

4. Driven to Excel - Leaders compete against self-imposed standards to attain challenging goals. They derive personal motivation from the challenge and excitement of creating and building rather than status and power.

5. Realistic - The best leaders have a keen awareness of their own strengths and weaknesses and those of their partners. They are coldly realistic about what they can or cannot do and who can do it better.

Leadership in emerging organizations needs patience, an ability to communicate tangible visions and the skill to manage through others. Leaders in this situation are doers as well as visionaries; they must be able to resolve conflicts, know when to make concessions and when to ask for them in order to develop a successful venture. They learn to get along with many constituencies, often with conflicting aims. Success comes when the leader is a mediator and a negotiator, rather than a dictator.

Henry Miller, a well-known actor and producer, once said that "no one is great enough or wise enough for any of us to surrender our destiny to. The only way in which anyone can lead us is to restore to us the belief in our guidance." An organization does not have enough golden handcuffs to attract and hold talented people. The attractions of joining and staying in a new venture are challenge, shared vision and a sense of contribution. "Task-oriented" leadership is effective in many problem situations, however it is totally

inappropriate for a leader.

Leadership in this context has to be less macho and more maestro in its approach. While macho is meant to describe a bold, dominant and telling style, maestro-style refers to an interactive leadership style exhibited by symphony conductors.

Although not a master of every instrument, successful maestros must use the talents of each and every musician available to them. The orchestration of a successful outcome under these circumstances, with a healthy respect for the talent of the group, is the maestro style of leadership.

Clearly, there are times when a stronger, more macho manner approach is best. Knowing when to apply which and maintaining the flexibility to do so is the essence of good leadership. Chances are, the successful approach often will be less macho and more maestro.

While it is very easy to fall into the macho method, it will be to your benefit to always look at the maestro style. Leadership in a motorcycle rights organization requires more of a conductor. If you look around the country at the successful rights groups, you will find leadership that follows the maestro style. Think about it. *END*

THE TABLE

**Restaurant & Lounge
Family Dining**

**6815 N.E. Killingsworth
Portland, Oregon 97218**

Reprinted from April 1991
ABATE of Nevada Newsletter

THE ARMORED STEEDS

Ms. Rodent, Reno, Nevada, 1990

*A sound like no other,
they pulsate and roar.
These sterling creations,
pleading for more.
More freedom, more throttle,
more space to run free.*

*Through mountains and deserts,
screaming with glee.
These glorious chargers,
though silent and still.
Impatient are they,
to scale the next hill.*

*Decked out in their armor,
they glisten with pride.
Awaiting their knights,
and just one more ride.*

Letters To The Editor

Dear Editor:

I am starting a ladies only motorcycle group in this area to help ladies learn more about the riding and care of their own motorcycles. I want to provide opportunities for confidence building among our sister riders. Would you please let your ABATE members know and perhaps print this information in your next newsletter. AMO has already put it in their's.

This is not a club; it is an association. It is not to be in competition with any other group or event. There will be rides and events planned and consistent meetings with guest speakers to teach safety and maintenance tips to us, but no pressure will be put on anyone.

We have 9 ladies seriously interested so far, and I know there's more out there.

I would really appreciate your sharing this information with your lady riders in the Salem area. Hopefully, some of you could join us for our next meeting. 11 am, Saturday, June 1 at Mr. Joy's.

Your sister in the wind,
Women in the Wind Coordinator
Lily
926-2828

Dear Editor:

My address shows San Francisco as the city of residence but it is only where the fleet post office is for the Navy.

I am currently stationed aboard the USS Mobile Bay which is forward deployed out of Yokosuka, Japan.

My home address is in Hillsboro, Oregon, and that is the place I call home. I am very interested in the laws which are passed each year in Oregon concerning motorcycling. Please keep me posted even though I can't do much more than keep up my dues and write a few letters to the State legislators.

Thanks,
Tony Holt

"Enlighten the people generally, and tyranny and oppression of body and mind will vanish like evil spirits at dawn of day."

— Thomas Jefferson

NEWSLETTER EDITOR'S SOAPBOX THE MOTORCYCLE SAFETY & EDUCATION RALLY MAY 4th, PORTLAND

Well, for those of you who came it was great. I counted 32 bikes, an undetermined amount of cars and definitely more people than last year.

Gordon Hieronimus of N.E. Chapter put the speakers together. They were Jim Kelly of Gold Wing Road Riders Assn., John Goff of Tourcade, Lonny Roberts - State Representative, Teresa Hepker representing ABATE of Oregon, Brian Stovall for BikePAC, Char Messinger of Rose City Motorcycle Club and Carolyn Meerzo representing the Governor's Advisory Board.

I think most of us there learned something new about ABATE of Oregon and a lot about other organizations in the state. Teresa gave a gripping speech about Luke Metcalf and his beginnings not only with ABATE but with the helmet law fights in earlier years. I am hoping to get a copy of the letter she read sometime soon.

The people that put this rally together were Gordon Hieronimus, Mary Beth Rayburn-Hieronimus, and Pat Gleason all of N.E. Chapter, Edd & Patty Dahl of S.E. Chapter, and Angie Jensen and Doug of Columbia River Chapter. They all deserve a big hand. Thanks to them the rally went very smooth. There was press there towards the end and some of the radio stations ran advertisements for us even after the rally was over.

The rally lasted from noon until 2 pm. Most of us then proceeded to West Linn where the Annual BikePAC meeting was held. Bill Spencer representing Team Oregon was unable to attend the rally but did speak at the BikePAC meeting. He had a lot of good information to fill us in on.

After the BikePAC meeting 14 of us decided we still needed a motorcycle run. It was a beautiful sunny day with the temperature right around 70 degrees. Who could pass this up? We didn't! We got our heads together and decided to make a run to Silver Falls. It was a wonderful 2 hour ride. When we got there most of us were ready for a walk. The falls there is fantastic. I could see one of the chapters having a daytime ride there sometime. About 1 1/2 hours later we decided it was time to get back on the road. Most of us lived in the same area so the ride was a fairly tight group all the way home.

About all I can say is those of you who thought about coming to the rally, maybe next time you'll "just do it!" It was a lot of fun. As for the rally next year, we hope to see triple the people that were there this year.

Ride safe,
Donna

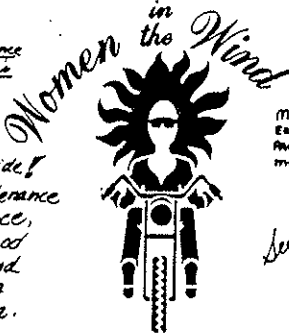
ATTENTION!!!

ALL WOMEN BIKERS

*All stages of experience
and all makes of mcs
are welcome.*

*Come, share your
love of riding with
other ladies who ride!*

*Learn safety, maintenance
tips, build confidence,
strengthen sisterhood
along with brotherhood
of the motorcycling
tradition in America.*



*MEETINGS: 11 AM 1st SATURDAY
EACH MONTH AT MR. JAY'S RESTAURANT
PACIFIC BLVD., ALBANY. (BRUNCH,
meeting, and a ride!)*

*See you soon?
In the wind,
Lily*

FORMING NEW WOMENS' BIKER GROUP

"Willamette Chapter"

FOR MORE INFORMATION CONTACT:

"WOMEN IN THE WIND"

% Lily Ward

P.O. Box 2296

Albany, OR 97321

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

THE ROVING REPORTER

by Rick Webster

Some of you know me and some don't. I'm Rick Webster of Washington County ABATE and the State Representative for AIM/NCOM.

I spend a lot of time traveling around Oregon, going to all the swap meets, bike shows, chapter meetings and runs.

I thought I would spend a little time each month telling you what's been going on.

I just got back from Fossil and to those of you who were there it was great partying with you. For those of you who weren't, you missed out on one hell of a party. The weather for the most part was great. The food was hot and the beer was cold.

I'm fairly new to Oregon, so I can't compare this year with previous years, so I'll just tell you what I saw. Somewhere between 700 and 750 people showed up. I saw people from Idaho, Washington and California ABATE, True Apostles, Christ's Disciples, Salem and Vancouver HOG, lots of independents and of course, all of the Oregon ABATE chapters.

Salem Chapter served breakfast every morning. Indian Creek had burritos and ribs, Yamhill County had a pig roast. There are people I'm going to forget to write about but there was a lot of beer there and I wanted to party.

The games were a big hit. There was an interesting twist to the weenie bit. A lady riding and her old man going after the hot dog.

The music was good and loud. We had three bands there; Bob Beck Band, Stevy Z and Switchbacks. Bob Beck Band played both nights.

The only problem I noticed was lack of volunteers for some shifts of security, but shit happens.

Next month I'll let you know about Washington Opener plus other events scheduled throughout the month. *END*

From the Motorcycle Riders Foundation, Inc.

DON'T QUIT

When things go wrong, and they sometimes will
When the road you're trudging seems all uphill.
When the funds are low, and the debts are high,
You want to smile, but you have to cry.
When the burden is pressing you down a bit,
Rest if you must, but please don't quit.

Life is odd with it's twist and turns,
As everyone of us sometimes learns.
And many a failure turns about
When we might have won had we stuck it out.
Don't give up though the pace is slow,
We may succeed with just another blow.

Success is failure turned inside out,
The silver lining of the clouds of doubt.
You can never tell how close you are,
Victory may be near when it seems so far.
So stick to the fight when you are the hardest hit,
It's when things seem worst that you must not quit.

UPDATE NOTICE

Even as we are working to concentrate pressure on the House Transportation Committee, we are not giving up on the possibility of a Senate Amendment to drastically change the requirements of Section 122. We will keep you updated as to the need, but for now it would be a good idea to contact every U.S. Senator and ask them to vote for an amendment to change Section 122 to one of Mandatory Education and/or 18 and under. We believe that we have a Senator who is willing to sponsor this type of amendment.

DON'T QUIT, WE WILL OVERCOME!!!

Your Motorcycle Accident Lawyer

SAM HOCHBERG

Attorney at Law

Dedicated to Serving Those Who Ride

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

Member of ABATE of Oregon

Legal Counsel for BikePAC of Oregon

Authorized Oregon Representative for the Law Offices of Richard M. Lester

DOWNTOWN PORTLAND OFFICES SERVING YOU STATEWIDE



24 Hours - Toll Free

1-800-531-2424

COURT: DUI INCLUDES THOSE PUSHING CYCLES ...

Helena, MT - The Montana Supreme Court on Tuesday upheld the drunken driving arrest of a man who was stopped while pushing his disabled motorcycle down a street.

Although Ronald D. Turner was not driving the bike and it's engine was not operating, he was in control of the vehicle and subject to the law requiring to submit to a breath test, the court said in it's unanimous ruling.

Turner, 36, was on his way home from a bar in Lewiston last September 19, and pushing the motorcycle with a broken clutch when he was arrested. He did not get on the bike or start the engine, but did turn on the headlight, the court said.

from/Standard-Examiner wire service/ABATE of Central Wyoming Inc.

Reprinted from May/June 1991
The Highway Star, Utah's Motorcycle News

SKIN CANCER A Special Peril for Bikers

Bill Ley is a Texas Aid to Injured Motorcyclists attorney. He has been riding motorcycles for 24 years. Reprinted from the NCOM newsletter Vol 91, No. 1.

No one knows why, but malignant melanoma ("skin cancer") is reaching near epidemic proportions. It may be that current generations, more than those before, had the time and inclination to lay around in the sun when they were teenagers. It may be due, at least in part, to the damage we have done to the ozone layer that protects us from ultraviolet rays. But whatever the cause, skin cancer is no longer a disease for older people who have been outdoors for years and years. It's showing up in people from all occupations, in their 30's, and even late 20's. Fifty years ago only one American in 1500 could expect to be diagnosed. Today it's one in every 128! And that's out of the general population, who mostly drive cars with roofs on them. The rate for motorcyclists must be a lot higher.

