

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



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

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

## FULL GEAR FOOL'S GEAR

**HELMET.** Most important piece of protective gear a rider can use. Protects against head injury, windblast, cold, and flying objects. Full-face helmet recommended.

**FACESHIELD.** "Saves face." Any rider who's been hit in the face by stones, insects, or debris can tell you the benefits.

**GLOVES.** Keep hands comfortable, functional and protected. Come in infinite variety for all seasons.

**JACKET AND PANTS.** Long-sleeves and trousers resist abrasion and protect against sunburn, windburn, dehydration, or hypothermia. Light colors or reflectivity increase a rider's visibility.

**BOOTS.** Provide protection against foot and ankle injuries and give you a good grip on footpegs or road surfaces.

**BOTTOM LINE:** Proper riding gear protects in the event of an accident and minimizes injuries, while allowing you to enjoy the sport in comfort.

**THE MORE  
YOU KNOW**

**THE BETTER  
IT GETS**



**HEAD.** Considered precious by knowledgeable riders, never exposed by the pros. When fully in view, allows immediate identification of untrained person not using his. Hand out rider education info on sight.

**EYES, EARS, AND FACE.** Known to experienced riders as "bug and garbage collectors." Common "bare face" symptoms include windblast-deafening and deformed, narrow-slit watery eyes.

**HANDS au naturel.** (not for long). Known to seize into curled position when exposed to cold; not genetically evolved to withstand abrasion.

**BARE LIMBS.** A phenomenon seen only on riders deemed impervious to any unavoidable accident or inclement weather. Subject to ridicule in riding circles.

**FLIP FLOPS.** Terminology for what sandals, toes and feet do upon contact with road surfaces, shift lever, brake pedal, foot pegs, or windblasts.

**BOTTOM LINE:** Foni's gear identifies an untrained rider. Learn how to avoid embarrassment, ridicule, and injury, while gaining skills and knowledge by contacting the RiderCourse nearest you.

**TEAM OREGON**  
**MOTORCYCLE SAFETY PROGRAM**

**FOR MORE INFORMATION CALL  
800-922-2022**

## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

BUSINESS CARD SIZE:	\$ 25.00 - 3 months	1/4 PAGE:	\$ 44.00 - 3 months
	\$ 45.00 - 6 months		\$ 80.00 - 6 months
	\$ 75.00 - 12 months		\$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
	\$127.00 - 6 months		\$213.00 - 6 months
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**ABATE of Oregon, Inc.**

**P.O. Box 4504**

**Portland, OR 97208**

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

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

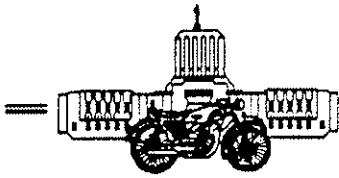
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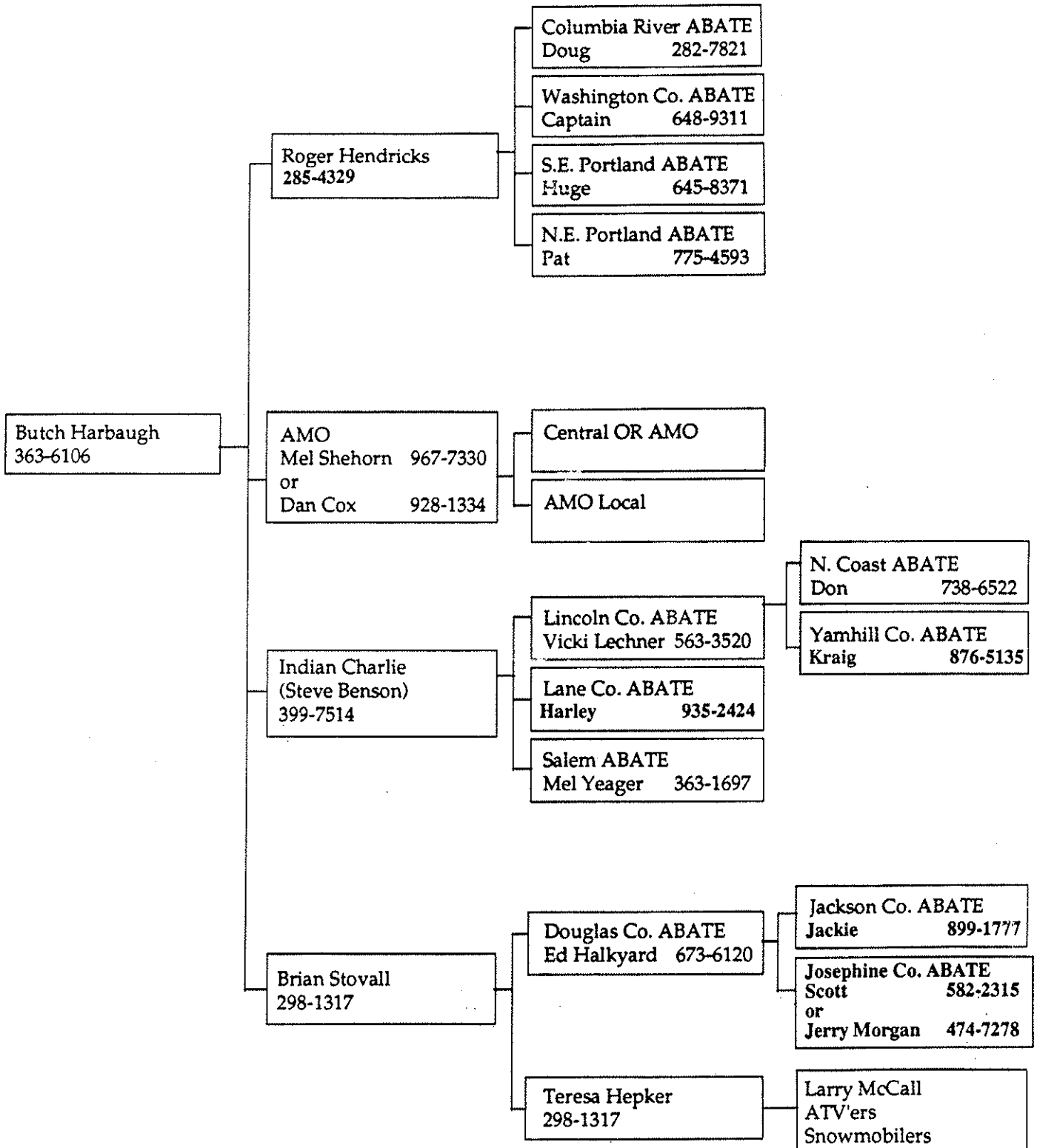
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# BikePAC of Oregon

## PHONE TREE

February 2, 1991



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

August 17-18	Summer Run N.E. & S.E. Portland	Pastor Eugene (N.E.) Pastor Vic (S.E.) (206) 254-5181
August 24-25	Windy Creek Run Douglas County	Cindy & Tim Maley 673-2807 Allen & Joy 672-5415
August 31-September 2	Labor Day Run Lane County	John Ware 935-8033
September 14	State Board Meeting (To be announced)	Rotten Roger 285-4329
September 21-22	End of Summer Run N. Coast, Yamhill & Washington Co.'s	Captain 648-9311 Don Smack 738-7156 Kraig 876-5135
September 20-22	Last Chance Run Josephine County	Jerry 474-7278 Scott 582-2315
September 28	Portland ABATE Shriner's Toy Run Benefit - Cactus Club	Edd Dahl 771-0188 Pat Gleason 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 771-0188 Pat Gleason 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 771-0188 Pat Gleason 775-4593
December 7	Portland Toy Run Shriner's Hospital	Gary Martin 639-0873
December 14	State Board Meeting Creswell	Rotten Roger 285-4329

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

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

## Minutes for July 13, 1991 Roving Meeting held in Nehalem

The meeting was opened by Vickie, Captain was late, Roger was not present.

Before the meeting started a moment of silence for Steve Bateman and Lori Tripp from Lane County who were killed on their way back from an AMO meeting. They will be in our thoughts.

**ROLL CALL** — Columbia River - 2, Douglas County - 2, Jackson County - 0, Josephine County - 0, Lane County - 0, Lincoln County - 2, N.E. Portland - 2, North Coast - 2, Salem - 2, S.E. Portland - 2, Washington County - 2, Yamhill County - 2.

**CORRESPONDENCE** — There was no correspondence this meeting. The Legislators are out to lunch.

The minutes of the last meeting were read and corrected. I wasn't too far off this time!

Reps. - don't forget to get copies of the handouts. When you have a function be sure you have information on hand. Come to the State meetings and share them.

**MEMBERSHIP SECRETARY** — Mother reports membership is up 96 giving us a total of 897. If you are filing for a family membership, please one name per line and designate family membership and relation (son, daughter, wife or other). Just a reminder - MEMBERSHIP PACKETS are given out at STATE BOARD MEETINGS. Please let me know before the meeting how many you need and I will have them there for your State Reps. to sign for. Thanks.

### ABATE OF OREGON CHAPTER TOTALS

CHAPTER	TOTAL 7/1/91	GAIN/ LOSS 7/1/91	EXPIRA- TIONS 7/1/91	NEW/ RENEW 7/1/91	TOTAL 6/1/91	TOTAL 5/1/91
Columbia River	53	12	0	12	41	41
Douglas County	79	4	0	4	75	67
Indian Creek	76	-7	4	-3	83	76
Jackson County	89	9	2	11	80	81
Josephine County	81	7	6	13	74	71
Lane County	58	5	0	5	53	53
Lincoln County	78	-2	2	0	80	81
Northeast Portland	141	3	7	10	138	121
North Coast	37	1	0	1	36	36
Salem	70	0	8	8	70	64
Southeast Portland	115	19	2	21	96	89
Washington County	59	9	3	12	50	51
Yamhill County	23	2	0	2	21	20
Total	959	62	34	96	897	851

**NEWSLETTER EDITOR** — We hope you are well. Heard about your strep throat. Anything to submit to the editor should be in by the 15th of the month. (Thanks, I'm much better now.)

**STATE RUN COORDINATOR** — Since Roger is taking a little time off, Mother and Captain spoke for him. We sent \$500.00 for the Fossil campground. Repairs, fees and/or upgrading the area. The O.L.C.C. papers have been sent in for next year. It is a lengthy process.

**ABATE PRODUCTS** — Angie says send in those M.R.F. tickets or the money. Thank you.

**WAYS AND MEANS** — Rusty's work schedule has changed and is preventing him from keeping his position. We are now looking for a new Ways and Means person. This job consists of raising money for our functions, such as the color books, run calendars

and any ingenious ideas. If you have a nominee or want the position come to the next State meeting.

**EDUCATION DIRECTOR** — Mel says just because our legislators are out of session for now doesn't mean that they aren't dreaming up new laws to make us work harder or complicate our lives more.

**LEGISLATIVE DIRECTOR** — There is a thumb print requirement for gun registration, HB.3103. Federal bill 1241 crime bill with modified H.339 still has the word motorcycle in it. Talk to Hatfield. Don't let them keep adding to it! Voice mail, 1-202-224-3753. The number for legislators is free, 1-800-327-7389. Updates on bills or questions, your opinions ... leave a message.

### TREASURER'S REPORT —

Joy says it changes all the time. Bills keep coming in but -

Checking	\$2,582.23
Savings	10,268.21
Postal Fund	\$188.38
Total	\$13,038.82

Please send in your reports. Many are not in. Washington County and Josephine County are on probation.

**HISTORIAN** — No Report.

### CHAPTER HIGHLIGHTS —

Columbia River - Just had their poker run (Run To The Sun). It was a success. We're working on our garage sale and car wash.

Douglas County - We're working on our pet camp Easter Seals East Camp and Windy Creek is coming up. Also a Poker Run coming up.

Lane County - We're coming out of our slump and things are going great. Membership is up. Our Summer Fest was a success. AMO was involved and we have a real good Labor Day Run coming up. Tickets are available. We had a funeral for Steve Bateman and Lori Tripp. About 100 bikes showed up to escort the procession. Steve was a vet, so the next day we had a 21 gun salute for him. Steve and Lori had a 14 year old son they left behind. Send donations or contact (503) 935-8033 or Archie at (503) 484-5615. We've raised \$1,300.00 so far. Columbia Chapter donated \$100.00 at the State meeting. Biker TV dedicated recent tape with them in it, to them.

Lincoln County - Next weekend is the 9th Annual Beaver Creek Run. Fireworks, food, band. \$5.00 for couples and \$3.00 for singles. Bikes games - be prepared for weather! Lincoln County Fair is the same weekend. We finished the Mrs. Santa Claus Booth. Bring a toy in September. Slow Ride Randy Becker who owned a BMW now owns a Harley says I'll try to go as slow on it!

N.E. Portland - We're having our Chapter Anniversary Picnic in Nehalem, highway 53, eleven miles up. Look for the signs. We're still writing letters every meeting. Our Summer Run plans are going well. We have sad news - Lou Metcalfe died of cancer June 30, 1991, Sunday. He was the #1 card holder and the originator of ABATE of Oregon. We'll miss him.

North Coast - Welcomes you to come to their Summer Run coming up at the Kilchis River County Park. We had a Poker Run last month. 2 people showed up. Of course you know who won the pot! One dealt and one won. Of course you know the rest.

Salem - We are getting ready for Fox Creek in a couple of weeks and we are roasting a pig. Our specialty! Can't make Sturgis? Come see us. It's the same weekend and it's lots closer!

S.E. Portland - We are working on our Summer Run with N.E. Portland.

Washington County - We donated a few more car seats to the Car Seat Loaner program. We thank Captain and Wentworth Chevrolet for their support. Also, our Anniversary Picnic is on hold due to complications. We're having trouble with a local paper. The Hillsboro Argus giving a bad report on the helmet law!

Yamhill County - Our Anniversary Picnic was great and we are expecting more projects upcoming.

50-50 drawing was held. \$29.00 was the pot. Hey, Angie. Ya can't win when you put both ends of your ticket in the bucket! But Donna Buckhannon won it. Yaah!

Tri-folds - have your Reps. contact Mother for more.

Freedom Ribbons - Keep up the good work. Send, handout or push 'em. Get them out there.

Roving Meetings - The next roving meeting is Salem and Lane County. Second Saturday in August. Come and see what you're missing.

Road Lists - We are updating them so please send them to the Newsletter Editor.

About the May motion to videos - All parties were not available to discuss this issue so we could not discuss it completely. Captain discussed briefly with Sam Hochberg and he advised hiring a research lawyer as he was not familiar with this type of situation. So it was voted to table this issue until all parties were present including Roger and others. Vote was 12 yes, 5 no, 2 abstained. We would like this issue put to rest, resolved or even dropped.

