



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

ATTENTION MEMBERS

***ACTION NEEDS TO BE TAKEN
AS SOON AS YOU RECEIVE
THIS NEWSLETTER.***

***TURN TO PAGES 9 & 10 AND
CALL YOUR REPRESENTATIVE
IMMEDIATELY!!***

Don't delay, Call NOW!!!

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

ABATE of Oregon, Inc.

P.O. Box 4504

Portland, OR 97208

Please make checks payable to ABATE of Oregon, Inc.

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DEADLINE FOR SUBMISSIONS FOR PUBLICATION 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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LETTER'S TO THE EDITOR



Dear Editor

I am writing in regard to the paid advertisement which appeared on the front cover of the August newsletter.

I recognize that advertisement revenue assists in financing the newsletter and that A.B.A.T.E. of Oregon supports the education efforts of TEAM OREGON, however I thought that A.B.A.T.E. of Oregon's main purpose was to do everything possible to legalize personal freedoms. Our newsletter logo says, "Dedicated to the Freedom of the Road!" and "Let Those Who Ride Decide!" Have we changed our philosophy??? According to the Full Gear/Fool's Gear ad, the people who (if law allowed) choose not to wear helmets would be on the Fool's Gear side. I know of many riders who would choose to not wear helmets but who have ridden for years and are very educated riders. What are we to believe; that we should have a personal choice to make the decisions or that we are untrained fools if we choose not to wear helmets?

I think you do a great job as editor and I really enjoy reading the newsletter, but I would like to suggest that no paid advertisements be placed on the front cover, especially ads which contradict what our organization represents and promotes. LEGALIZE FREEDOM! LET THOSE RIDE DECIDE!

Respectfully,
Brenda Chancellor
Lincoln Co. Chapter

To the Editor:

When we received our August newsletter we were extremely offended. On the masthead it states "Dedicated to Freedom of the Road!" and "Let Those Who Ride Decide!" Directly beneath this is an ad from Team Oregon with the heading "FULL GEAR/FOOL'S GEAR." We always thought ABATE advocated freedom of choice and if we choose not to wear helmets we don't expect to be called fools on the front page of our own newsletter. We do support TEAM Oregon and the rider education project and are not advocating censorship, however, if we must have ads on the front page, TEAM

Oregon does have several that are more suitable. We also worry that proponents of a helmet law could use this kind of thing against us. It looks as if ABATE is supporting a helmet law with an ad like this on the front page. In the future please think about who you are calling fools.

We're Pro Choice and we vote!
Ted and Kimberly Twiss

Dear Writers;

Thank you all for your letters. I fully agree and emerge red faced with embarrassment because at the time we (Roger and I) talked about running this ad on the front page we were strictly thinking of the implication of training and education as the TEAM Oregon season winds down. We did not look at it from the perspective you have pointed out.

I do work hard on this newsletter to run information that projects Freedom of Choice, because it's what I feel everyone in this organization is striving for by belonging to ABATE. I am Pro Choice and I also vote, but I also feel education is important.

I do apologize for offending you and all of the others that feel the same way but haven't written.

I end up being the fool for not seeing the poster for what you saw. I get close to a deadline and have certain things lined up to go in the newsletter a certain way. When it's time to go to press I don't always have the time to take that one last look. I hope I'm entitled to an occasional mistake but hope they won't be as bad as this one in the future.

I really appreciate you voicing your opinion and hope you continue to enjoy the newsletter in the future. It makes me feel good, even in a case like this, when someone takes the time to write.

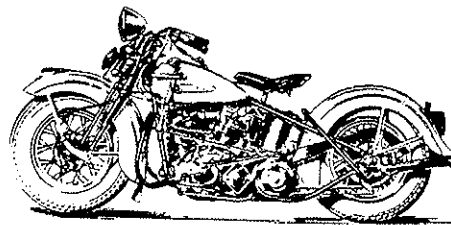
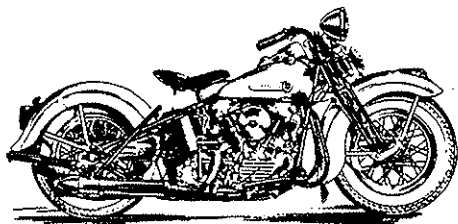
Sincerely
Donna Adkins
Newsletter Editor

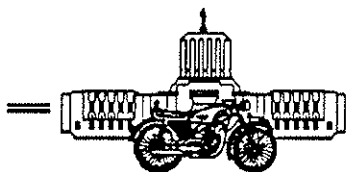
IN REMEMBRANCE ... A THANK YOU

The Outsiders Motorcycle Club would like to thank everyone for their support in helping us cope with the recent loss of President "Righteous Robin."

Robin was a 24 year member of the Outsiders Motorcycle Club and one of the early pioneers of ABATE of Oregon.

Thank you,
Outsiders M/C

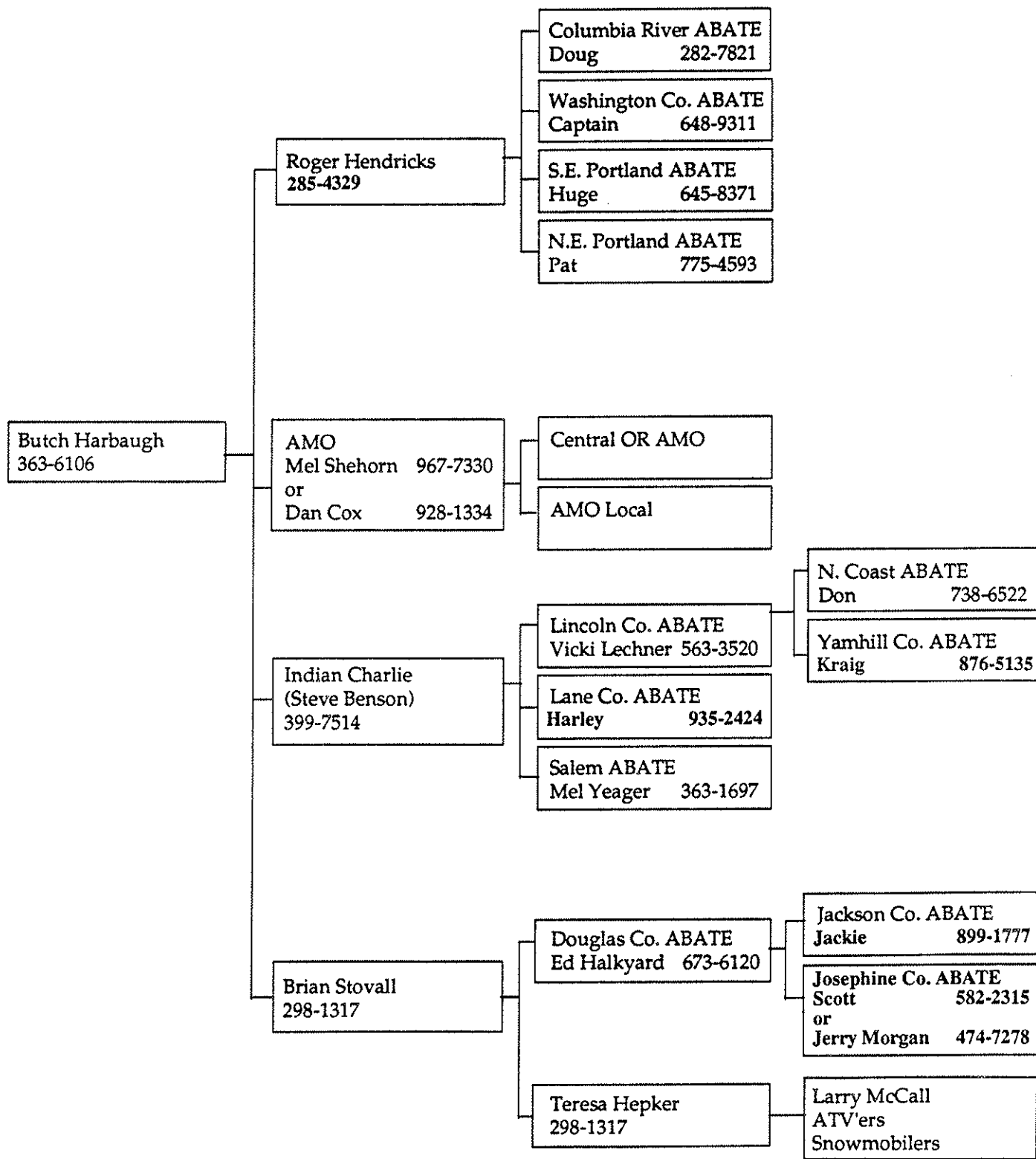




BikePAC of Oregon

PHONE TREE

February 2, 1991



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

Minutes for August 10, 1991 Roving Meeting held at Linn-Benton C.C. in Albany

The meeting was opened by Captain at 1:15 p.m.

Roll call - Columbia River - 2, Douglas County - 2, Indian Creek - 2, Jackson County - 2, Josephine County - 0, Lane County - 2, Lincoln County - ?, N.E. Portland - 2, North Coast - 0, Salem - 2, S.E. Portland - 2, Washington County - 1, Yamhill County - 2.

CORRESPONDENCE - HB 339 has been softened, the word motorcycle is out!!! Also, word has it that Peter DeFazio is on our side in some cases even the same issues.

Reading of the last minutes were approved as corrected.

MEMBERSHIP SECRETARY - Membership is down from 969 last month to 931 this month. Let's aim for 1,000.

ABATE OF OREGON CHAPTER TOTALS

CHAPTER	TOTAL 8/1/91	GAIN/ LOSS 8/1/91	EXPIRA- TIONS 8/1/91	NEW/ RENEW 8/1/91	TOTAL 7/1/91	TOTAL 6/1/91
Columbia River	52	-1	3	2	53	41
Douglas County	78	-1	2	1	79	75
Indian Creek	70	-6	6	0	76	83
Jackson County	96	7	5	12	89	80
Josephine County	74	-7	10	3	81	74
Lane County	54	-4	10	6	58	53
Lincoln County	81	3	1	4	78	80
Northeast Portland	136	-5	5	0	141	138
North Coast	29	-8	8	0	37	36
Salem	70	0	3	3	70	70
Southeast Portland	109	-6	6	0	115	96
Washington County	57	-2	2	0	59	50
Yamhill County	25	2	0	2	23	21
Total	931	-28	61	33	969	897

NEWSLETTER EDITOR - Several chapters are not in the newsletter due to lack of reports. Let's get it together. Send in your ads, too!

STATE RUN COORDINATOR - No Report.

ABATE PRODUCTS - Angie has sent the MRF money in. Some people are extended. They were due August 1st. Send them in. We have nice mugs, t-shirts and watches.

WAYS AND MEANS - This position is open. Do we have any nominees?

EDUCATION DIRECTOR - Not much change from last month. Legislators are out. Mel read us an interesting letter. Be looking for "One Last Look".

LEGISLATIVE DIRECTOR - Brian Stovall spoke on motorcycle safety courses and the benefit of us giving time to the trainers. Setting up the course and handing out organization information. Being in the public eye. Yamhill Co. has a reimbursement program for graduate of the course. Give proof and yer in.

We are basically losing the battle against seat belt and helmet freedom but the Klug-Petri aid bill might relieve this enough to get hold. All the support form calls in one day was astronomical. Thank you to all that called in. The calls gave us more time. Now we need

to follow up with letters to our legislators and our congress before the second week of September. This is our last chance at weakening that bad force. Act now. Write Peter DeFazio or meet with him personally. Take some friends, get a group to go. Participate. It's Labor Day break. They'll be home for vacation. Call your local office. Make an appointment. Meet with them as many times as you can support the Klug-Petri bill. Get their views. Also call or write to Klug-Petri and thank them for their support.

Butch Harbaugh spoke thanking all of you for the letters and calls. Keep it up. Recruit more members. We are strong in numbers. We need to reduce the number of drug and alcohol related motorcycle accidents. Become more community involved. Work hard and steady. Not fast and poop out quick.

Thank you Brian and Butch for all your work and effort from all of us.

TREASURER'S REPORT -

Checking	\$1,559.93
Savings	10,288.10
Postal Fund	\$488.38
Total	\$12,336.41

HISTORIAN - No Report.

CHAPTER HIGHLIGHTS -

Columbia River - Working on their car wash and their Chapter banner is coming along well. We should have it soon.

Douglas County - We're working on Windy Creek, and we had a baseball game with Pitchford Boys Ranch. They won! We just had a Poker Run to raise money for Camp Easter Seals East Camp. Casino Night is coming up in November at Reedsport. We are working on the Roving State Meeting at Indian Mary Park.

Jackson County - Had a great S.O.S. Run. Close to 800 people came. We had a raffle for Jacob Bateman. Had 70 Kegs. We are planning for Indian Mary Park.

Lane County - Thanks to to all the counties for supporting the Bateman Foundation. Thanks to AMO for their support. Having a benefit at Fern Ridge for Jacob. There will be games and such. Casino Night is coming up. And we have our Labor Day Run. 25% goes to Jacob.

Lincoln County - Beaver Creek raised \$1,200.00 Thank you for showing up. The weather was great. We had camera crew present and they showed it on TV for a week. We had a ski race. The TV crew won. We are having our Mrs. Santa workshop. The Lions are helping. We're having an open house and toy run. Bring a Toy! Anybody that got stopped on the way to or from Beaver Creek, please contact us. We want your info.

N.E. Portland - We have a new State Rep. Lois Gleason. We are having our Summer Run and NARA run. Come and participate.

Salem - Fox Creek was a very successful run! We finally came out ahead. We had a new run site. Around 300 people showed. Raised \$4,000. Next year will be bigger and better! We are putting in a well and work parties are ready to go. 10% goes to Jacob Bateman.

S.E. Portland - THE CHECK IS IN THE MAIL!!! We donated \$100.00 to Jacob. We had a funeral for one of our Brothers, Righteous Robin. The procession was ridden without our helmets and we did not get harassed! We have a new address: P.O. Box 66582, Portland, 97290. At the NARA Run we are going to have a saddle bag raffle. This is our drug and alcohol free run. Our Toy Run is coming up and we are having a Fat Boy drawing.

Washington County - Our End of Summer Run is almost here.

There is a new location and it's excellent. The campground has a softball field and there will be food and music.