Even though the cause of this alarming trend isn't known, it is clear that the more sun you're exposed to, the greater your peril. While any exposure is thought to be harmful, burning is known to be worse than tanning. So if you only ride on weekends, and usually have a sunburned neck Sunday night, you may really be asking for trouble.

As Malcolm Forbes used to say, motorcyclists "make their own breeze," and we really don't have any excuse for not wearing long sleeves even on the hottest days. In fact, most of the time it's cooler, if the fabric is light-colored. And, it now appears that we should also wear an effective sunscreen on exposed areas such as face, neck and back of the wrists. Even sunlight filtered through a face shield can burn, as most of us have discovered at one time or another.

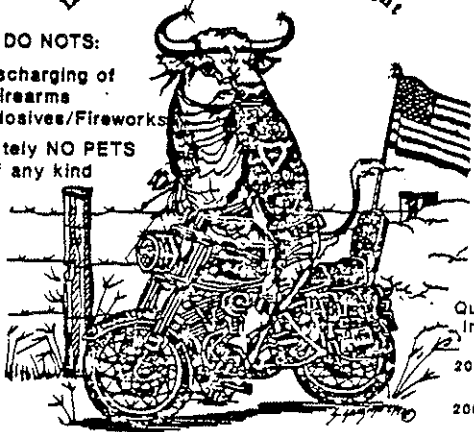
The good thing (relatively speaking) about skin cancer is that it's easy for your doctor to detect, not very painful or difficult to treat; and, if treated early, is almost never fatal, disabling or disfiguring. But delay can be deadly. Any new or unusual appearance or feeling on the skin, a new rough or scaly patch for example, should be checked out immediately. This is especially true of changes in existing skin abnormalities such as moles or "beauty marks."

The American Cancer Society has a booklet on melanoma. It's short, easy to understand, well illustrated with color pictures of what melanoma looks like, and should be required reading for every motorcyclist. If you want one, please contact your local American Cancer Society. **END**

July 12th, 13th, & 14th, 1991
A.B.A.T.E. of Washington Cowlitz County Chapter
Presents
4th Annual Cow Chip Boogie
MUST BE 18 TO ATTEND
Featuring "ROCK DOGS"
Live Music, Friday & Saturday Night

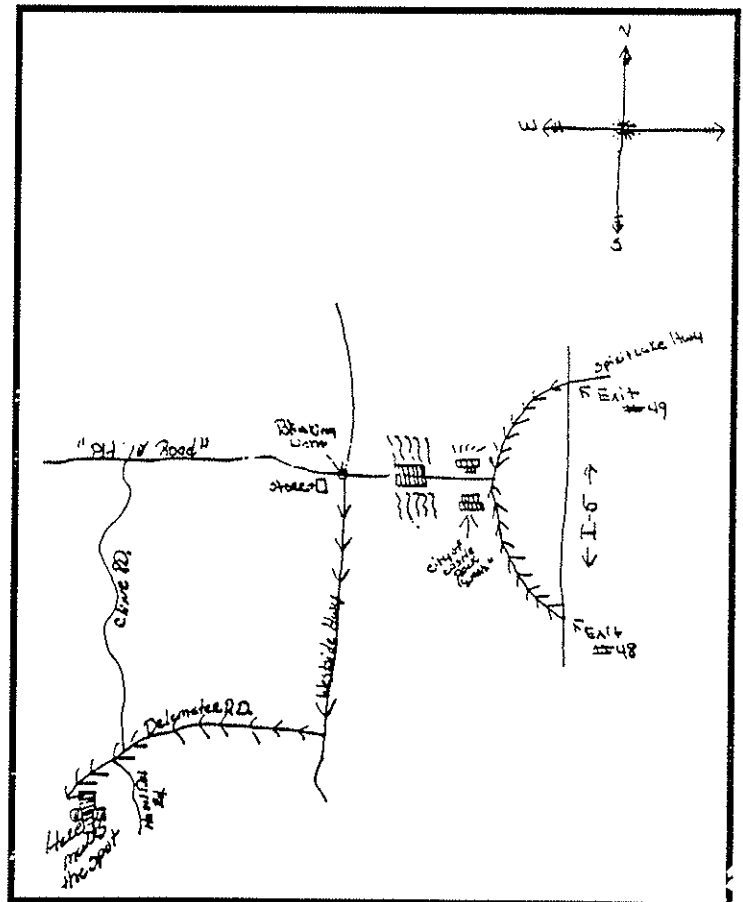
Food & Games T-Shirts & Vendors

The DO NOTS:
No Discharging of Firearms
No Explosives/Fireworks
Absolutely NO PETS Of any kind



Questions or Information Call
206/425-2042
OR
206/423-8255

A.B.A.T.E. Members \$8.00
Non-Members \$10.00
RUN PINS FOR FIRST 300 AT GATE!!!



RIDER EDUCATION

by Mel Yeager
State Education Director

Greetings to all Chapter Coordinators and all members:

I was just sitting here wondering how many of the Chapters have been able to follow up on the information that I sent you previously? The information to which I am referring is the place and contact person in your community with which your Chapter could become involved. The only Chapter that has responded with a favorable report is Washington County Chapter. They have become involved quite happily with the Child Seat Loaner Program in their area.

There is something in every community for us to find out about. We need to establish communications with some City, County, or State Program, as a Chapter. Then you will be recognized as being a real force in the community, and even more important, that you will be recognized as being regular people just like every other citizen.

It is the ultimate goal to have other people in the community accept the fact that just because you ride a Motorcycle you are not a second-class citizen, and that you deserve the same rights and considerations that other, non-riding citizens have. We should not have to fight for what was always ours. I am talking about the RIGHT TO CHOOSE. I am not discussing the helmet law, or the seat belt law. We cannot successfully argue the fact that helmets or seat belts save lives; they do.

We all must attempt to regain the basic right of FREEDOM TO CHOOSE. We all earn money, we all pay taxes, and we are probably paying our way in this society of ours. So, don't be ready or willing to give up those rights. GET INVOLVED IN YOUR COMMUNITY!!! Keep me posted at the State Board meetings or write or call me to let me know whether you need more help or if you have become involved in getting something done. *END*

To All Chapter Coordinators and ABATE Members:

Greetings;

Finally, I have some information to share with you about a subject that is near and dear to us all. After several months of contacting lots of State agencies we have in writing the guidelines pertaining to what you can and cannot do with a piece of personal protective equipment, YOUR MOTORCYCLE HELMET.

The attached letter is from Aileen Owen, of the Standards and Safety Unit, Oregon Department of Transportation. Someone finally understood what I was searching for and was able to come up with the specific language pertaining to the motorcyclists' needs.

Let me paraphrase briefly, the following points:

*ORS 814.260 through 290 requires riders and passengers to wear Protective Headgear when riding a motorcycle or moped.

*The laws DO NOT state that you cannot alter or mutilate your Helmet.

According to Federal Motor Vehicle Safety Standards S5.6.1 LABELING, S5.6.1. (f) Instructions to the purchaser (from the Manufacturer) as follows (2) "Helmet can be seriously damaged by some common substances without damage being visible to the user. Apply only the following: (recommended cleaning agents, paints, adhesives, etc., as appropriate". (3) "Make no modifications, fasten helmet securely. If helmet experiences a severe blow, return it to the manufacturer for inspection, or destroy it and replace it."

Now, I am no lawyer and accept no responsibility for your interpretations of my personal opinions but it appears to me that the previous are merely suggestions to the consumer and were not intended to be the law of use. It still appears to me that there is no language that restricts what you can do with your personal property, at this time. This should be examined by our lawyer for the legality

of the issue.

I will continue to dig into this matter to finally resolve it, so we will all be AWARE as well as ABATE.

May 10, 1991
ABATE of Oregon, Inc.
Mel Yeager, Education Director
P.O. Box 4504
Portland, Oregon 97208

Dear Mr. Yeager:

Your letter to Mike Unger requesting information on motorcycle helmets was referred to our office for reply. Oregon law refers to helmets as "protective headgear."

Enclosed are copies of Oregon law 815.050 that requires the Motor Vehicles Division to adopt standards conforming to federal standards for the helmets, and of Oregon Administrative Rule 735-102-020 by which Federal Motor Vehicle Safety Standard (FMVSS) 218 was adopted.

Helmets are designed specifically to protect the head of the wearer. While all helmets permissible for use in Oregon must meet the federal standard, some pass even more stringent testing as they are designed for race car drivers, test pilots, etc.

ORS 814.260 through 290 require motorcycle and moped operators to wear the headgear. The laws do not state not to mutilate or alter the helmet. This is found in FMVSS 218 and in manufacturer instructions to purchasers. Part S5.6.1 (f) of the standard advises that no modifications can be made. This means do not alter, drill holes or attach items to the helmet. On some types, paints could attack the shell material and weaken it. Discarding a helmet or returning it to the manufacturer for inspection is recommended after a severe blow, or even dropping on pavement. Even though the outer shell may still appear intact, the inner lining's ability to compress and absorb the shock of an impact while being worn by a rider could be affected.

I'm also enclosing a couple of pamphlets that provide some interesting information about helmets. If we can help further, please let us know.

Sincerely,
Aileen Owen, Supervisor
Standards & Safety Unit
Oregon Department of Transportation
Motor Vehicles Division
1905 Lana Avenue N.E.
Salem, Oregon 97314
378-2057

The Rural Oregon Biker

"The Northwest's Biggest Little Motorcycle Magazine"

Featuring the most comprehensive road riding event calendar available in Oregon and Washington, plus political commentary, fiction, current events, tech tips and motorcycling history.

\$10.00 per year
(six issues)

Free sample on request.



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

Brian Stovall, Editor

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

1991 TEAM OREGON MOBILE CLASS SCHEDULE

EASTERN OREGON

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

CENTRAL OREGON

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

SOUTHERN OREGON

| | | |
|-----------|--------------|---------------|
| JUNE | 13, 15, 16 | Medford |
| JUNE | 21, 22, 23 | Klamath Falls |
| JULY | 12, 13, 14 | Roseburg |
| JULY | 25, 27, 28 | Medford |
| AUGUST | 3 (ERC only) | Medford |
| AUGUST | 9, 10, 11 | Klamath Falls |
| SEPTEMBER | 12, 14, 15 | Medford |
| SEPTEMBER | 20, 21, 22 | Roseburg |
| OCTOBER | 11, 12, 13 | Klamath Falls |
| OCTOBER | 24, 26, 27 | Medford |
| NOVEMBER | 15, 16, 17 | Roseburg |
| DECEMBER | 13, 14, 15 | Medford |

COASTAL OREGON

| | | |
|-----------|------------|-----------|
| JUNE | 7, 8, 9 | Astoria |
| JUNE | 21, 22, 23 | Tillamook |
| JUNE | 28, 29, 30 | Newport |
| JUNE | 28, 29, 30 | Coos Bay |
| JULY | 19, 20, 21 | Brookings |
| AUGUST | 9, 10, 11 | Astoria |
| AUGUST | 23, 24, 25 | Tillamook |
| SEPTEMBER | 8, 7, 8 | Coos Bay |
| SEPTEMBER | 20, 21, 22 | Newport |
| OCTOBER | 11, 12, 13 | Astoria |
| OCTOBER | 25, 26, 27 | Tillamook |
| NOVEMBER | 1, 2, 3 | Coos Bay |

1991 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

CHEMEKETA C.C. - SALEM

| | | |
|-----------|------------------------|-----|
| JUNE | 20, 22, 23, 27, 29, 30 | MRC |
| JULY | 25, 27, 28 | MRC |
| AUGUST | 1, 3, 4 | MRC |
| AUGUST | 10 | ERC |
| SEPTEMBER | 5, 7, 8, 12, 14, 15 | MRC |
| OCTOBER | 3, 5, 6, 10, 12, 13 | MRC |
| OCTOBER | 19 | ERC |
| NOVEMBER | 1, 2, 3 | MRC |

LANE C.C. - EUGENE

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

LINN-BENTON C.C. - ALBANY

| | | |
|-----------|------------------------|-----|
| JUNE | 22 | ERC |
| JULY | 11, 13, 14, 18, 20, 21 | MRC |
| AUGUST | 22, 24, 25, 29, 31 | MRC |
| SEPTEMBER | 1 | MRC |
| SEPTEMBER | 15 | ERC |
| OCTOBER | 10, 12, 13, 17, 19, 20 | MRC |
| DECEMBER | 6, 7, 8 | MRC |

PORTLAND C.C. (SYLVANIA) - PORTLAND

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

RIVER ROAD HOUSE TAVERN

RIVER ROAD & McLOUGHLIN
MILWAUKIE, OREGON

GOOD FOOD
FRIENDLY FACES

ABATE MEMBER - SUPPORTER

OWNER: SHIRLEY PEARSON

Live Music

Food-Beer-Wine

Grizz & Lori's

B & I TAVERN

1882B SE Stark
Portland Oregon 97233

(503) 686-9878

Reprinted from May 14, 1991
AMA Government Relations News Press Release

CALIFORNIA HELMET BILL PASSES SENATE, AWAITS GOVERNOR'S SIGNATURE

Sacramento, CA - The stage has been set for the final step in the legislative process that will decide whether motorcycle helmet use becomes mandatory in California. On May 9, Assembly Bill 7, the measure that would require helmet use by all motorcyclists, passed the state Senate by a vote of 22-10 and now awaits the signature of California Gov. Pete Wilson.

