

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



Oregon, Inc
*Let Those Who
Ride Decide!*

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

Concerned Motorcyclists working together -



Unity is Strength

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

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Portland, OR 97232

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If you are interested in being nominated for a State office, attend the November 9th and December 14th State Board meetings.

COORDINATOR'S CORNER

Politics is war with a strategic plan to win, so let's get out there and win!! - by Roger Hendricks

It's good to be home. Had an enjoyable vacation. Weather was great. Riding through all those states without a helmet was a rush, but to think that if we don't continue writing letters to our representatives, state and federal, we may never have an opportunity to ride without a helmet anywhere in the United States.

Beware my friends. If we don't want our freedoms to go away forever, we need to unite for strength.

**Get involved.
Make a difference.
Rotten Roger**

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one week of the meeting. This is your Chapter's monthly communication. Please send to: State Coordinator, Roger Hendricks, P.O. Box 4504, Portland, Or 97208.

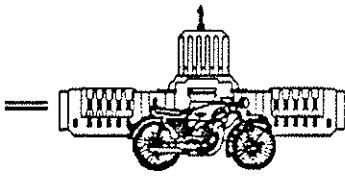
**Do your part to defend Freedom.
Become an ABATE member today.**

Knowledge is your best weapon.

**With it help fight against the National Helmet and Seat Belt laws
and for motorcycle rights.**

**The ABATE Newsletter will help keep you informed. Without
knowledge we all lose. Only your continued support makes it
possible to get the message to the people. Share your Newsletters.**