P.R. Director - Any nominees? It was decided we would not fill this position unless there was a volunteer.

NCOM Convention - October 19, 1991. Lois Gleason is working with Butch Harbaugh on a one day convention. Contact Butch for information if you want to help.

Meeting Of The Minds - Ames, Iowa, in September. Consider sending some of our best to go and see what the other States are doing and learn their ideas. It is 2,000 miles away and by next meeting we will have estimates on the cost. We need at least 2 people. If you want to be involved or know someone, come to the next meeting.

Donation to Ron Rolloff, MMA - Ron was killed in an accident. An MMA and NCOM director. Sam Hochberg sent flowers and it was voted unanimously to reimburse Sam 3 ways at \$17.50 each (MMA, NCOM, ABATE).

Announcements - It has been brought to our attention that there is another 2 wheeled group that would appreciate our help. Cycle Oregon is putting on a tourism push for our coastline. 2,000 cyclists are going to ride from Beaverton, Vernonia, Nehalem, Willamina, Stayton and Tygh Valley. 70-100 miles a day over all types of terrain, September 8, 9, and 10. The largest in America. If you want to help or participate call Mark Gilham at 843-3898 or Harold Martin at 843-4505. Please support Cycle Tourism. They share the same road. Thank you

Respectfully submitted,  
James Mason

## 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

From Columbia River Chapter we say hello. Our Chapter is going through all kinds of transitions and changes. We are having a membership drive. We are working on a date and hour change for our meetings. And we are also thinking it's time for another fundraiser of some sort. Maybe a yard sale or car wash at which time I will make sure you all hear about it, so that either you come buy some neat stuff or watch us sweat over washing your car, truck, bicycle, bike, skateboard, whatever. It'll be fun.

Remember, just because the legislation session is over in the state it isn't on the federal level and we must not let our guard down. Big Brother never sleeps. Keep your eyes and ears open and listening. Read your Newsletter. Attend your meetings. Find out what's cooking and then do something about it.

We joined Paco's Run in Nehalem. What a blast. Enjoyed, laughed, with all our friends. I was lost for 2 hours but who's bitching. My fault. I followed a van because it had a bumper sticker that read "Legalize Freedom". I knew it had to be one of our guys. Little did I know that he was lost too. But we found the place. You just have to wish it very hard and maybe someone feels sorry and decides maybe an ABATE sign might help. The kick off at noon on Saturday with the Cannon blast, (yes, cannon, like big boom, boom) and the raising of the American Flag and a few memories of Doc Dave by his Monument. What a neat feeling. All in all everyone seemed to have had a great time. Paco and Elaine are great folks. Our hats are off to you. Thanks.

Well, here's to you all. Catch you at one of the runs. Ride safe.

Adios,  
Angie

### DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 a.m.

Round Table Pizza, Roseburg Valley Mall, Roseburg

Chapter Address: P.O. Box 61, Roseburg, OR 97470

Chapter Contact: Joy Hoover

Hello,

First let me mention our local 12th Annual Windy Creek Run is August 24 and 25 (\$10 single and \$15 couples). Bob Beck Band will be playing. Run pins, beverages, concessions and games. We hope to see everyone there.

We really need to see the letters going out to our politicians. We have got to start making the difference. A lot of people say "I can't change things," but anyone that is willing to write, learn and talk to others about the issues is changing things. Realize that you have to put out some effort. It is not going to magically happen by itself.

If there is anything else to say, I can't think of it. Hope you are all well and happy and willing to fight for education, not legislation. Remember, Legislation is the lazy man's way of attempting to get things done.

Take care,  
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

No report, second time.

## 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

No report, second time.

## LANE COUNTY

Meets 1st Sunday, 12:00 noon

Freight Yard Pizza, 1976 Echo Hollow Road, Eugene  
Chapter Address: P.O. Box 171, Veneta, OR 97487  
Chapter Contact: Harley, 935-2424 or John Ware, 935-8033

Hey there ABATE members. How the hell have you been? This here is Archie speaking from Lane County. I know you know who I am. I am the big handsome Red Devil with the Bloody Mary's in my hand at all those runs out there. I am here to tell you Lane County is moving on like a Big Stroker and shitten and gettin' on down the highways.

Our membership is up, our committees are very productive, our participation is up and it's making me feel great. Our Summer Fest '91" went great. Our Iron Horse Rodeo went great. We're working on our 3rd Annual "Labor Day Run" and it's going to be real good. Even better than last year and it was great. So make sure to get your advance tickets and save yourself some bucks and get in on the advance ticket drawing. Your state reps. have access to them or call Ann at 935-8033 or Archie at 484-5615.

Now the bad news - I am sorry to say we have lost two of our very good friends and another Vietnam Vet to the road. Steve Bateman and Lori Tripp. I can't say good-bye, but I will say forever in the wind, Steve and Lori.

Archie Churchill  
Lane County Coordinator

## LINCOLN COUNTY

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

Moby Dick's Restaurant, Newport  
Chapter Address: P.O. Box 665, Newport, OR 97365  
Chapter Contact: Vicki Lechner, 563-3520

No report, first time.

# NOTICE

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

## 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;

No report. Again?

(Sorry folks, I've been too busy trying to figure things out.) Which reminds me, our legislators are out of session. Something else to figure. However, I'll leave you with a couple reminders -

Henry Ward Beecher once said, "Crowns were once made of

gold beaten out on the people's back. Now the strongest crowns are made of paper, the paper votes of the common people."

Motorcycling is like music - C sharp or B flat.

Ride safe, be free  
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

As with all bikers our Chapter is no exception ... not enough time to get all the riding in that we want and not enough time to sit down and write a decent chapter news piece, so I am just going to give some recent highlights.

With summer here we're all trying to cram as many runs and rallies as possible into our limited summer. We can't possibly hit them all, but whichever ones we chose seem to be a success. Crazy Steve had his Annual 4th Of July Cookout and that was great. Paco's Annual Run over July 13th and 14th was well attended and will definitely happen again next year. The SOS Run the last weekend of July was another success.

Coming events include Summer Run at McCubbins Gulch over the weekend of August 16th through 18th, a NARA Poker Run at the beginning of September and the first Toy Run benefit party scheduled for September 28th at the Cactus Club and Diner in North Portland. Hope you can make it to some of these functions.

Basically our Chapter is alive and well and growing in numbers, but you wouldn't know that unless you read it here. Have a great summer, and

See ya down the road,  
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

Well, here in Salem, ABATE has been very busy getting ready for the FOX CREEK RUN. The way things are shaping up this plans to be a really fun time. We (Salem ABATE) are going to impose a few rules just to make this event more enjoyable for all. Please understand these rules will be strictly enforced to all attendants.

### THE RULES:

1. NO FIREARMS!!!! A \$100.00 fine if caught in possession.
2. NO FIREWORKS!!!!
3. NO ALCOHOL TO PERSONS UNDER 21 YEARS OF AGE!!!! THIS WILL BE STRICTLY ENFORCED!!!!
4. THE SALE OF NARCOTICS WILL NOT BE TOLERATED!!!!

We are getting these rules not to keep anyone away, but this will be a family event and we wish that everyone (especially the kids), has a safe and fun time. Also, be advised there will be no posted LIFE GUARD, so if you have children that do not swim, please be extra careful as the river runs very close to our run site.

There will be two bands playing Saturday. The Bob Beck Band and Friendly Fire. They will start Saturday afternoon and play into Saturday night. We have bike games set up for the adults and kids games also. Salem ABATE will be putting on a roast pig dinner Saturday. The tickets for this run will go on sale in July. The prices are: \$15.00 for single and \$25.00 for couples. (Also included is 5

free beer tickets.) And kids under 14 years of age are free with paid adult. There will be beer sales (I.D. WILL BE CHECKED) for 25 cents a ticket or 5 tickets for a \$1.00. This promises to be a great time ... so pack your tent, pack your sleeping bag, pack your old lady, pack your kids, JUST DON'T PACK A FIREARM, and you're sure to have a really great time.

WE AT SALEM ABATE HOPE TO SEE YOU ALL AT FOX CREEK!!!!

For more information call: Dave Beck at 581-3138 or Sonny at 399-0753.

Ride Safe, Ride Sober  
Salem Chapter

### S.E. PORTLAND

**Meets 1st & 3rd Sundays, 12 Noon**

**The Pizza Baron, S.E. 122nd & Division, Portland**  
**Chapter Address: P.O. Box 86007, Portland, OR 97206**  
**Chapter Contact: Edd Dahl, 771-0188**

Some good times and some bad times.

Our thoughts go with Luke Metcalfe, his family and friends. We lost him June 30th.

We would also like to thank the Mayor of Portland, Bud Clark, for attending the wake and for attending to the Police that wanted to crash the party not knowing that the Mayor was there. This taking place at the "Brother Speed" Clubhouse.

Our best also to Brian Stovall and Family, for the loss of his mother. We're thinking of you all.

Membership is up. Thank you for caring.

Treasurer is now Mary Alice Jackson. Thank you.

Muffy. We understand and thanks for the time you did give us. See you still at some of the meetings, runs and on the road.

We will now get it right. George Jackson is Vice Coordinator,

EJ Nance is State Rep.

Wrote letters to D.C. last meeting (July 7th) about Highway Aid Bill.

Summer Run is ready. Two bands, cinnamon rolls and coffee, sloppy joes, pin's and T's, games, saddle bag drawing tickets available. Just need you to show up and make it alright.

Toy Run - Fat Boy drawing tickets available.

Got one with a '78 or '79 (I forget) Blazer. Rebuilt, new tires, \$2,000 OBO. Another with early Knuck tranny, 4-speed, primary and kicker, \$400. Call Edd about either for numbers.

Didn't make the July State Board as Chapter member (also my son) Troy, left for the military (Navy) on the 14th. He also completed Team Oregon just before leaving.

Debbie May won \$5.00 at Chapter drawing June 16. Sharon Herman missed \$5.00 at the July 7 meeting. \$10.00 next meeting.

Stay safe, see ya,  
Edd, Coordinator

### 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 Mitch, 648-9311**

No report, first time.

### YAMHILL COUNTY

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

**Dominico's, 2223 McDaniel Lane, McMinnville**  
**Chapter Address: P.O. Box 1179, McMinnville, OR 97128**  
**Chapter Contact: Kraig, 876-5135**

No report, second time.

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## FICTION RIDER MONTANA

by Pat Gleason

(Continued from July 1991 Newsletter)

I got Todd up at 8:30 and we were at the H-D shop when they opened at 9. They didn't have any petcocks at all in stock, not even any aftermarket replacements. The Harley Doctor there gave me an idea as to how I can stop the leak, maybe. He told me to jam a piece of cardboard, such as a matchbook cover, behind the valve that is leaking. I said that I would try it and be back later to get a tire put on.

We got back to Todd's and I put Orange Crush back together. The trick seems to work as there is no gas leaking around the petcock now. I did buy another gallon of gas and put it in the tank. We couldn't save the gas that was in the tank when we got home last night because Todd doesn't have a gas can. I'm going to put my leathers on and ride Crush to the doctor to get her new Dunlop Touring tire. The only place that sells Continentals doesn't have any in stock right now. Not only that but he gets them from Portland. His shipment will be in this weekend.

### NOON:

Todd's house. I dropped off Crush and Todd, Rob and I went to have breakfast. We ate at the Old Town Cafe again, except that Todd's little girlfriend wasn't there. He forgot that she'd said that today she didn't have to work. Poor Todd.

We stopped at the H-D shop, but she wasn't ready yet. The doctor said that she'll be ready in about an hour. Rob is doing a tune up on the Monte Carlo, while Todd is washing his pink Harley. I'm sitting here in the early afternoon sun writing in my logbook and listening to Z-100 FM, which plays rock and roll here in Missoula, not bubblegum music like is played on Portland's Z-100. I would sure like to hear some classic rock and roll like what used to be played on KMJK, although I have heard some on this station. I guess I'm satisfied. My bald little head sure is sunburnt, but it doesn't bother me too bad. I've put some lotion on it to keep it from bothering me. Oh well.

### 2:00 PM:

Orange crush is finished and ready to roll. I didn't get screwed at all buying the tire. Ask me about it. Todd is going to ride back with me as far as Syringa, Id. I couldn't convince him to ride back to Portland and come out to Fossil as A.B.A.T.E. of Montana is having their spring opener on the Memorial Day weekend also. He is a new member here and this will be his first year. Maybe next year.

I got gas, 2.2 gallons at \$1.23.9/gallon. I now have 7002.9 miles on Crush, and a new tire on the back. My petcock isn't leaking now. I think that it'll be alright. Let's ride!

### 2:00 PM PACIFIC TIME:

Lolo Pass, Montana-Idaho border. This is the place where Lewis and Clark crossed between the Mineral and Bitterroot mountain ranges. I also learned of a story about the crossing. The Indians didn't want the white man to know about the easy way over the mountains, which is to follow where Interstate 90 goes. There was, and still is, prime hunting and fishing grounds north of where we are now. The Indians instead took Lewis and Clark through the pass here. Smart Indians, eh?

### 3:15 PM:

Alongside the Lochsa River, Idaho. We've stopped here to enjoy the beauty of the area. It's fantastic! Todd has gone down to the bank of the river to play. I got close, but not in the river. It's about 72°, and not a cloud in the sky, just the way I like it.

### 4:00 PM:

Syringa, Id. We've stopped here at the Middle Fork Cafe, again, for food and fuel. I bought 3.4 gallons at \$1.37.9/gallon, four cents more than I paid just two days ago. Well, I now have 7129 miles on Crush, that gives me 37.3 miles per gallon. Average, I guess. Like I said two days ago, this is a good rest stop and great food. Stop here if you're ever through here.

### 5:01 PM:

One mile west of Syringa. We've stopped here alongside the Middle Fork river for a ceremonial parting. Todd is heading back to Missoula and I'm coming back to Portland. Hopefully Todd will be in town around the end of June to visit. Later, Bro!! Ride Free!!

### 6:05 PM:

61 miles west of Syringa. I just had a heart stopper. I was rolling along between 60 and 65 mph, when I came upon these five vehicles. The one in front was a pickup full of hay doing about 35 mph. The hay was blowing in the wind everywhere. Behind him was a semi truck and trailer, then another pickup. Behind him was a double semi, then another pickup. I came up next. I thought, oh great. I should be able to pass them one at a time. I made it around the first pickup okay. As I started around the double truck, I wasn't able to get around him before the passing zone ended and the road curved. Two cars came around the corner as I was still alongside the semi. I couldn't make up my mind, and I couldn't seem to get the power out of Crush to make it around the truck. I froze. Luckily, the truck moved over to the right, and I moved even closer to him.

was so close that I could've reached out and kissed his tire. The cars passed me, and the semi let me pass. I stopped here at this rest stop to check my pants. Nothing, but it sure felt like it. Now, thinking about it, I should have put on my brakes and slipped back in behind the semi and waited. Next time I'll be more cautious.