The bill, sponsored by controversial California Assemblyman Richard Floyd (D-Carson), was sent to Gov. Pete Wilson on May 13. And now, the governor has until May 28 to either veto the bill, sign it, or let it pass into law without his signature.

The latest version of the Floyd bill is nearly identical to two previous measures that were passed by California Legislature, only to be vetoed by then-Gov. George Deukmejian in 1988 and 1989. As it stands, the current law calls for helmet use only among riders under the age of 15 1/2.

Under the provisions of the 1991 bill, however, riders of all ages would be mandated to wear protective headgear. Motorcyclists failing to comply with the law could face fines of up to \$100 for the first offense, even though automobile drivers receive only a \$25 fine for failure to wear seat belts. If approved, the new law would take effect on January 1, 1992.

Although Wilson has not indicated whether he will sign the Floyd bill, he has said that he supports the concept. So it is important for riders who would rather see helmet use remain voluntary in California to call the governor's public comment phone line. **END**

Reprinted from April 23, 1991
AMA Government Relations News Press Release

COOPER BRINGS BACK NATIONWIDE HELMET BILL

Washington, D.C. - The federal mandatory helmet issue has returned to center stage in Congress this year. Recently, Rep. James Cooper (D-Tennessee) introduced a new version of his nationwide helmet use bill in the U.S. House of Representatives for 1991.

This year's bill, designated as H.R. 1782, contains some minor changes from Cooper's previous offering, but the core of the measure is identical to legislation he sponsored in 1990. A similar bill was also introduced last year in the U.S. Senate by Sen. John Chafee (R-Rhode Island), but has yet to be reintroduced.

Called the "National Highway Traffic Fatality and Injury Reduction Act of 1991," the Cooper bill would still require states to pass motorcycle helmet laws and seat belt laws for all automobile drivers. But unlike the bill Cooper proposed in 1990, which would have penalized states failing to pass these laws by withholding up to 10 percent of their federal highway construction funds, this year's proposal contains a new form of federal blackmail - all under the guise of promoting highway safety.

Cooper has sought to eliminate opposition to the bill by requiring states that fail to enact helmet and seat belt laws by 1994 to spend 1.5 percent of their federal aid on highway safety programs. After 1994, states would be mandated to spend 3 percent of the funds for each year they fail to pass these laws. In addition, Cooper's bill would also establish a grant incentive program to allocate \$95 million to states that adopt the laws.

According to Robert Rasor, AMA Vice President of Government Relations, the Cooper bill is not only a gross imposition on the rights of motorcyclists, but state governments as well.

"This bill would effectively usurp states' rights by dictating how they can spend their federal highway dollars," said Rasor. "We believe that states are the appropriate place to decide such issues, not the federal government."

Cooper is reportedly planning to attach his bill to the Federal Highway Reauthorization Act, the next generation highway spending bill currently under consideration in Congress. So far, the Tennessee Congressman has not taken any action on that plan.

The AMA urges all riders to write Rep. Cooper expressing their views on this issue. All letters should be addressed to the Honorable James Cooper, U.S. House of Representatives, 125 Cannon Building, Washington, D.C. 20515-4204. **END**

Reprinted from May 13, 1991
AMA Government Relations News Press Release

AMA URGES SENATE COMMITTEE TO CONSIDER VIEWS OF MOTORCYCLISTS

Washington, D.C. - The AMA urged key Senate leaders to consider the needs and concerns of motorcyclists during a hearing today on the "Surface Transportation Efficiency Act of 1991," a bill that establishes funding for transportation projects and renews a five-year federal highway program that expires on September 30.

Representing the Association at the hearing, which was held before the Senate Committee on Environment and Public Works, was AMA Washington Representative, Jim Bensberg, who expressed the AMA's views on a wide range of issues relating to motorcycling. During the hearing, Bensberg urged the committee to delete language from the highway bill, known as S.965, that would coerce states into passing mandatory helmet laws for all riders. Recently, that provision was added to the bill at the request of Sen. John Chafee (R-Rhode Island), who introduced a "stand alone" helmet bill in the Senate last year.

"The AMA believes that this controversial issue should be decided at the state level without any encouragement or coercion from Congress," Bensberg told the committee. "In short, we believe the mandatory helmet provision of S.965 has no place in the Highway Reauthorization Act, and we urge its deletion."

Also in attendance at the hearing were former NHTSA Administrator Joan Claybrook, as well as U.S. Congressman Jim Cooper (D-Tennessee) and representatives of the IIHS, who testified in favor of the mandatory helmet provision of the bill.

In testimony before the committee, Bensberg also called for the continued designation of motorcycle safety as a national priority, thereby renewing the plan that makes states and communities eligible to receive federal grants for motorcycle safety programs under "Section 402" funding. He noted there are a variety of innovative programs - motorist awareness campaigns, licensing and training, and general information about safe motorcycling - that states can initiate if 402 funding continues to be available.

Noting the effectiveness of motorcycles in relieving traffic congestion, Bensberg also urged the committee to retain the current law that authorizes the use of motorcycles on commuter lanes, or High Occupancy Vehicle (HOV) lanes. "It is our belief," said Bensberg, "that motorcycles can do much to relieve highway congestion, urban gridlock and inner city parking problems and therefore, their use, even by a single operator, should be encouraged by federal policy."

Finally, Bensberg testified in support of the "National Recreational Trails Trust Fund Act," which was recently amended to the highway bill by its sponsor, Sen. Steve Symms (R-Idaho). Under the plan Symms has suggested, a portion of the federal gasoline tax paid by off-highway enthusiasts would be allocated to states for the development and maintenance of motorized trails. In addition, a significant portion of the funds would also be dedicated to enhancing and preserving non-motorized trails.

"This concept, we believe, is consistent with the multiple use policy which has traditionally governed our public lands," Bensberg noted. "This legislation represents a unique opportunity for all outdoor recreationists to share in the enjoyment of our public lands." **END**

Reprinted from May 21, 1991
AMA Government Relations News Press Release

SENATE COMMITTEE MAY TAKE ACTION ON DECONCINI "GANG" BILL

Washington, D.C. - Sen. Dennis DeConcini's (D-Arizona) Outlaw Street and Motorcycle Gang Control Act of 1991, a bill that proposes the establishment of a federal strike force to combat crimes perpetrated by "outlaw motorcycle gangs," may be scheduled for action soon in the U.S. Senate, according to Judiciary Committee staff aides.

While the bill, designated as S.339, has not been scheduled for subcommittee debate, a variety of related issues now before the Judiciary Committee may force legislative action on the measure. The issue of crime control, the Brady handgun bill and an omnibus crime package offered by the White House all combine to make action on S.339 likely.

The AMA is urging its members, particularly those in Arizona and other states represented by legislators on the Judiciary Committee, to write and call their senators in Washington expressing displeasure with current language in S.339 that refers to "outlaw motorcycle gangs."

According to AMA Washington Representative Jim Bensberg, who has asked DeConcini to remove any reference to motorcycles in his bill, the most effective way for AMA members to influence this legislation is to write and call their senators.

The following Judiciary Committee members can be reached at the address listed below:

Judiciary Committee Members

| | |
|-----------------------------|----------------|
| Sen. Joseph Biden, Chairman | Delaware |
| Sen. Hank Brown | Colorado |
| Sen. Dennis DeConcini | Arizona |
| Sen. Charles Grassley | Iowa |
| Sen. Orrin Hatch | Utah |
| Sen. Howell Heflin | Alabama |
| Sen. Edward Kennedy | Massachusetts |
| Sen. Herbert Kohl | Wisconsin |
| Sen. Patrick Leahy | Vermont |
| Sen. Howard Metzenbaum | Ohio |
| Sen. Paul Simon | Illinois |
| Sen. Alan Simpson | Wyoming |
| Sen. Arlen Specter | Pennsylvania |
| Sen. Strom Thurmond | South Carolina |

c/o Senate Judiciary Committee
224 Dirksen Senate Office Building
Washington, D.C. 20510

Reprinted from May 1991
AMA Legislative Update

SUDAFED AD DISCONTINUED

In response to letters from AMA members and other concerned motorcyclists, Burroughs Wellcome Co., maker of Sudafed brand nasal decongestant, has discontinued its television commercial portraying a near collision between a motorcyclists and a car driver.

The advertisement depicted a motorcyclist who had taken another brand of medication that could cause drowsiness. The rider

then suffered that side effect while riding and veered into the path of an oncoming car.

After seeing the commercial and reading about it in American Motorcyclist magazine, many AMA members and other motorcyclists wrote the company to express their displeasure with this depiction of motorcyclists.

They noted that car drivers, not motorcyclists, are at fault in the majority of car-motorcycle accidents.

On April 15, company spokesmen contacted the AMA to say that the advertisement had been cancelled. J.R. Whitehead, vice president of corporate affairs, wrote:

"Burroughs Wellcome would like to inform all AMA members and other concerned motorcyclists that we have discontinued the commercial for Sudafed brand nasal decongestant that portrays a motorcyclists and a car driver in a near collision.

We regret that this television advertisement was perceived negatively by some motorcyclists.

Our purpose in producing the commercial was: 1) to highlight the possible dangers associated with operating any type of motor vehicle after taking an antihistamine medication, and 2) to communicate that our product, Sudafed nasal decongestant, does not cause drowsiness and thus, is a better cold remedy when driving or riding.

It was never the intention of Burroughs Wellcome Company to suggest that one group of motorists is less cautious than another. We appreciate the letters and telephone calls that we received from your readers and others who brought their comments to our attention. Your opinions are important to us and we thank you for sharing them.

Burroughs Wellcome Company recognizes motorcycling as an important means of transportation, an exciting sport and a source of pleasurable recreation. We wish motorcyclists everywhere happy and safe riding."

Ed Youngblood, President of the AMA, said, "We commend Burroughs Wellcome for responding to the concerns of our members and riders across the country." **END**

Reprinted from May 1991
AMA Legislative Update

MOTORCYCLISTS CONFRONT U.S. SPRINT

U.S. Sprint, a long-distance telephone company based in Kansas City, has established a corporate policy of donating 5 percent of its new customers phone bills to some 20 preservationist groups.