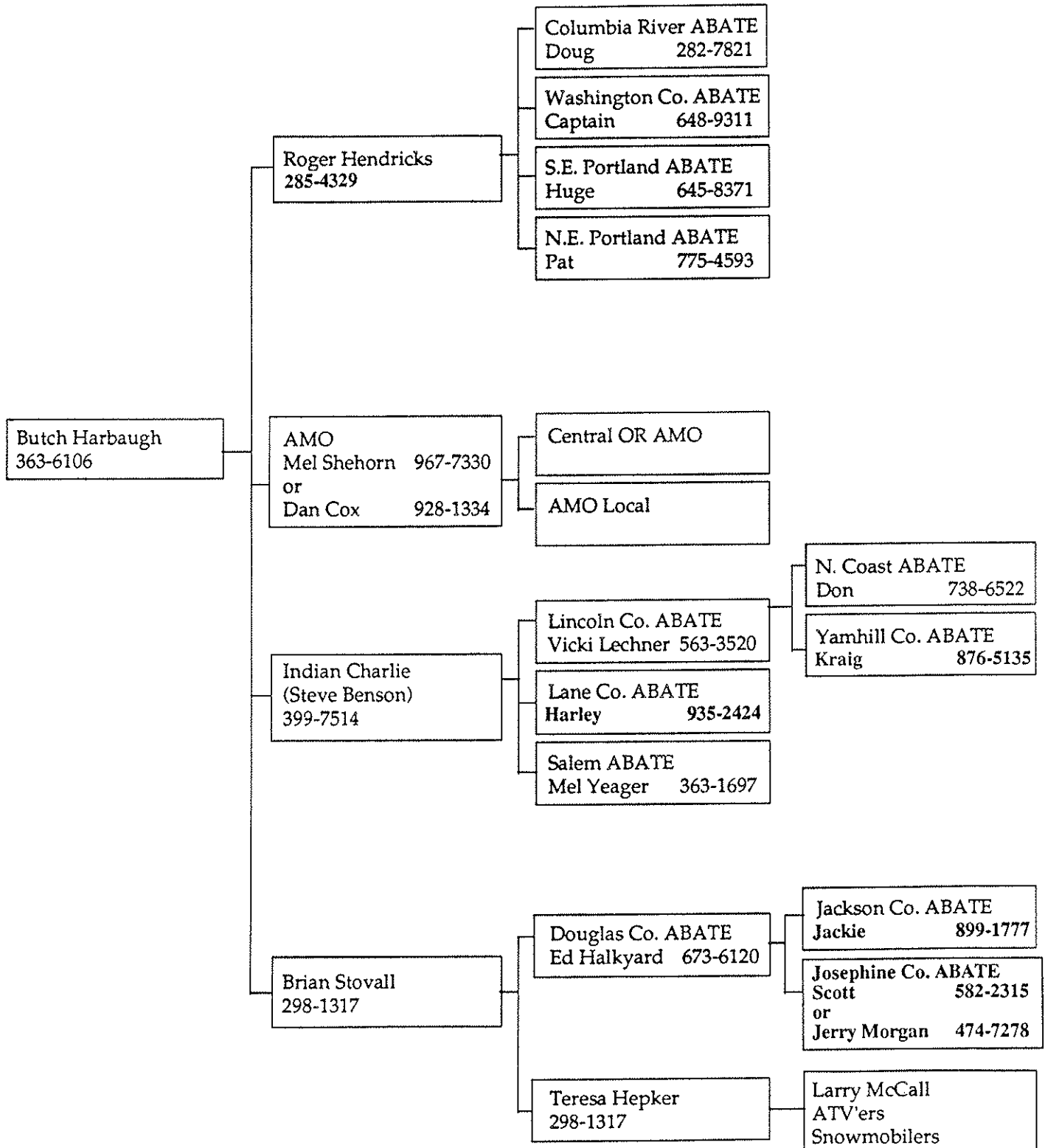




BikePAC of Oregon

PHONE TREE

February 2, 1991



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

Minutes for September 14, 1991 Roving Meeting held in Merlin at Indian Mary State Park

The meeting was opened at 1:15 p.m. Roger isn't back yet. Vicki chaired.

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

The minutes were read and approved.

MEMBERSHIP SECRETARY - Membership is back up from last month's 931 to this month's 950.

ABATE OF OREGON CHAPTER TOTALS						
CHAPTER	TOTAL 9/1/91	GAIN/ LOSS 9/1/91	EXPIRA- TIONS 9/1/91	NEW/ RENEW 9/1/91	TOTAL 8/1/91	TOTAL 7/1/91
Columbia River	52	0	1	1	52	53
Douglas County	71	-7	11	4	78	79
Indian Creek	76	6	5	11	70	76
Jackson County	102	6	0	6	96	89
Josephine County	77	3	3	6	74	81
Lane County	50	-4	9	5	54	58
Lincoln County	85	4	7	11	81	78
Northeast Portland	145	9	2	11	136	141
North Coast	30	1	2	3	29	37
Salem	70	0	2	2	70	70
Southeast Portland	110	1	1	2	109	115
Washington County	57	0	0	0	57	59
Yamhill County	25	0	0	0	25	23
Total	950	19	43	62	931	959

NEWSLETTER EDITOR - Send in your ads and adjust your road lists. Check with your Coordinator if you don't see a report from your Chapter in the Newsletter.

STATE RUN COORDINATOR - No Report.

ABATE PRODUCTS - We still have a few A.B.A.T.E. watches, nice mugs, and new cup insulators that have on them "Choose Freedom." Still a few shirts left, too.

WAYS AND MEANS - Position is open for someone with fund raising ability, inventive and progressive.

EDUCATION DIRECTOR - No report. (Missed you, Mel!)

LEGISLATIVE DIRECTOR - Brian Stovall spoke to us and thanked, with a certificate of appreciation, the Salem Chapter for all their efforts on the writing campaign to Rep. Klug. Salem Chapter wrote the most letters!! It does pay to write. A big congratulations and applause to you Salem. Good work! New information on the Klug-Petri amendment. Look for it in the Newsletter.

TREASURER'S REPORT - Joy was not there but sent a member. Get those rubber checks that we receive straightened out and be careful about taking anymore.

HISTORIAN - No Report.

CHAPTER HIGHLIGHTS - Columbia River - Donates \$100 to MRF for their cause. Also, they challenge all other Chapters to do the same. Working on Ames, Iowa. We changed our meeting day to the 1st and 4th Sundays of the month. Planning a garage sale soon.

Douglas County - We are having a Casino Night November 1st or 3rd. We set up another baseball game with the Pitchford Boys this time. We will be at M.O.C. Brown Park in Dixonville. We raised a 50/50 of \$56.25 for Jacob at Windy Creek which was great. Thanks for making it a good time. Thanks for joining us.

Jackson County - Been quiet since S.O.S. We're on vacation, recuperating. Starting a committee for the Frosty Pumpkin Run. Also planning a Thanksgiving dinner for the elderly and our Toy Run committee is in the works. Thanks for showing up at Merlin today with us. The S.O.S. Run completely consumed us. We needed help. Douglas County jumped in head first and we want to show our gratitude by presenting them with a certificate of appreciation.

Lane County - Labor day was fun. It was a great run and gets better every year.

Lincoln County - We are on vacation. We had four registered voting members at our meeting. We are planning our End Of Summer Run. Mrs. Santa Claus Toy Run is the 3rd Weekend in November. Gary is building a mud bog at the bottom of the road for you 4x4 buffs.

North Coast - We are planning an End Of Summer Run with Yamhill County. I think we must be on vacation. Attendance is almost zero.