### 7:33 PM:

Pomeroy, Wa. I've stopped here to get more gas and a sandwich. I got 3.2 gallons at \$1.39.9. Almost Middle-Of-Nowhere gas price. Crush has 7247.1 miles now which gives me 36.9 mpg. I keep wondering when I'm going to hit fifty miles per gallon, like some other people's bikes do.

### 8:30 PM:

Waitsburg, Wa. I've stopped at the little hotel that I spotted on the way to Missoula. It's cheap, \$23 for a two bedroom apartment like room. The outside looks inviting, but the inside has a few surprises. It does have cable, but not much for channel selection. The furniture looks like it came from the Forty's. There is no shower, only a bathtub. It's the only hotel in town, and I'm tired so it'll work. It's about 9:30 now and I'm getting hungry. I'll ride into town and see what's open.

### 10:45 PM:

I ate at the Bulls Eye Tavern in Downtown Waitsburg, it was the only thing open in town. I had a hamburger and listened to the locals talk, there were seven people in there including myself. One of the comments that I heard was if Waitsburg wasn't hell, it's only twenty miles away. I laughed.

I tried to call Lois when I got into town, but my phone was busy. I'll try now, seeing as how she has had time to get her boyfriends off the phone now. Sure is good to hear her voice. I love her!

I'm going to get up early tomorrow, take a bath, and ride on.

### THURS., MAY 23. 8:00 AM:

Ready to hit the road. Waitsburg is at the junction of Hwy. 12 which goes to Walla Walla, and Hwy. 124 which goes to the Tri-Cities, Kennewick, Pasco and Richland. I'm going to go to the Tri-Cities as there is a Harley dealer in Kennewick. I got to add to my t-shirt collection.

It's about 55°, sun and a few clouds. The weather report is for a good day today, highs in the 70's. Orange Crush is running like a champ. The gas petcock isn't leaking yet. The trick is still working. Roll on!!

### 10:22 AM:

Shari's Restaurant, Kennewick, Wa. I got into town about an hour ago, but I couldn't find the H-D shop. I finally found it and talked

with the owner/mechanic/parts runner for about twenty minutes. Here I was feeling all cocky about riding all this distance and he told me about how he went to the Harley factory in York, Pa. to get a new bike in October. He told me how he had ran into every type of weather on the road and he made it. Talk about an iron butt. He also told me about the old owner of Latus Motors, the Harley dealer in Spokane, who, in the Twenty's, would ride from Spokane to San Francisco twice a year. That was back when five miles outside of Spokane the road ended and trails began. Those old guys who rode around and toured in the Twenty's really had iron butts.

**11:44 AM:**

Still in Kennewick. I thought that I would get gas here so I could avoid Middle-Of-Nowhere prices. Ha, Ha! I got 3.2 gallons at \$1.43.9! Crush has 7360.4 miles now for 35.4 mpg. Okay. Ride on.

**12:18 PM:**

Rest Stop on I-84. 165 miles east of Portland. I can see Mt. Hood from here! I'm stopped here because it's the last rest stop for 90 miles. I'm also taking the last pictures of the four rolls of film that I brought with me. I can't wait to get home.

**1:24 PM:**

John Day Dam. I've stopped here because I'm getting quite warm. It must be around 75° here. I'm going to take my leathers off. Alright! Maybe Fossil will be dry this year!

**2:00 PM:**

The Dalles, Or. I've stopped to get gas, again. I bought 3.8 gallons at \$1.41.9/gallon. This is really odd because Orange Crush usually goes onto reserve at 3.5 gallons. I read 7488.8 miles on the odometer which gives me 33.7 mpg. There has been a strong head wind for most of the ride down the super slab. I think that my petcock is really messed up now, other than that Crush is running perfect. It's only 72 miles home. I can make it easily.

**3:50 PM:**

Home! I made it without any major problems. My clutch started slipping real bad just west of The Dalles. At one point I was riding along and couldn't get the bike above 40 mph. But just like it had started slipping, it stopped and I was cruising at 65 mph again. Weird. Also, my petcock isn't leaking at all, and the little trick that I had jammed on in Missoula wasn't there anymore.

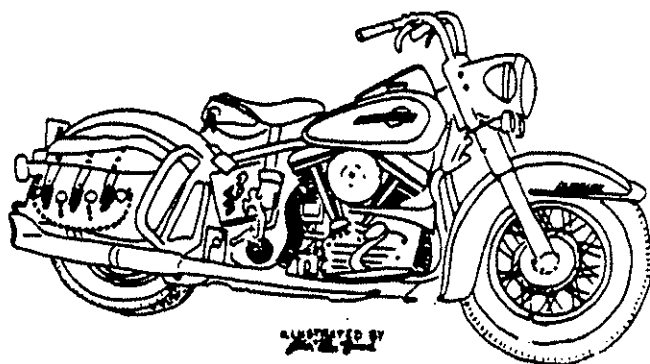
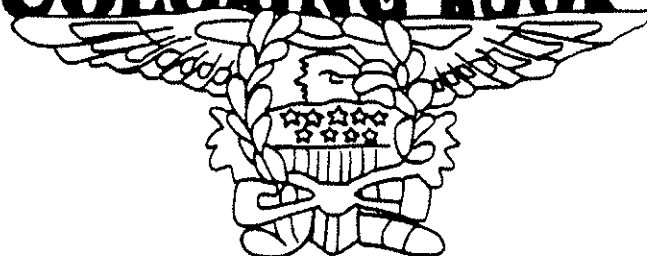
Orange Crush now has 7566.8 miles on the odometer. It is 564 miles from Todd's house to mine. I managed to average 37 miles per gallon, which is pretty good. I also used only 37.5 gallons for the trip, including the two that I had to dump in Missoula. I put 1399.4 miles on my butt and had a great time. I think that I'll do it again in September during my next vacation.

I called Tim to tell him about my clutch. He told me how to adjust my springs on the clutch, and now it is working fine. My petcock hasn't leaked at all since I've been back, so I haven't gotten a new one.

Well, I'm leaving for Fossil Saturday. The weather looks good. Should be nice there.

I hope that you enjoyed reading this as much as I enjoyed writing and experiencing it. Next month, more fiction. Until then, I'm outta here! **END**

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## BUST BIKERS? MAYOR RIDES TO THE RESCUE

**Bud Clark assures nervous police that a boisterous funeral is no cause for alarm**

by Barnes C. Ellis, of The Oregonian Staff

Portland police thought they were headed for a biker gunfight until they found Mayor Bud Clark with his canoe.

According to a police report, an anonymous caller reported gunfire about 3 p.m. Saturday from a house at 2800 S.E. 92nd Avenue.

As Officer Jason Saunders sped toward the scene, a dispatcher warned him that the address was a clubhouse for the local Brother Speed motorcycle club.

Saunders arrived to find 60 to 80 motorcycles parked on the street and about 200 people who "appeared to be partying and behaving boisterously," according to his report.

He radioed for backup, meeting more police a few blocks away. They still hesitated to make a move.

"In consideration of the extreme size of the gathering and violent potential of motorcycle gangs," the report said, police got permission from a sergeant to "stand by ... to check if further shots would be heard."

But just then, the report said, "We were approached by Mayor Clark, who was driving a silver four-door Olds with a 20-foot canoe (green) strapped to the top."

Police briefed Clark on the situation. "Mayor Clark then said that he had been at the house 'all day,'" the report said, "attending the funeral of a 'Brother Speed' gang member whom he had known 'for years.'"

Clark said Tuesday that he was at the clubhouse for the funeral of Luke Metcalfe, a former president of the biker club who died June 30 of brain cancer. Metcalfe was 54.

"He was a good friend of mine," Clark said. Metcalfe and his friends used to drink in the Goose Hollow Inn when Clark ran the tavern.

Metcalfe also used to work in the maintenance department at the Washington Park Zoo and was instrumental in repealing Oregon's helmet law for motorcyclists in 1977. Voters resurrected the law in 1988.

Clark said 200 to 300 bikers from as far away as Boise and from clubs ranging from Brother Speed to the Gypsy Jokers attended the funeral.

Clark told police the noise "was only fireworks which had been set off at the location," according to the report. Consequently, police "determined (that) contact with 2800 S.E. 92nd Avenue was not necessary."

Clark said that many of the bikers "have been in jail at one time or another." But he defended his decision to attend the funeral.

"I'll go to an OCA funeral," he said, referring to the controversial Oregon Citizens Alliance, "Baptist funeral, gay funeral, biker funeral - I've got to serve all the people." **END**

**It is doubtful if anyone ever made a success of anything who waited around until all the conditions were "just right" before starting.**

Reprinted from ABATE of Arkansas' July 1991 Newsletter

## Letter from the Oregon Traffic Safety Commission

To: Stan Porter, Program Manager, Motorcycle Safety  
From: Gil Bellamy, Administrator

Re: Unsolved Crime Against Motorcyclist

On May 11, 1991 on SE Tacoma Street near 24th in Portland a little past midnight a 1986 or 87 dark blue Toyota Celica crossed the center-line and hit head on a Harley Davidson full-dress touring bike.

The husband and wife riders were seriously injured (one almost died) and the Toyota spun around. The driver sped off.

The type of car was identified by pieces broken off at the scene. There is an outside possibility the car was gray. The car was damaged on the left front.

Officer Al Freauff of the Hit and Run Detail at 823-2140 has identified 20 Toyota's like this in which drivers have been cited for DUI and other serious crimes. He has looked at eight of them so far. If the other 12 don't turn out to be the vehicle being sought the police won't be taking any other action.

The odds are that the owner of a car this new either has or will have it repaired. Members of the Governor's Motorcycle Safety Advisory Committee could volunteer to inspect the 12 cars still on the "short" list. If none of those turn out to be the one being sought the names of Portland area body shops could be split up into groups to be called by committee members.

Crime Stoppers at 823-HELP is offering a \$1,000 reward for information leading to the prosecution of this hit and run driver. Organizations as well as individuals can receive the reward.

If the Governor's Motorcycle Safety Advisory Committee won't do this as an organization at least the inspiration should be spread around.

**END**

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**"Coming soon - CAMPSITES"**

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

Reprinted from July 1991  
Jersey A.B.A.T.E.

## BROKE DOWN BLUES

by Ann Reynolds

*Here I sit sad and blue,  
Can't start this bike, don't know what to do.  
Suppose to go on a run today,  
Praying to get it started some way.  
Changed the plugs and checked the battery, too,  
Done everything 'cause I'm no fool.  
The old lady at my side,  
At my wits end and a draggin' ass,  
When the Old Lady says,  
"Did you turn on the gas?"*

END

**Fifth Chapter**  
Mid-Valley  
Clean & Sober

**15th ANNUAL POKER RUN**  
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SUNDAY, AUGUST 25TH 1991

SIGN IN: 8 am - 10 am

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**RUN PINS!**

**PRIZE FOR HIGH HAND!  
PRIZE FOR LOW HAND!  
50/50 DRAWING!**

**DOOR PRIZES!**

**All Motorcyclists Welcome!**

Excerpts reprinted from Summer 1991  
Safe Cycling

## ON THE SAFE SIDE

by Julie Filatoff, Manager, Publications

## CONGRATULATIONS ARE IN ORDER

The MSF's Annual Year-End Survey identified some high-performer states whose efforts have paid off in increased training. These 13 states all trained 25% more Rider Course students in 1990 than they did in 1989 (counting just civilian students): Alabama, Florida, Hawaii, Maryland, Massachusetts, Michigan, Minnesota, Montana, North Carolina, Nebraska, Oregon, Tennessee and Virginia. Good work! **END**

Reprinted from Summer 1991  
Safe Cycling

## PRODUCTS & SERVICES

### AAA's 1991 DIGEST OF MOTOR LAWS

The American Automobile Association's 1991 Digest of Motor Laws in a one-of-a-kind summary of laws regulating the registration and operation of passenger cars in all 50 states, the District of Columbia, and Canadian provinces. The digest has a new chart that compares state laws on everything from mandatory seat belts to vehicle inspections. The digest also includes information on new state safety programs, such as administrative driver license suspension for operators who refuse blood alcohol tests, or whose tests exceed legal limits. It also contains over 30 categories of information on registration, proof of ownership, taxes, liability, trailer towing, radar detectors, motorcycles, and vision requirements.

The 57th edition of the digest is available from most AAA clubs. The suggested price is \$7.95. **END**

## REMEMBER ...

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

Excerpts reprinted from Summer 1991  
Safe Cycling

## THE STARS OF MOTORCYCLE SAFETY

**The 1990 Galaxy Shines Brightly With  
Luminaries From All Over The USA**

by Fernando Belair

### JOHN E. HARLEY MEMORIAL AWARD

The prestigious John E. Harley Memorial Award was presented to Stephen B. Garets, Director of Rider Education for the Team Oregon Motorcycle Program, Oregon State University, Corvallis. In addition, Steve is an MSF-certified Chief Instructor, Examiner Training Specialist and a member of both the Transportation Research Board/Motorcycle Committee and the Governor's Motorcycle Safety Advisory Committee.

Since 1984 Steve has been deeply involved in developing and updating both the Oregon motorcycle rider education program and the state's motorcycle licensing programs. But perhaps his greatest accomplishment has been his helmsmanship of the State Motorcycle Safety Coordinator's Council (SMSCC), now the National Association of State Motorcycle Safety Administrators (NASMSA).

Steve was elected chairman of SMSCC during a time when the organization was at a crossroads. Through hard work, dedication, foresight and tenacity he was able to steer the group through some troubled waters, iron out internal and external differences, and plot a course for the future that has positively impacted the organization's members and their programs nationwide.