The policy, called "Environmental Affinity," is the focus of a national advertising campaign designed to attract new customers by what the company calls "underscoring its commitment to the environment."

The problem is that some of the donations are being used to support the legal defense funds of such groups as the Sierra Club, the Wilderness Society and the Izaak Walton League.

In the past, those groups have focused their efforts on lawsuits to close large parcels of public land to motorized recreation.

The notion that U.S. Sprint is helping fund the legal efforts of those groups has prompted several AMA members to voice their objections to company officials.

Concerned riders can join in that effort by expressing their views in a letter to Ron LeMay, President, U.S. Sprint, P.O. Box 8417, Kansas City, Missouri, 64114. **END**

FICTION RIDER
RAMBLIN'
by Pat Gleason

Hi everyone! For those of you who are expecting another one of my fiction stories, sorry. I am going to take a month or two off and hit the road.

I am going to Montana next Sunday, the 19th of May, to visit my friend Tombstone Todd, the Slabber who has moved to Missoula from Seattle. He isn't working at Bleitz Funeral Home anymore because it was taken over by a chain of homes that wanted to get rid of middle management, which Todd was. He wasn't about to take a cut in pay and position to stay on, so he quit and moved to Montana to stay with his cousin Rob. Todd was my best man when I got married two years ago, and I haven't seen him in about six months. This is my first long distance ride, that is on a motorcycle, in my life. The longest before was to Canada when I was still in the Navy. I only have a week off, but I will try to enjoy it immensely. I will write about my little trip in next months newsletter.

While I am taking the fiction break, I want to hear from some of the members and anyone else who has a good idea that I can write on. This is my problem. I am at a mental block that I could "use a little help from my friends" to get over. You can write to me at 9316 SE Woodstock Blvd., Portland, Or. 97266, or you can come to one of our meetings that happen every first and third Wednesday at Round Table Pizza, 4141 NE 122nd at 7:30pm. I will have something to read by the August newsletter.

I would also like to congratulate our new Roving Reporter and a welcome to the staff. I can't remember his name right now, even though Rusty told me last night, but I think that he is going to be very good. I would also like to give kudos to Donna for doing the excellent job that she has done. I was the one who whined about the fact that we didn't have a table of contents in our newsletter. I find the table very helpful in finding what I want to read first, then I go through and read the rest of it. Thanks Donna, you are doing a fantastic job.

Now I would like to take some time out here and talk about one of our members that has a medical problem. As you may have guessed, I am talking about Luke Metcalf. On April 20, the Brother Speed Motorcycle Club opened up their clubhouse for a benefit barbecue to help raise money so Luke can win. At our May 1st meeting, Mainly Dave of the Brother Speed told us how much of a success the barbecue was. All total over \$2000 was raised to help Luke with his problems. It was a perfect day for a barbecue and the mood was just right. I had an excellent time and was able to give Luke over \$600 that we raised in a raffle for a new VCR. The deck was also presented at the party to Pat Handley, another Pat of course, whose winning ticket #299 was drawn. Mainly Dave also presented our chapter with a certificate of appreciation from the Brother Speed for our efforts and to say thanks. I think I can speak for the chapter when I say thank you for the certificate.

One other thing that I want to talk about is the Team Oregon training programs. I went through the Experienced Riders Course, for the third time, on April 21. Like I said, this was the third time that I have taken the course, and I have learned something every time. These courses are excellent. I feel that everyone should take the course at least once. I first took it in '84, and there has been a whole new look to it since then. I took the course last year on my Sportster and could really tell the difference. I took it this year and now there are even more things that you can do on the range. Last year, there were 12 bikes total on the course at the same time. It was a little crowded. This year, because I took it earlier, there was only four of us on the course at once. This made it much nicer, and I could really open up Orange Crush. I was starting to feel real cocky when we got to the Figure-8 Box, 8ft. wide by 20ft. long; that after the instructor demonstrated I jumped at the chance to go first. I started into the Box and made my first 8 with no problem. As I started on my second 8, I put my foot down, let off the gas and pulled in the clutch. That was the exact opposite of what I should have done. Naturally, I laid Orange Crush down, at about 3mph, so there wasn't much damage. I managed to keep the paint off the asphalt, but I got some scratches

on my clutch cover. I felt pretty embarrassed. I pushed Crush off the range, after I picked it up, straightened the mirror, and got back in line. I made it through the second time without a hitch. I did end up with a bruise on my left calf that covered almost the whole back of my leg, from my knee to my ankle. Even today, I still have about a two inch bruise just above my left ankle. I had a good time, and I highly suggest that you take a course at your local community college, or one of the mobile programs when it comes to your area. Donna prints the entire schedule elsewhere in the newsletter.

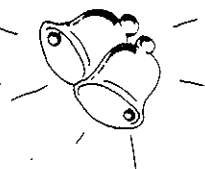
A couple of quick hellos to some people who live south of the border. Tom Thumb and his lovely wife, Carol. They have been in Mexico for, I think, three years now. They now are a family of four, although I can't remember the kids names. According to his last letter the family Brown will be in town for our Summer Run this year. Hi gang, we'll see you there.

Well, that's about all I have for this month. Until next month, keep the shiny side up and the rubber side down. I'm outta here!!
END

**AN EFFORT A DAY
HELPS KEEP
FAILURE AWAY**

Wedding 
Reception

for
Rusty &
Lisa



Saturday June 15th
at

THE
PORTLAND INN
14114 SW 6th

3:30pm -

- full bar available -
come help us celebrate

LETTERS FROM THE AMA

Dear ABATE Members:

As you recall last month I ran a letter from Robert Rasor about ANWR and S.21 followed by a letter I wrote to him asking for a better explanation on why AMA was taking the stand they were on the ANWR issue. Following is Robert Rasor's response to my letter.

May 1, 1991

Dear Donna

Thank you for your letter and comments regarding the ANWR mailing. I appreciate your thoughts and concerns. As you might imagine, it did stir some controversy. Like you, many members feel motorcycles offer much in the way of fuel conservation and involvement with the ANWR issue is appropriate.

As of April 30 we have received nearly 100 responses to the mailing, including about six phone calls. Member response has been about 3 to 1 in support of the issue with over 69 forwarding copies of letters sent to their senators. Objections or criticisms totaled 22.

It is a false logic that suggests that motorcycles are the answer to fuel conservation. While it is true that many motorcycles offer high mileage benefits; there are more than a few autos that are more efficient. In fact, many motorcycles are pretty inefficient. Fuel economy has not been a priority for bike manufacturers.

We probably won't agree on the need to produce oil from the ANWR fields, but it does represent the largest known reserve on U.S. soil and, if not produced now, the opportunity for future production from ANWR is at least 10 years away. I don't think we can predict what the availability of fuel will be in ten years and therefore planning that will include these reserves is prudent.

The shared interest in the California Desert and ANWR are politically timely because of their link to the Middle East and parallel consideration by the Senate Energy and Natural Resources Committee. We believe that it is the overall, long-term best interest of our membership to at least raise the issue and try to influence key votes. Don't misunderstand, ANWR is not a hard core issue for the AMA and its members, but it will have an influence on the future of motorcycling and transportation in this country.

Sincerely yours,

Robert Rasor

Vice President, Government Relations

American Motorcyclists Association

P.O. Box 6114

Westerville, OH 43081-6114

May 23, 1991

Dear ABATE members:

The AMA holds elections for the seat of AMA Trustee in the northern half of the country this fall and winter. Official nominating ballots are found in the October American Motorcyclist which is mailed the first week of September. Official ballots are in the January magazine which is mailed the first of December.

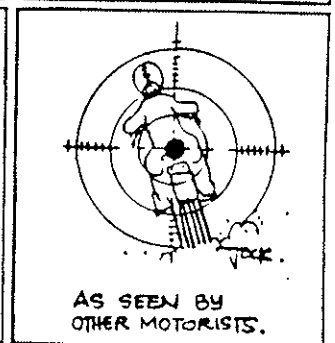
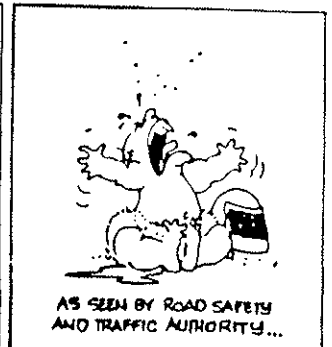
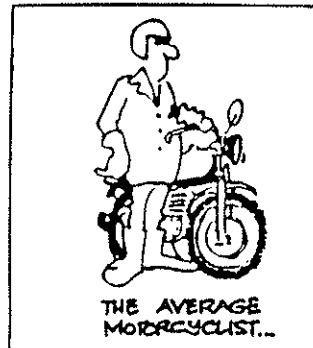
I am announcing that I am seeking another term. I'm hoping that I can count upon your support. I am an MRF Charter Member and long time ABATE of Montana member. I was first elected to the Board in 1983. I was appointed to the Finance Committee in my second year. In my third year was elected Secretary and have held the office of Vice Chairman for the last three years. I have served on the American Motorcycle Heritage Foundation (AMA museum) Board since 1983 and have served as its Chairman since 1984. I think I have done a good job and that my fellow Board members have recognized this from the beginning.

I am an enthusiast. I once was an amateur racer but age, lack of courage and money have changed that. I have toured over 360,000 miles on my current brand of motorcycle, alone. I was Road Representative of the year in 1982 and have sold over 2,000 memberships to date. I am a legislative activist and have been for over 13 years. I am ABATE of Montana's capitol contact and activist. I am the current Chairman of the Montana Motorcycle Safety Advisory Committee. I love it.

I collected political campaign buttons as a youth. I collect tour pins now. I thought it would be fun to combine both. Many motorcyclists like pins, I hope they will enjoy these. (Ed. note: Roger has the buttons!!) Please pass the extras around to fellow AMA members. Thanks. If you need any more please drop me a line or call.

Hope to see you this summer. I have travelled to the coast three times this year and plan at least two more trips. Lots of good country and people in the N.W.!

Yours in Motorcycling,
Dal Smilie



EASTSIDE

MOTORCYCLE

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

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

BikePAC of Oregon, PO Box 5612, Salem, OR 97304
298-1317 • 363-6106 • 399-7514

A MOTORCYCLIST'S

ACTION GUIDE



IMPORTANT EVENTS IN WASHINGTON, D.C.

Information provided by the Motorcycle Riders Foundation
PO Box 1808, Washington, DC 20013-1808

Brian Stovall, Oregon MRF Rep — (503)298-1317

May 22, 1991

On May 22, the Senate Environment and Public Works Committee passed S.965 to the floor of the Senate without amending it to delete section 122 (Senator Chafee's helmet/seatbelt blackmail). Many motorcyclists in key states tried very hard to affect this legislation, without success.

We must now try to get Section 122 deleted on the floor. S.965 will be debated and voted on on the floor June 10. We have until that time to get as many letters as possible to our senators asking them to help delete Section 122 from S.965.

This is very important. Each step this legislation takes makes it harder to defeat!

Please, write two letters today. If this federal legislation passes, it will be virtually impossible to repeal Oregon's current helmet law. Write to:

| | |
|--|---|
| Senator Mark O. Hatfield 711 Hart Senate Office Bldg. Washington, D.C. 20510 | Senator Bob Packwood 259 Russell Senate Office Bldg. Washington, D.C. 20510 |
|--|---|

LETTERS NEED TO BE WRITTEN NOW!!!!

We need to prepare Peter DeFazio, who is our Representative here in Oregon on the House Public Works and Transportation Committee, by asking him to help us get a chance to testify on S.965.