Yamhill County - We are also having our End Of The Summer Run and Bob Beck Band will be there. Our campground is primo. Almost all the conveniences of home outdoors. No commercial cameras without permission. Gates close at 11:00. No one in or out!

Old Business - Keep up with your Tri-folds. Keep plenty on hand. Freedom ribbons, too.

The next State meeting is with Jackson, Josephine and Douglas Counties at Indian Mary County Park. 76 miles from Roseburg. Take exit 61 at Merlin, take a left at the intersection of Merlin Galice Road and drive 12 to 13 miles. Go over Hells Gate Bridge and about 2 miles and turn right. Camping is \$12.00 for Electric and \$9.00 for tents. We are going to have a barbecue hot dogs. Members bring Potluck. Food or salad.

Road List - If you haven't done it. It's a good time to.

New Business - NCOM, October 19, 1991. Contact Lois Gleason or Butch Harbaugh.

Meeting Of The Minds - This is the most prestigious of meetings. Groups from all parts of the country, gathering together in the fight for motorcycle rights. Ames, Iowa. Motion to send 4 reps. to

Meeting Of The Minds with a limit of \$1,500.00 to be spent was passed.

Proposal to buy a computer for the newsletter editor. Motion made by Mel Yeager and 2nd by Angie Jensen that ABATE of Oregon expend at this time the about of \$3,670.99 for the purchase of a new computer, printer and scanner to be used for the publication of the newsletter and other related business.

Butch Harbaugh brought up making a set of rules for bike games and at the end of the year have a run off rodeo-championship.

It has also been brought to our attention that the law has also taken an interest in our runs. If you are stopped coming from or going to a run take all info. Don't ride alone so you have a witness. Get the time, place, badge number, license number or car number.

Announcements - You may as well stop honking when ya go by Allen and Joy's place. There will soon be an off ramp there. Their address is 3215 West Military.

50/50 drawing was held - congrats, Archie.

Respectfully submitted,
James Mason

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon

U & I Tavern, 6910 N. Interstate, Portland

Chapter Address: P.O. Box 11817, Portland, OR 97211

Chapter Contact: Angle, 285-4329

Hello again, from Columbia River. First things first. Since ABATE is sending four of our people to the very important Meeting Of The Minds in Ames, Iowa, we as a Chapter donated \$100.00 towards recouping those monies for the State and at the same time challenging all other Chapters to do the same.

Attending most of the runs throughout the State becomes terribly tiring, but we sure have fun. Maybe not as much fun as I would have if my honey (Rotten Roger) was here. We all sure do miss him and guess what!? He misses you all, too. He's fine. Enjoying himself, but not so much that he forgets to call me about every two days. I guess we do miss each other. Regards to all from him.

We had to postpone our change of time and date for our Chapter meeting times due to lack of participation. If anyone out there belongs to our Chapter, come to a meeting and help break the tie and make your Chapter work together. We can do it.

As soon as all gets reorganized I shall let all know. I sure have had fun seeing friends that I hadn't seen since last summer. See you at one of the next runs or benefits or Toy Run '91.

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

Well, not much to say for this time around. I wasn't at the July meeting but did type up the minutes.

We are beginning to have Poker Runs and other money makers to get up the money for the building we promised to build in East

Camp for Camp Easter Seals. There was one couple that came up from Medford. Everyone is invited to these and we will try to get some advertising out for future Pokers Runs.

We played baseball with the local boys ranch in July and the boys won 17 to 9. So much for our skill in baseball.

Keep those letters going to your local politicians. We only count when we can be heard.

That's all folks!
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

Well, Our 3rd S.O.S. is history. And history was made. We expected maybe 450 and ended up with close to 650 paid admissions. Adding the kids, Band members and a few gatecrashers, we had close to 800 people. And fun was had by all. We consumed 63 kegs plus numerous corn dogs, burritos, biscuits and gravy, and other edibles.

We held a raffle, with prizes donated by local merchants, and raised \$472.00 to be given to the Jacob Bateman fund.

September 14 we are co-hosting the Roving State Board Meeting. It will be at Indian Mary Campground. For more information contact: Horizontal Frank or Trike Terry.

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, third time.

To members it may concern -

For any members who didn't receive our change of address which was announced at the August State Board Meeting, here is our new address. As far as we know, our phone number will be the same.

Joy Hoover (State Treasurer)
Allen Buckle
3215 W. Military
Roseburg, OR 97470
672-5415

LANE COUNTY

Meets 1st Sunday, 12:00 noon
Freight Yard Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: P.O. Box 171, Veneta, OR 97487
Chapter Contact: Harley, 935-2424 or John Ware, 935-8033

No report, first time.

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 p.m.
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 563-3520

No report, second time.

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon
The Bayside Gardens, Nehalem
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Don Smack, 738-7156

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 there is no report.

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

Summer's end is nearly here, but there is still plenty of good weather and many events coming up in which to participate.

August once again produced a great Summer Run. A big thank you to all who attended and all who helped. The Second Annual NARA Poker Run was also a huge success. Both NARA and those who attended benefited greatly.

Even though the Toy Run in December seems a long ways away, remember that the last Saturday of September, October and November have been set aside as benefit events ... and don't forget to purchase your ticket for the 1992 Harley to be given away the day of the Toy Run. Your odds are far much better than winning the

lottery.

As a member of ABATE, you are also a member of NCOM. If you're interested in what this organization does and what it can do for you, attend the NCOM conference to be held October 19th in the Portland-Metro area. Find out what your membership gets you. Watch for fliers.

Keep writing and calling your state representatives and congress people about the various freedom issues. AMA has even set up a number to call in which a person can dictate personal letters which will then be sent on to your favorite politician. The call, which costs a total of \$3.95 no matter how long you talk, has the following number (900) 230-RIDE. What excuse do you have now when someone else does it for you? Use this resource.

Now that I have given lots of suggestions on what to do in the coming months, I will close and get busy myself. Until next time ... ride safe.

Linda

SALEM

Meets 2nd & 4th Mondays, 7:00 p.m.
Casey's Pizza, 4500 S. Commercial (Call 585-6518 or 585-3897 for info.)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Jim Stoner, 769-4402
No report, first time.

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 66582, Portland, OR 97290
Chapter Contact: Edd Dahl, 771-0188

Highlights. Cancelled second meeting of August as was during Summer Run. Cancelled first meeting of September as is Labor Day weekend and nobody would show up anyhow.

Summer Run was great! Vic & Bernice Voltz, Doug Fors, Deb Derway, Kerrick, George & Mary Alice Jackson, Norm Kelly, Joe Jacobs, Rob Jennings, Richard Benson, Liz Ekstrom, Craig Blair, Debbie May, Anna Markley and my wife Patti Dahl - to all of you my heart felt "thanks"!!!! (Tony Franklin - we know you were trying!)

I know this is dumb, putting down names. Someone is almost always forgotten. To you I apologize in advance if it happens.

Toy Run planning is going forward. First party being September 28 at the Cactus Club on N. Denver at Kilpatrick.

Toy Run drawing tickets are available. "1992 Fatboy Custom."

Elections are coming up in a couple of months. Think about it. Get involved.

If we stopped them in DC it will now be time to start working on them here in Oregon again. Time to get in the fight.

Rob Jennings is now our Chapter Secretary. Thank you.

If you missed the fund-raiser Poker Run for NARA, you missed a good ride and some good eating. Salmon. Missed some good people, too!

Stay safe,
Edd, S.E. 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, second 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

Greetings from Yamhill County. Here's what's up.

Membership is up to 25. Yeah!!

New Chapter Officers as of June include Kraig M. as Coordinator, Donna R. as Vice Coordinator, Jim R. as State Rep., Calvin Y. as Sgt.-At-Arms #2, Don S. as Ways & Means.

We will be having a woodcut/PPAARRTTY on Sept. 28 at Eisele's Park (near Buell Park), barbecue and overnighter. Everyone in ABATE is invited to come, help and enjoy.

Our Chapter will be in Willamina helping with the Bike-Athon (bicycles) in Willamina on September 10, 1991. Cycle Oregon will be in Willamina that day with 2000+ bicyclists expecting breakfast and dinner. Field kitchens will be set up by the Guard at Willamina High School. They need 15+ people for cooking and cleanup for dinner 4:00 pm to 8:00 pm Tuesday; 12+ are also needed for a breakfast crew 5:00 am to 8:00 am Wednesday morning, then cleanup. The Chapter voted to participate in this event to promote ABATE to the Universe. We're calling it ABATE in ACTION - with banners, etc. and a mobile home as a home base (thanks Kenny).

We need as many people as available to show up for this event as possible. Both for cooking assistance and putting on games for the bicyclists. We should raise big \$ from a 50/50 with the bicyclists only money in their pocket! All ABATE people are invited. Come on out, if you can during the week.

Our Yamhill ABATE Chapter is responsible for games at the End Of Summer Run, September 20-22. We'll be doing some new games and some surprises. Kraig signed up the Bob Beck Band (from Salem) at the Fox Creek Run for our Chapter's third of the entertainment. I know you'll like them.

Call Kraig for directions and/or more information. 876-5135.

Show your Blue Ribbon freedom symbol,
Steve, Chapter Secretary

STATE SECRETARY REPORTS ...

I've just returned from the S.O.S. Run. What a turnout. You guys down in Jackson and Josephine counties worked real hard for this. You know who I mean. The weather was beautiful, the campground was perfect as usual.

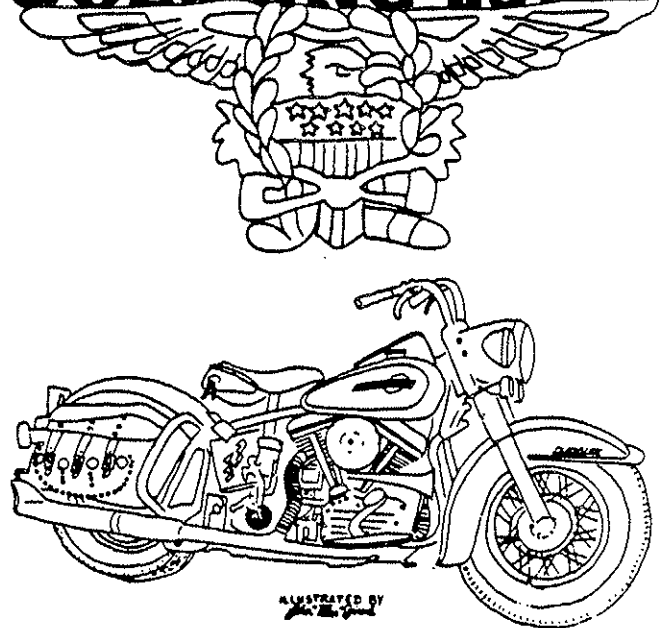
We had about 700 or more families, members and friends show up at Umpqua Falls above Tiller. I myself had a great time, made some new friends. The bands Tangent and I believe Common Ground were good. Beverages and food were on hand. Lots of nice people and bikes galore. Lots of imports, too.

Wow, to all the women, too. Tyffany won \$73.00 and some change at the adult entertainment. Ya! We had a couple of injuries. One dove off the rocks into the river and one diving for a frisbee and came up face to face with a Harley. Ouch! We hope all are well.

Well Jackson, Josephine and Douglas counties sat down and made plans for our Roving State Board Meeting at Indian Mary State Park. Make a right turn at Merlin Exit 61 (Merlin, Galice Roads). Drive 13 to 15 miles pass Hell's Gate Bridge. Look for the signs. We are going to have a barbecue. Members and guests that come please bring a side dish or salad. All are welcome. Come and participate Saturday, September 14. Afterwards, several survivors from the Baker's Dozen and the van from Hell, The Best Of The West trip discuss their trials and tribulations.

Respectfully,
Your State Secretary
James Mason

A·B·A·T·E· **OF OREGON** **COLORING BOOK**



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SEND ORDERS TO:**

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

**THERE WILL BE NO BikePAC MEET-
ING 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!!

August 9, 1991

A Motorcyclist's ACTION GUIDE



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

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

WHAT TO DO BEFORE SEPTEMBER 6

WRITE to your federal representative at the Washington, DC address.

TELL HIM you support the Klug-Petri Amendment to the Highway Aid Act

AND

CALL your representative's state office and try to get an appointment for yourself and as many people as you can get to go with you

ASK HIM in person to support the Klug-Petri Amendment. Try to get a commitment from him about what he will do.

BE POLITE.

Stand up for your rights as a citizen!

He is your representative. You have a right to be heard.

WASHINGTON UPDATE

Things have been happening fast enough to be confusing, so here's the story in a nutshell:

Our efforts to stop federal helmet legislation in the Senate failed. This left the House Committee on Public Works and Transportation's Highway Aid Bill as our only avenue for stopping the federal safety equipment mandate.

The first attempts to get Rep. Cooper's Section 122 deleted from the Highway Aid Act in the subcommittee met with defeat. The same thing occurred in the full committee. **The bill passed to the House floor**, with the helmet/seat belt mandate still in it, by a committee vote of 19-17. This was close but not quite good enough.

And so we were faced on Thursday, August 1, with what appeared to be our last chance to do something.

Our lobbyist managed to get two representatives from Wisconsin, Klug and Petri, to offer an amendment to limit the helmet/seat belt requirement to persons under age 21. With only one day to work, our people in Oregon and across the nation got busy and bombarded the Congress with support for this amendment.

Feedback in Oregon says we produced a tremendous response, and can be proud of the results we helped to produce!

We haven't won yet; however, **we succeeded in delaying the hearing of this legislation** on the floor of the House of Representatives from the originally scheduled weekend of Aug 3-4 until after the Labor Day Recess. This means the bill will again be heard during the second week of Sept.

That gives us almost another month to act! We can still stop or alter the national helmet law!

All around the country, the MRF is asking us to help. If we all join together, acting immediately and in force, we can succeed.