Today Steve utilizes his professional, administrative and instructional experience to ensure the success of the rider education, safety and licensing programs that benefit the motorcyclists of Oregon and impact all riders nationally. **END**

# The 1990 MSF Awards

## JOHN E. HARLEY MEMORIAL AWARD

Stephen B. Garets

## OUTSTANDING STATE PROGRAM AWARD

California Motorcyclist Safety Program

## STATE LICENSING AWARD

Washington Department of Licensing

## OUTSTANDING MILITARY ACHIEVEMENT

United States Air Force

## STATE AWARD OF MERIT

State of Connecticut

State of Illinois

State of Indiana

State of Minnesota

State of Ohio

State of Pennsylvania

## LICENSING AWARD OF MERIT

Oregon Motor Vehicles Division

## OUTSTANDING DEALER AWARD

House of Honda, California

Fun Bike Center, California

LeBard & Underwood, California

Rice Cycle, California

Champion Motorcycles, California

Central Sports, Inc., Connecticut

D. & J. Harley-Davidson, Connecticut

Sandy Brodie Honda, Hawaii

South Seas Honda, Hawaii

The Cycle Shed, Maryland

Cherry Hill Honda, New Jersey

Deptford Honda, New Jersey

Cycle Country Honda, Oregon

Taylor Motorcycle Incorporated, Oregon

Cycle Sport of Salem, Oregon

Gresham's Mt. Hood Honda, Oregon

## RIDER EDUCATION ACHIEVEMENT AWARD

"Animal," Edward G. Bassett, Arizona

ABATE of Indiana

Hopkins Community Education, Minnesota

Duluth Community Education, Minnesota

## COMMUNITY PROGRAM ACHIEVEMENT AWARD

Kokomo Center Township School Corporation, Indiana

Columbus State Community College, Ohio

Jim and Nina Anthony, Vermont

Baton Rouge City Court, Louisiana

## OUTSTANDING MOTORCYCLE SAFETY SUPPORT AWARD

Spectro Oils, Connecticut

BMW of North America, New Jersey

Dr. Stephen Colwell, Connecticut

## OUTSTANDING REGIONAL PROGRAM AWARD

Waterbury State Technical College, Waterbury, Connecticut

Ft. Wayne Motorcycle Safety Program, Ft. Wayne, Indiana

Motorcycle Safety Project, Northern Illinois University

University of Illinois Motorcycle Rider Program, Champaign, Illinois

Team Oregon Mobile Program, Oregon State University

Puget Sound Motorcycle Education, Lynnwood, Washington

## INSTRUCTOR ACHIEVEMENT AWARD

Everardo Tapia, California

Paul J. Griesback, Jr., Illinois

Fred M. Martin, Illinois

Jack Davidson, Indiana

Kent Bradley, Indiana

James P. Firestone, Indiana

Elaine Phelps, Indiana

John Braun, Indiana

Bruce Ahlberg, Minnesota

David Hesli, Minnesota

Thomas Kainz, Minnesota

Michael Quinn, Minnesota

Brian Manning, Minnesota

Barry Metzger, New Jersey

Joe Rogers, Ohio

Linda Nijakowski, Ohio

Al Butterfield, Ohio

Jeff Lenzo, Ohio

David G. Thompson, Texas

Barry Dettelsen, Texas

## MILITARY BASE ACHIEVEMENT AWARD

Yokota Air Force Base, Japan

Dyess Air Force Base, Texas

## MILITARY AWARD OF MERIT

United States Navy

## MOTORIST AWARENESS AWARD

Motorcycle Safety Bureau, Texas

## ALCOHOL AND DRUG AWARENESS AWARD

Wisconsin Department of Transportation

## OUTSTANDING MOTORCYCLE ORGANIZATION AWARD

Gold Wing Road Riders Association

## MOTORCYCLE SAFETY PUBLICATION AWARD

*The Minnesota Rider*, Minnesota

## MOTORCYCLE SAFETY PROMOTION AWARD

Ohio Department of Highway Safety, Ohio

## RIDER EDUCATION PROMOTION AWARD

Washington Motorcycle Safety Program, Washington

## OUTSTANDING PUBLIC SERVICE AWARD

Alton D. Judkins, Maine

## PUBLIC SERVICE CAMPAIGN

Minnesota Motorcycle Safety, Minnesota Ad Council

## OUTSTANDING MOTORCYCLE SAFETY JOURNALISM AWARD

David L. Hough

## CERTIFICATES OF APPRECIATION

Thomas Sauser, Iowa

Washington State Gold Wing Road Riders Association

Charlene Herst, Nevada

## FIGHT FOR YOUR RIGHTS!

by M.C. Beeler

In last month's newsletter, I mentioned it was time for Americans to wake up and get involved. Some of you apparently are because of the letters and phone calls being received in D.C. But, let me tell you there hasn't been over 10,000 letters and phone calls, not anywhere near that. Which means a bunch of people are relying on someone else to do their work for them. Maybe some of you aren't registered to vote but at this point in the game write or call anyway. It sure can't hurt anything.

I know we're only one state in fifty. But after the trip to D.C., I can assure you there are more than just us in Indiana who are concerned about the issue of mandatory helmet laws. The issue of whether helmets are good or bad is not the only issue. The issue of whether the state governments should make that decision or not is what's critical. If the states lose their rights to make their own decisions on the issues concerning states, then so go your rights as individuals. The state's rights issue was being discussed on many issues in the senate while Chris and I were there.

It is estimated that approximately 50% of the riders in Indiana wear helmets. There are probably a good share of those people who are saying a helmet law isn't going to affect them because they already wear one. I have a little something for you to think about. First off, helmets are designed to reduce head injuries. There is no statements made by a helmet manufacturer that it will keep you from being killed or will it make you a better rider. Whether you are killed in an accident or not is in the hands of God Almighty.

Let's say for instance, a helmet law is passed. After all the studies and figures are in, they will probably show that fatalities have not been reduced sufficiently. These facts will be brought to the attention of the experts and our fearless leaders in Washington. The insurance companies and the medical profession will surely be in on it saying "Look people, the helmet isn't working. Motorcycle riders need additional protection. They are being thrown off their motorcycle and ground up like hamburgers so they need a seat belt on. They need a cage to keep the bike from falling on them." Then finally they say, "Motorcycles are dangerous. There is no way to make them safe, therefore, we will make it against the law to even ride one of them."

Think it can't happen? Think again, it's happened before and it will happen again. It happened to three wheelers and they don't even make them anymore. What about cars, were seat belts the answer? Wrong! Now we have to have air bags. They are also talking about breath analyzers which you breathe into before your call will start. Keep it up people and we'll be so safe we will live to be 150 years old. Of course, we can't afford to take care of our elderly now and the average age is about 75-78 years old. Maybe we will have to get rid of the elderly because they are a social burden.

So helmeted riders think again, it will affect you in the long run. Think I'm nuts and don't know what I'm talking about? Give some serious thought about what I've just said. The issue is not the whole war, just one battle, and we can't afford to lose any of them. Regaining lost ground is a bear.

Catch you at the Bogie,  
The Rebel  
M.C. Beeler

**Keep trying. It's only  
from the valley that the  
mountain seems high.**

Reprinted from ABATE of Arkansas' July 1991 Newsletter

## CYCLIST REJECTS HELMET

If the Newark motorcyclist whose letter you printed feels safer riding with a helmet on, God bless him. No one should deny him his right to wear it. Likewise, no one should deny me my right not to wear one. I feel it offers no protection in most circumstances.

True, if I fall from my bike and hit my head, it will keep my head from injury, maybe. It may also cause extra stress and pressure on my neck and the top of my spine due to the increased weight and momentum of my head with a helmet on it.

An engineer who conducted studies concluded that helmets reduce side vision an average of 41 degrees, which reduces the field of vision by 16 percent. Helmets reduce the ability to perceive and discriminate sounds that may warn of an impending accident.

The issue at hand is the right of educated, experienced and trained motorcyclists to choose for themselves.

A study showed that about 45 percent of motorcyclists involved in accidents had no motorcycle license, 92 percent had no formal training and more than half had fewer than six months experience; 62 percent of the accidents and 50 percent of the fatalities involved riders between the ages of 17 and 26. We need to educate, not legislate.

Dave Breakiron, Coordinator  
New Castle County,  
American Bikers Aiming Towards Education,  
Wilmington

END

**It is a great deal better to do all the things you should do  
than to spend the rest of your life wishing you had.**

Reprinted from ABATE of Arkansas' July 1991 Newsletter

## MAKE HELMETS ILLEGAL

Rep. Ewing's House Bill 241 aims at prohibiting the use of headphones, earphones and other items that hinder a driver's hearing. Why don't we go a step further and include the worst cause of driver impairment?

Picture a device proved to impair hearing, limit peripheral vision, increase fatigue and slow one's reflexes and reaction time by increasing the brain's temperature. This device is the motorcycle helmet, and it must not be excluded from this bill.

It's stated on every "approved" helmet that it offers "no protection from neck injury." According to the Department of Transportation, there is no evidence that any helmet is capable of "rejecting impact stress above 13 mph."

Hundreds of experienced, roadwise riders are not pushing helmets and helmet laws. It's the political safetecrats who have never been on a motorcycle who know what riders need.

Helmet laws are not pro-safety, they are anti-motorcycle. Statistics show cycle fatalities are the same with or without helmets and that helmets increase neck injuries. Cycle ownership is less per 1,000 residents in states that mandate helmet use than in non-helmet states.

Let's make Delaware the first state to acknowledge that helmets do impair senses and abilities and should be made illegal or, at the very least, not mandatory! Let those who ride decide!

Jeff Rivenbark  
Wilmington

END

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## 1991 TEAM OREGON MOBILE CLASS SCHEDULE

### EASTERN OREGON

AUGUST	18, 17, 18	Ontario
SEPTEMBER	5, 7, 8	Pendleton
SEPTEMBER	20, 21, 22	Baker City
OCTOBER	4, 5, 6	LaGrande
OCTOBER	11, 12, 13	Ontario
OCTOBER	24, 26, 27	Pendleton
DECEMBER	6, 7, 8	Ontario
DECEMBER	13, 14, 15	Pendleton

### CENTRAL OREGON

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

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

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

## 1991 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

### CHEMEKETA C.C. - SALEM

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

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

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

AUGUST	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

## ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

**FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE**

\$50. per cord/Cottonwood  
\$80. per cord/Ash

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

(Indefinitely)

**WANTED - Dirt Bike;** about 90 cc's. Please call Angie at 285-4329.

(9-91)

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(8-91)

**For Sale - 12 foot fiberglass tri-hull Olympian with trailer, 1978 Mercury outboard 9.8 hp with gas can, new canopy with side and front windows, extra tires 14" mounted, oars and anchor. 749-2081 Jinx Magby.**

(10-91)

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Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers.

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Jim Mason 672-8695

Ed Halkyard 673-6120

(Indefinitely)

**For Sale - '68 BSA 650 Lightning.** Runs strong, stock/stripped mild modified, some extras. \$1,000 or ? Bill at 842-2460 (leave message)

(10-91)

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## 30,000 PROTEST LAW ON HELMETS

by Kim Schneider

Gusting winds toppled more than a dozen motorcycles as thousands of demonstrators sprinted for shelter inside the Capitol on Sunday afternoon.

But it wasn't the dangerous winds or rain motorcyclists most need to fear, a speaker told a crowd estimated at 30,000 as skies finally cleared over Madison.

Bikers continually challenge the helmets and ride the wind, said Rep. David Zien, R-Eau Claire. "Our worst enemies are not Mother Nature. They are the cage (car) drivers and especially the cage drivers who make laws," shouted Zien, who rides a Harley Davidson trailed by a full-sized American flag.

Zien was among the estimated 15,000 motorcycle drivers parading in a deafening procession around the Capitol Square about 2 p.m.

Bikers came from across the Midwest in hopes of sending a simple message to the federal government: Leave us alone.

Sporting black T-shirts or leather vests, tattoos and miniature American flags, they gathered in opposition to pending federal legislation that would cut off federal transportation funds to states without mandatory helmet laws.

Wisconsin's mandatory helmet law was repealed in the late 1970s following a similar Capitol Square rally of some 20,000 motorcycle riders. On Sunday, only a handful of motorcycle riders wore helmets.

Zien told the crowd he believes helmets are dangerous because they restrict vision and hearing, add fatigue and give riders a false sense of security.

Symbols of patriotism were everywhere. Thousands of spectators joined hands, thrust them in the air and sang "America the Beautiful."

Organizer Tony Sanfelipo held up bags containing thousands of letters that will be sent to Washington. Organizers also collected 10,000 signatures on petitions circulated during the rally. **END**



State Journal photo/SCOTT SEID

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

— Thomas Jefferson

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SINCE 1945



# Letter's to the Editor

**July 17, 1991**

The Enclosed letters are self explanatory.

My Son, Troy, now of the U.S. Navy, would like your organization to avail itself of this invitation.

If you know of other worthy rights organizations that we have forgotten, please invite them as well.

The address is shown at the beginning of their response letter.

Stay Safe,	Legalize Freedom
U.S. Navy	Edd Dahl
Troy Dahl	(Member)
(Member)	ABATE
ABATE	BikePAC
BikePAC	AMA
	NCOM

cc: A.B.A.T.E. of Oregon  
BikePAC of Oregon  
Association for Motorcyclists of Oregon (AMO)  
Gold Wing Road Riders Association of Oregon (GWRRA)  
National Coalition of Motorcyclists (NCOM)  
Motorcycle Rights Foundation (MRF)

**July 8, 1991**

Team Oregon  
Oregon Traffic Safety Commission  
400 State Library Building  
Salem, Oregon 97310

On Sunday, June 30, 1991, I graduated from a Motorcycle Rider Course at P.C.C. Sylvania. I'm glad I took the course as it was put together well.

As a registered voter and a user of the same privilege, I have become aware of motorcycle issues on the political front. Though I am only 18, I know I need to be involved in some way on these issues.

Being involved in these issues, I have a question. Why, upon my graduation of the MRC, was I given only materials from AMA, a national organization and nothing was given to me on a state or

local level? Although I have nothing against AMA, I feel that state and local level organizations should be recognized as well.

I would be very interested in information on state and local organizations. Please respond at your earliest. Thank you.

Sincerely,  
Troy Dahl

cc: Carolyn Meerzo (Governor's Advisory Board)

**Received July 16, 1991**

Oregon Traffic Safety Commission  
400 State Library Building  
Salem, Oregon 97310  
(503) 378-3669  
Toll Free 1-800-922-2022

Mr. Dahl:

In response to your letter of July 8: The reason that there were not any informational brochures, etc., included in your packet from local AMA's or other area organizations is that we haven't received any information from those groups that they want us to include in the packs.

The AMA district #28 that serviced your area is non-functional as of about two years ago. They simply ran out of volunteers to help run the program and activities. However, off-road activities in dirt biking and ATV's is still on-going. The local AMA representative in your area is Wayne Schumacker, 46755 S.W. George Rd., Estacada, OR, 97023. You may contact him for more information if you wish.

Some local groups do exist but have yet to ask us to give out their information; or, if they have, they have not supplied us with materials so that we could do so.

Enclosed is a copy of the 1991 Tourcade events calendar with various organizations names and addresses for your information.

If you have any questions, please feel free to call toll free 1-800-922-2022 for more information.

Sincerely,  
Stan A. Porter, State Coordinator  
TEAM OREGON Motorcycle Safety Program

## HOW MUCH IS YOUR FREEDOM WORTH?

For the price of a few six-packs or a few Big Macs, you can make an investment in preserving your freedom to ride.

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needs your financial support to work in the Oregon State Legislature.