N.E. Portland - Thank you for making our Summer Run such a success. The person who won the board race, come and claim your trophy (Dave Beck). Anyone else who didn't claim your trophy, please do so. NARA Run with Columbia River and S.E. Chapter was great. We're raising money for the Shriner's Toy Run and having a drawing for a 1992 Fat Boy Harley. Drawing will take place at the run. Tickets are \$10.00. Salem - Casino Night and Food Drive, \$3.00 buys \$3,000 funny money or 3 cans of food. Our Coordinator resigned. Dave Beck and Jeff Wright are acting Coordinators.

Washington County - We have a different campsite for End Of Summer Run. We are still going to have fun. We have 750 acres. Our Annual Toy Run is near. Plan for the weather. We are giving away a case of Jack Daniels.

Yamhill County - I got here! Tried to get more Reps., but I got here. I was knee deep in bicycles, cyclists but I learned a lot from them. 10 or 15 of our people went and helped cook. We tried a 50/50 and raised \$67.00 for the Tree Of Giving. End Of Summer Run - Mr. or Ms. contest which the winners model Harley underwear. Camp-pout wood cut - Those of you willing to cut wood come join in.

Old Business - Keep tri-folds aplenty and distribute those freedom ribbons.

New Business - NCOM, October 19, 1991. AMO update, Bob Swan working on a Toy Run.

Brian Stovall - Crisis! MRF is near folding. We depend on these guys. They are in Washington, D.C. to fight for us. Without them we haven't got much of a chance. Funding is the reason. Membership is what they need. If you are a State member of ABATE and not a member of MRF, there is something wrong. Money - local Chapters, get together and recruit new members. Douglas County donated future money from Casino Night and challenges others to do the same. If you have questions or need information call Brian Stovall. He'll come to Chapter meetings. For an appointment call 298-1317.

Announcements - Back to the harassment - contact Josephine or Jackson County. Douglas County thanks Mike from Roseburg Micro Brewery for a keg of dark downtown brown beer for the State meeting. Thank you for all the support given to the Jacob Bateman Foundation.

50/50 - A tall bearded guy wearing leather! Seen 'em?

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: Angie, 285-4329

Columbia River Chapter members, if you have not heard, we have changed our meeting days from 1st & 3rd Wednesdays to the 2nd & 4th Sundays at noon. Still at the U & I Tavern. Come join us. We are lacking participation.

How can we grow if some of you forget dates? I feel that you knew what ABATE was all about when you decided to join us. Well, we have not changed anything. Maybe some new people, all in all we are doing the same things that you found interesting when you joined. Help your Chapter survive. Come out to our meetings. Meet new people and share your ideas.

Well, we are rearranging our Chapter and readjusting, so come help.

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

Last month we played Pitchford Boy's Ranch at baseball. We lost - really lost! We will be holding another game at O.C. Brown Park in Dixonville on the 21st of September in an attempt to even up the score.

These are unclaimed ticket winners from Windy Creek Run: 671675, 671628, 671847, 671860, 671629, 671722, 671873, 671709, 671713, 671818, 671832, 671621, 671802, 671799. If you have one of these numbers, please contact our Chapter to claim your prizes.

We painted five rooms of the J. Street houses. (These are houses that train handicapped people to live on their own.) Jim Mason has continued to help with the rest of the painting and should be finished September 16.

Enough for now. Keep those letters going to your local politicians.

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

Since the S.O.S. Run, things down here in Jackson County have been a little bit on the quiet side. I think everyone has been recuperating.

We're gearing up for our Frosty Pumpkin Run and our Annual Thanksgiving Dinner For Senior Citizens and our Toy Run.

Our membership is up and we'll get bigger yet. Watch out you Portland Chapters, we're gonna be #1 again!

Ride safe and watch out for the idiots out there,

Horizontal Frank

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

Well, we've certainly had a busy summer. S.O.S. Run went off without a hitch. We figure we had 600 to 800 people there. No major fights, no wrecks, no murphy type problems once we got there. Special thanks to Douglas County for covering our late night security, Saturday.

We have a Rifle donated by Brother Gun Repair (Scott & Frank) to be raffled off. The proceeds are going to Jacob. Tickets are \$2.00 each, 3 for \$5.00. Contact Sheree at 471-1642 or Terri at 862-2575.

Last Chance hasn't happened as of this writing, but will have happened by the time it's printed. Hope it went well.

Bye for now,
Terri

LANE COUNTY

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

No report, second 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, third 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, second time.

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 p.m.
Round Table Pizza, 4141 N.E. 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Pat Gleason, 775-4593

Summer came and went so fast that I didn't even have a chance to get suntan lines ... now carving pumpkins for Halloween is just down the road.