ADDRESSES & PHONE NUMBERS

The Honorable _____ U.S. House of Representatives, Washington, DC 20515

DISTRICT 1 (N. Coast) - Rep. Les AuCoin	
Portland	326-2901
	Washington, DC
DISTRICT 2 (E. & S. Oregon) - Rep. Robert F (Bob) Smith	(202)225-0855
Medford	
	Washington, DC
DISTRICT 3 (Greater Portland) - Rep. Ron Wyden	(202)225-6730
Portland	
	Washington, DC
DISTRICT 4 (S. Coast, S. Willamette Valley, S. Oregon) - Rep. Peter DeFazio	(202)225-4811
Eugene	
	Washington, DC
DISTRICT 5 (N. Willamette Valley) - Rep. Mike Kopetski	(202)225-6416
Salem	
	Washington, DC
	(202)225-5711

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 2 (Eastern and Southern Ore.)
Congressman Bob Smith
118 Cannon Office Building
Washington, D.C. 20515
202-225-6730 or 800-533-3303 |
| District 3 (Greater Portland Area)
Congressman Ron Wyden
2452 Rayburn House Office Building
Washington, D.C. 20515
202-225-4811 or 503-231-2300 | (District 4 - South Coast, Southern Willamette Valley, Southern Oregon)
Congressman Peter DeFazio
1233 Longworth House Office Building
Washington, D.C. 20515
202-225-6416 |
| District 5 (Northern Willamette Valley)
Congressman Mike Kopetski
1520 Longworth House Office Building
Washington, D.C. 20515
202-225-5711 | |

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 | Sid Morrison
1434 Longworth House Office Building
Washington, D.C. 20515
(202) 225-5816 |
|--|--|
- 4th District**

- | | |
|---|--|
| 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 | |

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 |
|---|---|
- 49th District**
- | | |
|---|---|
| Representative Kim Peery
431 John L. O'Brien Building
Olympia, WA 98504
(206) 786-7994 | Senator Al Bauer
401-C Legislative Building
Olympia, WA 98504
(206) 786-7696 |
|---|---|

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 | |

GOVERNOR'S MOTORCYCLE SAFETY ADVISORY COMMITTEE

MEETING - July 20, 1991, Bend, Oregon

TEAM OREGON:

INSTRUCTOR TRAINING THIS YEAR - Fourteen instructors were trained this year and two instructor refresher workshops were held for 30 instructors. A senior instructor update which was also an introduction of the new ERC was held for 14 senior instructors and 3 new seniors were trained.

STATEWIDE MRC AND ERC CLASSES TO DATE - The MRC has trained 736 students through June up from 671 at the same time last year. No numbers were in for the ERC, but the number of students is down for this year compared to last year.

Steve Garets worked with the Statewide Motor Officer's Association and BPST to develop a training outline for officers entering basic training and attended a Lifesaver's conference in Charlotte, N.C., to give a presentation on the status of Motorcycle Safety nationwide.

DMV - Bill 2860 which allows carrying one on an ATV/Snowmobile passed the legislature and this information will be added to the ATV brochure. The Oregon Motorcycle and Moped Operator's Manual will be republished and information to be added will include the Team Oregon program and the waiving of the skills test for anyone passing the MRC.

OREGON TRAFFIC SAFETY DIVISION

Newspaper article from the State of Washington states "Helmets Lower Medical Costs" and in summary states that medical costs for helmetless motorcyclists involved in traffic accidents are 66% higher than for those who wear helmets according to a Washington Traffic Safety Commission study. The average per patient cost of motorcycle related injuries was \$16,732 for riders without helmets and \$12,427 for helmeted riders according to this 1989 study.

FATALITY REPORT - In 1990 there were only 26 motorcycle related fatalities. This is an extremely low number and was down 46% from 1989 with an overall 64% reduction over the past three

years. So far in 1991 there have been a total of 18 fatalities, compared to 13 from 1990.

WASHINGTON/OREGON INSURANCE FOR MOTORCYCLES - The Washington code states that all motor vehicles be insured except antique vehicles, collector's vehicles over 30 years old and motorcycles. There is a reciprocal agreement between Oregon and Washington but is unsure how this article would be interpreted in Oregon since it clearly states that insurance is not a requirement in the State of Washington. It was felt that this may be one of the reasons that the medical costs for motorcycle related injuries were so high in Washington could be because of lack of insurance not because motorcyclists were not wearing a helmet. More information will be available at the next Governor's Advisory Committee meeting.

BEND TOWN HALL

Several people attending the Town Hall felt that 6:30 on a Saturday evening was an inappropriate date and time and that there was little information about the meeting distributed in Bend. The committee will take these comments into consideration for future Town Halls.

Other concerns expressed were the dangers of grooved pavement and railroad crossings. Additional signs and warnings were requested. The last of motorcycle parking in the Parks was discussed and both the Committee and guests were urged to write letters to the Parks Department for action on a local level.

The problems of enough riders to take the ERC courses were discussed and Monte Weins of Bend Honda stated that he would promote upcoming MRC and ERC courses in the Bend area through his dealership. The scheduling of the classes was mentioned as a deterrent and it was felt that summer/early fall instead of spring/midsummer would be better for the Bend area. Incentives for taking the ERC course and endorsement retesting were also discussed. The Town Hall meeting was adjourned at 8:55 p.m. No date or time was set for the next meeting. *END*

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 11153
Minneapolis, MN 55411
612-522-8024



Date _____

Received from: _____

For: _____

1 year membership that expires _____

\$ _____ State _____

Taken by _____

Please Keep This Receipt

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

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
	AYP2	Year Pin - 2 yr. member - blue	3.00	
	AYP3	Year Pin - 3 yr. member - white	3.00	
	AYP4	Year Pin - 4 yr. member - red/black	3.00	
	AYP5	Year Pin - 5 yr. member - white/black	3.00	
	AYP6	Year Pin - 6 yr. member - black/orange	3.00	
	AYP7	Year Pin - 7 yr. member - black	3.00	
	AYP8	Year Pin - 8 yr. member - dark blue	3.00	
	AYP9	Year Pin - 9 yr. member - yellow	3.00	
	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	
	AYP11	Year Pin - 11 yr. member - purple/black	3.00	
	AYP12	Year Pin - 12 yr. member - blue/red	3.00	
	AYP13	Year Pin - 13 yr. member - green/black	3.00	
	AYP14	Year Pin - 14 yr. member - black/red	3.00	
	AYP15	Year Pin - 15 yr. member - gold/black	3.00	
	AYP16	Year Pin - 16 yr. member - grey/black	3.00	
	AYP17	Year Pin - 17 yr. member - copper/black	3.00	
ABATE PINS				
	ALAN	ABATE Anniversary Pin	3.25	
	ALPIG	ABATE Logo Pin - gold	5.00	
	ALPIS	ABATE Logo Pin - silver	5.00	
	ALPIP	ABATE Logo Pin - pewter	5.00	
	AEPIG	ABATE Eagle Pin - large, silver	5.00	
	AEPIG	ABATE Eagle Pin - large, gold	5.00	
	AWP	ABATE Wing Pin - silver	5.00	
	AWPG	ABATE Wing Pin - gold	5.00	
	ASP	ABATE Supporter Pin	4.00	
	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	
	ALOP	ABATE Oval Logo Pin - black/gold	4.00	
	A#1P	ABATE #1 Pin - small, 3 color	2.25	
MISCELLANEOUS				
	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	
	AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50	
	AHBS	ABATE Uplifted Wing Hat - black/silver logo	5.50	
	AMUG	ABATE Ceramic Tankard - black 24kt gold, 16oz.	7.00	
	ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black	.75	
JEWELRY				
	ALON	ABATE Logo Oval Necklace - black/gold	7.00	
	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	
	AER-	Fossil Pin	3.75	

(Over)

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

SPECIAL ORDER ITEMS

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

ABATE PRODUCTS, INC.

P.O. Box 4504
Portland, Oregon 97208
Angie Jensen, Products Director
PHONE: 503-285-4329

PREPAID _____ COD _____ DATE _____
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ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____

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

THANK YOU FOR YOUR ORDER!!

ROVING REPORT

Summer Run "91"

Thanks! We aren't done guessing or being given guesses as to how many attended this year. Suffice it to say - it was a good turnout. Thank you!

We made some mistakes. (The tap off Friday night for one). We apologize.

Mostly this is to say "Thank you".

To "Crazy" Steve McConnell & Doug Fors, the N.E. & S.E. Chapter Sgt.-At-Arms that handled all that was asked of them. It was a lot.

Thanks to all that worked the gate, including some from other Chapters. (Salem comes to mind.)

Those that worked the booths!

That hauled to and from the run site!

The Committee that set it all in motion!

The many vendors that attended. We hope it was worth the trip and that we will see you again next year!

The paramedics. Needed you a couple of times. Thankfully not for anything life threatening.

Mostly "THANKS" to all of you that attended and made a good time possible.

Pins. UPS was given the pins in Seattle 8 days before the Run. Over night delivery. Ha! We got them 4 days after (Thursday). They are available by contacting either Chapter Coordinator. \$3.00 and we will mail.

Pat Gleason
N.E. Coordinator
775-4593

Edd Dahl
S.E. Coordinator
771-0188

If any of you were hassled getting to, during or after this or any run, please get as much information as possible about the stop to your Coordinator. An Attorney would like to see if there is a pattern working. If that is the case, then we will go to the offending agency and try and find out why. Thanks.

GAMES

Slow Race	#10	Richard Kuhlman, Salem
Bike Push	#10	Richard Kuhlman, Salem
Board Race	#18	D (scribble) B (scribble) (Also did not pick up trophy)
Helmet Drop	#15	LAZ
Weiner Bite	#100	Martha Keogh Honorable mention - Cricket
Oldest Person Attending		Stan The Ghost (did not pick up trophy)
Youngest Person Attending		Michael Filbin
Farthest Rider		Mike Groz (came from Germany)
Largest Group to Attend		N.E. Portland Chapter of ABATE of Oregon

BIKE SHOW

Best Stock	#30	Gary Hamilton
Best Custom	#35	Grant Doty
Rat Bike	#5	John Thomas
People's Choice	#39	Johl

Question - Who got the wrong trophy for the Bike Show? We have the Classic Bike still - Do you care? Call Gordon at 249-8548 if you want to correct this or you know who D-scribble B-scribble is or how to get a hold of Stan The Ghost. We hope you enjoyed the games as well as the rest of the Summer Run.

Readers should be advised that although A.B.A.T.E. of Oregon supports it's advertisers it does not guarantee the service of those advertisers.

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Don't get caught with your bike down
Have maintenance work done NOW
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"It is not easy to take democracy and freedom away from people and not expect them to fight back. Totalitarian actions do not prevail."

— President George Bush

STRANGER IN A STRANGE LAND

by Brian Stovall

Congress works like a very complicated dance, you need to be aware of learning your moves

Sometimes I get myself into things that end up testing all my resources and taking me beyond all my previous limits. I'm not complaining. I have challenged myself all my life and will continue to do so. So, this spring I found myself embarked on a new project: a lobbying trip to Washington, D.C.

This article is intended to serve as a guide to other MRO members on lobbying trips to our nation's capitol. The more we can all be prepared for the visit, the easier it will be for Wayne Curtin and each of us and the more effective we will be with our congressmen. If we have our act together when we arrive, then MRF lobbyist Wayne Curtin won't have to spend so much time training us individually on small stuff and can concentrate on more important aspects of our visits.

My trip just sort of developed out of current events. After last year's attempt to get federal helmet legislation passed, it was obvious that the attempt would be repeated again this year. The Highway Reauthorization Act makes the matter even more important since it is a vehicle for such negative legislation to be railroaded into law.

By the time I managed to talk about the idea with a few people, I felt like I was committed to the trip. I asked my organization, BikePAC of Oregon, to sponsor me and another person to go. The decision was that we couldn't afford two people, but it was a good idea and I should go alone. This increased my nervousness, but it didn't slow me down a bit.

The first step was to contact Wayne Curtin to target a date when it would be likely for most legislators to be in town. With this done, I began making calls to the offices of my congressional delegation to set up appointments. It was a good thing I started early, because it took several weeks and many phone calls to get everything arranged. I'm talking about working with a small delegation (five representatives), and it took a month to do the preliminary work. So, allow yourself plenty of organizing time before a trip, if possible.

I talked on the phone enough with staff people that I began to get to know them a little. This is actually important, as the staff is the key to the congressman. In about half the cases I would be meeting only with a staff person anyway. Take the time to develop good relations with the staff and maintain it in Washington. Recognition and courtesy go a long way.

Some offices will ask for a letter in advance of your visit letting them know your issues so they can be prepared to discuss them. I recommend doing this whether it is requested or not. It helps your relationship with the staff and insures a more productive visit. It also shows these people that we are organized and prepared to be active political participants.

Prior to the visit, mobilize a letter-writing campaign to introduce you to the legislators. Have your MRO members write and predict your visit, and advise the congressmen to listen to you because you represent many motorcyclists in your state.

Everything was finally squared away. I had raised extra money to ease the strain on our treasury. All I needed to do was deal with my fears of airplanes and big cities. I arrived in Washington on a Saturday, and had the weekend to get to know the place a little. Do this if you can so you can get the feel of the place. After years of generally resenting our government and being pretty disrespectful about what goes on in Washington, I experienced a profound sense of patriotism grounded in centuries of history. I ended up feeling even more dedicated to the purpose that brought me to Washington, and to my political work within my state. It is up to every citizen to participate in making our government the responsive

democratic entity that it could be.

Try to plan your contacts so that the visits with Senators are back to back. This is because of the geographic layout of the capitol. The Senate buildings are some distance from the House buildings and it helps to group your appointments accordingly. I had three appointments on one day and four the next. This made busy days. You could probably make up to five appointments in a day if your logistics and legs are good. It would be possible to do more in a day, but you would probably lose quality and increase the likelihood of lateness or mistakes.

One of the tips that Wayne gave me drew a compliment from a staff person. Once you arrive in Washington, call all the offices you will be visiting to confirm your appointment, let them know that you will be there, and ask that a photographer be present. The confirmation is a major courtesy to the staff and congressman and is a significant part of building that all-important working relationship with the staff. The photographer is a courtesy at the capitol, and can provide good material for your newsletter at home.

How you dress is your decision. Wayne wears a suit and tie. I wore blue jeans and a casual button-front shirt. Paul Vestal wears his T-shirt and blue jeans. A good rule of thumb is to dress as your state lobbyist does. Whatever mode of dress is acceptable to your state legislators is probably also acceptable to your federal representatives.