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**Attention  
Motorcyclists**

**B.A.M.**



**STOP  
FEDERAL LEGISLATION  
NATIONAL HELMET LAW**

**THOUSANDS OF MOTORCYCLISTS REGISTER THEIR  
OPPOSITION TO NATIONAL HELMET LEGISLATION**

On behalf of motorcyclists across America, Bikers Against Manslaughter recently forwarded petitions bearing the names of 34,827 concerned citizens who oppose federal legislation of a national helmet law.

Congress is currently considering a variety of measures which would seek to deprive riders of their freedom of choice on helmet use. Most dangerous is the Senate's version of a \$123 billion transportation bill (S.1204) that includes a provision (Section 122) to give incentive\$ to states that pass helmet and seat belt laws by 1994, and punish those that fail to comply.

S.1204 was approved overwhelmingly by the Senate in June and now awaits a companion bill to be approved in the House of Representatives. If the House version of the "1991 Federal Highway Surface Transportation Assistance Act" (no bill number assigned as yet) contains a similar helmet/seat belt provision, a joint conference committee will have little problem recommending the budget package to President Bush for approval.

In the meantime, the House is considering H.R. 1782 as a "stand alone" helmet/seat belt law, and Sen. John Chafee has a reprisal of last year's S.1007 waiting in the wings to be introduced if necessary.

It is URGENT that all concerned riders ACT NOW to send letters to their Congressman/woman asking them to oppose H.R. 1782 or any similar language being incorporated into the highway funding bill. US Senator requesting Section 122 of S.1204 by Congress to enact Inform them that this issue and should be a legislative bodies of as provided for by the 10th Amendment to the United States Constitution. If you don't know who your elected representatives are, simply call your local Voter Registration Office, League Of Women Voters or Library.



**You can write your Senators and Congressmen  
at the following addresses:**

Senator _____	Congressman _____
U.S. Senate	U.S. House of Representatives
Washington, D.C. 20510	Washington, D.C. 20515



**BIKERS AGAINST MANSLAUGHTER**  
National Headquarters

5455 Wilshire Boulevard Suite 1600, Los Angeles, California 90036

Representative Robert Roe, Chairman  
Committee On Public Works And Transportation  
2155 Rayburn House Office Building  
Washington, D.C. 20515

William H. Bish  
National Director

Honorable Representative Roe, June 7, 1991

On behalf of Bikers Against Manslaughter and our nationwide membership of more than 150,000 concerned motorcyclists, I submit the enclosed petitions against federal legislation of helmet laws.

These citizen petitions bear the signatures of 34,827 voters, representing ALL 50 states, who are opposed to a national helmet law such as that proposed in Congressmen James Cooper's H.R. 1782. Also included are Resolutions of Opposition from 54 groups and businesses which represent an additional 95,000 American motorcyclists.

Please enter for the record that these individual citizens and organizations have registered their opposition to H.R. 1782.

In addition, we ask that you enter into the official hearing record the following language reflecting the intent of the petitions:

"WHEREAS, mandatory helmet use laws have not been proven to reduce the incidence of motorcycle accidents or resulting rates of motorcyclist injuries and fatalities, and;

"WHEREAS, motorcyclist injuries account for less than .001 (1/10th of 1%) of total U.S. health care costs, and;

"WHEREAS, the vast majority of injuries to motorcyclist accident victims are to the torso and extremities, NOT the head, and;

"WHEREAS, more than 60% of all U.S. motorcyclists already wear a helmet either by choice or by existing State law, and;

"WHEREAS, laws regulating the use of motorcycle helmets should remain the province of individual States, NOT the federal government;

"WE, the 34,827 opponents of federal helmet legislation whose names appear on petition, therefore submit these petitions to Congress and respectfully request a "NO" vote on H.R. 1782."

Respectfully,  
*William H. Bish*  
WILLIAM H. BISH  
National Director

CC: Committee Members

1-800-4-BIKERS

**FOLLOWING ARE THE NUMBER OF PETITION SIGNATURES RECEIVED FROM EACH STATE**

AL...72	DE...48	IL...2962	MI...251	ND...756	OH...633	TX...1670
AK...15	DC...1	IN...335	MN...922	NE...691	OK...663	UT...229
AZ...654	FL...1785	KS...540	MO...192	NH...104	OR...465	VA...138
AR...321	GA...274	KY...420	MS...206	NJ...301	PA...1571	VT...28
CA...4828	HI...4	LA...561	MT...331	NM...959	RI...147	WA...1027
CO...1120	ID...359	MA...764	ME...66	NV...39	SC...122	WI...2087
CT...672	IA...1891	MD...163	NC...485	NY...850	SD...1296	WV...127
					TN...390	WY...292

**ALERT**



**B.A.M. ALERT**



**ALERT**



**B.A.M. ALERT**



**ALERT**

## A MOTORCYCLIST'S

# ACTION GUIDE



## H.R. 1782 "NATIONAL HIGHWAY TRAFFIC FATALITY AND INJURY REDUCTION ACT OF 1991",

James D. Cooper (D-Tenn)

This proposed legislation would require states to adopt laws mandating motorcycle helmet usage and passenger vehicle safety belt usage, leveraged by forced expenditure of state funding for safety programs, when enactment or compliance is not achieved by the state.

### NCOM MRO Opposition:

Basis -

1. Sovereignty of states' rights.
2. Concept of federal blackmail.
3. Seek separate and fair treatment as a stand-alone issue, not tacked on by amendment to the Federal Highway Reauthorization Bill of 1991 or other macro legislation.
4. That we be given fair time allocation and opportunity to represent our side of the issue.

### Action Requirement:

#### WRITE THOSE LETTERS!!

Write to your U.S. Representatives, especially those on the House Public Works and Transportation Committee, concerning state's sovereignty, separate treatment and fair opportunity to present opposing viewpoint.

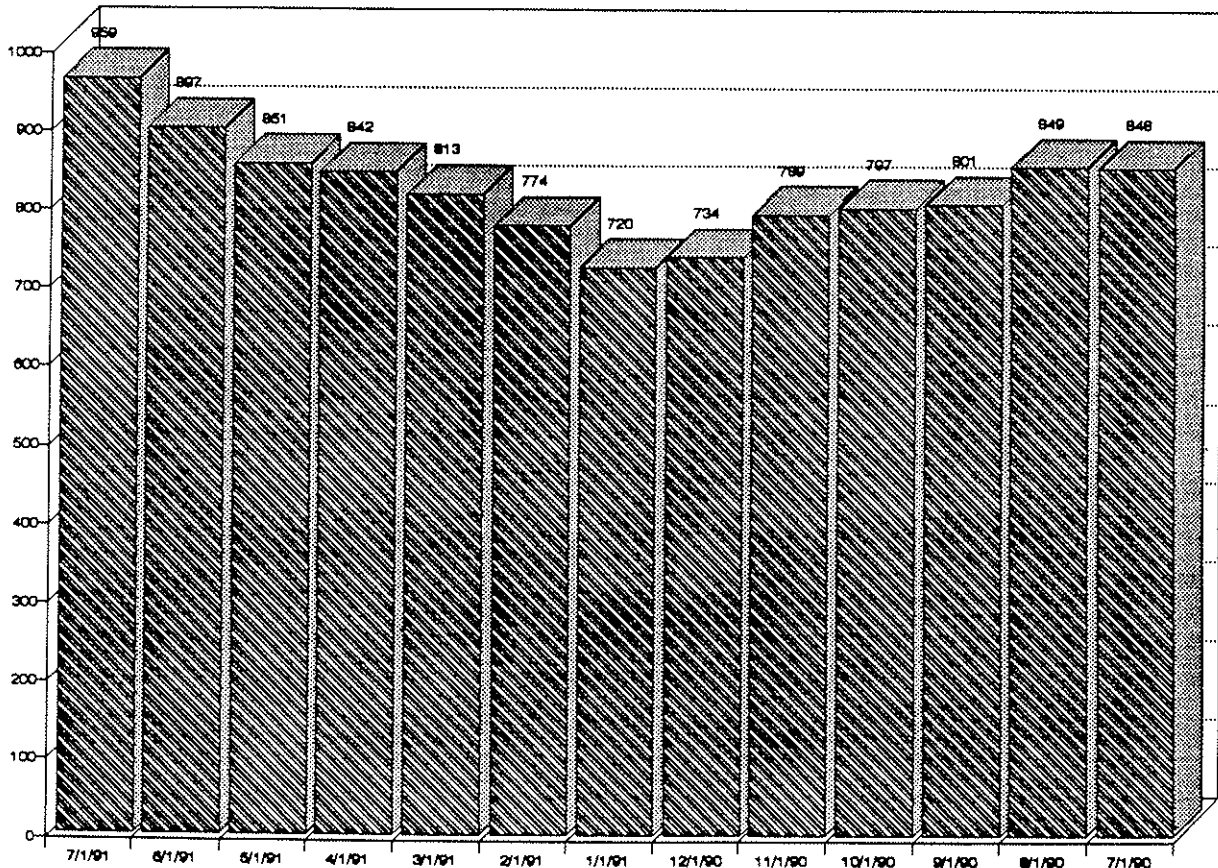
Write to your state Senators and Representatives. Ask them to communicate with the U.S. Representatives from your state, emphasizing that this is a state's rights issues, and requesting fair opportunity to present opposing viewpoint.

Write to your state's U.S. Representative on the House Ways and Means Committee. Ask them to strike out any amendments that involve motorcycle helmet laws if they are encountered in other legislation under their consideration (tacked on).

### SCHEDULE FOR EXECUTION OF ACTION REQUIREMENT:

This legislation is expected to begin movement in Committee prior to the summer recess of August, 1991. It is imperative that a massive letter writing campaign, as herein defined, be initiated immediately.

ABATE of Oregon Totals



## LETTERS NEED TO BE WRITTEN NOW!!!!

### • 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 \_\_\_\_\_ 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 (Oregon)

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

## OUR U.S. REPRESENTATIVES (Oregon)

### District 1 (North Coast)

Congressman Les AuCoin  
2159 Rayburn House Office Building  
Washington, D.C. 20515  
202-225-0855 or 800-422-4003

### 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

### 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 4 - South Coast, Southern

#### Willamette Valley, Southern Oregon)

Congressman Peter DeFazio  
1233 Longworth House Office Building  
Washington, D.C. 20515  
202-225-6416

The following is a list of Washington Representatives for the Vancouver, Washington metro area. This list is for our members who reside in Washington. We might not necessarily cover your area but hope we have.

### U.S. SENATORS

Slade Gorton  
730 Hart Senate Office Building  
Washington, D.C. 20510  
(202) 224-3441 or  
(800) 282-8095

Brock Adams  
513 Hart Senate Office Building  
Washington, D.C. 20510  
(202) 224-2621

### U.S. REPRESENTATIVES

#### 3rd District

Jolene Unsoeld  
1508 Longworth House Office Building  
Washington, D.C. 20515  
(202) 225-3536

#### 4th District

Sid Morrison  
1434 Longworth House Office Building  
Washington, D.C. 20515  
(202) 225-5816

### LEGISLATURE

#### 17th District

Senator Dean Sutherland  
405 John A. Cherberg Building  
Olympia, WA 98504  
(206) 786-7632

Representative Holly Myers  
427 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7976

Representative Kim Peery  
431 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7994

#### 49th District

Senator Al Bauer  
401-C Legislative Building  
Olympia, WA 98504  
(206) 786-7696

Representative Joe King  
3rd Floor  
Legislative Building  
Olympia, WA 98504  
(206) 786-7999

Representative Val Ogden  
House of Representatives  
Olympia, WA 98504  
(206) ?

#### 18th District

Senator Linda Smith  
106-B Institutions Building  
Olympia, WA 98504  
(206) 786-7634

Representative David Cooper  
428 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7812

Representative Betty Sue Morris  
438 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7850

### CLARK CO. COMMISSIONERS

John Magnano  
1013 Franklin Street  
Vancouver, WA 98660  
(206) 699-2232

Busse Nutley  
1013 Franklin Street  
Vancouver, WA 98660  
(206) 699-2232

Dave Sturdevant, Chairman  
1013 Franklin Street  
Vancouver, WA 98660  
(206) 699-2232



# WORDS FROM ERIC DICKMAN AND THE OREGON STATE SHOOTERS ASSOCIATION (O.S.S.A.)

## NATIONAL FIREARMS LEGISLATION

On July 11, the Senate passed S. 1241, the Biden/Dole/Metzzenbaum Crime bill, by a vote of 71 to 26. As mentioned last month, this bill not only includes a modified version of the "Brady Bill" as well as the DeConcini Semi-Auto ban that was passed last year by the Senate, but also provides new limits on habeas corpus and allows expanded police powers for search and seizure. The list of crimes punishable by the death penalty is also expanded.

Attention now turns back to the House of Representatives, where work will now begin to craft a similar bill. On July 25th, a minority hearing was held in the House Crime Sub-committee. While the hearing room was packed, there were no reporters present, since most of those testifying were opposed to firearms bans. The CNN camera was there, but no footage was shown. The Washington Post reporter covering the crime bill indicates that the Democrats new crime bill will ban more weapons than the Senate version and will include a ban on high capacity magazines, however no other sources have yet seen this bill. Full committee hearing reportedly will begin in September.

The upcoming August Congressional recess provides an excellent opportunity to contact your Senators and Congressman and let them know how you feel about the direction they're heading. Representative Ron Wyden is considered to be a key vote, since he has not taken a strong anti-gun stand, and with few issues to separate himself from Senator Bob Packwood, Representative Les Aucoin may be susceptible to pressure. Recent advice from a former Congressman on lobbying reinforces the importance of points you already know: Keep letters short - one clear point per letter. Be polite, but firm - don't shout. The number of letters on a certain subject is more important than the number of capital letters used. Your calls and letters make an incredible difference.



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&  
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•

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## NEW JERSEY SEMI-AUTO BAN REPEAL?

On Monday, July 29th, the New Jersey legislature is set to override a veto by Governor Florio of a bill that would allow current owners of semi-auto rifles which were banned last year to keep them. This is the same legislature that enacted Governor Florio's ban, but it appears that we now have the votes to override. This was only possible because of a hard core effort to remove anti-gun politicians from office. This has convinced enough New Jersey legislators that it isn't in their long term interest to promote more gun control.


## FEEDBACK

Quite often when composing this column, I wonder how it could be improved. The only people who can say for sure are those of you out there who read it. Your comments, both positive and negative are welcome. While a note to the editor would be appreciated, you can simply call the M.C.C.S.C (Multnomah County Citizen's Safety Committee) administrative number, 778-7171, and leave a comment. The more specific your comments, the more it helps. Names and numbers are only necessary if you'd like a call back. Thank you, I appreciate it.