(District 4 - South Coast, Southern Willamette Valley, Southern Oregon)
Congressman Peter DeFazio
1233 Longworth House Office Building
Washington, D.C. 20515
202-225-6416

• **Call or write NOW** •
Sample letter to use as a format for writing a letter to the legislative bodies on various House and Senate bills coming up
WRITE THOSE LETTERS!

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

Dear Senator or Representative:

As a hard working taxpayer Oregonian I am very concerned about a bill that Senator _____ of _____ is planning to introduce regarding the black-mailing 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

OUR U.S. SENATORS

U.S. Senator Mark O. Hatfield
711 Hart Building
Washington, D.C. 20510
202-224-3753

U.S. Senator Bob Packwood
259 Russell Building
Washington, D.C. 20510
202-224-5244

District 1 (North Coast)
Congressman Les AuCoin
2159 Rayburn House Office Building
Washington, D.C. 20515
202-225-0855 or 800-422-4003

District 2 (Eastern and Southern Ore.)
Congressman Bob Smith
118 Cannon Office Building
Washington, D.C. 20515
202-225-6730 or 800-533-3303

District 3 (Greater Portland Area)
Congressman Ron Wyden
2452 Rayburn House Office Building
Washington, D.C. 20515
202-225-4811 or 503-231-2300

District 5 (Northern Willamette Valley)
Congressman Mike Kopetski
1520 Longworth House Office Building
Washington, D.C. 20515
202-225-5711

Chapter E Gold Wing Road Riders
 Wes Pedersen
 Area Representative
 37270 Hills Creek Road
 Springfield, Oregon 97478
 503-747-8387

Dear ABATE Members:

Following I have personally included an invitation for your Club or Association to attend our annual OREGON COAST FESTIVAL in Florence, Oregon, during the weekend of August 16-18, 1991.

We plan to have many activities to entertain, as well as free time to enjoy the sights and sounds of this lovely part of the Oregon Coast.

Perhaps the finest Seafood Buffet served anywhere will be offered on Saturday night at the awards ceremony. Many of our past guests travel here looking forward to this feast. You don't want to miss this for sure.

This festival is open to all tour riders regardless of the type of motorcycle they may ride, and we look forward to kicking tires with all of them, so come one and all and have fun with us.

We all look forward to meeting you.

Hello Gold Wing Riders, Associates, and all Tour Riders:

Welcome to the 1991 Oregon Coast Festival hosted by Chapter "E", G.W.R.R.A. We hope this years event will be the most enjoyable reunion yet. We have worked diligently to ensure that everyone has a safe and pleasant weekend.

The following is the agenda of events for the weekend. Keep it handy so you won't be late for the fun!

Friday, August 16

12:00-8:00 p.m. - Registration Port of Stuslaw RV & Campground in OLD TOWN
 8:00 p.m. - Line up for Light Parade at campground
 8:30 p.m. - Light Parade
 9:00 p.m. - Return to Old Town & Campground for fireside chat & socializing

Saturday, August 17

9:00 a.m. - OLD TOWN line up for classifying
 10:00 a.m.-11:00 a.m. - Bike Judging
 11:00 a.m.-12:00 noon - Slow Race
 12:30 p.m.-5:00 p.m. - Poker Run (All entries MUST be in by 5:00 p.m.)
 7:00 p.m. - Midnight - Elks Lodge (one block North of Hwy. 126 on 101 turn left)
 7:00 p.m. - SEAFOOD EXTRA-VAGANZA (Please present your ticket at the door). Sorry, no ticket, no meal. Tickets must be bought by 12:00 noon August 17th.

9:00 p.m. - Awards Ceremony

10:00 p.m. - ? - Party Time

Sunday, August 18

8:00 a.m. - Continental Breakfast and farewell

We hope you will have had a good time and tell your friends, for we all look forward to seeing you again next year. Have a safe ride home. We sure enjoyed having you here.

Sincerely, Chapter "E"
 Eugene, Oregon

OREGON COAST MOTORCYCLE FESTIVAL CHAPTER "E" G.W.R.R.A. FLORENCE, OREGON AUGUST 16-18 1991



AWARDS

Longest distance rider, longest & oldest rider (pre-registered only) Bike Judging
 (too tired to place) - Slow race-Poker run-Largest chapter in state-Largest chapter out of state attendance.

Walk to Old Town Stores & Boardwalk

At Hotelist: Pre-registration \$100.00
 Room & Board \$57-7131
 Le Chateau \$57-3181
 River House \$57-3933

Postmarked before Aug. 1 1991

See POWER RUN on the scenic Oregon Coast. See Northwest slow race championship-Bike Judging-Parade of Jumbies-Battle of the Seafood Buffet-Race-Race-Sandwich Continental Breakfast-Doc

RIDER ONLY \$20.00
 WITH PASSENGER \$25.00
 CAMPING/PER-NIGHT \$5.00
 SEW-008 BUFFET \$11.50 Must have ticket bought by 12 noon 17 Aug.
 ON SITE REGISTRATION \$5.00 per person additional



Located on the Stuslaw river
 Seafood Buffet at FLORENCE 2455 EUGEN
 Friday 10:00 a.m. to 12:00 noon
 \$11.50 per person
 \$5.00 per person additional

For all
 \$11.50 per person
 \$5.00 per person additional
 \$11.50 per person
 \$5.00 per person additional

Friday night campfire

SEE BEER BUFFET \$11
 Prizes-Scallops
 Oysters-Fish Fillets
 Barbe of Beef
 Salad Potatoes
 Salad: All For Only \$11.50
 Includes Gratuities

| | |
|---|-----------|
| SEND TO TOM SUBBY 1940 Ninda Eastern Oregon, 97401 Call for Information Wes Pedersen A/R 503-747-8387 | |
| RIDER | 306 |
| PASSENGER | 306 |
| ADDRESS | CITY |
| ZIP | PHONE |
| How Many for Dinner? | CAMPING? |
| AMOUNT INCLUDED | |
| I/We the undersigned, agree to and will comply with the rules covering this event. I/We further agree to hold harmless the GWRRA, its officers and representatives, or persons sponsoring this event for loss or injury to myself or property in which I/We has become involved by reason of participation in this event. | |
| RIDER | PASSENGER |

CYCLE-NEUROSIS

by Phillip A. Upham

Meeting and observing other motorcyclists on the road or at events can be a unique experience. Consider their experience through the eyes of a trained psychotherapist as he is approached by a huge, muscular, bearded man, cuddling a cute stuffed animal in his arms. Can you imagine his thoughts as he casually chats with an obviously educated individual dressed in tight black leather, with high black boots, which would have left the Marquis de Sade envious. We motorcyclists have a sport ripe with diversity and personal statement brought together by common interest. The individuals that make up this sport are as unique as the mechanical steeds they ride. It is as if the motorcycle is a stage from which individuals may act out little known aspects of their personalities. I feel this is an extremely healthy mechanism but does leave itself open to be made light of. Let us enter another world which seeks to explain us and has yet to do it. It is a world in which, if it is longer than it is wide, it has deep meaning, yet to us it is a motorcycle. Since the motorcycle was accidentally invented by "Brother Benz," we have seen generations of individuals dedicated to the sport. There are some who have varying degrees of emotional disturbance due to the exaggerated association with motorcycles. These folks are suffering from "cycle-neurosis." Represented in this group are the extremes in motorcycling. You will find them on the staff of motorcycle magazines, at race tracks, rallies and generally anywhere motorcycles or motorcycle ideas are. Do you have more than one motorcycle? Are most of your friends motorcyclists? Does your spouse become envious of the BIKE? Cycle-neurosis has never been categorized but is generally recognized throughout the two-wheeled community. Listed below are seven categories of cycle-neurosis.

1) Anxiety Cycle-Neurosis also known as "Harleytosis," involves severe anxiety over the loss of one's motorcycle. These individuals lock forks, place chains through tires and mount expensive alarm systems for the "just in case moment." Strangers and loved ones alike raise extreme levels of anxiety if they come between the bike and its owner. Severe behavioral problems have been reported in conjunction with the phrase, "Purchase of house forces- the sale."

2) Phobic Cycle-Neurosis is the irrational fear something will go wrong or is wrong with the motorcycle. Service managers routinely provide brief cycle-therapy for these folks. In more severe cases there is a fear of the front tire coming off or the rear tire becoming flat. Riding with these folks is an experience with frequent stops to check this or that. Their sense of hearing and sensation of touch is so acute that others cannot hear or feel what they do.

3) Obsessive-Compulsive Cycle-Neurosis, also known as "Bavarian Money Waster Syndrome," is the irrational need for protection. Due to exposure to British motorcycling early in their cycle-social development, they became Anal Retentive. This involves irrational thoughts and actions surrounding the cleanliness, fluid changes and mechanical service of their machine. Oil/filter change every 500 miles and full service every 1,000 miles are not uncommon. These people can attend a mud slick rally and both them and their machines look impeccable. "These riders feel it is worth the obsession."

4) Hysterical Cycle-Neurosis or Sportbikeitis is generally seen upon the release of new models from manufacturers. The new models are full of new updates, technology and improvements which cause extreme hysterical reactions in those afflicted. These folks enter dealerships in the spring and begin a strange mating ritual with the intended motorcycle. It is a dance in which a salesperson, loved ones, bankers, insurance brokers and others become enmeshed. Once the dance begins there are two major subsymptoms which may arise, which are:

A) Cycle-Conversion consists of developing better handling and speed in the currently owned model. This occurs if the mating

ritual has been unsuccessful with loved ones, bankers or the bike just isn't that much better. Also identified as "Aftermarketitis and Walletisflatus."

B) Cycle-Disassociation is when the mating ritual has been successful and the owner has forsaken his old machine for a sweet new thing. Also known as "Dealer Profitus" and Walletisflatus."

5) Hypercompetent Cycle-Neurosis or Superman/woman Syndrome. These individuals are so knowledgeable about motorcycling that others can't stand them. They delight in telling others how competent they are. Their presence leaves others feeling inadequate, angry and in awe. Every club has one and rallies attract these people. It is fun to watch two Hypercompetents disagree even though you may not know what they are disagreeing about.

6) Nearoldage Cycle-Neurosis afflicts those who feel they are too old to ride. They delight in trapping younger riders and impressing them with tales of 150 mph 1934 Harley's which never broke. This has also been observed in the United Kingdom with stories of 160 mph Brough Superiors that never broke as well. These folks cause the younger victim to look at their motorcycle and wonder why they don't make them like they used to. Taller tales correlate to the more advanced years of the storyteller.

7) Oppressive Cycle-Neurosis or Dystonic Cyclists is a condition in which the person really wants to ride but becomes so anxious about it that they dislike motorcycling. The stronger the attraction the more they oppose it. Generally their parents never let them have fun as children and later the Protestant Work Ethic took hold and a vengeance, ie., if it's fun it can't be right. These people can be found anywhere, however legislative bodies, safety of officials, the Utah Coalition for Motorcycle Safety and your girlfriend's parents are some examples. Instead of admitting their passions for the sport, they resist by attempting to destroy it. Ideas such as body armor, helmets, cycle cages and outlawing the cycle itself are symptoms, to mention a few. Insurance companies specialize in hiring "dystonics" who love to blacklist "too fun steeds." Some law enforcement agencies have hiring quotas for dystonics who have but one mission, "neutralize the motorcycle threat" and issue as many tickets as possible to cyclists. The court time is set before the most dystonic judge possible. Dystonics generally need to resolve their neurotic conflicts at the cost of Personal Liberty.