By the way, leave all unnecessary metal objects, especially knives, at your room. There are metal detectors to pass to get into any of the buildings, and Wayne tells me they arrest people with knives and ask questions later. It would not be good to miss an appointment because of a pocket knife. That reminds me of something that happened on one of our appointments; let me digress for a moment.

As Wayne and I entered the Hart Senate Office Building and passed through the metal detectors, the uniformed guard looked at our stuff as she is supposed to do. Wayne has his bright yellow MSF Instructor's book which he was taking to Senator Mitchell. The guard looked at the manual, then up at Wayne and said, "Motorcycle Ridercourse, hmmm. Are you studying to be a Hell's Angel?" She had an absolutely straight face.

Wayne told her what the book was, and I said something about a lot of people making those kind of assumptions about motorcyclists. I think our active presence in the nation's capitol can educate some of these folks as we have done in our state capitols.

Back to the task. Appointments will often go much differently than you expect. The best preparation is to be genuinely knowledgeable about your topics. Be prepared for curve balls, and change ups. If you can't answer a question well, say you don't know but will find the answer and get back to them with the information. Look for the ways to relate the congressman's beliefs with ours and to portray all of us as being on a common road.

Another good idea is to learn the best way to have your MRO members at home approach these people to back your presentation. See if you can set up further contacts within your state and include other MRO members in the meeting. Organize specific writing campaigns on returning to your state to emphasize the points you made during your visit. As always, individual letters are our most powerful lobbying tool.

Above all, remember that Congress works like a very complicated dance, and you need to be aware of learning your moves. We have all begun to operate on new levels and in ways we never envisioned ourselves doing. Be brave and try your best to learn some new ways that can serve us all.

I believe that it is important for every state that can possibly send someone to do so. We can be a presence and exercise our rights at every level of government. Our collective voice will be heard!

END

FICTION RIDER MIDDLE OF NOWHERE

by Pat Gleason

Skeeter couldn't believe his luck. He left town not more than an hour ago and already his Sportster was stalled on the side of the road in the middle of nowhere. Everything was going alright until his oil light came on and the bike died. He wasn't sure what could be wrong with the oil, mainly because he had changed it just the night before.

As he got off the old Sporty, he noticed that his right saddle bag was covered in oil. He looked at his oil bag and found the problem. He didn't put the cap on tight and the oil had all seeped out and was coating the right rear of his bike.

"Damnit! I didn't want to use all the oil I brought with me before I even got there," he thought to himself. "The run is still two more hours down the road, and I only brought four quarts with me."

His bike, a 1969 XLH Sportster had been a problem since he got it three years ago. The top end was rebuilt just a year ago, because he had ran it out of oil once before. He had numerous electrical problems constantly, and the bike never would fire up on the first kick. He always packed tools and spare parts where ever he went.

Skeeter got into his saddlebags and got out his oil. He took the cap off his oil bag and looked in. There was only about one quart left in the bag. He got lucky. He poured in the oil and put the cap back on. He got a rag out and wiped the excess oil off his saddle bag and off his rear tire. He put the rag away, closed the saddle bags and mounted up.

Skeeter went through his normal routine for starting, retard his timing, two prime kicks, ignition on, reset timing, kick, kick, kick. He kicked the bike six more times but it still wouldn't start.

"Now what, you damn Sportster!"

Skeeter got off and looked at his ignition switch, which was located just behind his oil bag. The wiring that was connected to his switch was covered with oil, and one wire had burned through.

"Shit. This is all I need!"

He got in his saddle bags and got out another rag. He wiped the oil off the wires, got another piece of wire out and put it in place.

What was really weird was that there wasn't one single car or truck that went by the entire time that he was stopped. He had been working on the bike for more than an hour, and no one had gone by.

After he got done, he remounted and went through the starting routine. This time the bike fired and he was on his way again.

Skeeter was coming up on the mountains. The run site was on the other side. He had gone about seventy miles without a problem, although he still hadn't passed anything. Finally he went on reserve and he started to get nervous. He had gone almost 145 miles and hadn't seen any sign of civilization. There was a sign ahead, and as he got closer, he could read it. It said next gas twenty miles. All of a sudden, the bike sputtered, coughed fired up again, then finally died. He rolled to the side of the road, stopped and looked in his tank. There was still gas, not very much, maybe half a gallon, which should get him at least to the gas station. He got off and looked the bike over. Everything looked okay, no burnt wires or oil leaking out from anywhere.

Skeeter got out his tools so he could pull his spark plugs. He pulled them out and stuck them in the leads so he could check his spark. He turned the ignition on and kicked the bike through. No spark. He turned the ignition back off and then checked his coil. Both the wires were still connected and looked in good shape. He got out his wire tester and tested the connections. He turned the ignition on again but there was no power coming to the coil from the points. He turned the ignition back off and traced the wire back to the points. He took his points cover off and found that the wire had come off his condenser.

"Well, at least it's a simple fix," he thought to himself as he

reconnected the wire. He put the points cap back on, turned the ignition back on and tested the coil. He had power to the coil now. He kicked the bike and noticed that he had spark also. He turned the ignition back off, reinstalled the spark plugs, put the tools away and mounted up. He went through the starting routine and amazingly the old Sporty started up on the second kick. Skeeter was in the wind again.

Skeeter rolled into the gas station at the bottom of the mountains and shut the bike off. An old man with his dog came strolling across the lot to Skeeter.

"That's one of them Harley-Davidsons isn't it boy? I haven't seen one of them for almost twenty years," the old man said as he got closer.

"You should see a lot of them this weekend. Many of my friends will be coming this way from the city. We're having a run on the other side of your mountain," Skeeter answered back. "You haven't seen any bikes come by here at all?" Skeeter asked.

"Nope. Matter of fact, you're the first bike that has pulled in for gas in almost a year. You're only my third customer all day. Not too much traffic travels down this road, not since the big freeway came through south of here, twenty years ago."

"That explains it. Everyone must of gone down the freeway to the run. Tell me something, old man, is this the shortest way from the city to Forest Side park?"

"Yeah it sure is, but it is also the slowest way. There isn't any gas stations or rest stops between here and the park. It's a pretty twisty road and there are only a few houses up there. Most people buy extra gas here when they stop."

"I don't have a gas can with me to carry gas in. I should be able to make it. I just went 150 miles on the four and a half gallons that were in my tank. I should make it."

"Yeah, you should make it. It's only forty miles to the park from here, but like I said, it's a curvy, twisty road that goes almost straight up in places. Kinda' scary in a car, but should be okay on a motorcycle."

"Well, thanks for your help, and gas," Skeeter said as he handed the old man the money for the gas. He then went through the starting procedure and the old Sporty started with a roar. He dropped the bike in gear and pulled out.

Skeeter started up the mountain and was rolling along just fine. He came upon a yellow sign that read "Slow Curves, 5mph." Skeeter downshifted to second gear and went around the curve. He just shifted to third when he was upon another switchback. He shifted back down to second and went through the curve. As he came out of the switchback, the road went almost straight up. He had to downshift to first gear to get any power out of the little Sporty. He was finally able to shift to second and just as he shifted to third, he heard a loud snap and the bike free revved, and stopped.

"Oh shit. Now what," Skeeter cursed to himself.

The bike stopped and he got off. He looked at the rear tire and saw his chain laying on the ground.

"Broken master link, damn Sportster."

Skeeter got into his saddle bags and got out his tool kit. He rummaged through the tool kit and found a spare master link. He took the chain and ran it back through the sprockets. As he put the chain together, he saw that the chain hadn't broken at the master link as it was still there. He put the spare master link in place and secured it. Luckily it worked.

Skeeter started the bike and was rolling again. He had started this trip around ten o'clock in the morning. Now it was starting to get dark. The sun was setting, so it must be around eight o'clock in the evening. This ride was only supposed to take three hours. Now he was starting to get nervous.

Skeeter continued to downshift and roll through the

switchbacks. The Sportster was running good and he was starting to feel good. Suddenly the bike started sputtering and finally died. Skeeter couldn't believe his luck. The bike rolled to the side of the road and stopped. He got off and looked in his gas tank. Plenty of gas. He kicked the bike and was almost thrown by the kickback. Plenty of compression. He got his tools out and pulled the spark plugs. They were black. He must've fouled his plugs. He got out some spare plugs, gapped them, and stuck them back on the leads. He then turned the ignition on and kicked the bike through. He had spark. It must be in the carb. He turned the ignition off, put the spark plugs back in, and pulled the air cleaner off. The choke plate was totally closed. He then opened the choke plate and wired it open. He then turned the ignition on and went through the starting procedure. The old Sporty fired on the second kick. He then put the air cleaner on, put his tools away, mounted up and rolled on.

Skeeter finally got to the summit. A sign marked it, which read "Hells Summit, Elevation 6523 ft." Another sign just past the summit read "Forest Park, 20 miles, Food, Gas, Lodging."

"It's all downhill from here," Skeeter thought to himself. He twisted the throttle on, as the road was fairly straight. It was now pitch black out and his single five inch headlight was all the light he had.

Just then Skeeter spotted a pair of eyes as his headlight shown down the road. A deer jumped out into the road. Skeeter jammed on the brakes, and swerved to just barely miss the deer. As he released his brakes, the bike high-sided and flipped him off. He rolled off to the side of the road and watched as the Sportster skidded on its side to a stop, about fifty yards from where he landed. He got up and ran to the bike. Gas was pouring out of the hole that had ground into the side of the tank. He killed the bike, and picked it back up. Luckily, the old Sporty had slid on its left side. The gas quit coming out of the new hole, which was about halfway down the side of his gas tank. He got out some duct tape and patched the hole temporarily. He straightened out his foot pegs and the brake pedal, along with his handlebars. He got the bike ready, turned the ignition on, went through the starting routine, and the bike fired. Skeeter was rolling again.

Skeeter saw another sign that read, "Forest Park, 5 miles." Almost there. He could smell the campfires, and could hear the Harley's roar. Skeeter was getting excited. Another sign read "Forest Park, next right."

Abruptly, there was a bump in the rode. Skeeter felt the rear of his bike start to swerve. He slowed down and the swerving started to dissipate. He saw the entrance ahead and pulled in. He then heard the air coming from the rear.

He pulled up to the gate and the person there said, "Looks like you got a flat tire. Need some help?"

"Yeah," Skeeter answered. "Where is Buffalo and Fat Pat camped at?"

"They're camped just over the hill here to the right. Need a push?"

"Yeah. Here's my money for the gate," Skeeter said handing the guy his money. They then pushed the Sporty over the hill.

"Look who finally made it!" Buffalo yelled.

"It's about time you got your ass here. Shit man, you left three hours ahead of us and got here three hours after us. What the hell happened to you?" Fat Pat said excitedly.

"Have I ever got a story to tell you," Skeeter told them as he pushed the old Sportster into camp. "First I want to have you load this Shitster into your truck, Buffalo, so I don't have to ride this thing back to the city."

"Sure man. No problem. But you got to tell us what the hell happened to you."

"Well it went like this...."

The End

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

Reprinted from July 1991
American Bikers Journal

H.J. RES. 107 KEPT ALIVE FOR '92 MOTORCYCLE AWARENESS MONTH

On February 5, 1991, Congressman Andy Ireland (R-FL) introduced H.J. Res. 107 to proclaim May 1991, as Motorcycle Awareness Month. It takes 218 cosponsors to move a commemorative piece of legislation like this out of committee for House floor action. Unfortunately, the necessary number of cosponsors were not recruited prior to May.

Though the original time frame for passage has passed, Rep. Ireland has not given up on the idea of recognizing the value of and safety for motorcycling. There are currently 62 cosponsors signed onto H.J. Res. 107. On June 17, 1991, Rep. Ireland sent a Dear Colleague letter to all House Members asking for their support for H.J. Res. 107. In his letter he explains that if enough cosponsors are found he will amend the resolution to read May 1992.

Rep. Ireland and his staff have put considerable effort into this resolution on behalf of motorcycling, and have extended themselves again by taking action to keep the measure alive for next year. If the representatives from your state are not a cosponsor, contact them today and ask them to support Rep. Ireland by signing on as a cosponsor to H.J. Res. 107!

From Oregon Representatives Smith and Kopetski are sponsoring this Resolution. *END*

Reprinted from July 1991
American Bikers Journal

GET PUBLISHED

Organizing a Rights Rally? Holding a State Seminar or State Party? Sponsored a successful fund-raiser or membership drive? Had a legislative victory - or a legislative loss?

Whatever it is, share it with the American Bikers Journal. Articles don't need to be typed, just legible. Photographs are also welcome, if you can identify the people in them. Be sure to include a contact name, address and phone number.

Send your contribution to:
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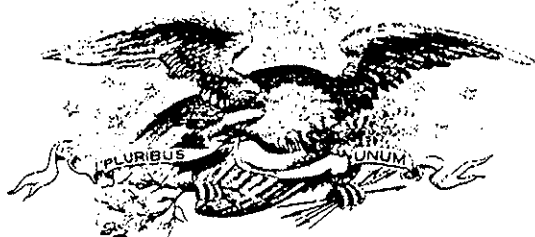
By Tom Wilson



TENNESSEE SENDS JIM COOPER A MESSAGE

*Tennessee will not furnish a single man for purposes
of coercion, but 50,000 if necessary for the defense of
our rights and those of our Southern Brothers."*

Isham G. Harris
Governor of Tennessee during the Civil War



This Spring the Volunteer State sent Tim Saltsman and Carol Simpson from the CMT to defend motorcycle rights in a meeting Representative Jim Cooper, the man behind H.R. 1782. This meeting also included Jesse McDugald; ABATE of South Carolina; Jim Bensberg of the AMA; and Wayne Curtin, and Gus Haag of the MRF.

Carol, who had done some talking with the folks back home, remarked that Tennessee state legislators didn't think much of his mandatory helmet bill. To which Cooper responded: if they don't like it, show me a resolution that says so. At the time, Carol says, "I just shut up and sat back." But motorcyclists don't give up that easily and later she thought, "I'll do it."

To sponsor this resolution Carol found her man in State Senator Doug Henry who, having sponsored freedom of choice bills and fought against mandatory seat belts, thought Cooper was on the wrong side on this one. After his staff wrote up the resolution, it passed the Senate 28 - 3 on April 29th.