## N.R.A. EXECUTIVE V.P. ASKS FOR INPUT

Another person looking for feedback is Wayne LaPierre, Executive V.P. of the N.R.A. Obviously, the N.R.A. has failed to block some important anti-gun bills in the last few months, however the war is not over. In his column in the July "American Rifleman", Wayne is asking for input and suggestions about what members think should be the N.R.A.'s future direction. Personally, I don't believe that we will realize our own potent political force until gun owners are willing to demonstrate their conviction that the 2nd Amendment is a Civil Right in an effective public display. Whatever your thoughts, you can write to Wayne at: National Rifle Association, 1600 Rhode Island Ave., N.W., Washington D.C., 20036.

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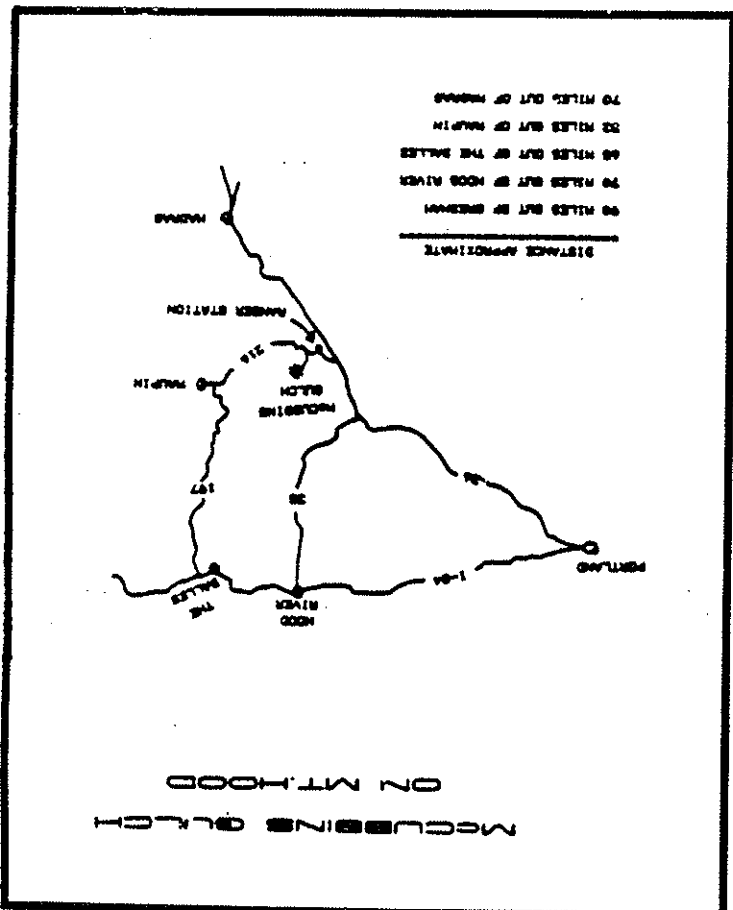
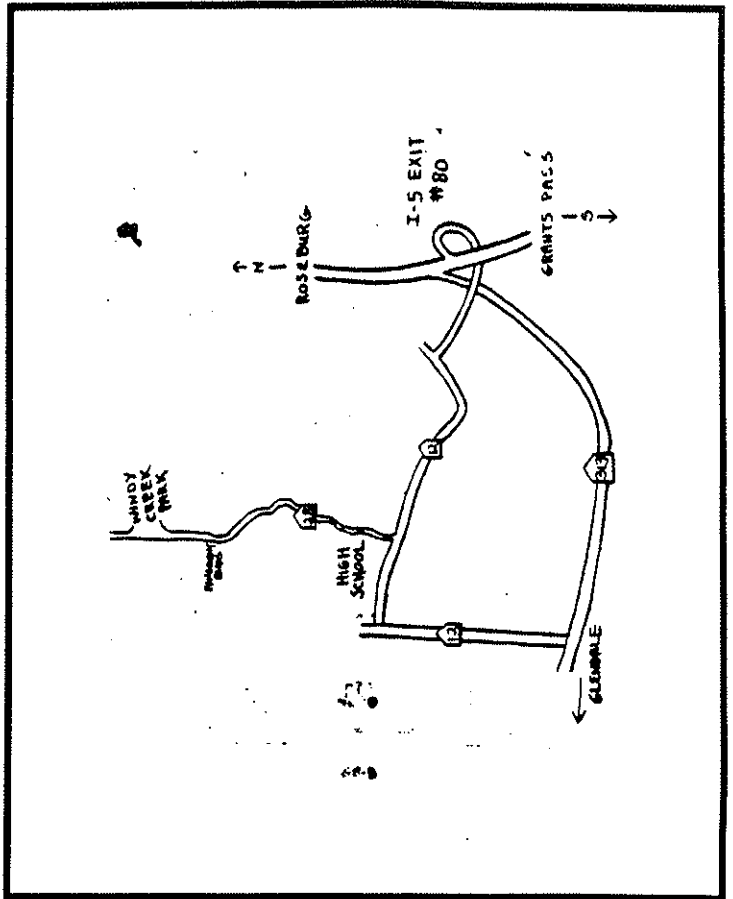
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**ABATE OF OREGON**

**SUMMER RUN 1991**

**AUGUST 16-17-18**

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**ADMISSION:**

ADULTS: \$10.00  
CHILDREN: \$5.00  
SENIORS: \$7.50  
STUDENTS: \$5.00  
FAMILY: \$25.00  
GROUPS: \$10.00

## GUN CONTROL, PATRIOTISM, AND CIVIL DISOBEDIENCE

by Jacob G. Hornberger

The State of California recently enacted a law which requires owners of semiautomatic weapons to register their guns with the state. But when the law went into effect, thousands of California gun owners, although risking a felony conviction, refused to comply with its requirements.

The gun owners were immediately showered with harsh criticism, not only from their public officials, but from many of their fellow citizens as well. The critics implied, among other things, that since the law had been passed by the duly elected representatives of the people, the gun owners, as members of society, had a duty to comply with its terms.

The controversy raises important issues concerning liberty, property, government, patriotism, and civil disobedience.

As I have repeatedly emphasized, by adopting the welfare-state planned economy way of life, the American people of our time have rejected and abandoned the principles of individual freedom and limited government on which our nation was founded. But they have also rejected and abandoned something of equal importance: the concept of patriotism which characterized America's Founding Fathers.

There have been two different notions of patriotism in American history. The one which characterizes the American people of the 20th century - the one which is taught in our public schools - is this: patriotism means the support of one's own government and the actions which the government takes on behalf of the citizenry. The idea is that since we live in a democratic society, the majority should have the political power to take any action it desires. And although those in the minority may not like the laws, they are duty-bound, as "good" citizens, to obey and support them.

The distinguishing characteristic of this type of patriotism is that the citizen does not make an independent, personal judgment of the rightness or wrongness of a law. Instead, he does what he has been taught to do since the first grade in his government schools: he places unwavering faith and trust in the judgment of his popularly elected public officials.

The other concept of patriotism was the type which characterized the British colonists during the late 1700s. These individuals believed that patriotism meant a devotion to certain principles of rightness and morality. They believed that the good citizen had the duty to make an independent judgment as to whether his own government's laws violated these principles. And so, unlike their counterparts in America today, these individuals refused to automatically accept the legitimacy of the actions of their public officials.

Let us examine how "real-world" applications of these two concepts of patriotism differ dramatically.

In the late 1700s, the British colonists were suffering under the same type of oppressive regulatory and tax system under which present-day Americans are suffering. What was the reaction of the colonists to this regulatory and tax tyranny? They deliberately chose to ignore and disobey their government's regulations and tax acts. Smuggling and tax evasion were the order of the day! And the more that their government tried to enforce the restrictions, the more it met with disregard and disobedience from the citizenry.

Sometimes smugglers or tax evaders would be caught and brought to trial. The result? Despite conclusive evidence of guilt and the judges' instructions to convict, the defendants' fellow citizens on the juries regularly voted verdicts of acquittal.

And civil disobedience was not limited to economic regulations and taxation. There was also widespread resistance to conscription, especially during the French and Indian War. Those who were

conscripted deserted the army in large numbers. And those who had not been conscripted hid the deserters in their homes.

This was what it once meant to be a patriot - the devotion to a certain set of principles regarding rightness, morality, individualism, liberty, and property; and it means a firm stand against one's own government when it violated these principles.

If an American of today were magically transported back to colonial America of the late 1700s, he would immediately find himself at odds with the colonists who were resisting the tyranny of their government. How do we know this? By the way which Americans of today respond to what is a much more oppressive and tyrannical economic system: with either meekness or, even worse, with ardent, "flag-waving" support the actions of their rulers.

And what is their attitude toward their fellow citizens who are caught violating the rules and regulations? Again, either meekness or fervent support of their rulers. After all, what was the reaction to the conviction of Michael Milken for violating such ridiculous economic regulations that even King George would have been embarrassed? "He got what's coming to him - he shouldn't have made so much money anyway!" And to Leona Helmsley's conviction for having taken improper deductions on her income tax return? "She's obnoxious - she should go to jail." The thought of rising to the defense of these victims of political tyranny is an anathema to the present-day American "patriot."

And what about jury trials involving economic crimes? Like the good little citizens they have been taught to be, especially in their public schools, American "patriots" dutifully comply with the judge's instructions to convict their fellow citizens of violating this regulatory and tax tyranny. Although they have the same power as their ancestors to disregard the judge's instructions and to acquit their fellow citizens, the thought of doing so is repugnant to present-day "patriots." They choose instead to do their "duty" and thereby become "patriotic" agents of their own government's tyranny.

Therefore, there is no doubt that the American of today would feel very uncomfortable if, all of a sudden, he found himself in the British colonies in 1775 - in the midst of smugglers, tax evaders, draft resisters, and other patriots of that time.

This brings us back to the individuals in California who are refusing to register their guns.

As our American ancestors understood so well, the bedrock of a free society is private ownership of property. And there are fewer more important rights of private ownership than the unfettered right to own weapons.

Why is ownership of weapons so vitally important? Not for hunting. And not even to resist aggression by domestic criminals or foreign invaders. No, as history has repeatedly shown, the vital importance of the fundamental right to own arms is to resist tyranny by one's own government, should such tyranny ever become unendurably evil and oppressive.

The lesson which Americans of today have forgotten or have never learned - the lesson which our ancestors tried so hard to teach us - is that the greatest threat to our lives, liberty, property, and security lies not with some foreign government, as our rulers so often tell us; instead, the greatest threat to the well-being of all of us lies with our own government!

Of course, there are those who suggest that democratically elected public officials would never do anything seriously harmful to the American people. But let's look at just a few twentieth-century examples. They confiscated people's gold. They repudiated gold clauses in government debts. They provoked the Japanese into attacking Pearl Harbor and then acted like they were surprised. They incarcerated Japanese-Americans for no crime at all. They injected dangerous, mind-altering drugs into American servicemen without their knowledge. They radiated the American people in the Northwest and then deliberately hid it from them. They had surreptitiously confiscated and plundered people's income and savings through the Federal Reserve System. They have terrorized the



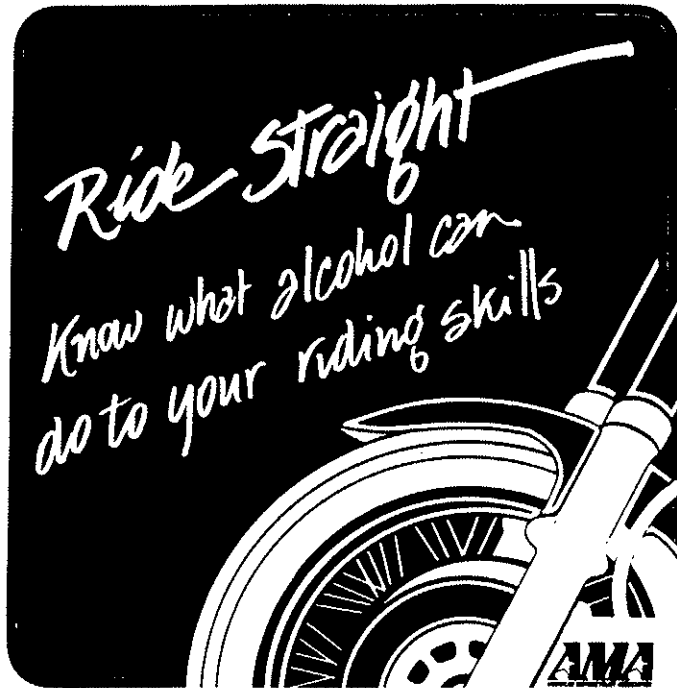
citizenry through the IRS. And, most recently, they have sent our fellow citizens to their deaths thousands of miles away in the pursuit of a relatively insignificant cause.

Those who believe that democratically elected rulers lack the potential and inclination for destructive conduct against their citizenry are living in la-la land.

Of course, the proponents of political tyranny are usually well motivated. Those who enacted the gun registration law in California point to those who have used semiautomatic weapons to commit horrible, murderous acts. But the illusion - the pipe dream - is that bad acts can be prevented through the deprivation of liberty. They cannot be! Life is insecure - whether under liberty or enslavement. The only choice is between liberty and insecurity, on the one hand, and insecurity and enslavement on the other.

The true patriot scrutinizes the actions of his own government with unceasing vigilance. An when his government violates the morality and rightness associated with principles of individual freedom, and private property, he immediately rises in opposition to his government. This is why the gun owners of California might ultimately go down in history as among the greatest and most courageous patriots of our time.

Mr. Hornberger is founder and president of The Future of Freedom Foundation. This article originally appeared in the May 1991 issue of FFF's monthly magazine, Freedom Daily (subscriptions \$15/year; PO Box 9752, Denver, CO 80209). *END*



Reprinted from July 1991 Jersey A.B.A.T.E.  
and June 18, 1991 The Star-Ledger

## PHOTOGRAPHER, FRIEND ON THE MEND AFTER MOTORCYCLE COLLISION WITH BEAR

by David VanHorn

A motorcyclist and his girlfriend yesterday were recovering in hospitals from a Sunday night collision with a black bear on Route 80 in Warren County.

Steve Andrascik, who was traveling eastbound, struck the 300-pound creature, killing the animal and turning the cycle into a sliding mass of metal on the highway.

"Definitely, I feel lucky," Andrascik, a Star-Ledger photographer, said yesterday from his room in Hackettstown Community Hospital. He sustained a broken collarbone and three fractured ribs.

His passenger, Regina Hunt, 34, of Bernards Township, was listed in guarded condition with a head injury yesterday at University Hospital in Newark, said Robin Preisler, director of media relations. Hunt was flown to Newark from Hackettstown's hospital by State Police helicopter, State Police at Hope said.

"She'll be fine," said Andrascik, a 42-year-old Somerset resident.