And speaking of that holiday, don't forget to come to the Second Toy Run benefit to be held on the 26th of October at the Stagecoach Inn located out Gresham way. Since last month's event was such a success you can well expect the same at this function.

And I'm sure the same will be said of the third event to be held November 24th at the River Road House located out towards Milwaukie. Remember these events are to benefit all the kids at the Shriner's Hospital and a building full of smiling, radiant faces just waiting for that roar of the motorcycles.

Now that summer is fading, and the weather gets more chilly and slicker, bundle up and watch those road hazards. People say they can't see us motorcyclists, so be extra careful during this time of the year.

Ride Safe and Sane,
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, second 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

No report, first time.

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.
Little Italy Pizza, Cornelius
Chapter Address: P.O. Box 1353, Hillsboro, OR 97124
Chapter Contact: Paul, 693-0938 or Mitch, 648-9311

No report, third time.

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.
Dominico's, 2223 McDaniel Lane, McMinnville
Chapter Address: P.O. Box 1179, McMinnville, OR 97128
Chapter Contact: Kraig, 876-5135

No report, first time.

● NOTICE ●

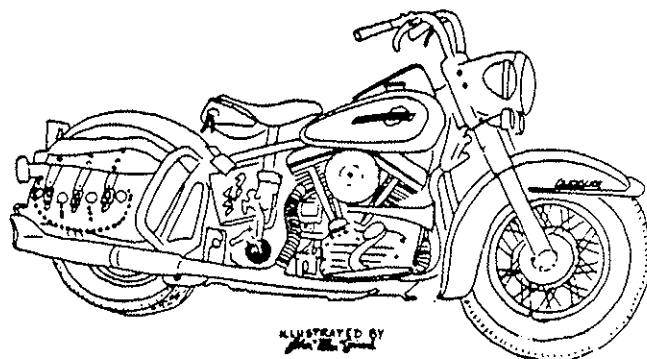
If your Chapter has no news in this column or following columns, talk to your Chapter Coordinator and ask why there is no report.

EASTSIDE MOTORCYCLE

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

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

A.B.A.T.E. OF OREGON COLORING BOOK



ABATE COLORING BOOKS
ARE NOW ON SALE FOR
\$3.00 EACH PLUS \$1.50
POSTAGE AND HANDLING.
SEND ORDERS TO:

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

ARIEL STORE

"Home Of D.B. Cooper Days"

288 Merwin Village Road
Ariel, WA 98603
(206) 225-7126

Dona Elliott, Owner

"Coming soon - CAMPSITES"

STOP LIGHT? OR PARK LIGHT?

by Walt Allegar

Did you ever pull up to a stop light on your Bike and wonder when it would change so you could cross the intersection or make a turn? I have, and the other day I attended a motorcycle association meeting where the main speaker was a man that repairs and installs stop lights and the controls for them. Even though I forgot to get his name, what he had to say helped to explain to me what was going on, and now I'd like to pass on what I learned from him.

There are a couple of common patterns used around here that I'll talk about. In Figure 1, you see the large rectangle often used. And frequently there will be a diamond prior to the rectangle. All the diamond does (when it is there) is to alert the controls that a vehicle is approaching the intersection. It is recommended that you drive over that diamond to get things working for you. But the main thing to remember is that you want to stop along the center line of the rectangle so your bike will be detected by the controls for that light. That doesn't guarantee you'll get service, but it does improve your chances a lot more than if you're setting off to one side of the center line like so many people do.

The second most common type is the diamond pads shown in Figure 2. Here again there may or may not be a single pad ahead of the double diamonds at the stop line. If so, drive across it to alert the control system that you are coming. At this type of pattern you want to stop directly over one of the two diamonds up near the stop line, if you can. If you have the room and there are other vehicles behind you, you might even pull slightly forward so a car behind you can stop over the pads. This will usually work. Just try not to scare the four wheelers so that they will come up closer and trip the detect pads for you.

If you discover a pad that just won't trip for you, then call the local traffic control department and register your complaint. Be sure to give the exact location and your direction of travel so they can do something about it. Help your brothers and sisters who ride by letting the people in charge know when their equipment isn't working right.

REMEMBER, DON'T JUST CUSS THEM, REPORT THEM, TOO! END

WANTED

COMERS For the upcoming **Los Angeles**

Barstow TO Vegas

Street Ride
NOVEMBER 29-30, 1991

reservations



HACIENDA HOTEL (800) 634-6713
(mention AMA B to V Ride...)