Getting it passed in the House was little trickier. A House clerk brought it to the attention of House Leaders who put it in committee. Naturally, it got shuffled around a few times and even lost at one point, but finally passed unanimously under the consent calendar. Governor McWherter signed the resolution on May 28, 1991.

Part of the Resolution strategy was to keep a low profile and not to let it become a full-blown thing. "The most difficult part," says Carol, "was being quiet, knowing the process of government, and having a friend in the right place at the right time." Success was also due in part to timing. This Spring the national commercial licensing law became effective and many were just realizing how burdensome and intrusive federal mandates could be.

Congratulations to Tennessee bikers on a job well done.

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

STATE OF TENNESSEE Senate Joint Resolution No. 197

A Resolution to the state's constitutional authority to regulate traffic and motor vehicle safety within their respective boundaries.

WHEREAS, The Tenth Amendment to the U.S. Constitution, part of the original Bill of Rights, reads as follows, "The powers not delegated to the United States by the Constitution, nor prohibited by it to the states, are reserved to the states respectively, or to the people," and

WHEREAS, The limits on Congress' authority to regulate state activities prescribed by the Tenth Amendment have gradually been eroded and federal mandates to the states in these protected areas have become almost commonplace; and

WHEREAS, The regulation of traffic and motor vehicle safety laws are constitutionally the province of state, not congressional authority; and

WHEREAS, A recently proposed federal mandate would reduce the appointment of federal highway funds to states which do not enact statutes requiring the use of helmets by motorcyclists and the use of safety belts and child restraint systems by drivers and front seat passengers in automobiles by July 1, 1992; and

WHEREAS, While the stated goals of such federal mandate, to reduce highway fatalities and injuries through increased use of motorcycle helmets and safety belts, are certainly praiseworthy, it is the opinion of this General Assembly that the passage of such legislation by the U.S. Congress would be a blatant transgression upon the state's regulatory authority under the Tenth Amendment; now, therefore,

BE IT RESOLVED BY THE SENATE OF THE NINETY-SEVENTH GENERAL ASSEMBLY OF THE STATE OF TENNESSEE, THE HOUSE OF REPRESENTATIVE CONCURRING, That this General Assembly most fervently urges the U.S. Congress to refrain from imposing upon the state's constitutional authority to regulate traffic and motor vehicle safety within their respective boundaries, and specifically, to refrain from mandating the passage of state laws requiring the use of motorcycle helmets, safety belts and child restraint systems.

BE IT FURTHER RESOLVED, That this resolution be forwarded to the Speaker of the U.S. House of Representatives, the President pro tempore of the U.S. Senate and to each member of the Tennessee Congressional delegation urging them in the performance of their elected responsibilities to protect and strengthen the position of the states in the federal union, avoid intrusion upon state prerogatives and afford protection to the proper governing authorities of the states.

END

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NHTSA ADDRESSES MRF CONCERNS

Keeping track of the federal government isn't easy, especially when it involves reading reams and reams of documents. But this is all part of the job, and part of what the MRF does.

Recently the MRF spotted two interesting items on page 39 of the NHTSA Highway Safety Program Advisory for Motorcycle Safety. The first stated that "Studies show that motorcycle crash victims are less likely to have health insurance than other vehicle operators. As a result, the cost of uninsured victims must be absorbed by taxpayers and health care consumers." The second item noted that "Riders can wear helmets with a high degree of confidence, since all motorcycle helmets sold in the U.S. meet or exceed Federal Motor Vehicle Standard 218, which sets minimum levels of protection a helmet must provide to the wearer."

When the MRF asked Ronald Engle, NHTSA Safety Countermeasures Division Chief, to either provide documentation supporting the insurance statement or issue a revision, he responded by admitting that the "insurance issue ... is not supportable." He went on to say that the insurance paragraph had been changed during one of the last reviews of the proposed Advisory but apparently the revisions had not been made. "We do not agree with the paragraph in question," he wrote, "And would not have approved of had we noticed it. It was regrettably an oversight on our part. The entire paragraph will be rewritten and recast when the Advisory is reprinted."

Regarding the issue of helmet standards, the MRF pointed out that NHTSA was glossing over the problem of non-DOT helmet sales and that, in many cases, black market DOT stickers are sold to attach to these inferior quality helmets. Engle noted that, "Your observations about the helmets is a most valid one. Quite candidly, it never occurred to us during the process of developing the Advisory." However, manufacturers and sellers of "black market" helmets may face prosecution in the near future. Also, NHTSA is looking at conducting a public information campaign to advise riders against using substandard helmets. END

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Brian Stovall, Editor

STATE LEGISLATIVE UPDATES CALIFORNIA LOSES FREEDOM, 10 STATES DEFEAT 15 HELMET BILLS, WHILE 2 ARE STILL PENDING

California

As of January 1, 1992, all California motorcyclists must wear helmets.

Connecticut

Mandatory helmet laws died in both the Senate and House due to a lack of committee action.

Colorado

A mandatory helmet bill was defeated in the Senate Transportation Committee by a close vote of 4 to 3.

Idaho

A grassroots effort by ABATE of Idaho and the Idaho Coalition for Motorcyclist Safety convinced the sponsor of a mandatory helmet law to withdraw the legislation.

Illinois

Helmet Bill defeated on Senate Floor 33 to 23.

Kansas

HB2129 died in the House Transportation Committee for lack of any further action by the committee.

Maryland

Three mandatory helmet bills were introduced. Two were defeated in the House Judiciary Committee and one in the Senate was withdrawn by the sponsor.

Minnesota

This state faces two helmet bills which would also put some serious insurance provisions on the heads of bikers.

New Hampshire

The New Hampshire Motorcyclist Rights Organization prevented a mandatory helmet bill from coming to the floor for a vote.

Nevada

Governor signed into law a self-funded rider education program.

New Mexico

One bill tabled and another defeated in committee. The New Mexico legislature is adjourned for the year. A job well done by ABATE of New Mexico.

Pennsylvania

Hopes were high after getting their freedom of choice bill voted out of committee. But on June 4, the House of Representatives voted against repeal, 124 - 77.

Rhode Island

Two mandatory helmet laws died in committee. The defeat of this legislation is a boost to the national efforts as the prime U.S. Senate advocate of a national helmet law is Senator Chafee (R-RI). For his own state to repeatedly reject such laws is damaging to his efforts in Washington, D.C.

South Carolina

As of May 3, mandatory helmet legislation is bottled up in committee.

South Dakota

A proposed helmet bill died in committee without any action being taken on the bill. END

MCTV

BIKER NETWORK

Introducing a new and revolutionary concept in motorcycle rights communication: Cable TV by Mike Urseth

Cable TV is not exactly the newest thing going, but the concept of M/C-TV is. The goal of M/C-TV is to create a weekly half-hour TV show about bikers, by bikers, and for bikers. This show will be available to cable TV systems all around the country. It will be created at the grass roots level by biker-activists (that's you) and assembled at a central location by other biker-activists (that's me, until I can find more people to handle it) and sent back to the local areas to be put on the cable. When the programs come back to the local groups, there will be a "donut" or a blank space in the tape that is designed for local news, events or personalities. This way, a circle is completed from the local to the national, and back to the local.

Why cable TV? For starters, television is the most powerful communication tool ever devised. For better or worse, when people see something on TV, there is an assumption that it's true. This powerful assumption is used against us every day by those who would rob us of our rights. It's about time we used this remarkable technology to fight for motorcyclist's rights everywhere. Cable TV is available in 90 million American homes. If we can reach even a small percentage of these households, the effects will be tremendous.

There is another good reason to use this medium: it's free! That's right, free. In most communities, cable systems are obligated to provide "community access" to their system. This includes free use of cameras, recorders, and studios, as well as training and assistance. Rules on the access vary from system to system, but in most cases there is little or no cost. Imagine being able to reach out to your members every week without the cost of printing and postage. Not only do you reach your members, but your message is available to every cable subscriber in your area.

How do you get involved? Call the cable TV system in your area (you don't have to be a subscriber, in most cases) and ask them about community access programming. Tell them that you are interested in producing programming about local events. They should be able to arrange training and equipment. That's the first step. Next, take the equipment and use it. The old saying about "practice makes perfect" is true here. Your first efforts won't be professional and polished, so don't worry about it. The important thing is the content - motorcycle people, motorcycle events, and motorcycle issues.

Once you've gotten involved with the cable company, you can push them to include more motorcycle programming throughout the system. Programs such as those produced by the Motorcycle Safety Foundation (MSF) can often be used. The MRF will be offering excerpts from national and regional seminars such as the "Meeting Of The Minds." Local motorcycle racing clubs and promoters are often eager to work with cable TV. Dealers can utilize cable. Although the community access channels cannot use advertising, interviews with dealers about new products or events can often fit within guidelines. Local biker bands can offer performance material.

When preparing material for broadcast, remember that the audience is a broad one. Keep it clean. Although most cable systems are pretty liberal about what goes over the wire, please remember that the image of all motorcyclists will be judged by what you produce. Save the wet T-shirts for washing your bike.

Get more people involved. With a grass roots operation like

this, the more people involved, the better the results will be. Hit local electronics dealers for discounts or donations of equipment and supplies. Local media people may be willing to help, especially if they're motorcycle fans. Don't forget the schools. High schools and community colleges often have video classes and production facilities, as well as students who may be able to help with your shows. If you or some of your members own a camcorder, the quality is often good enough to be used on cable.

The concept of M/C-TV is an ambitious one, but it's realistic. There are already local cable TV shows underway. "Biker News and Views" is produced by Wayne and GiGi Schieber in Albuquerque, New Mexico and "Biker Brown" has regular cable casts in Philadelphia, Pennsylvania. The first M/C-TV programs will be seen in the Minneapolis-St. Paul area this summer. There will be many more around the nation. It won't happen overnight, but if we work together it will happen. If you have an ongoing video project or are interested in getting involved, contact Mike Urseth at:

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GOVERNMENT THE TWO FACES OF THE FEDERAL HIGHWAY BILL

As this issue of American Motorcyclist goes to press, the U.S. Congress is wrestling with a huge piece of legislation that could be very good or very bad news for motorcyclists.

Unfortunately, it's too early to tell which way it will go. Fortunately though, it's not too late for you to have some influence over the outcome through a new service offered by the AMA that can put you in touch with your representatives in Washington.

At issue is the massive federal highway spending program, a multi-billion dollar package that will establish a framework for highway spending over the next five years. The Senate already has passed its version of this enormous spending proposal, and the House is considering a version of its own.

Hidden deep within the highway bill are two proposals that are cause for celebration in the motorcycling community and one that could set back the cause of motorcycle safety 20 years.

Let's start with the bad news.

The Senate's version of the highway package, passed just before this issue went to press, contains an amendment that amounts to a mandatory helmet-use law for motorcyclists all over the country. Worse yet, it would reinstate federal blackmail power over the states on the issue of helmet laws.

The amendment, proposed by Sen. John Chafee (R-Rhode Island) would force states to pass mandatory seat belt laws for automobile drivers and mandatory helmet laws for motorcyclists or face penalties imposed by the federal government. Any state that fails to comply by 1994 would be forced to spend 1 1/2 percent of its annual federal highway aid on vehicle safety, education and enforcement programs. States that don't comply by 1995 would be forced to spend 3 percent of their federal aid on those programs.

In other words, the federal government will either dictate a state's highway safety laws or it will dictate its highway safety spending.

In addition, Chafee's proposal contains a bribe for states that do pass seat belt and helmet laws. Those states would split a \$100 million grant incentive program for which non-helmet law states would be ineligible.

Chafee's measure doesn't exactly require states to pass mandatory helmet laws. It just penalizes them if they don't. And that amounts to the same sort of federal blackmail that was used in the late '60s and early '70s in an attempt to get helmet laws passed in all states.

The AMA has a long history of supporting helmet use by motorcyclists, but has opposed this approach to helmet laws on a couple of grounds. First, the Association believes that motorcyclists should have the right to choose their own safety equipment as long as that choice doesn't endanger others. In addition, the Association has opposed efforts by the federal government to coerce states on such issues.

The ironic part of all this is that the U.S. House and Senate used to agree with the AMA. Back in 1975, Congress voted to prohibit the federal government from blackmailing the states over the helmet use issue. But now, 16 years later, Chafee wants to reverse that decision.

Robert Rasor, AMA Vice President of Government Relations, notes, "This part of the Senate's bill is a gross imposition on the right of states to establish their own motorcycle safety initiatives. We believe that the federal government is overstepping its boundaries by blackmailing states over this issue."

The AMA lobbied heavily to have this amendment withdrawn from the Senate version of the bill, and now we're working even harder to remove it from the House version, which is expected to be finalized in August. But faced with such a complex bill involving such large amounts of money, it's difficult to get lawmakers to focus much attention on what they consider to be a small, insignificant amendment.

That's the bad news. Now here's the good news: The Senate version of the highway funding package also contains a couple of measures that could benefit motorcyclists.

The first is the National Recreational Trails Fund Act of 1991, a plan proposed by Sen. Steve Symms (R-Idaho) that would set aside a portion of federal gasoline taxes for use in developing and maintaining off-highway trails.

Currently, gasoline tax money is budgeted primarily for highway improvement projects, but airplane and boat owners have been successful in getting a portion of that money allocated to projects that benefit their forms of motorized recreation. They have argued that the gasoline taxes paid on fuel burned in their airplanes and boats shouldn't go to improvements in public highways since those vehicles don't use highways.

Symm's measure would do the same thing for off-highway motorcyclists, creating a national trails fund that could amount to \$246 million over five years. That money could be a major breakthrough for off-highway motorcyclists across the country, since it would guarantee funds for trail development and maintenance.

The highway funding package also includes another amendment that would encourage states to allow motorcyclists access to High Occupancy Vehicle (HOV) lanes on crowded freeways. These lanes were designated for vehicles that transport more people in less space, and the federal government has repeatedly ruled that motorcycles fit that classification. However, some states have refused to allow motorcyclists to use these so-called "commuter" lanes. The amendment would extend the federal policy that requires states to open these lanes to motorcyclists.

All of those provisions are part of the highway funding bill passed by the Senate, and they may be part of the House version of the bill that will be under debate by the time you receive this magazine. And that puts the pressure on motorcyclists to act now.

If you want to see the good portions of this bill retained and the helmet-law blackmail plan dropped, you need to do something about it.