This completes the list of Cycle-Neurosis. If you feel you suffer from any of these disorders, please don't panic. Merely go for a long ride for cycle-therapy. Ride safe and I'll see you out there. *END*



**LEATHER REPAIR
&
ALTERATIONS**



**KATHIE TEST
SEAMSTRESS**

•
**110 NW SECOND AVE.
PORTLAND, OREGON 97209
(503) 223-0121**

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

| | | | |
|-----------------------|--|---|-------------------------|
| 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 - Cactus Club | 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 - Stagecoach | 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 Last Chance Dance - River Rd. House | Edd Dahl Pat Gleason | 771-0188 775-4593 |
| December 7 | Portland Toy Run Shriner's Hospital | Gary Martin | 639-0873 |
| December 14 | State Board Meeting Creswell | Rotten Roger | 285-4329 |

DOES HISTORY REPEAT ITSELF?

- In the 1880's there was a group of people who liked to roam the hills and valleys of this great land.
- They liked to ride with the wind in their faces, and the sun on their backs.
- They loved the outdoors, and they had a special sense of freedom.
- They wore leather, and had a style of clothing that was there own.
- They often had long hair, and some wore rings in their ears.
- They liked to gather together around campfires and share brotherhood.
- They were divided into many tribes and clans, each with their own leader.
- They distrusted each other, and the leaders often would argue.
- They were never able to unify all the tribes and clans

THESE PEOPLE WERE CALLED INDIANS

The Government and the Do-Gooders of Society did not like the Indians because they were different, and people who are different are always seen as a threat. So, the Government passed laws which restricted the Indians' rights and denied their freedom. Eventually, the Indian was forced to live in confined areas (called Reservations), where their way of life was effectively destroyed.

DRIVER'S LICENSES DON'T LET YOU RIDE MOTORCYCLES

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

- Now, in the 1990's there is a group of people in America who like to roam the hills and valleys of this great land.
- They like to ride with the wind in their faces and the sun on their backs.
- They love the outdoors, and they have a special sense of freedom.
- They wear leather, and have a style of clothing all their own.
- They often have long hair, some wear rings in their ears.
- They like to gather together around campfires and share brotherhood.
- They are divided into many clubs, clans and associations, each with their own leader.
- They are distrustful of each other, and their leaders continually argue.
- They are not able or willing to unify all the clubs, clans, or associations.

THESE PEOPLE ARE CALLED BIKERS

Now the Government and the Do-Gooders of society do not like these Bikers because they are different. People who are different are always seen as a threat. So, the Government keeps passing laws to restrict the rights of the Bikers, and to deny them their full freedom.

Where do we go from here?

Is history repeating itself?

DO YOU SUPPOSE THAT ONE DAY THERE
WILL BE A RESERVATION FOR BIKERS?

IS FREEDOM JUST ANOTHER WORD
FOR NOTHING LEFT TO LOSE?
LET'S WORK TOGETHER!!

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 ar-
rangements for a pickup time contact:
Boyd or Sandy Sharrar, 864-3530 or
Longshot, 876-6962

(Indefinitely)

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

(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)

Protect your investments!

INVICTUS KENNELS

AKC Doberman Pinscher Stud Service By
Proven Sire Invictus Royal Black Rajah.
Black and Red Puppies Available Often.
Bred for the best disposition around! Call
Elaine at 503-664-1026 for info or write P.O.
Box 812, Jacksonsville, OR 97530.

(8-91)

**BUY
SELL
TRADE
WANT**

Biker Friendly Taverns

Bubba's Inn

4847 N. Lombard
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

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

**FREEDOM OF CHOICE ...
Working together to preserve it.**

MRF Application For Membership

MAIL TO:
Motorcycle Riders Foundation, Inc.
P.O. Box 11153
Minneapolis, MN 55411
612-522-8024

1 Year Membership is \$20/person
Please Print Clearly



Date _____
Renew _____ New _____ Card # _____
Signed up by _____
State _____ Rep # _____

Name _____
Address _____
City _____ State _____ Zip _____ Age _____
Phone () _____ Are you a registered voter? _____
Have you taken a M/C riders course? _____
Are you interested in taking a M/C rider course? _____
Occupation _____
What other freedom rights group do you belong to? _____

Motorcycle Riders Foundation, Inc.

P.O. Box 1808
Washington, D.C. 20013
202-944-4920
P.O. Box 11153
Minneapolis, MN 55411
612-522-8024



Date _____

Received from: _____

For: _____

1 year membership that expires _____

\$ _____ State _____

Taken by _____

Please Keep This Receipt

SAGA OF SPAM

*I was talking to the counter clerk.
Who didn't understand. What a jerk!
"Look," I said. "I want just one thing.
Just find me that and I'll be exiting."
He didn't respond, I didn't expect it.
All my prior explanations had been rejected.
He stared in awe, face frozen in fear,
At the jacket and boots and other such gear.
"Look!" I said, "I'm five foot two!
Chances are that I can't hurt you."
I thought I saw a glimmer of understanding in the eyes
So I forged on ahead, feeling pleasantly surprised.
"Okay," I said, "let's get this straight.
I want one can of Spam, and I don't want to wait."
"Spam," he replied, "that's in aisle four."
The same response he'd made before.
"No," I insisted, "you've just sold out.
Now please listen to what I'm talking about:
The guy before just bought the last can.
He walked right out, the divine stuff in his hand.
Now all I want is a can of my own.
Of that sumptuous meat mixture with nary a bone.
D'you think you have some more maybe in the back room?
Or, if you don't, could you order more soon?"
"Spam," he said stiffly, "is in aisle four.
If you can't find it, then go look some more!"
"NO!" I screamed, "there is none left!!!
Can't you understand?! Have you gone deaf????!!"
"Spam," he said angrily, "is in aisle four.
If you continue to be rude, I'll show you the door."
"God Damn It!" I swore in absolute frustration.
"Aisle four! Aisle four!" that repetitive recitation.
"I can't stand it anymore! I hate this guy!"
I jumped over the counter, murderous gleam in my eye.
And I know that I'm only about five foot two,
And I know very well that I can't hurt you.
I think that maybe it was Spam withdrawal.
Whatever it was, I started to tear and maul.
And then the counter clerk lay in pieces on the ground.
A corpse in aisle four, that's how he was found.
Me, I took the Spam from the back store room,
Went outside, started my engine, took off, VVROOOM!!
And now me, I'm on the run from local and state heat.
If caught I'll plead insanity, crazed by the meat.*

Spamster on the Run
Reprinted from April/May 1991

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

THE DIFFERENCE BETWEEN A 'WINNER' AND A 'LOSER'

(Reprinted from Dear Abby's column, March 20, 1991)

A winner says, "Let's find out," a loser says, "Nobody knows."

A winner makes commitments; a loser makes promises.

A winner says, "I'm good, but not as good as I ought to be;" a loser says, "I'm not as bad as lots of other people."

A winner credits his "good-luck" for winning - even though it wasn't his good luck; a loser blames his "bad luck" for losing - even though it wasn't his bad luck.

A winner listens; a loser just waits until his turn to talk.

A winner respects those who are superior to him and tries to learn from them; a loser resents the superiority of others and tries to find chinks in their armor.

A winner does more than his job; a loser says, "I only work here."

A winner says, "I fell"; a loser says, "someone pushed me." *END*

Reprinted from April/May 1991
Counterpoint

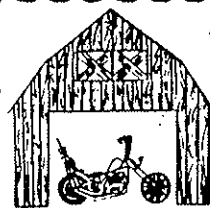
OREGON'S EFFORT HIGH TO SUP- PORT SERVICES

Oregon tops the nation in its state personal income tax payments per thousand dollars of income which Oregonians do have. In property tax, Oregonians are fourth by that measure. Overall, with per capita income only 29th in the nation, Oregonians dig down for the 11th greatest number of their earnings (per thousand \$).

Those and other key numbers were published in February issue of Your Taxes under the "How Oregon Compares" insert. A handful of extra copies remain. Write or call the OTR office, 6950 S.W. Hampton Street, Portland, OR, 97223, or 624-6055. *END*

REMEMBER ...

Freedom Isn't Free
Write to your legislator.
It's a small price to pay.



Bears Bike Barn

13919 N.E. 76th St.
Vancouver, WA 98682
(206) 892-2943

HRS.
M-F NOON - 7:00 PM.
SAT. 10:AM-7:PM
SUN. CALL FIRST

Specializing in Harley-Davidson
Parts & Accessories
New & Used
Leather Products
Unique Gift Ideas

WE SHIP
U.P.S.

ATTN: Members

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

ABATE PRODUCTS ORDER FORM - PRICE LIST

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

ABATE PINS

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

MISCELLANEOUS

| | | | |
|------|---|-------|-----|
| AFRB | ABATE Freedom Of The Road Bolt 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 | 7.50 | --- |

JEWELRY

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

(Over)

| QTY. | PART NO. | DESCRIPTION | PRICE | TOTAL |
|------|----------|---|-------|-------|
| --- | AFRTS | ABATE T-Shirts | --- | --- |
| --- | AFRTL | Sm _____ Med _____ Lg _____ X-Lg _____ ABATE Sweatshirts | 10.00 | --- |
| --- | --- | Sm _____ Med _____ Lg _____ X-Lg _____ NOTE: All shirts are black with white letters | 15.00 | --- |
| --- | --- | STICKERS | --- | --- |
| --- | AWS-L | ABATE Wing Sticker - black/red (left side) | 1.75 | --- |
| --- | AWS-R | ABATE Wing Sticker - black/red (right side) | 1.75 | --- |
| --- | AFRS | ABATE Freedom Of The Road Sticker - large, inside, 5 color | 2.50 | --- |
| --- | AMS | ABATE #1 Membership Sticker - large, 5 color | 2.25 | --- |
| --- | HLS | HELMET LAWS SUCK Sticker - small | .50 | --- |
| --- | HLSS | HELMET LAWS STILL SUCK Sticker - small | .50 | --- |
| --- | LTWRD | LET THOSE WHO RIDE DECIDE Sticker - small | .50 | --- |
| --- | ACWS | Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It | 1.00 | --- |
| --- | HLSB | HELMET LAWS SUCK Bumper Sticker | 1.00 | --- |
| --- | LTWRB | LET THOSE WHO RIDE DECIDE Bumper Sticker | 1.00 | --- |
| --- | MIM | UNITED WE STAND, DIVIDED WE FALL Patch | 4.00 | --- |
| --- | MMOL | "LEGALIZE FREEDOM" Bumper Sticker | 1.00 | --- |

SPECIAL ORDER ITEMS

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

ABATE PRODUCTS, INC.

P.O. Box 4504

Portland, Oregon 97208

Angie Jensen, Products Director

PHONE: 503-285-4329

PREPAID _____ COD _____ DATE _____
NAME _____ PHONE NUMBER _____

ADDRESS _____ STATE _____ ZIP CODE _____
CITY _____

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

THANK YOU FOR YOUR ORDER!!

'TIS THE SEASON

by Donna Adkins

It probably seems like it's too early to start thinking about Christmas and Toy Run's, but hey, this is already June. Following is a wish list for Portland members and people who enjoy the Shriner's Toy Run every year. It is important that we start getting more people to give less stuffed animals and more educational type toys that the children can use to learn while they stay at the hospital.

WISH LIST OF TOYS

Musical crib mobiles
Board games (*ie: Sorry, Chutes and Ladders, Memory, etc.*)
Etch-A-Sketches
Play-doh
Play-doh Fun Factories and Cookie Cutters
Models (*cars, planes*)
Model glue
Snap-together models
Blank Audio Cassette Tapes
Audio Cassette tapes of popular rock bands/artists
Blank video tapes for VHS VCR equipment
Children's music tapes (*or tapes and story books*)
Toiletry items (*makeup, nail polish, perfume, after shave, etc.*)
Jewelry (*earrings, watches, necklaces, etc.*)
Subscriptions to Magazines
(*ie: Teen Beat, Seventeen, Motorbike/Hot Rod stuff*)
Needlepoint kits for beginners
Latch Hook Rug kits and Latch hooks
Large laminated (*blank*) monthly calendars
(*with erasable surface*)
Party supplies
(*ie: wrapping paper, streamers, ribbon, various decorations for windows and walls*)
Felt pen posters to color in
(*some surfaces are velvet-like*)
Sketch pads
Felt Pens (*large sizes, small sizes, smelly ones - the ones that smell like flavors*)
Plain white t-shirts for tie-dyeing projects
(*we could also use different colors of dye*)
Fabric paints (*puff paint, sweatshirt painting projects*)
Nerf Sport Sets
Posters for patients walls
Stationery sets
Planting supplies (*ie: soil, seeds, small planting pots*)
Fred Meyer gift certificates
Toys-R-Us gift certificates

BikePAC of Oregon

A Political Action
Committee
formed
and
supported by
Oregon motorcyclists.