24 HOURS The RIDE LINE (818) 366-1048

FOR INFORMATION, CALL

WEEKDAYS 9:00am - 5:00pm (818) 960-2012
EVENINGS 5:00pm - 7:00pm ONLY (818) 360-0728

1991
AMA DISTRICT TOUR

Nevada Helmet Law Enforced

All Motorcyclists Welcome

hosted by
Ride Line &
District - 37

ALERT...Interim Flyer...ALERT
FINAL FLYER SCHEDULED FOR DISTRIBUTION IN SEPTEMBER

REMEMBER ...

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

MRF Application For Membership

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

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

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



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

Motorcycle Riders Foundation, Inc.

P.O. Box 1808
Washington, D.C. 20013
202-944-4920



P.O. Box 11153
Minneapolis, MN 55411
612-522-8024

Date _____

Received from: _____

For: _____

1 year membership that expires _____

\$ _____ State _____

Taken by _____

Please Keep This Receipt

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 (202)225-0855

DISTRICT 2 (E. & S. Oregon) - Rep. Robert F (Bob) Smith

Medford 776-4646

Washington, DC (202)225-6730

DISTRICT 3 (Greater Portland) - Rep. Ron Wyden

Portland 231-2300

Washington, DC (202)225-4811

DISTRICT 4 (S. Coast, S. Willamette Valley, S. Oregon) - Rep. Peter DeFazio

Eugene 465-6732

Washington, DC (202)225-6416

DISTRICT 5 (N. Willamette Valley) - Rep. Mike Kopetski

Salem 588-9100

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 taxpaying Oregonian I am very concerned about a bill that Senator _____ is planning to introduce regarding the blackmailing of states to enforce mandated helmet laws for motorcyclists as well as mandated seat belt laws for all.

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

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

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

Sincerely,

Sign your name

Print your name

Print your address

Print city, state and zip code

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

4th District

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

LEGISLATURE

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FICTION RIDER
"THE OLD HOUSE"
by Pat Gleason

The old house at the top of the hill was an ominous site for the two twelve year old boys. The house was painted dark brown with a dark grey trim, and only one light on the front porch. There were old trees growing on the front lawn that cast eerie shadows over the front of the house. An iron gate blew with the wind and slammed against the brick fence that encircled the house. There was a sign near the front door that the boys could read. It said, "Happy Halloween!!"

"Do you think we ought to go up to the front door?" Bobby asked his friend Stevie.

"Why not? You aren't a 'fraidy cat are ya? Besides, if anything happens, we can run down the hill faster than anyone in the neighborhood can. When we get home, our dads can take care of us. Let's go."

The two boys started toward the old iron gate. A gust of wind caught the gate and flung it open. Stevie and Bobby went in just as another gust of wind caught the gate and flung it shut, locking it at the same time. Bobby almost dropped his bag of candy when the gate slammed shut.

"That was scary! Let's leave now before we get up to the door. I don't like this at all," Bobby shakingly said.

"That was all just part of the fun of Halloween, I'll bet. Come on, this guy has got to have some great treats after that trick," Stevie said enthusiastically.

The boys continued up the long walkway towards the old house. Bobby tripped over a branch that was laying on the ground. A giant skeleton jumped out of a hole in the ground and came towards them.

As it got to them it said, "He who enters here will never leave, HA HA HA HA!" Then the skeleton disappeared.

The boys looked at each other with fright in their eyes, but they continued up the steps.

"I don't know about you, but I'm starting to get a little scared. Let's leave," Bobby said.

"No way! I'm not going without some treats from this guy. This is great."

"You got more guts than I do. If you're going on up, I will too."

The boys continued up the walkway. As they got up on the porch, a hand touched Bobby on the shoulder. He turned and nearly knocked over Stevie at the same time. An old woman in a white gown was standing there, her face hollow looking and completely white. Her fingers, which were still on Bobby's shoulder, were white, long, and bony.

She said to the boys, "Go back where you came from. This house is not for young children. They do not come out again until they are old. I know, I was young like you when I first came here. Now I can never leave! Go home while you still can!" After she said that, she floated up to the top of the house and disappeared.

Bobby looked at Stevie and shook his head. Stevie went up to the front door and rang the bell. The door slowly opened up. A gust of wind blew the boys into the house. The door slammed shut and locked behind them. Bobby turned around and looked toward the door to see who had opened it up. There was no one there. He then turned to look at Stevie, but he wasn't there.

"Stevie, where are you?" Bobby yelled.

"Over here, in the front room. Can't you see me?" Stevie answered back.

Bobby crossed the dark room, wiping cobwebs off his face. He finally found Stevie near a huge couch.

"This is a neat old house! I wonder where the owner is?" Stevie said to Bobby as he got near.

"I don't care. I want to leave now! This isn't right. Too much funny stuff for me. I'm going home right now!"