The male bear succumbed to internal injuries at the scene and was brought to the state wildlife office in Clinton, where it was incinerated, said Kim Tinnes, a wildlife control representative with the state Division of Fish and Game. The three-year-old male was probably looking for a mate.

"They've really been active," she said, noting that this year "there's been quite a few" accidents involving bears.

The mishap took place at 11:10 p.m. in Allamuchy when an eastbound vehicle in the left lane, driven by Richard Histerberger of Hollidaysburg, Pa., hit the bear, police said. The animal was thrown into the center lane, where Hunt and Andrascik were traveling at 60 mph on Andrascik's 1985 Harley-Davidson.

"I came up on the bear so fast. It was a black bear and it was black road. I tried to avoid the bear, but there was no time," Andrascik said.

The motorcycle hit the bear's left side, went out of control and skidded 156 feet before stopping in the center lane. Andrascik and Hunt both were wearing helmets, leather jackets and pants and boots.

Colliding with a bear is rare for motorcyclists, who do sometimes hit deer, Andrascik said.

"This is the first time I've ever heard of it," he said. "It's not every day you hit a bear, especially on a motorcycle."

Sunday's accident was the third road kill of a bear this year and the first involving human injuries, Tinnes said. One bear died on Route 80 in Warren County, another was hit on Route 31 in Hunterdon County and a third was struck in Morris County but survived.

Tinnes expects more accidents between motorcyclists enjoying the good weather and bruins hunting for companionship.

"It's rare, but I'm sure it's going to be on an upswing," she said.

The article above is about a fellow member and an Experienced Rider Education Course graduate. He is now on the mend and so is his passenger. When we called him to check on his condition, we asked if the course had helped him. He told us no, that he was guilty of target fixation. He looked down a dark section of Route 80, thought he saw a bear and just kept looking till he hit him. We wish them both a speedy recovery! *END*



## WHAT HAPPENED TO RIGHT TO PRIVACY?

by Richard Cohen

Not too long ago, I went to buy some speaker wire - a total purchase of less than \$10, as I recall.

The clerk took my cash and then did the usual fandango on the computer. Lots of keys were punched. "The last four digits of your telephone number, please," he said. No way, said I. The clerk was insistent. The computer demanded it, he said.

Here, in a single incident, was much that I consider evil in the world.

Here, in other words, was someone taking orders from a machine and insisting I do the same.

And here, to get right down to it, was someone asking me for a piece of information that was none of his business. I declined.

Back then, I was still naive, uninformed, a total dunce when it came to guarding my privacy. I assumed I still had to provide my phone number when making credit card purchases. It turns out I do not. It turns out, in fact, to be contrary to the policies of most credit card companies - not to mention illegal in a handful of states.

Learning that piece of information has put me in even more hot water.

Twice recently, I've refused to write my phone number on credit card receipts. On both occasions, the clerk reacted indignantly and one time refused to make the sale - until the owner intervened.

Guarding my privacy has become a growing obsession with me. I was not always that way. I was pleased, actually honored, when asked to participate in a survey.

I loved to fill out those forms and, I confess, I felt a fission of smug satisfaction when I checked my income bracket - invariably among the highest on the form. I knew I was a valued person, cherished for my (relatively) high income.

But now I turn down all survey requests. I recently said "no" to Pan Am and would not respond to a telephone survey until I was told the survey's sponsor. The caller seemed mystified. He thought there was nothing strange about poking around in my private life while refusing to tell me who was asking. I declined to participate.

My friends in the polling business tell me I am hardly unique. More and more Americans are simply clamming up.

Why? Some people fear a computerized Big Brother. In some sense, their fears are justified. With computers, an incredible amount of information can be accumulated and stored. I'm as much a civil libertarian as the next guy. But it's not a potential threat to my rights that bothers me. It's sheer, simple privacy. I want it.

I can't even tell you exactly what is privacy and why it's important to me. The concept of privacy is, I'm told, a relatively new development. After all, not long ago families lived in one room. Village or tribal life means, almost by definition, very little privacy. And anyway, in my case, I write newspaper columns, some rather personal in nature. But I reveal what I want and withhold what I want.

What irritates me is not, strictly speaking, what you would call a loss of privacy but rather a different loss entirely - control. Each time I'm required to write my phone number on a check or credit card receipt, each time I'm asked my Social Security number, I suspect that something is being taken from me - taken and given to someone.

Maybe it's the underhanded nature of the request that bothers me - never an admission of market research but, usually, something

done, as the phrase goes "for your protection." For that reason, I give the minimum information on warranty forms. Why do they need to know my age or occupation? If the toaster's broke, it's broke - no matter what my age and what I do for a living.

It's the drizzle of lies that offends me - that and the conviction of some clerks that they are entitled to demand what they may. When all I wanted was speaker wire, I was treated like a creep - as if there was something wrong with me for withholding my phone number.

And so I say to you out there, stop providing your phone number on credit card receipts (checks are a different matter), fill out no more questionnaires and decline all surveys. Things have changed for the worse since Calvin Coolidge said, "The chief business of the American people is business." Too much of the business of America is minding ours. *END*

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## CATASTROPHIC HEALTH CARE BILL RESURFACES

Maryland motorcyclists, beware! Gov. William Donald Schaefer is crusading again to force discriminatory, costly catastrophic health insurance on you.

Schaefer revealed his intentions in a recent letter to the Baltimore Sun newspaper. He said he hopes to reintroduce legislation to require catastrophic health insurance for motorcyclists in spite of the fact that the proposal has been shot down two years in a row. The Governor's plan would, at best, saddle responsible motorcyclists with much higher insurance costs. At worst, it could force many motorcyclists to ride illegally - or not ride at all.

The AMA and other motorcycling groups stopped this same proposal cold in committee hearings over the past two years. In each case, an overwhelming majority of committee members from both political parties have voted the proposal down. But that doesn't seem to matter to Schaefer.

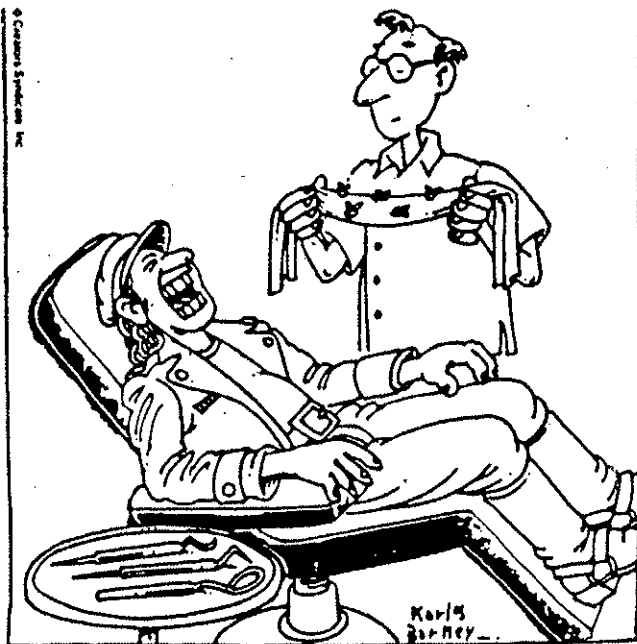
"I am disappointed," he wrote in his letter to the Sun, "that the Legislature and motorcycle riders have again failed to see that when a motorcyclist incurs a catastrophic injury, everybody loses. I will try again to get this bill passed. Next time, I hope the public will get behind it and help save state dollars."

"These proposals would have saved the state about \$9 million per year, at a time when people are screaming to cut government spending. It is not fair for the state to have to bear the burden of caring for people who choose to take unnecessary risks."

No, governor. What isn't fair is that Maryland motorcyclists should be forced to bear a costly burden that no other motorists are forced to bear.

The state of Maryland loses an estimated \$100 million a year because of uninsured automobile accident victims. But the governor apparently isn't concerned about that loss. Instead, he continues to single out motorcyclists, apparently because he believes we are a safe political target.

Let's prove him wrong. **END**



**Four out of 5 dentists recommend Pest Strip Dental Floss for their patients who ride motorcycles.**

## BRAWNY TOWELS CLEANS UP AD

A door opens. A huge, slovenly guy with long hair, ripped T-shirt and dark glasses stands on the porch. His motorcycle is parked at the curb.

Taking off his sunglasses, he proclaims, "I'm here to pick up your daughter. You don't have a problem with that, do you?"

Suddenly, a hand holding a paper towel appears and wipes the man's image off the TV screen. A voice says: "Wouldn't it be nice if you could solve all of life's little problems this easily?"

That was the scenario for a 15-second television commercial for Brawny paper towels that began airing nationwide in May. But since then, AMA members and other motorcyclists offended by the portrayal of motorcyclists in the commercial have convinced the company to change its approach.

After receiving dozens of letters from members, Chris Kallfelz, legislative affairs specialist with the AMA's Government Relations Department, contacted Brawny's ad representative, Craig Treankler, on behalf of the Association.



"I was surprised by his attitude," says Kallfelz. "Company officials had received so much negative feedback from our members and others that they were genuinely interested in rectifying the situation."

After several discussions by telephone, Treankler assured Kallfelz that his company intended to remove the motorcycle from the TV spot by technically altering the scene. While you will still see the individual standing at the door, the motorcycle parked at the curb will disappear.

Treankler noted, "This should remove any connection to motorcycling."

The new version should be airing by the time you receive this issue of American Motorcyclist.

"The James River Company, which makes Brawny, was responsive to our members' requests," says Kallfelz. "Brawny appears to be genuinely sensitive to motorcyclists' concerns. In less than one month, they learned of the problem and took steps to correct it. That doesn't happen very often." **END**

**THERE WILL BE NO BikePAC MEETING UNTIL THE FIRST SATURDAY IN OCTOBER. MORE INFORMATION WILL BE PUBLISHED AS IT'S AVAILABLE.**

**REMEMBER, BikePAC IS FIGHTING FOR YOUR RIGHTS.**

**THEY NEED YOUR SUPPORT!!**

Reprinted from Bikers Against Manslaughter

## RIDE S.M.A.R.T.\* - GAMBLING AT INTERSECTIONS; DON'T BET YOUR LIFE!

by Russ Brown, Attorney For Motorcyclists

I was talking recently with a young client about his motorcycle accident case, a typical left turn scenario, when he told me, "The car turned right in front of me ... I'd have bet my life that the driver saw me!"

You did my friend, you bet your life!

NEVER assume that an opposing driver has seen you and is yielding the right of way! In the typical accident involving a left turning automobile at an intersection, the post crash statement of the driver is, "I never saw him!"

Drivers pulling out in front of a motorcycle from a side street or driveway usually elicit a similar response.

Despite our many motorcycle awareness programs, many car drivers are not accustomed to looking for bikes. They have learned to watch for other cars, trucks and even pedestrians, but not motorcycles. In many situations, a driver may actually SEE a motorcyclist with his eyes, but the image does not register in his brain ... so eye contact is not a guarantee that you have been noticed.

Therefore, riders must take it upon themselves to RIDE TO BE SEEN!

Do you -

- Use your headlight during the day?
- Wear conspicuous bright colored upper torso garments?
- Use reflector tape?
- Ride with a strategy to see and be seen?

Here's some other tips to keep in mind when approaching a high risk situation:

- Proceed cautiously at intersections and MAKE SURE drivers in front of and facing you know you are approaching, especially if one is about to make a left turn. Use your horn to alert drivers who appear to be unaware, or flash your lights from high to low beam. Shifting your lane position may also draw attention.
- Ride where you can be seen. There is no ONE safe lane position, but you should avoid drivers' blind spots. Also, give yourself plenty of room and be prepared for emergency braking situations or avoidance maneuvers.
- Always signal your intentions clearly. Use hand signals for maximum visibility.
- Never assume the right of way is given to you. Be sure it is safe to proceed. Learn to watch the driver, not just the car.

One last consideration is the physical appearance of the motorcycle itself. Visibility of the motorcycle is affected by the size, shape and contrast of the forward profile of the motorcycle. Accident statistics show that mopeds, mini bikes, scooters, small and lightweight motorcycles are significantly represented in accident crash data. Conversely, large and heavyweight motorcycles are significantly under-represented in the accident data. Both fairings and windshields add visibility.

These suggestions, along with taking an approved rider training course, will help you to "Live To Ride ... Ride To Live." Ride S.M.A.R.T.\*, and next time you're approaching a turning vehicle, just remember that you really ARE betting your life that you've been seen ... so don't gamble on it!

\*S.M.A.R.T. - "Safety, Motorcycle Awareness & Rider Training."

END

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## CALIFORNIA GETS HELMET LAW

It's happened. For the first time in its history, California has a helmet law for all motorcyclists. The new law, recently passed by the Legislature and signed by Gov. Pete Wilson, takes effect next January 1.

OK, so you don't live in California. You live in New Mexico or Illinois or Vermont or someplace else thousands of miles from California. So why should you care what happens on the West Coast? Why should you care that the only state that has never had a helmet law governing adult motorcyclists now has one?

Here's reason number one: California has always been a leader in motorcycle riding and legislation. With 845,000 licensed riders, it has nearly twice as many motorcyclists as the second largest state. As a result, many other states look to California as a trendsetter in motorcycle issues. It was significant that California resisted the pressure to adopt a helmet law for so long. And now it will be significant that California lawmakers have reversed that tradition.

But reason number two is more interesting. Because, you see, the sponsor of California's helmet bill lied to get it passed by legislators. And those lies are likely to be repeated in other states and even on a national basis.

We're talking here about state Assemblyman Richard Floyd (D-Carson), who has been trying to pass a helmet law in California since 1981. During that decade-long battle, Floyd has proven to be a controversial figure whose abrasive manner has won him a lot of enemies.

In spite of that, Floyd twice succeeded in getting his helmet bill passed by state lawmakers, only to have it vetoed by Gov. George Deukmejian who, after consultation with motorcyclist groups including the AMA, decided that the law wasn't justified.

The state already had a law mandating helmets for motorcycle passengers 15 1/2 years of age and younger, and Deukmejian supported the notion that adult motorcyclists should be allowed to choose their own protective gear.

But last year, California voters elected Wilson as their new governor, and Floyd saw his opportunity. Wilson had supported federal legislation that would have forced states to pass mandatory helmet-use laws, so it appeared likely that he wouldn't oppose a statewide helmet law.

Floyd introduced his helmet bill last December, a month before the Legislature had even convened. By utilizing a little-used "pre-filing" provision, Floyd guaranteed that the bill would receive quick attention by the Assembly Transportation Committee to which it was assigned.

Then, at the very first committee hearing, Floyd produced a collection of huge figures designed to build support for his bill. He claimed that motorcycle accident victims cost the state between \$65 million and \$100 million each year, citing studies by the National Highway Traffic Safety Administration (NHTSA) and the San Francisco Injury Center for Research and Prevention.