How? Well, you could write letters to your elected representatives on these issues, but we know how difficult that can be. So that's why the AMA has started a new service that will put you in touch with your elected representatives almost instantly.

All you need to do is pick up the phone and dial (900) 230-RIDE to reach the AMA's new legislative hotline. When you call, you'll be asked to give your name and address so that a personal Mailgram message can be sent to your congressman on this issue. That message will confirm your position in favor of the national trails funding program and the HOV access amendment, and in opposition of the helmet blackmail bill.

The cost of each call is \$3.95, which will be charged to your regular telephone bill. A portion of the charges will be used to help the AMA defray the costs of this effort.

This new service gives AMA members and other motorcyclists a new way to make sure their opinions are heard on important national issues. If you've always said you'd like to do something about the laws passed in Washington but you've never gotten around to writing a letter, then this is the time to act. Just pick up the phone. **END**

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

"All that is necessary for the triumph of evil is that good men do nothing."

— Edmund Burke

Since last month's column was written incredible things have happened, some good and some not. First, let's look at some positive items.

Portland Chapter, ACLU:

As the result of very hard work on the part of one of our fellow shooters, the Portland Chapter of the ACLU has determined that Article 1, Section 27 of the Oregon Constitution protects the rights of citizens to keep and bear arms and as such, is a civil right. The ACLU believes this right is subject to reasonable controls, yet to be defined. While we may have some concern about what constitutes "reasonable" controls, this is a major step for the local ACLU chapter, which joins the Eugene Chapter in bucking the National ACLU position. If you are a member, or have considered becoming a member, it wouldn't hurt to let Stevie Remington know that you approve. The Portland Chapter is on 227-3186.

Multnomah Co. Lawsuit: The Verdict

Last Friday, August 23rd, Judge Snouffer finally rendered his decision in the suit brought by the O.S.S.A. and others against the new Multnomah Co. "assault" rifle ordinance. In a clear mis-reading of cases already settled by the Oregon Supreme Court, the judge found that the only weapons protected by the Oregon State Constitution were those in existence at the time the constitution was adopted in 1859. According to this judge, that means center-fire rifles, handguns, and shotguns are not protected by the Constitution. You only are allowed to own your deer rifle, duck gun, defensive handgun or target rifle at the pleasure of the State. The judge went on to say that if the Government intended civilians to own semi-automatic militia weapons, it would have issued them. As to the argument that the County overstepped its authority, the judge found that since the County had enacted its ordinance and the '91 legislature failed to pass any preemption bill striking it down, the legislature must not have intended any limits on County firearms ordinances. This flies directly in the face of Section 38 of House Bill 3470, passed into law by the 1989 legislature. As you can see, this is not an opinion in line with the mainstream of accepted jurisprudence. We have 30 days after the verdict is officially entered in which to appeal it to the Appeals Court. If this decision is allowed to stand, it is sure that other counties will adopt similar ordinances and collect fees for the exercise of your rights. Your help is urgently needed to help fund the appeal. \$30,000 is needed to catch up on the current legal bill and get the appeal filed. There are reasonable grounds to believe that this decision will be overturned either at the Appeals court or Oregon Supreme Court levels. Please send your donation to the Oregon Gun Owners, Inc., P.O. Box 83929, Portland, Or. 97283. Thank you for your generous contribution.

N.R.A. / O.S.S.A. Membership

The press has made a big point of reported losses of membership in the N.R.A. during the last year. Well, that is not the case in Oregon. The Oregon State Shooting Association has been adding new members in a pattern of steady growth. There are also indications that N.R.A. membership is also on the rise. The point is, no matter how much the press attempts to ridicule individuals who cherish their firearm Civil Rights, it is important that we join and support the organizations that speak for us. There is also tremendous strength in unity and belonging to an organization, especially when having to deal with the misrepresentations and outright lies which pass for journalism today and which assault us individually each day. Shouldn't you be a member of the O.S.S.A. and the N.R.A., or do you really want them to pry your gun from your "cold, dead fingers"? For membership information, please call 248-6902.

U.S. Governor's Conference

Within the last few weeks, the Governors from across the country had their annual conference. Some 40 Governors were in attendance, as was Handgun Control, Inc. and the N.R.A. Three Governors attempted to introduce an "assault rifle" ban similar to the New Jersey bill, and backed by H.C.I. The lobbying effort failed as no additional Governors signed on.

State Attorney's General Conference

In a similar conference for State Attorney's General, a similar measure did not even get to the Sub-committee stage before it was tabled.

Both of these instances show that good lobbying can have a major impact in stopping this type of activity.

New Jersey Vote on "Assault" Firearms Delayed

As I mentioned in last month's column, a bill to repeal the worst provisions of last years' New Jersey "assault" firearms law has passed both houses of the State Legislature but has been vetoed by Governor Florio. A vote to over-ride that veto was scheduled to for several weeks ago. The day before the vote, one of the key representatives in the House was hospitalized, and the vote has been delayed, however, here again there is reason for optimism, due to the hard work of the state's firearms groups. The major tactic being used is phone calls and letters to state senators and representatives, combined with major voting drives against anti-gun politicians. The basic tools of democracy work, if we just use them. We'll update this story next time.

Going to Philadelphia in September?

On September 21st, a candle light vigil honoring the adoption of the Constitution and the Bill of Rights will be held in Philadelphia at 8PM. Special emphasis will be on the Second Amendment, and Neal Knox will be present as a guest speaker. It will be interesting to see how this story gets covered, if at all, in the press. This is a wonderful idea, just the sort of public demonstration that gun-owners need to make to underscore our commitment to all of our Civil Rights. If you, or someone you know is going to be in Philadelphia during this time, please let us know so it gets covered in this column at least.

Federal Firearms Legislation

When Congress returns from its summer vacation after Labour Day, you can expect a flood of anti-gun legislation. While the picture is extremely cloudy as to what the bill numbers are, the House will be taking up the "Alternative Crime Bill", which is rumored to include a 30 day waiting period and extensive background check on all purchasers of any Semi-automatic rifle or handgun. This bill has been passed out of the House Sub-Committee for floor action. A vote in the House could come as early as September 15th. Other bills in the hopper include bans on manufacture of .25, .32, and 9mm ammunition, bans on large- capacity magazines, universal firearms registration, and banning of all handguns in civilian hands. In Oregon, Congressman Ron Wyden is considered to be a key swing vote to help stop the Semi-auto bans. Last session he proposed increasing penalties for use of a Semi-auto in the commission of a crime. Your calls and letters to emphasize the uselessness of bans to prevent crime are urgently needed. Further updates on the

UNITED WE RIDE ... DIVIDED WE LOSE

Someone who probably has never ridden a motorcycle in their life wants to take away something that lives inside of me

by 'JD' DePaolantonio

The August heat of the Pennsylvania summer beat down on my 10 year old head as I carried groceries into the house for mom. Now that all my chores were done, mom gave me the OK to do what I had been doing all summer long. I ran to my room, put on some jeans and boots and headed to the basement. I pushed my 4 horsepower mini-bike out into the yard. A few quick pulls on the cord and I was in the wind and down the trails. That was 25 years ago. And every ride I have taken since then fills me with the same exhilaration.

I suppose this exhilaration, this strange feeling that runs wild in my blood, this love of motorcycles, is what makes me take the issue of motorcycle rights and personal freedom so damn seriously.

My first taste of what motorcycle rights was all about came in the late 70's from ABATE of Pennsylvania where I became involved in the MMA and eventually ABATE of California. And now, ABATE of Colorado. During all these years, I watched politicians and social do-gooders attempt and succeed at robbing motorcyclists of our personal freedom of choice. Little by little, and state by state, we are getting legislated off the highways. OUR HIGHWAYS! And frankly brothers and sisters, the developments in anti-motorcycle legislation these last few years has scared the hell out of me.

States that have long had the reputation of honoring motorcyclists' personal rights and freedoms are imposing mandatory helmet laws. And if you think you're safe, look at what just happened in California. Ghosts from the 60's past (ala Joan Claybrook and the Advocates) have risen again. Only now, people are listening to what they are saying and companies are financially supporting their cause.

National highway fund "blackmail bills" and federal highway "bribery bills" are staring us in the face. And I look at our situation, it makes me MAD. Mad at the fact that someone who probably has never ridden a motorcycle in their life wants to take away something that lives inside of me. Mad at the fact that insurance companies and other professional (and some not so professional) organizations misinform the public and politicians with distorted statistics. But the most important thing of all this anti-motorcycle legislation does for me, is it makes me want to get deeper involved with motorcycle rights. And GETTING INVOLVED is the answer.

The time has come for motorcyclists to put aside their differences. When it comes to motorcycle rights it doesn't matter what you ride, how much you ride or what kind of riding you like to do. If you want to keep doing the kind of riding you're doing, then you need to get involved with motorcycle rights organizations. Because when they eliminate motorcycles from our highways it's ALL motorcycles.

Motorcycle Rights Organizations need to get together to exchange information and pool their resources. Clubs need to put aside their differences, meet on neutral ground, and support motorcycle rights groups. We all need to pull together on this. Join an MRO now! Register to vote. Write your politicians and tactfully express how you feel. Remember, these people work for us. Sometimes they need to be reminded of this. If we all did these few simple things, motorcyclists would be a political voting group that politicians would have to recognize. Our numbers would be too great to ignore. It's united we ride, divided we lose. It's as simple as that.

The other day I was out for a putt and I passed by a field where a young boy was riding his small dirt bike next to the railroad tracks. I flashed back to 25 years ago, then made a silent oath to fight for motorcyclists' rights 'til the day I die. END

WHAT IS ABATE?

ABATE is one voice, and a multitude of personalities

by Lyne Holzman

Whenever I am asked this question, I can rattle off the standard, state-approved answer easily. After all, I find the information given and printed on sheets and business cards short, sweet and to the point, so I use it often.

It's nights like this, however, when my activity in ABATE renders me sleepless at 2 a.m. with a head so full I think it will burst until I creep down to my typewriter to empty it, that I am forced to admit that the real answer to this constantly asked question is much more complex.

ABATE is a study on contrast. It is an all-consuming fire, a bucket of cold water poured unceremoniously over your head. It is thrilling and threatening, exciting and excruciating. One day you feel like a genius, the next morning you wake up to find that you've been transformed into a complete idiot.

ABATE is cold and calculating, then personal and heartwarming. You're a hero, and an enemy. You'd give it all up tomorrow, but it's your lifelong ambition.

Someone asks, "Would you do this for us, please?" It sounds like an order. They have every confidence in you, but your heart pounds and your stomach clenches at the very thought of it. Still ... as much as it scares you, if you swallow hard you can taste anticipation. Or is it bile? No, really - you're actually starting to LIKE the idea. Your brain screams, "Oh no, not again!", but the challenge has your blood boiling and there's no stopping you now, you damn fool!

ABATE can sit quietly on the back burners of your life, or it can hit you over the head like a ton of bricks. What amazes me is how quickly you can be buried by them. I'm a recent victim, and at times I feel panic setting in. "Help, I can't breathe under all this." Then you get cozy with it. I could get comfortable here; I could fit in.

Fit in? Wait a minute, the lack of oxygen must be getting to me.

ABATE is one voice, and a multitude of personalities. I may not always agree with some people, and I will never agree with others, but I hope to learn something from them all.

Considering the impact the roller coaster called ABATE has made on me during my relatively short ride, I must say I have gained the utmost respect and admiration for the work that has been done by some of the old-timers in the organization, and I wonder how the hell you have stood it for so long?

The rewards are few and the sacrifices great. For the families of ABATE's most active members, constant phone calls, late nights, and frequent absences must contribute to a stressful home life. We owe a lot to you for your willingness to give up a spouse or loved one to ABATE. Thank you for your unselfishness.

Highs and lows, ups and downs; we all know that they are a part of life. They are just a bit more exaggerated in the life of an involved ABATE member. There is suffering, and there is celebration. It's difficult, but as anyone will tell you, it's worth it. (If you ask them on a good day, of course!) END

ARE YOU REGISTERED TO VOTE?

X

DON'T PUT IT OFF!

**THE PEOPLE WHO ARE
MAKING THE LAWS AREN'T!**

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

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 Don Smack Kraig	648-9311 738-7156 876-5135
September 20-22	Last Chance Run Josephine County	Jerry Scott	474-7278 582-2315
September 28	Portland ABATE Shriner's Toy Run Benefit - Cactus Club	Edd Dahl Pat Gleason	771-0188 775-4593
October 12	State Board Meeting Creswell	Rotten Roger	285-4329
October 26	Portland ABATE Shriner's Toy Run Benefit Halloween Party - Stagecoach	Edd Dahl Pat Gleason	771-0188 775-4593
November 9	State Board Meeting Creswell	Rotten Roger	285-4329
November 23	Toy Run Washington County	Captain	648-9311
November 30	Portland ABATE Shriner's Toy Run Last Chance Dance - River Rd. House	Edd Dahl Pat Gleason	771-0188 775-4593
December 7	Portland Toy Run Shriner's Hospital	Gary Martin	639-0873
December 14	State Board Meeting Creswell	Rotten Roger	285-4329

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.

<p>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)</p>	<p>For Sale - 1974 3/4 T Ford Van, I T drive train, new tires mufflers & exhaust, and brakes. Single Bed pulls out into double. Built to carry a Low Rider size motorcycle. Excellent running condition. Straight but needs paint. \$1200. Call 252-5645, Anna (11-91)</p>	<p>HELP WANTED Positions Sought: Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. Work Conditions: Wilderness like, Lakeside Island, serene mountains. Contact: Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)</p>
<p>WANTED - Dirt Bike; about 90 cc's. Please call Angie at 285-4329. (9-91)</p>	<p>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)</p>	<p>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)</p>
<p>Next time you have something to sell advertise it with us!</p>	<p>For Sale - 1962 PU Camper, 12'. 3 burner stove/oven, icebox, 110v lights, All wood interior. Good shape. Comes with Jacks and tie downs. Call 256-2713, Russ (11-91)</p>	<p>BUY • SELL • TRADE</p>

NATIONAL HELMET LAW - IMMEDIATE THREAT

All of us were afraid that it would happen and HR 1782, Representative Cooper's national helmet bill, has been incorporated into HR 2950, the "Intermodal Surface Transportation Infrastructure Act of 1991."