Just then an old man came out of the shadows towards them. He was about seventy years old, and was wearing a vest over a sweater and a pair of slacks that were cut off just below the knee. He had a pair of sandals on his otherwise bare feet.

He said to the boys, "Do you like my house? I've lived here for about fifty years now and you are only the third and fourth guests that I have ever had. Please don't be afraid. I won't harm you. Would you like to have some treats?"

"Yeah. We sure liked the tricks that you have. I'm not afraid, but I think that my friend Bobby is a little scared of some of the tricks that you have outside."

"That's funny. I don't have any tricks outside other than the sign that was hanging on the front of the house," the old man said to them.

"What about the skeleton and the old woman that we saw? I thought they were real good tricks," Bobby said.

"No, I don't have any idea what you are talking about. Now come on into the kitchen. I have some candy bars and caramel popcorn balls for you."

The old man turned and walked towards the light that was coming from the kitchen. The boys looked at each other, shrugged their shoulders, and followed the old man into the kitchen.

When they got into the kitchen, the old man turned to the boys and said, "What would you like to have, Snickers bars and Almond Joy bars, or some of my world famous caramel popcorn balls?"

"Our parents told us never to take popcorn or caramel apples from anyone. We'll have the candy bars," Bobby said to the old man.

"Your parents are right. You can never tell what is inside things that people make. I'll tell you what. I'll make you a fresh popcorn ball and a caramel apple. That way you can watch me make it here. How does that sound?"

"That sounds good to me. What about you, Bobby?"

"Alright, I guess."

The old man made them some treats and gave them to the boys. After they ate the treats, the boys started to get thirsty. The old man poured them some Kool-Aid that he had made in the refrigerator. The boys drank the glasses and went into the front room.

"Boys, would you like to play some Nintendo with me? I have some real neat games that I think that you will like," the old man asked them.

"That sounds like fun," Bobby said.

The old man turned on the TV and turned on the Nintendo game. They all sat down and started to play. As they were halfway through the first game, Bobby and Stevie started to get real sleepy, and they fell asleep.

Lenny looked at his watch. It was ten thirty. Bobby should have been home almost an hour ago. He got out of his chair and went upstairs to Bobby's room to see if he had snuck in on him. Bobby wasn't there. He went back downstairs and asked his wife if she had

seen Bobby. She hadn't, and she was starting to get worried. Lenny got on the phone and called Jake, Stevie's dad and asked him if he had seen either of the boys. Jake hadn't seen them since Bobby came over and they went out trick or treating. Lenny told Jake to fire up his Harley and meet him at his house in ten minutes. Lenny would get his Harley out and they would ride around the neighborhood and try to find the boys.

Jake pulled up in front of Lenny's house five minutes later, just as Lenny was pulling his bike out of the garage.

"Lenny, hurry up! I think that they went up to that old house up on top of the hill. Kick that sucker over and let's roll!"

"Just a second, man. I got to go get my jacket, then I'll be right out."

Lenny went inside and got his leather jacket, kissed his wife goodbye, went outside and kicked his Harley to life.

He looked over at Jake and yelled over the roar of the bikes, "Let's go!"

Jake and Lenny peeled away from Lenny's place in a blaze of tire smoke and rubber. They got to the end of the street, went around the corner, and started up the hill to the old house. As they got closer, it started to thunder. A bolt of lightning flashed across the sky over the house, lighting it with a brilliant flash of natural light. The guys rolled up the hill towards the house. As they pulled up to the old house, Lenny parked his scoot and ran to the gate.

"The damn gate is locked. I can't pry it open," He yelled to Jake. "I got some chain with me. I'll hook it up to the gate and my bike. I'll yank this gate right off it's hinges!"

"Go for it. I'll try to get inside the fence and see if I can open the gate," Jake told Lenny.

Jake crawled over the fence and fell into the back yard, on top of some holly bushes.

"Ow! What the hell was that!" Jake yelled as he got to his feet. He looked at the bush, shook his head and laughed.

Suddenly, there was a huge skeleton right before his eyes. It came right up to Jake's face and said, "Go away! You don't want to be here! People who come here never leave! Go away!!" Then the skeleton disappeared.

Jake couldn't believe what he had just seen. He pinched himself to make sure that he was awake. He was. He looked around for a camera or mirrors that could make such a thing seem real. He spotted a piece of glass just to the right of where he had seen the skeleton. He picked it up and found it to be a mirror. He put it back where he found it and looked towards where the glass was pointed. He saw another shiny object in the faint, cloudy, moonlight. He walked towards it and found another piece of a mirror. He looked in the direction of where that one was pointed and saw where he just was, as well as another shiny object in the pale moonlight. He went towards it and found a camera. After he found the camera, he decided that he had better go to the gate and try to help Lenny.