Impressive, huh? Unfortunately, those numbers are also dead wrong. While Floyd was reeling off estimated societal costs ranging from out-of-pocket medical expenses and private insurance costs to loss of wages and productivity, he neglected to mention one important fact: The numbers he was citing weren't for motorcyclists wearing helmets who suffered head injuries. They weren't even for all motorcyclists, regardless of whether they were wearing a helmet.

In fact, the \$65 million to \$100 million number Floyd presented to his fellow legislators is, according to a spokesman for the NHTSA office in San Francisco, the estimated cost of all motor vehicle accidents in California.

"The Floyd number came from a study on the societal costs of motor vehicle accidents - all types of motor vehicle accidents - lumped together," said the spokesman, who asked to remain anonymous. "So it wasn't specific to motorcycles."

What amount of that would apply to motorcyclists? A tiny fraction. And what amount of that tiny fraction would apply to motorcyclists not currently wearing helmets who would wear them as a result of a helmet law? an even tinier fraction.

In other words, Floyd was telling California legislators that the state could save \$65 million to \$100 million per year by passing a motorcycle helmet law when in fact the vast majority of that money is being spent on car accident victims!

When American Motorcyclist magazine asked Floyd whether his data was inaccurate, he replied, "F\*\*k, no! The figure that I gave was a figure we've been giving for a long time, \$65 million to \$100 million. Take any F\*\*king number you want. So what?"

The NHTSA spokesman noted that regional studies do exist in California which track the costs of motorcycle accident victims, helmeted and unhelmeted. But Floyd chose not to present those numbers.

Floyd won quick approval for his measure in the Assembly and it moved to the Senate in April, where it showed up in the Senate Transportation Committee just two days later. It was obvious that Floyd was pulling out all the stops to get his bill approved quickly.

Despite strong opposition from motorcyclists, Floyd managed to line up just enough votes to ensure passage in the Senate, and the bill was sent to Wilson. In the final days before the governor signed the measure, he was swamped with letters from motorcyclists who urged him to veto it.

In the end, though, Wilson signed the bill during a ceremony staged at a Sacramento hotel. But he backed away from supporting Floyd's outrageous figures for monetary savings.

"We don't know exactly how much money and how many lives will be saved with this legislation," he said. "But we do know that the cost of not enacting it is too great for a civilized society to bear."

So the law takes effect on January 1, and the state Highway Patrol says it will begin enforcing the measure in April.

But there's one more reason why you should be concerned about California's helmet law, whether you live in California or not. Quite simply, it discriminates against motorcyclists.

Most state legislators who supported the bill say that this helmet law for motorcyclists is the same as a seat belt law for automobile drivers, something that California and many other states already have.

But it's not.

The fine for an automobile driver not wearing a seat belt in California is \$25. The fine for a motorcycle rider not wearing a helmet will be \$100 for the first offense, and more for each subsequent offense. In other words, a motorcyclist will face at least four times the penalty for not wearing mandated safety equipment.

On top of that, California, like most states with a seat belt law, will not issue a ticket for seat belt violations unless the driver is stopped for some other offense. But motorcyclists can, and probably will, be stopped just for helmet law violations. That enforcement pattern makes it easy for California motorists to ignore the seat belt law if they wish, but no motorcyclist will be able to ignore the helmet law.

When American Motorcyclist asked Floyd why the penalties for helmet law violations should be so much greater than for seat belt violations, he responded: "I should have made it \$200 as they have it in Nevada. We should take the sons-of-bitches off the bikes on the spot, throw the bikes on the back of a tow truck and impound them. That's what we should do, but we're being pretty easy."

If California proves to be a trendsetter in motorcycle helmet laws, that arrogant, discriminatory attitude is liable to carry over to the rest of the country as well.

And that's why California's new helmet bill is important to all motorcyclists - no matter where you live. *END*

## **FREEDOM OF CHOICE ...**

**Working together to preserve it.**

Reprinted from August 1991  
American Motorcyclist

## **GOLD WINGERS GET HEADSET LAW AMENDED**

Members of the Gold Wing Road Riders Association chapter in Wenatchee, Washington, aren't exactly experts in political lobbying. In fact, most had never before approached their elected representatives about any issue ... until this year.

The group decided to get involved in the political process in response to a state law prohibiting motorists from wearing headsets while operating a motor vehicle.

The law wasn't intended to target motorcyclists. Instead, it was designed to prevent automobile drivers from wearing headphones to listen to radios or Walkman-type tape players. But the wording of the law included all motor vehicle operators - and that meant motorcyclists, too.

Bob Peterson, a retired Washington state trooper and Gold Wing Club area representative, set out to educate lawmakers about motorcycle helmet speakers. He noted that for many motorcyclists, they provide the only access to important information about weather and road conditions - the same information car drivers can get over their vehicle's radio and speakers.

"We (motorcyclists) tend to forget that legislators aren't well-informed when it comes to motorcycling," says Peterson. "This law as a classic example of that. We felt it was our responsibility to set them straight."

Gold Wing members organized a letter writing and phone calling campaign that pointed out the distinctions between headphones on a car driver and helmet mounted speakers on a motorcycle. Several weeks after the campaign began, Peterson got a call from state Sen. George Sellar (R-East Wenatchee), who said he would introduce legislation exempting motorcyclists from the law.

But the group's members didn't stop until the legislation received quick approval from the Legislature and was signed into law by Gov. Booth Garnder in May. Washington motorcyclists can legally use headsets beginning July 28.

Peterson says his group learned a valuable lesson from its campaign.

"If we stick together, we can make a difference," he says. "That's a lesson I know none of us is likely to forget."

Peterson also praised Sellar for his willingness to work with motorcyclists:

"It's nice to know that someone in state government is listening to you. We appreciate all the work that the senator did for us, keeping us updated on the bill's progress and making sure that it passed without any hitches. We owe him a big thank you."

If you'd like to express your gratitude, write to the Honorable George Sellar, 312 Legislative Building, State Capitol, Olympia, WA 98504. *END*

Reprinted from July 19, 1991

Bikers Against Manslaughter Press Release

## **"OUTLAW GANG" BILL NO LONGER THREATENS MOTORCYCLISTS**

Finally, Washington has some good news for motorcyclists! Sen. Dennis DeConcini (D-Arizona) has introduced a substitute bill for his infamous "Outlaw Street and Motorcycle Gang Control Act of 1991" (S.339) which contains NO reference to motorcycling.

On June 17, DeConcini introduced the "Outlaw Gang Control Act of 1991" (S.1303) to replace S.339. S.339 would have sought to curb criminal activities of "outlaw motorcycle gangs" by enacting stiffer penalties for illegal use of firearms and explosives, and by establishing a federal agency to gather intelligence on unlawful gang activities. The replacement measure does not mention "motorcycle" and is not considered to be the threat to legitimate rider clubs that S.339 would have been.

"S.339 would have singled out motorcyclists as an identifiable criminal element and given law enforcement the authority to harass individual riders based on 'guilt by association'," said attorney Russ Brown of Bikers Against Manslaughter.

According to Russ Brown, whose B.A.M. organization has repeatedly protested the "bad biker" stereotype in the press and media. "The general public already has a negative image of motorcyclists, and DeConcini's bill would have reinforced the misconception that all motorcyclists are renegade outlaws who deserve to be treated like second-class citizens."

Millions of motorcyclists across America have escaped the "criminal" label largely due to lobbying and grass roots efforts spearheaded by the AMA, MRF and the MMA and ABATE. *END*

## **REMEMBER, MOTORCYCLES RUN ON GASOLINE. NOT ALCOHOL.**

There's no future in mixing alcohol or drugs with motorcycling.

But even riding sober doesn't mean you're riding safely. That's why you need to check out your local TEAM OREGON class schedule.

Responsible motorcyclists take the time to really understand their machines by reading their owner's manuals. And they never ride without a motorcycle license.

So remember, ride straight. Or don't ride at all!

See TEAM OREGON class schedules elsewhere in this Newsletter issue.

## "WHEN RIGHTS ARE WRONGED"

by President Dick Riley

New York City television talk show host Sally Jessy Raphael goes to work with a box of Kleenex under one arm and an axe-to-grind under the other.

The tissues are for the tears Sally encourages, provokes or coaches out of a lineup of guests in this staged melodrama, masquerading as television journalism.

The axe-to-grind is for Americans who do things and believe in things Sally doesn't. Like hunting, shooting, owning firearms and the provisions of the Bill of Rights.

Hunters, shooters and gun owners have come under Sally's scathing criticism of late and paid a dear price for it. Outnumbered by loaded panels and an emotionalized audience, cheered on by none other than Sally herself, pro-hunting and pro-gun spokespersons have been shouted down, insulted, humiliated and generally harassed in a public lynching, billed as an open debate.

Sally's show is typical of the type of scapegoat broadcasting that presently pervades daytime TV. First, you set up the slaughter, then you invite the lamb. The reason for the format is obvious - tears, outrage and emotional burdens have a peculiar audience appeal. This translates to increased sponsorship which in turn means added profit. All at gun owners' expense.

Sally can sniff out gut-wrenching sentimentality a mile away, and she knows how to capitalize on it. Milking an emotion-ridden cause for all it's worth, she recently rebroadcast a show featuring parents of children killed in firearms accidents, that "coincidentally" happened to correspond with the congressional debate over the "Brady Bill".

Did she mention NRA's many accident-prevention programs? No. Nor did she mention this drop in firearms accidents because of our safety programs.

This lurid episode was Sally at her gun-hating worst, a constant diatribe of tears, hate-filled outbursts, accusations and erroneous information, all leveled at a single NRA representative, who must have felt like Daniel in the lion's den. As soap opera, the show probably pushed blood pressures up throughout the viewing area. As fair and open-minded TV journalism, the program stank.

Sally's teeth dripped poison whenever she felt obliged to mention the NRA. Most often this was in association with outlandish

statements accusing the NRA of paid service to firearms manufacturers, blocking efforts to promote child firearm safety and even twisting the Constitution to meet our own objectives.

In another recently-aired segment, Queen Sally attacked hunting by calling upon the services of Cleveland Amory, self-appointed guru of the animal rights movement. Coming under fire was a bow hunting video produced by rock star Ted Nugent, with Sally featuring the same repetitious scene of an arrow felling a boar. Sally prefers to promote those animal rights activists who, in the name of "defending animals," have gutted medical facilities, vandalized restaurants that sell meat products, physically intimidated hunters and issued death threats against medical researchers. Buildings have been burned. Research animals, contaminated with a deadly untreatable parasite, have been stolen from a lab and most likely have been set free.

Sally neglected to mention that she is a disciple of Amory's, yet her prejudice was evident anyway. Unfortunately, this prejudice was presented as fact to thousands of unknowledgeable viewers, who probably accepted her insults, accusations and tainted broadcasting as unbiased and concerned social coverage. And that's where I draw the line.

Those of us who know the truth must make it clearly understood that the Sally Jessy Raphael's of this world are profiting at our expense. There are 70 million gun owners and some 20 million hunters in America. We can and should exert tremendous pressure on networks and sponsors who allow Sally and her like to ridicule us, lie about us and ultimately destroy the rights and traditions we hold dear.

All it takes is a volume of letters and telephone calls, and we'll force Sally to sheath her fangs and force others like her to reconsider broadcasting principles, including truth, fairness and responsibility - all presently lacking in coverage of firearm and hunting issues.

Therefore, this month my LieAbility Award goes to Sally Jessy Raphael, media manipulator and anti-gun conspirator. Join with me in neutralizing her venom through your letters and telephone calls. It's time for truth and fairness in broadcasting. Let's make it happen through the power of our unified voice. Write:

Sally Jessy Raphael Show  
c/o Multimedia Entertainment  
75 Rockefeller Plaza  
22nd Floor  
New York, NY 10019  
(212) 582-1722

## 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 \_\_\_\_\_

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1 year membership that expires \_\_\_\_\_

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Please Keep This Receipt

**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.**

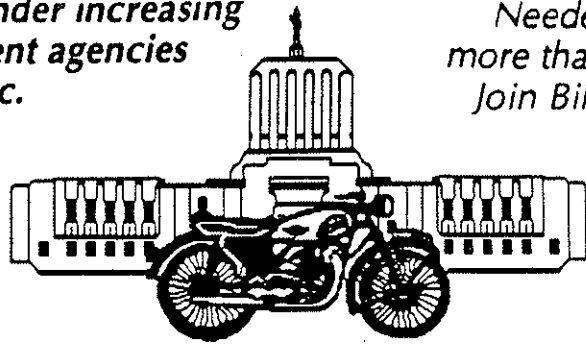
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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 \_\_\_\_\_

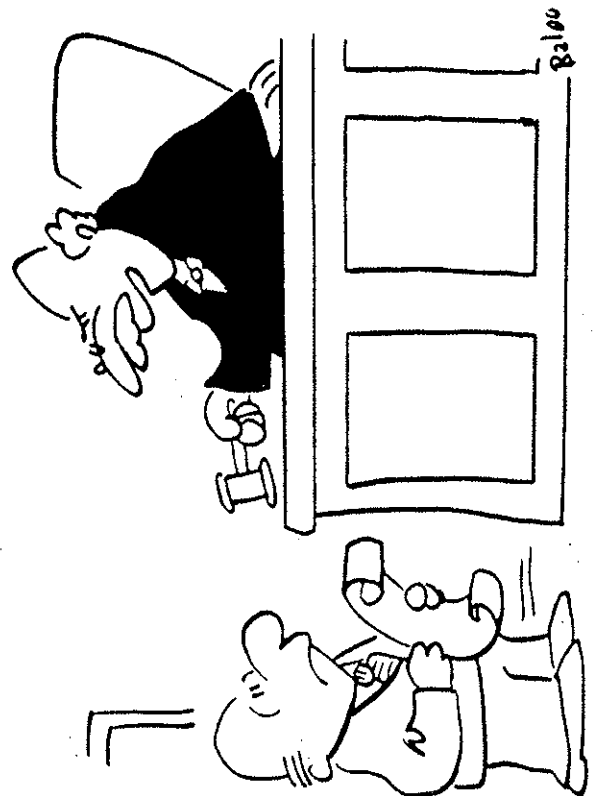
2nd Name (couple) \_\_\_\_\_

Address \_\_\_\_\_

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



*"Early today the senator called a spade a spade.  
He later issued a retraction."*



*"The Bill of Rights? -- Are you trying to make trouble?"*



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

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

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

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

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

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

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

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

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

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

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

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## 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

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U.S. POSTAGE  
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PORTLAND, OREGON  
PERMIT No. 638



Has your membership expired?  
If so, renew today to help Legalize Freedom!

### 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.