On Tuesday, July 23, 1991, the Surface Transportation Subcommittee met to mark up HR 2950. Representative Douglas Aplegate (D-OH) offered an amendment to change Representative Cooper's language to read - "Motorcyclists 21 and under and all novice riders," instead of "all motorcyclists." Speaking on our behalf was Representative Frank Pallone (D-NJ), Representative Thomas Petri (R-WI), and Representative Dick Swett (D-NH). Remember these people at election time, they are good friends. Unfortunately, the "Big Four," as they are called, Representative Robert Roe (D-NJ), the Chairman of the Fuel Committee; Representative Norman Mineta (D-CA), the Chairman of Subcommittee; Representative J. P. Hammerschmidt (R-AR), Ranking Minority member of Fuel Committee; and Representative Bud Shuster (R-PA), Ranking Minority member of the Subcommittee, spoke against the amendment. On a voice vote the amendment failed.

On Thursday, July 25, the full committee met and voted 49 to 7 to pass HR 2950. Next HR 2950 will proceed to the Ways and Means Committee because of the \$.05 gas tax increase included in the bill. This bill is expected to pass quickly through the Ways and Means Committee and onto the House floor for a full vote. With about 140 cosponsors and many members of Congress supporting it, it is expected that HR 2950 will pass in its present form. The bill will then go to a Committee of Conference, where a group of Senators and Representatives will sit down and combine both the Senate and House versions of the Surface Transportation Act.

Considering that both the leader of the House and Senate Committees will be on the Conference Committee, this is time to start a massive letter writing campaign to the President. Everyone must realize that if this bill passes in its present version it will be nearly impossible for any state to stop a mandatory helmet bill for all adults from becoming reality.

Everyone thought it couldn't happen in California. Well, if anyone thinks their state is infallible, get out of fantasy land. Write the President and ask him to veto the Surface Transportation Act. Here are some suggestions:

1. The President said, during his presidential campaign, that he was against federal blackmail policies that force states to pass laws or face federal sanctions.

2. This bill does not leave the individual state legislators the room to decide this issue on its merits or wishes of the people, instead it puts a gun to their heads and says pass this bill or else - a complete violation of states rights.

3. Most importantly, this type of policy violates the personal freedom and the liberty of every citizen of this country.

We must make the President understand that this is not the way we want our government run. **END**

If you have an error in your mailing address, or if you did not receive your newsletter and you are reading a friend's, or if you are planning a move, contact the State Membership Secretary with the correct information. Your newsletter has important information each month that we don't want to see you miss.

MOTORCYCLING LOSES A FRIEND

It is with great sadness that we announce the death of Ron Roloff. Ron served the motorcyclists of California as Business Manager of the Modified Motorcycle Association and lobbyist in Sacramento for over 18 years. On the federal level, Ron lobbied along side countless other motorcyclists for 16 years. He was past and present Chairman of the National Coalition of Motorcyclists Board of Advisors, Chief of the Legislative Task Force and NCOM's Legislative Liaison. His life was devoted to our sport and life-style, and whether called upon, or by his own choosing, there was little that Ron would not do for the cause. As a friend and freedom fighter he will be greatly missed and never replaced.

Fred Curren, President of ABATE of Pennsylvania and Region VII NCOM Advisor, will be taking on the responsibilities of Chairman of the Board of Advisors for the remainder of 1991. Sherman Packard, Region VIII NCOM Advisor and State Representative in New Hampshire, has been appointed as Chief of the Legislative Task Force. Eddie LaPlante, President of ABATE of Florida and Region VI NCOM Advisor, has been appointed as Chairman of the National Coalition of Motorcyclists Board of Advisors in 1992. **END**

FIGURE IN MOTORCYCLE CLUB RAID DIES AT 47

Robin H. Worbington, a motorcycle club member who was involved in a narcotics raid that resulted in the resignation of three Portland police officers, has died.

Mr. Worbington of Milwaukie, died of lymphoma Thursday in a Seattle hospital. He was 47.

A graveside service will be at 2 p.m. Wednesday in Lincoln Memorial Park.

A member of the Outsiders Motorcycle Club, Mr. Worbington was at the group's North Portland clubhouse in December 1979 when Portland police raided the club. Officer David Crowther was fatally wounded by another club member during the raid.

Mr. Worbington was convicted of possession of cocaine after the raid. He served 5 1/2 months of a five-year sentence. However, the conviction was overturned and the drug charged dismissed in November 1981 after three narcotics officers admitted during and internal investigation that they had lied to obtain the search warrant.

Mr. Worbington filed a \$7.3 million lawsuit against the officers and several city officials, claiming that the officers had planted cocaine on him before they arrested him. The city agreed to an out-of-court settlement and paid Mr. Worbington \$37,500.

He was born on July 23, 1944, in Port Arthur, Texas, and moved to Phoenix, Arizona, as a child. He moved to Portland in 1966. He was a construction laborer.

A member of the Outsiders Motorcycle Club for 24 years, his nickname was "Righteous Robin."

Mr. Worbington is survived by his wife, Barbara L.; sons, Eric Roberts of Portland, and Derek Collis, of Carson City, Nevada; daughter, Layla Rose Worbington of Milwaukie; mother, Cora Annie Autry of Grants Pass; brother, Robert Collis of Junction City; sisters, Dori Mascherini of Healdsburg, California, Shirley Thatcher, Wanda Rigel, Virginia Autry, and Pat Kelley, all of Grants Pass, and Olive Autry of Springfield. **END**

We stand for freedom. That is our conviction for ourselves; that is our only commitment to othes.

- John F. Kennedy



A.B.A.T.E. of Oregon

ROADLIST

LEGEND

- 1 Pickup
- 2 Tools/Gas
- 3 Garage/Shelter
- 4 Photo-Accident
- 5 Information
- 6 Location

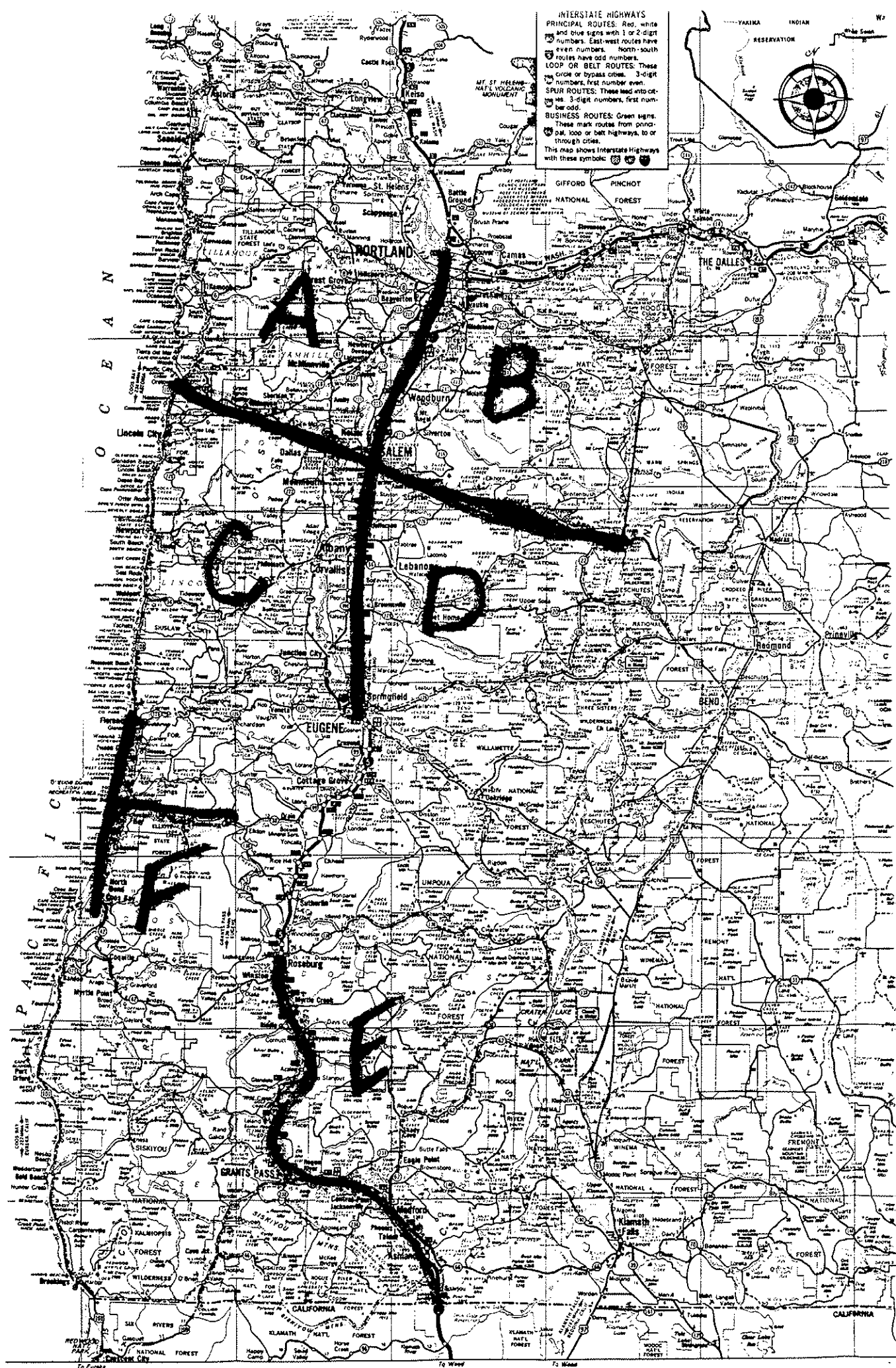
NAME	PHONE	1	2	3	4	5	6
Huge	645-8371	X	X	X	X	X	A
Rich Rau	265-7628	X	X	X	X	X	C
The Lechner's	563-3520	X	X	X	X	X	C
Brian Stovall	298-1317	X	X	X	X	X	B
"Doc" & "Big Red"	645-6687	X	X	X	X	X	A
W. Kuhnhausen	771-0590	X		X			B
The Jackson's	667-1078					X	B
Rick & Carol	238-5921	X	X	X			B
Pat Gleason	775-4593	X	X	X	X	X	B
Jeff Giddings	252-9512	X	X	X	X	X	B
Don & Mother	255-7793		X	X		X	B
Perry Miller	749-2695	X	X	X	X	X	C & D
The Beck's	581-3138	X	X	X	X	X	C & D
Ken & Crickette	363-8856	X	X	X	X	X	C & D
B. Harbaugh	363-6106	X	X	X	X	X	C & D
Walt Allegar	363-4727	X	X	X	X	X	C & D
Nic & Alice	769-3368	X	X	X	X	X	C & D
Alan & Elaine	664-1026	X	X	X		X	E
S. Bukovac	582-2315	X	X				E
Renee	826-9075					X	E
The Bennett's	773-6631	X	X	X		X	E
Chris Wehren	776-9824	X	X			X	E
Mike & Donna	826-5219					X	E
Jerry Morgan	474-7278		X				E
Connie Bounds	855-7585	X	X				E
Superior Cycle	474-6843	X	X	X			E
Frank Newlin	474-0933	X	X	X			E
Allen & Joy	672-1415	X	X	X	X	X	E
Fast Eddy	673-6120	X	X	X	X	X	E
Mike & Bev	459-4732	X	X	X	X	X	E
Marcie	459-2365	X	X	X		X	E
Tony & Vikki	271-4327	X	X	X	X	X	F
Don & Becky	679-7729	X	X	X	X	X	E
Dave	835-8232	X	X		X		A
Debbie T.	434-5234					X	A
Dennis J.	538-1315		X		X	X	A
Don S.	538-6309		X			X	A
Boyd S.	864-3530	X	X		X	X	A
Dave H.	876-6962	X	X			X	A
Steve	472-8885	X	X		X	X	A
Bill O.	538-2539		X	X	X		A
Russ & Donna Adkins	256-2713	X	X	X	X	X	B

Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:

Donna Adkins, Newsletter Editor
P.O. Box 4504
Portland, OR 97208
or call 256-2713

(Map on reverse side)

INTERSTATE HIGHWAYS
PRINCIPAL ROUTES: Red, white and blue signs with 1 or 2 digit numbers. East-west routes have even numbers. North-south routes have odd numbers.
LOOP OR BELT ROUTES: These are or bypass cities. 3-digit numbers, first number even.
SPUR ROUTES: These lead into cities. 3-digit numbers, first number odd.
BUSINESS ROUTES: Green signs. These mark routes from principal, loop or belt highways, to or through cities.
 This map shows Interstate Highways with these symbols:   



ACCIDENT?? ATTORNEYS WHO RIDE

**RIDE FREE
RIDE
PROTECTED**



Local Oregon Offices
To Serve You

Law Offices of
Richard M. Lester

A Law Corporation

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

24 Hours - Toll Free

CALIFORNIA

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



**A.B.A.T.E. of Oregon, Inc.
ACTION REPORT**

POLICE OFFICER'S NAME _____ BADGE # _____
AGENCY(S) _____
POLICE VEHICLE PLATE # _____ UNIT # _____ COLOR(S) _____
MARKED _____ UNMARKED _____ TYPE OF MARKINGS _____
UNIFORM _____ PLAIN CLOTHES _____ IF PLAIN CLOTHES, HOW DID HE IDENTIFY HIMSELF? _____
OF OFFICER'S _____ NAMES & BADGE #'S _____
OF VEHICLES _____ PLATE & UNIT #'S _____
AGENCY(S) _____
DATE _____ TIME _____ LOCATION _____
WAS CONTACT MADE ON PUBLIC STREET OR PROPERTY? _____ PRIVATE PROPERTY? _____
PRIVATE RESIDENCE? _____ OTHER _____
OFFICER'S REASON FOR CONTACT _____
WERE YOU SEARCHED? _____ WAS YOUR PICTURE TAKEN? _____ WERE YOU WARNED? _____ CITED? _____
ARRESTED? _____ ON WHAT CHARGES? _____
TYPE OF CITATION _____ CITATION # _____ CHARGE(S) _____

(PLEASE ANSWER QUESTIONS ON BACK)



EQUAL RIGHTS

SHARE THE ROAD

Oregon Traffic Safety Commission



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

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

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

ACTION REPORT (Continued)