Lenny got the chain out of his saddlebags and hooked one end to the gate. He hooked the other end to his Harley's frame. He fired the bike up, pulled the slack out of the chain, then twisted up the throttle and dumped the clutch. The bike had the power to rip the gate right out of the frame that it was attached to. Lenny slammed on the brakes and shut the big Hog down. He got off and disconnected the chain from the frame of his bike. He got back on his bike, started it up, and rode in the opening in the fence where the gate used to be.

As Lenny rolled in the gate opening, Jake yelled at him, "Hey, I found something that I think you'll want to see! Park that sucker and come here."

Lenny parked the big Hog and went over to Jake.

"Hey, man. Look at this. It's a camera that makes skeletons appear and disappear. I had one appear and disappear in front of me after I crawled over the fence. There's probably more of this type

of stuff here. I want to find out who's behind it."

"The best way to do that is to go into the house and ask the owner, wouldn't you think?" Lenny told Jake.

Jake agreed. The two of them decided that they would just walk up to the front door and talk to the owner.

They got to the front door and it opened up for them without either of the guys knocking. They walked in, and saw an old man standing in the shadows near the doorway.

"Why did you tear down my gate! For that you are going to have to be punished!" he yelled at the guys.

Just then Lenny felt the floor under them start to move. He jumped towards where the old man was standing and got clear. Jake didn't move as fast and found himself falling into what he thought was the basement. Instead it was a cage that went clear up to where he was still standing. The cage had five inch diameter bars on it, and no apparent openings. He was trapped. Lenny got to where the old man was, reached out to grab him, but he wasn't there. He then saw the old man five feet in front of him. He went after him again, but he disappeared again. By this time, Lenny was getting pissed. He went back over to the opening in the floor and looked down.

He saw Jake and said, "Hey, man you okay?"

"Yeah, just a little shook up, but other than that I'm fine. What's goin' on, man?"

"I don't know, but I'll try to get you out of there. Hang on, I'll be right back."

Lenny went out to his bike and got the chain that he had used to tear the gate down. He went back inside and threw one end down to where Jake was. He wrapped the other end around himself and told Jake to start climbing up. Jake grabbed the end and started to crawl out. He was out in minutes.

"Hey, man. You okay?" Lenny asked Jake after he got out of the cage.

"No problem. I got a bruise, I think, on my leg, but I'm okay. After that little incident, I'm convinced that the kids are here. Let's find them."

The guys went down the hall towards a light that was coming out from under a door. They got to the door and decided to go inside. Jake opened the door and looked inside. In the far corner, sitting at a desk, was the old man that they had seen. In front of him was a bunch of small tv's that showed different shots of around the house. The guys could see the two boys were in a room, in a bed. The boys appeared to be asleep, but they could be dead. Jake and Lenny decided that they'd had enough and were going to find out what the old man was up to.

Lenny shouted at the old man, "What the hell are you doing with my boy? He was supposed to be home more than three hours ago. You've got some major explaining to do. Speak up, old man!!"

"I was just curious as to what they were doing coming up to my house. I didn't plan on taking them inside. They let themselves in and I offered them something to eat. I wasn't going to harm them. I only thought that they were sleepy, so I helped them to go to sleep. I honestly didn't plan on them going to sleep here so soon. I wanted to find out where they lived so that I could call their parents and have them come to get them," the old man said to the guys.

"What do you mean you helped them to go to sleep? Did you give the kids some sort of sleeping drug? What do you mean you didn't plan on them going to sleep here so soon. What the hell do you expect when you give them sleeping drugs?" Jake said starting to get very pissed. "Another thing, why do you have all this video equipment around? Is it some sort of an obsession, or are you a closet movie producer?"

"I'd have to say that he is some sort of a 'movie producer', probably one of those kiddie porn types. I'm gonna wring his neck," Jake said ardently.

"Hold on a second guys. I'm not that type of person at all. I used to make movies, but now I just work on different types of special effects. That disappearing skeleton and disappearing me are some new effects that I've just perfected. The boys are down the hall to the right. You can go in and get them if you want."

Lenny went out of the video room and down the hall to the boys. Jake stayed in the video room with the old man. He saw Lenny go into the room where the boys were and wake them up. Lenny and the boys came back into the video room.

Stevie came in the room and ran over to his dad Jake saying, "I'm sure glad to see you. We were playing Nintendo the last thing that I can remember. I promise that I will never go into a strangers house ever again."

Bobby looked at Lenny and said the same thing. Lenny said that he understood and that he agreed that the boys were never to go trick-or-treating by themselves again.