Also below you will find a letter that just found it's way to me for printing in the newsletter. I felt this was a good time to run it.

WAYNE D. KUNI
Chairman, Board of Governors
PAUL CAMPBELL, M.D.
Chief of Staff
PATTI SADOWSKI
Administrator



AFFILIATED TEMPLES:
AFIFI
ALASKA
AL KADER
EL KORAH
GIZEH
HILLAH
NILE

SHRINERS HOSPITAL FOR CRIPPLED CHILDREN

December 1990

To Whom It May Concern:

This letter will introduce you to a special friend of the Portland Unit of Shriners Hospitals--the members of ABATE of Oregon.

This organization has been contributing time, effort and money for many years for the betterment of our young patients and their families. They have purchased adaptive hose equipment and wheelchairs as well as thousands of dollars in toys.

The Toy Run for 1991 will mark the twelfth year of this very special occasion. Our children look forward to the Toy Run each year for weeks in advance as it is the beginning of the holiday season for the hospital.

Sincerely,

Patti Sadowski
Patti Sadowski
Administrator

3101 S.W. SAM JACKSON PARK ROAD • PORTLAND, OREGON 97201 • TELEPHONE (503) 241-5090

Reprinted from April 18, 1991
Hillsboro (Ore.) Argus

MOTORCYCLISTS DONATE TO GC RESCUE SERVICE

by Joyce Sauber
Community Columnist

Gales Creek - The Washington County Chapter of ABATE has presented a donation of \$621 to Rescue 33 (EMERGI) program in the Gales Creek area.

ABATE (A Brotherhood Against Totalitarian Enactments) gave the money they collected during their Toy Run to the volunteer Rescue 33 service operated by volunteers in Gales Creek.

The ABATE motorcycle organization annually conducts the toy run to collect toys to be given to the Toys For Tots program sponsored by the Hillsboro Fire Department. Any money they collect during the campaign is donated to a worthy cause.

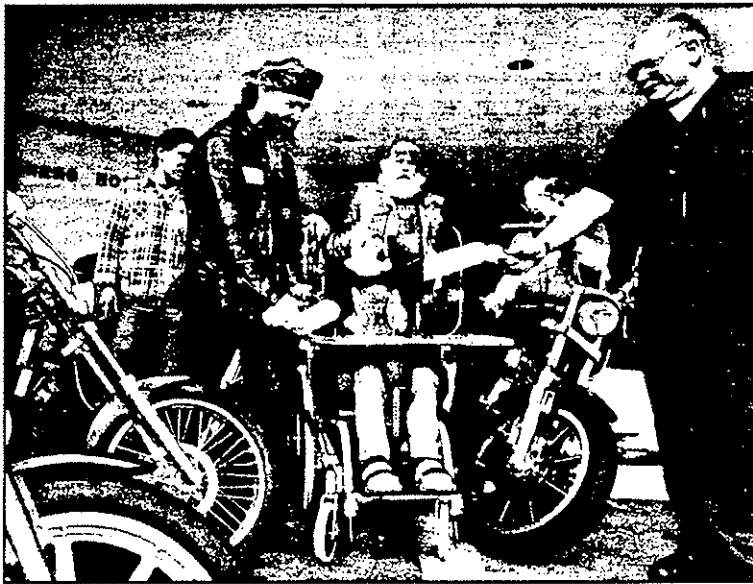
In the past ABATE has contributed to such causes as a home for battered women and the Shriner's Hospital.

Rescue 33 is a rescue van that responds to emergency calls, first aid requests, auto accidents and medical emergencies on Highways 6 and 8 and throughout the Gales Creek Valley.

A group of well-trained volunteers operates the service and operates strictly on donations. END

ABATE IS YOU ...
YOU ARE ABATE

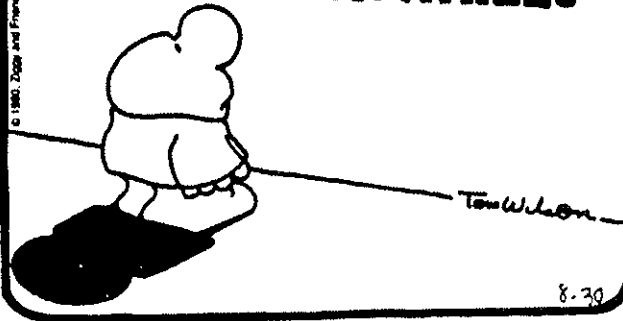
ABATE AND YOU CAN MAKE
A DIFFERENCE!



Vrrrooommm — Ringed by motorcycles, Chris Olley, 7, gets a machine of his own Thursday from Abate, a Portland motorcycle club that raised more than \$5,000 to buy him a motorized wheelchair. Shaking hands with Chris, a patient at Shriners Hospital, are bikers Ed Dahl (left) and Gary Martin.

ZIGGY

**BIG BROTHER IS
ON VACATION...
WATCH YOURSELF
FOR A WHILE!**



8-30

**Columbia River
ABATE of Ore.
RUN TO THE SUN**

June 22 & 23

Overnite
Poker Run

START - 8:00 AM

- ① ULI TAVERN (CONTINENTAL BREAKFAST)
6910 N. INTERSTATE AVE.
- ② PROMITORY PARK Hwy 224 (SANDWICHES)
- ③ DETROIT (BAR) 1:30-2:30
- ④ SISTERS (BAR) 3:30-4:30
- ⑤ HAYSTACK PARK (OUTSIDE MADRAS)

PRIZES & PARTY GAMES

\$5.00

2nd Sign in at
PROMITORY PARK
11:30 - 12:30

Ph. Info... 285-4329
or 282-7821

High Split
Low

Middle of the Road



**Your kind was not exactly in mind when
the Bill of Rights was drafted, Mr. Davis!**

THE INTERNATIONAL PROTECTION RACKET

Who will design your next motorcycle?

You probably think your new bike will be created by a team of trained engineers applying the latest technology to improve your performance and safety on the road.

Think again.

The scary fact is that your next motorcycle, and all street motorcycles to be sold in the U.S., may very well be designed not in the engineering departments of motorcycle manufacturers, but in courtrooms from coast to coast. And the design team could consist of personal-injury lawyers throwing around half-baked allegations in an attempt to make money and intimidate the manufacturers into doing things their way.

As this issue of American Motorcyclist goes to press, the AMA has uncovered a bizarre international scheme designed to force sweeping changes in motorcycle design. And the scariest part is that these changes would be mandated not through legislation by elected representatives, not through regulation by appointed officials, but through litigation by self-styled "experts" in motorcycle safety.

Through its international contacts, the AMA has learned that a member of the British Parliament wants those design changes badly enough that he is trying to export lawsuits to America to accomplish his goal. And if he's successful in the pursuit of that personal crusade, motorcycling in this country, and perhaps worldwide, may never be the same.

Peter Bottomley, a former minister for roads and traffic in England, is the man behind this strange plan. Bottomley, who now serves as a member of the British House of Commons, decided several years ago that he had uncovered a key element of motorcycle safety. The way to reduce motorcycle crash injuries, he determined, wasn't to train riders in collision avoidance or educate car drivers to watch out for motorcycles, but to install leg protectors on street bikes.

What's a leg protector? It's a bulky padded area that hangs off each side of a motorcycle and sticks out considerably farther than the rider's legs. The devices are designed to cushion the rider's legs upon impact with a car. The photographs in this story show the latest, most stylish version on a narrow twin-cylinder machine with

an existing upper fairing. How leg protectors would look on something like a Harley Sportster is anybody's guess.

Bottomley's problem, however, is that apparently very few people agree with his assessment that leg protectors are the coming wave in motorcycle safety devices. He has been trying to require leg protectors on motorcycles sold in Great Britain for at least four years. So far, all it's gotten him is a couple of job demotions.

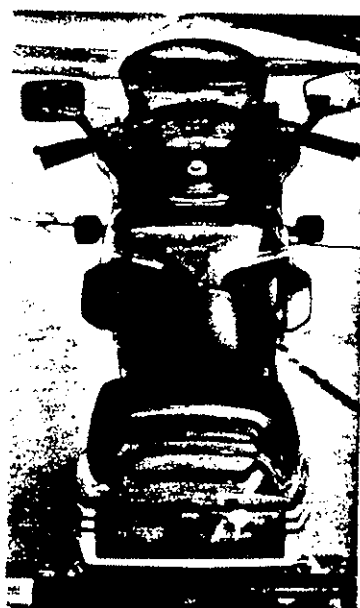
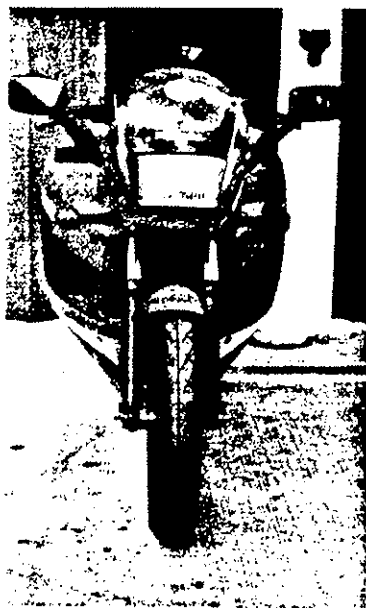
So now, Bottomley has hit on a back door approach to force his pet project onto motorcyclists everywhere. Since he's been unable to get elected officials to support his position, he's decided to intimidate the motorcycle manufacturers with lawsuits over the issue.

The main weapon in Bottomley's arsenal is the lawsuit-happy legal climate in the United States. Sure, there are personal injury lawsuits in Great Britain, but there are limits on awards, and with socialized medicine, there are no huge medical bills to flaunt before the jury. However, in the U.S., injured people regularly blame and sue anyone and everyone for accident damages. Over here, motorcycle manufacturers face lawsuits when their machines fail to avoid accidents on their own in spite of the failings of the operator.

That whole area of law is known as product liability litigation, and it's become a major problem for anyone who makes any product from toasters to automobiles. Confronted with accident victims in wheelchairs or on crutches, juries are likely to award large amounts of money to cover medical costs and lost wages. Whether the manufacturer was actually at fault often doesn't seem to matter.

So Bottomley, shut out in his attempts to force leg protectors on British motorcyclists through legislation, decided to drop a broad hint to ambulance-chasing lawyers in the United States that a new tactic was available in suing motorcycle manufacturers. In a conference, a statement made in the British Parliament to put information in the official record, Bottomley asked the current minister for roads and traffic, Christopher Chope, whether British research into leg protectors, conducted at the Transport and Road Research Laboratory (TRRL), could be sent to American lawyers.

"Am I right in saying," Bottomley asked, "that if the parents of a person involved in a motor bike crash in the United States, or the



person himself wanted to make a product liability claim against the manufacturer of the bike because it has not made leg protectors available even as an option, the public information from the Transport and Road Research Laboratory would be made available to the lawyers?"