DO YOU HAVE TO APPEAR IN COURT? _____ NAME OF COURT _____
 COURT DATE _____ TIME _____ WERE YOU RELEASED WITH A CITATION? _____ TAKEN
 TO POLICE STATION OR JAIL? _____ MADE TO POST BAIL? _____ AMOUNT OF BAIL _____
 WAS YOUR VEHICLE IMPOUNDED? _____ SEARCHED? _____ DID OFFICER(S) TAKE ANYTHING FROM
 YOU OR YOUR VEHICLE? _____ DESCRIBE YOUR VEHICLE _____
 PLATE # _____ IF NOT A M/C, DID YOUR VEHICLE HAVE M/C STICKERS ON IT? _____
 WITNESSES NAMES, PHONE #'S & ADDRESSES _____

GIVE BRIEF DESCRIPTION OF WHAT HAPPENED _____

PRINT YOUR FULL NAME _____

ADDRESS _____ PHONE # _____

AGE _____ M _____ F _____ ABATE CARD # _____

SIGNATURE _____ DATE SIGNED _____

GIVE COMPLETED REPORT TO YOUR LEGISLATIVE DIRECTOR OR MAIL TO:

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

P.O. BOX 4504

PORTLAND, OR 97208

**ABATE
of
OREGON**
*Dedicated to
Freedom of the Road!*

*Let Those Who
Ride Decide!*

**3rd Annual Tri-County
END of SUMMER RUN**
Sept 20,21 1991
at KILCHIS RIVER PARK
Approx. 9 Miles East of Tillamook on Kilchis River

For info:
Washington Co. Chap.
Captain — 648-9311
North Coast Chap.
Don Smock — 738-7156
Frank — 738-8632
Yamhill Co. Chap.
Kraig — 876-5135
VENDORS WELCOME

See Detailed Map on Reverse

BENEFITS

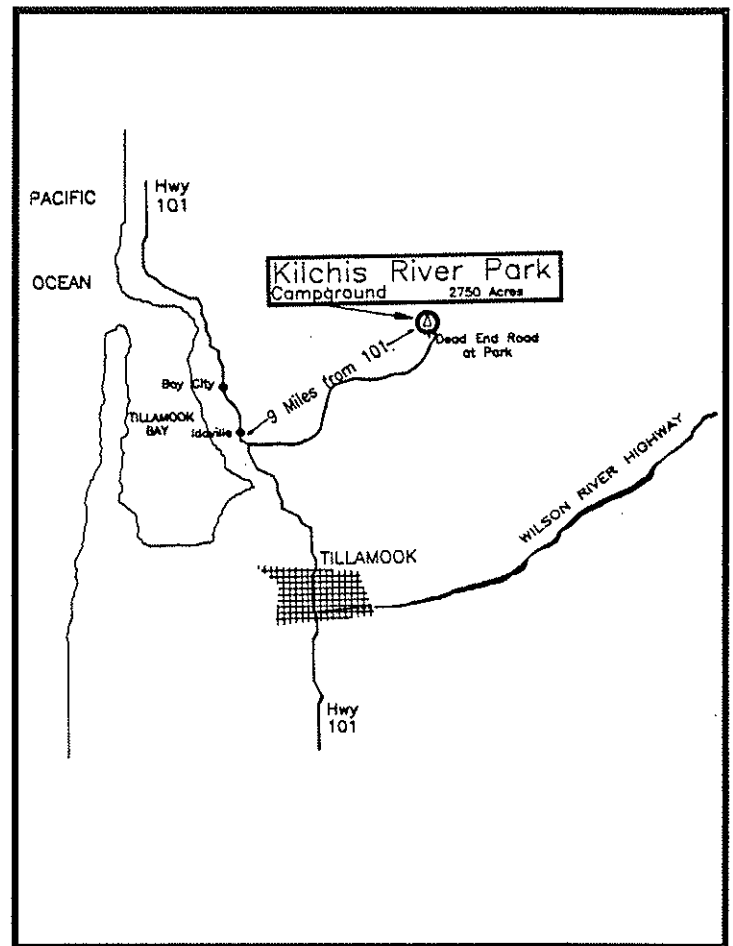
Open to the Public
Fires OK
Live Music
3 Bands All Night Sat.
Admission Price includes:
Dinner
Breakfast
Pop
Beer
Games
Bike Show
Camping
Softball Field Available

COSTS

	ADVANCE	AT GATE
(Fri Aug. 30)		
SINGLE	\$15.00	\$20.00
Couples	\$25.00	\$35.00
KIDS UNDER 12 1/2 PRICE		

LIMITATIONS
The Gates will be Locked at 11:00pm.
No one will be allowed in or out, so Plan Ahead!
No Firearms
No Firearms
Dogs on Leash Only
No Video Cameras for making tapes for
Commercial Gain without prior written
permission from ABATE of Oregon!

We are renting this huge County Park
with the consent of the representatives
of the people of Tillamook County.
Please abide by all set limitations on
your actions. Please clean up all of
your garbage, so your buddies don't
have to. Please stay within the Run
Camp Area.



**We are all manufacturers - some make good,
others make trouble and still others make excuses.**

Submitted by Washington County Chapter
**GROUPS DRIVE CAR SEATS
FOR RENTING**

The car seat rental program of the Washington County Department of Health and Human Services will get four new seats Thursday to add to their inventory.

ABATE (A Brotherhood Against Totalitarian Enactments) and Wentworth Chevrolet have joined to donate four new government-approved infant seats to the program.

They will present the seats to the department Thursday at 4 p.m. in the Health Department offices of the Public Services Building.

The public is invited to attend.

The department has maintained the car seat rental program for the past 10 years. It rents seats for children from birth to 20 pounds or one year old.

An \$18 per year rental fee covers staff to handle paperwork, instruct in use, disinfectant supplies and provide some replacements.

Anyone interested in additional information is invited to contact Bev Smith, 648-8881. **END**

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Reprinted from August 12, 1991
The Downtowner, Portland, Oregon

BAKER SEZ SEAT BELTS FOR SOME, NOT OTHERS?

by Sheldon Baker

I've been wondering lately about this law requiring drivers to wear safety belts while operating the vehicle. Don't get me wrong. I think it's a great law, because as we all should know, surviving a collision without a seat belt to protect you is a risky affair. So given that reasoning, why, oh why, do we allow people to operate motorcycles? And doesn't it strike you as ludicrous that last week a woman was written a \$65 citation for not wearing the aforementioned by a cop on a (you guessed it) MOTORCYCLE! Would someone please clarify the logic behind this law to me? I thank you in advance ... **END**

FROM THE ENTHUSIAST

I don't know about you, but I'm getting mad. I ready my mail, I see bad things published about our sport, I hear about the Outlaw Motorcycle Gang Control act of 1991, helmet laws proposed in various states all over the country, states that won't allow motorcycles in high occupancy vehicle lanes, states that enact motorcycle safety programs then don't fund them or underfund them, researchers that publish studies which tell half-truths about motorcycle safety issues, and people that think Harley-Davidson doesn't care about motorcycle safety. It seems like everybody is using the motorcyclist as someone they can push around or provide with token acknowledgment. I don't think we should let them do it to us, but how does Mr. Joe Blow-Average-Upset-About-Everything-Motorcyclist go about making his voice heard? And how do I know that anybody else care about this thing?

These are the kinds of questions that should make us really appreciate organizations like the American Motorcyclist Association and the Motorcycle Riders Foundation. They are out there fighting for our rights and pushing us Mr. Joe Blow-Average-Upset-About-Everything-Motorcyclist into action. They deserve your support, before it's too late. **END**

Reprinted from August 1991
The Bailing Wire, ABATE of California Newsletter

A BIKE AND A HALF

by Kathy Theodore

Did you ever have one of those days when riding one bike was not enough, but two is too much? I know I do. Those are the days when you need a bike and a half. That is, a bike with a sidecar (AKA hack or sidehack).

When my son, David, was born (1988), we didn't own a car, just the two bikes. I was moping around the house in postpartum depression because I couldn't go anywhere with the baby. We couldn't afford a real car so in desperation (to shut me up), my husband Steve hocked something or another and bought a sidecar. He hooked it up to my bike, installed a state certified and approved baby seat (equipped with DOT sticker) and created a nifty top for it so rain couldn't get in.

I looked at it and cried. What was I supposed to do with this monstrosity? Where was my bike??? No more leaning into curves on mountain roads. No more splitting lanes in traffic. I didn't even have to put my feet down at a stop for Christsakes!

He took me out to a parking lot to learn how to use the dang thing. Grumpily, I got on.

"Now be careful when you make right turns, or the sidecar will lift up off the ground," he says.

I got off. That's it, I'm walking home. I'm not riding any bike that's going to come up off the ground. No siree Bob. Now, if you've never ridden a bike with a hack (and most people haven't), it may seem like it couldn't be that difficult. Oh, yes it could! You've got to forget everything you know about riding a motorcycle and start all over. When you accelerate from a stop, the side car is dead weight on your right, so the bike wants to pull to the right. When you brake to stop, the back wants to keep going, so the bike wants to pull to the left. Some sophisticated models come with brakes on the sidecar, which minimizes that problem. You steer it like a bus, turning the handlebars instead of leaning.

You've got to muscle it around curves and the centrifugal force will lift it up if you turn right to fast. Steve ended up attaching lead weights underneath so I could keep from going airborne.

It's so different that you don't even need a class 4 license to drive it. For awhile, I thought I was going to be exempt from the

helmet law, but according to Paul Lax (who knows everything), the vehicle code defines a motorcycle as anything with at least two but less than four wheels. That would include trikes too. My new plan is to attach another permanent wheel next to the sidecar wheel. Now am I a car? No Helmet??? We'll see ...

You may be wondering if it's legal to cart David around like that. Yup! According to the police, as long as he's in the sidecar part and not on the bike itself, and fastened in an approved baby seat, it's okay with them. I was stopped once by a concerned and confused cop who politely asked me "Do we allow that?"

I assured him that I had checked before doing it and he asked if I minded if he called in. I didn't. He returned and wished me a nice day. I'm still wondering who that guy was, really. He certainly couldn't have been a real cop! He was far and away too nice. I finally got used to it and now after two years, I even kind of like it. In fact, sometimes I really love it, and it has made it possible for us to continue biking - as a family. A few years ago, we all went to Sturgis. David was eleven months old and he loved it. He stayed dry in the rain and out of the sun when it was hot. The extra weight slowed us down a bit (not to mention the fact that we packed everything but a third motorcycle) but we just took our time and saw a lot more scenery.

There are days when I appreciate the extra stability of the third wheel, like in the rain and high winds. Best of all, if you sometimes feel invisible to cagers on a motorcycle, add a sidehack and you become super visible. Everyone sees you! Heads turn on all sides when I drive down the street. If it's not my incredible beauty (highly doubtful) it must be the novelty of the baby riding cheerfully along in the sidecar.

It's not for everyone, of course. But if you have young children and miss being able to go touring together, consider a sidecar as an alternative. It's a bike and a half! **END**

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August 8, 1991

ONE LAST LOOK!!

By Mel Yeager, Education Director, ABATE of Oregon

After it's all over you realize just how close it was. It almost happened to Sharon and me when we went to the S.O.S. Run at the South Umpqua Falls in Southern Oregon.

Those of you who made the run remember that it was just simply gorgeous weather. The run was one we had never been to before and we packed up the old FLT in Salem to make the ride. We hit the Interstate about 9:30 Friday morning and without any unusual events, arrived in Canyonville around 12:30, where we ate lunch and had some cold refreshments (nonalcoholic, of course). After lunch we left Canyonville and traveled to the town of Tiller, stopping along the way to help a semi-truck negotiate a narrow covered bridge by stopping and directing traffic while the driver backed up a couple of times to get squared away to cross the bridge. At Tiller we put up the canyon followed by two empty log trucks on their way to pick up the last load of the week. The FLT was running strong as usual and even overloaded we managed to stay out in front of them by a couple of hundred yards around the turns and on the straightaways. No problem.

As the miles counted down to the run we prepared to relax. At about five hundred yards I could see the sign. At about one hundred yards I could see the arrow pointing left and began to slow down to make the turn, left turn signal going. At about 25 yards the move to the center line and the beginning of the lean. LAST CHECK IN THE REAR VIEW MIRROR AND A QUICK LOOK OVER THE SHOULDER!! That's what saved our lives!! You guessed it. When I slowed down to make the turn the first log truck decided to pass us on the nice straightaway in front of the campsite. A quick snap to the upright position just like they teach you in Team Oregon. And recover. Then turn into the camp between the two log trucks and the complete safety of being in the midst of 800 BIKERS!!

It was a great run. And I'll never forget to TAKE A LAST LOOK. This time it saved our lives and avoided giving everyone else there a bad attitude. Ride safely and don't forget to TAKE A LAST LOOK, or you may already be taking your last look at something not so important. **END**

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FRIEND OR FOE?

by Kidd Curry

By now, most of you know about the California helmet law. What you may not know is what changed in the last couple of years that contributed to this law being passed. The most significant change has been the support of the Motorcycle Industry Council (MIC) for adult mandatory helmet laws.

In a newspaper article from California, the President of the MIC, Alan Isley, stated the MIC believed a helmet law would help boost the sagging motorcycle sales in the country. They believe that the public will consider motorcycling to be safe if everyone is wearing a helmet. If everyone considers it safe, then Mom and Dad won't mind if their kids ride motorcycles. This type of mentality may help motorcycle sales, but it sure as hell won't help those that continue to die on our highways.

We felt it important to list the companies that belong to the MIC. I would like to point out that not all of these companies support adult helmet laws, but they do belong to this organization that does. We will try to have addresses and phone numbers by the next issue.

Remember, the MIC helped to bring about a helmet law in California, Indiana could be next.

MOTORCYCLE INDUSTRY COUNCIL MEMBERSHIP

August 1, 1990

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Burson-Martsteller
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Continental Products Corporation
Cosmopolitan Motors Inc.
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Cycle Shack
D.J. Brown Associates
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Dailey & Associates Advertising
Dealernews/Edgell Expositions
Diamandis Motorcycle Grp; Cycle, Cycle World
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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.
	COLUMBIA RIVER	12:00 noon, U & I Tavern, 6910 N. Interstate, Portlad
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.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.