Assured that it would be, Bottomley added, "When I asked the minister whether information that is publicly available could be used by an American litigation lawyer, I was making a serious point. At some stage, people will reach the conclusion that a reasonably competent engineer could look at the evidence and say that if a motorcycle manufacturer does not believe that serious leg injuries could be prevented by offering, at least as an option, leg protectors, he will expose himself to product liability risks that may have the same impact on motorcycles as the three-wheel all-terrain-vehicle product liability claim in the United States when, after the death of 1,000 young Americans, they were taken off the market. I hope that message will get through to the corporate headquarters of every motorcycle manufacturer."

Get the picture? Motorcycles without leg protectors are just like three-wheeled ATVs. They're inherently dangerous and any manufacturer is negligent for selling such a product. At least, that's what Peter Bottomley would like you to believe.

This is great news for any lawyer with a client who suffered a leg injury in a motorcycle accident. The attorney doesn't have to worry about proving to the jury that his client wasn't at fault. Instead, he can just sue the manufacturer for not installing leg protectors - even though such a product doesn't exist, and even though leg protectors might or might not work if they did exist.

Of course, the lawyer involved is going to have to argue that the manufacturer needed to anticipate every possible accident and come up with a way to protect the rider from each one. And that's a little like expecting a car manufacturer to install automatic ejection seats, just in case an accident is unavoidable. That sort of reasoning eventually leads to the conclusion that no one can build any motor vehicle, since no vehicle can be made absolutely safe in every situation.

But as we said, these cases are often decided without regard to such facts. Instead, juries tend to look at a poor accident victim and a rich international company and decide that the rich company should pay some money to the poor victim.

The money is frequently all the lawyer is after, but Bottomley has a more sinister motive for promoting these lawsuits. He knows that if juries in the U.S. start awarding large amounts of money to motorcycle accident victims based on the leg protector argument, then the manufacturers eventually will be forced to install leg protectors on their machines. If the cost of leg-protector lawsuits rises higher than the cost of leg protectors, we'll be riding with them.

And the lawyers are hearing Bottomley loud and clear. The AMA learned that documents and a publicity video from the TRRL already have been introduced as evidence in a U.S. lawsuit against a motorcycle manufacturer.

The AMA was tipped off to this entire scheme by our connections with the British Motorcycle Federation (BMF), a riders' group based in England. And this spring, Robert Rasor, AMA Vice President of Government Relations, traveled to England to research the issue. As part of his work at the AMA, Rasor serves on an international committee concerning legislative and road safety issues confronting motorcyclists worldwide.

Rasor met with John Chatterton-Ross, chairman of the BMF's Legislative Committee, and Stephen Power, BMF Research Officer, who provided a good deal of background on the subject. Rasor then visited the British testing lab where leg protector research has been conducted.

That research actually began in England in the 1970s under a contract from the U.S. Department of Transportation. The lab was hired to investigate the effectiveness of motorcycle accessories that were then called "crash bars." Those early tests indicated that in

many cases, crash bars did the rider more harm than good in an accident.

However, during those early tests, Dr. Peter Bothwell from Great Britain developed the first device that, in theory at least, absorbed some of the leg impact in certain types of accidents. That original device became the prototype for all the leg protectors that followed.

It's interesting, however, that Bothwell, the father of motorcycle leg protectors, isn't convinced of their worth. He has appeared as an expert witness on behalf of motorcycle manufacturers arguing against the need for leg protectors on their machines. Meanwhile, an American engineer, Harry Peterson, who was involved in that initial research, has reached the opposite conclusion. Peterson has testified in favor of leg protectors in court cases against manufacturers.

In the meantime, U.S. research on the topic has come to a halt, but the British lab has continued its testing program. These days, Dr. Brian P. Chinn heads up that research at the British TRRL. Chinn's doctoral thesis, "Injuries to Motorcyclists' Legs: Testing Procedures and Protection," was published in 1985, just before Bottomley began his leg-protector campaign while still serving as transport minister.

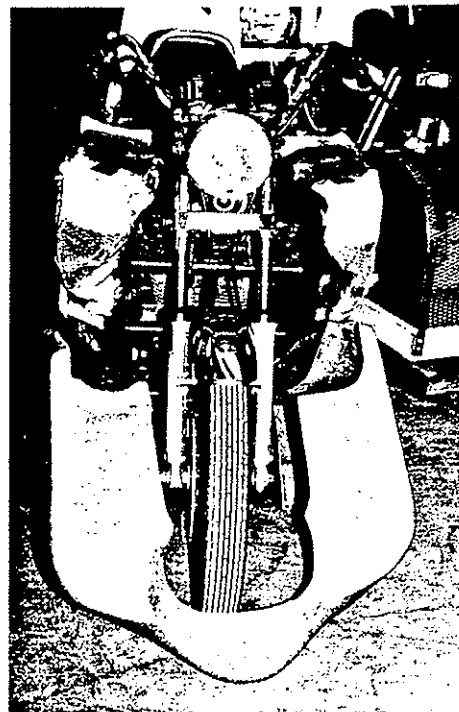
It should also be noted that Chinn is studying other aspects of motorcycle safety, including helmet designs and anti-lock brakes. Currently, he is also building and testing air bags for motorcycles, a device he feels would compliment leg protectors.

However, there have been many groups that have challenged Chinn's research. In fact, the motorcycle industry produced a videotape providing evidence that leg protectors may actually cause greater injuries elsewhere on the body.

The videotape shows a typical motorcycle accident in which a bike runs into the side of a car turning left in front of it. On a conventional motorcycle, a test dummy mounted on the bike was launched most of the way over the car. Only the lower extremities struck the car's roof. While the head and chest did not.

But on the bike with leg protectors, the devices slowed the dummy's legs while the rest of the body plunged forward. As a result, the dummy took a lower trajectory, and the head struck the roofline of the car.

Chinn continues to stand by his research, but a story in *Motor Cycle News*, a major British motorcycle publication, quotes a con-



The British motorcycle industry built its own version of leg protectors on a bike without a fairing (shown with fiberglass cowling removed and placed on the ground). TRRL officials say it does not meet their specifications. The result wasn't pretty.

flicting report from a California-based company called Dynamic Research. In fact, the U.S. company goes so far as to accuse TRRL researchers of "doctoring evidence to product misleading results on injuries." In particular, that report claims that although the leg protectors may help reduce injuries to the lower leg, they may significantly increase injuries to the upper leg.

The Dynamic Research report adds that the TRRL research "involves misleading, inappropriate and biased leg injury analysis." And it concludes: "The reported TRRL research basis is flawed and incomplete."

Bothwell also publicly questioned the lab's research in 1988 when it was used to support a leg protection measure proposed in the British Parliament.

"Overall," he said, "the weight of the evidence is such as to totally reject the TRRL legislative proposals."

The issue came to a head in England in March 1989, amid charges and countercharges between TRRL researchers and industry officials. Bottomley vowed to proceed with plans to make leg protectors mandatory, and the BMF organized a petition drive that gathered 117,000 signatures against the plan.

When the furor died down, leg protectors had been kept out of British motorcycle standards and Bottomley's influence was considerably reduced. First, he was demoted from minister of roads and transport to road minister in Northern Ireland. And since then, he has become a "back bencher" in the House of Commons, which means he is a minister of limited clout and influence.

However, that hasn't stopped his campaign in favor of leg protectors. And his latest tactic - appealing to personal injury lawyers in the U.S. - represents nothing more than a sleazy attempt to circumvent the political process and intimidate motorcycle manufacturers into doing things his way.

Frankly, it's hard to tell from the information we've seen just

how to react to the leg protector controversy. The AMA strongly supports motorcycle safety, and we are open to at least considering novel approaches that could reduce injuries. According to the Hurt Report, the landmark study of motorcycle accidents in the 1970s, leg injuries are the most common injuries suffered in motorcycle accidents. However, that report notes that such injuries are "sometimes serious or severe, but never a threat to life," so leg protectors can hardly be considered lifesaving devices.

One thing that is clear, though, is that leg protectors would significantly change the design of motorcycles. The British lab is testing Kawasaki EX500 machines that already have fairings. Yet even on those bikes, the leg protectors make a huge difference in the appearance of the machine, and perhaps in the handling as well. Installed on a motorcycle without a fairing, leg protectors could change the entire character of the bike.

And that's why any move to consider motorcycle leg protectors needs to take place in an open forum, where all sides can be heard. It's obvious that, at the very least, more research is necessary before leg protectors become the law of the land.

By appealing to personal injury lawyers, Bottomley has sought to avoid any public scrutiny of this issue. His approach is nothing more than an attempt to blackmail the entire motorcycle industry to bend to his wishes.

The only way motorcyclists can fight such tactics is to band together - not just on a national level, but internationally. The AMA has used its international connections to learn about this devious scheme, and we will keep you informed as the situation develops. In the meantime, we'll be working with motorcyclists in Great Britain and elsewhere to ensure that any discussion of mandatory motorcycle safety features takes place in a fair and open forum.

As a member of the AMA, you're already a part of that international effort. To sign up a friend, call (800) AMA-JOIN. *END*

ACCIDENT?? ATTORNEYS WHO RIDE

**RIDE FREE
RIDE
PROTECTED**



Local Oregon Offices
To Serve You

Law Offices of
Richard M. Lester
A Law Corporation

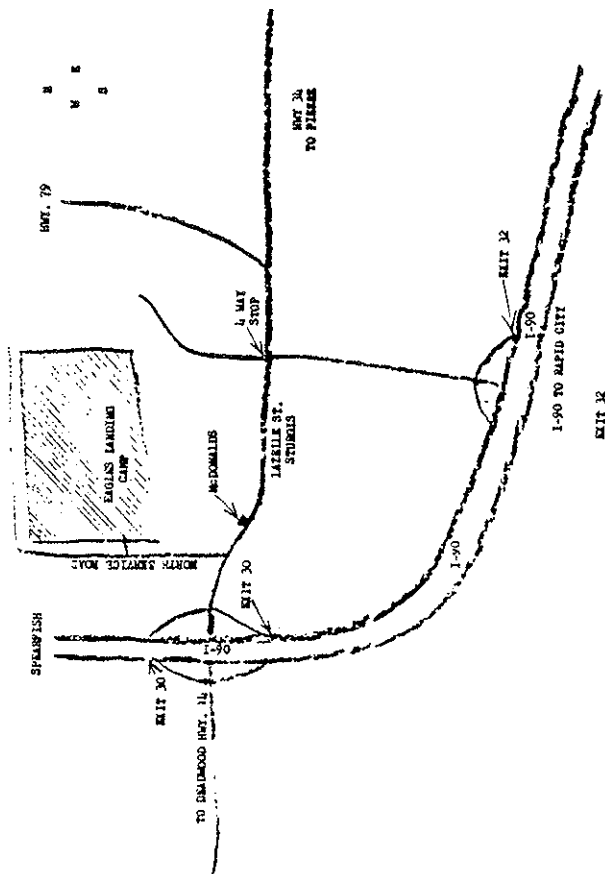
- Free legal consultation
- Founder of **Aid to Injured Motorcyclists**
- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
- Financial Sponsor of
National Coalition of Motorcyclists

24 Hours - Toll Free

CALIFORNIA

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

85
Map on Back



ANIMALS

90 MILES OUT OF GRESHAM
70 MILES OUT OF HOOD RIVER
65 MILES OUT OF THE DALLES
32 MILES OUT OF MAUPIN
70 MILES OUT OF MADRAS

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

\$30 FAMILY MEMBERSHIP: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

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

WARNING

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

Let us simplify your printing and copying needs . . .

COME TO ACTION PRINTERS

We Do:

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

We Offer:

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

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



ACTION PRINTERS, Inc.

3747 N.E. Sandy Blvd. • Portland, OR 97232 1222 S.W. Morrison • Portland, OR 97205
287-8321 • FAX 282-2980 222-4913 • FAX 222-4907

CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

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

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



Lot's of Fun in the SUN is coming your way.
Make our organization grow. Recruit those member!

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, Steve's Pizza USA II, 223 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. |