Lenny, Bobby, Jake, and Stevie left the house. The old man stood on the porch and watched them leave.

"You may say that you'll never be back again, but I know better! You'll all be back once I've got my formula perfected, ha ha!!" the old man said to himself while he watched the guys roll away..... **END**

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American Motorcyclist

MSF FORUM DON'T BE OFFENDED

How offended would you be if I suggested that you take a motorcycle training course? O'mon. I've been riding for years. There may be others out there who could use help. But not me. I know what I'm doing.

That's the problem faced by people promoting advanced rider training. The notion of additional rider training is often as deflating to the egos of experienced motorcyclists as a suggestion that they could benefit from sex lessons.

But what if there was a motorcycle course designed to teach the things you really need to know to survive on the street? What if there was a course that could enhance your understanding of riding, weed out the bad habits you've picked up over the years and still be fun, too?

There is, you know.

It's called the Experienced Rider-Course, ERC for short, and it was developed by the Motorcycle Safety Foundation (MSF) after 15 years of research into the type of training most needed to make experienced street riders safer.


Safety, huh? You almost had me there. But safety is boring. No thanks.

Greg Hedgecock, an MSF instructor for the past six years, says he's fought that "safety is dull" stereotype throughout his teaching career.

"When other riders meet me," Greg says, "they sometimes don't believe that I'm a safety instructor. I ride a 750cc sport-tourer and I really enjoy myself on it. They have that typical 'safety is for wimps' attitude. They figure that you can't be interested in safety and have fun at the same time. But when I explain the ERC to them, they get interested."

What's involved in the ERC? It's divided into two basic parts - classroom sessions and riding sessions. But even the classroom sessions are geared very much toward the real world.

"A lot of it is dialogue about personal experiences," notes Greg. "Students share what they've learned on the road and we work to reinforce the good habits and eliminate the bad ones."



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And there's nothing to stimulate that discussion like the riding sessions of the ERC, which consists of a number of exercises designed to demonstrate particular skills, some of which you may have forgotten over the years, or never learned correctly from the beginning.

Who can benefit from the ERC? If Greg's experience is any indication, almost everyone.

"I've taught every kind of rider imaginable," he says, "men and women, tourers and cruiser-bike guys, even guys who thought they were going to be the next world champion."

Besides the obvious benefits of helping keep you in one piece on the road, taking the ERC can aid you in other ways. Some insurance companies will give you a break on premiums - up to 20 percent in some cases - if you successfully complete the course. And several motorcycle manufacturers will pay the tuition under incentive programs for buyers of their machines.

But the biggest benefit of the ERC is the boost in confidence it gives you in your ability to handle your machine on the road. Motorcycle safety is mostly a matter of managing risks, and a rider who's confident in his skills is able to devote all his attention to risk management.

So if the thought of taking a rider-education course still wounds your ego as much as sex lessons, just remember that the same axiom applies to both:

The more you know, the better it gets. - Fernando Belair

(Look elsewhere in this newsletter for TEAM Oregon Class Schedules and information telephone number.)

'Q' WORDS

by Greg Harrison

Big news! The 1992 Harleys are in. And it appears that most of them will feature 45-degree pushrod V-twin engines, chain or belt drive and traditional cruiser styling. Remember, you read it here first.

As you might have guessed, there weren't any shocking revelations at the Harley-Davidson new model introduction to the press at the company's final assembly plant in York, Pennsylvania. There were no V-four Porsche-designed engines and no liquid-cooled, multi-valve overhead cam V-twins (although we might see the latter on the racetrack in the near future).

In fact, the most radical new bike in the Harley lineup is an update of the Sturgis/Daytona model of the past couple of years, this time called the FXDC Dyna Glide Custom.

But that in itself really is big news for the motorcycle industry. Why? Because Harley-Davidson has been the runaway success story of the past 10 years. And when Harley says that dozens of new models bristling with technological innovations aren't necessary these days, people listen.

What is necessary these days, Harley says, are the two "Q" words - quality and quantity.

These are good times at Harley. The company that was within hours of bankruptcy not too many years ago now controls 64.3 percent of the 851cc-and-above market. Their closest competitor? Honda, with a 15.2 percent share. Compare that to 1983, when Honda held a 44 percent share to Harley's 23 percent.

But those numbers just reflect motorcycles sold. And Harley-Davidson has become much more than a motorcycle manufacturer. Want proof? Just go to your local H-D dealership. You'll find all kinds of wonderful things there: tennis shoes, T-shirts, leathers, after shave lotion and every gold- and chrome-plated engine part known to man, all bearing the bar and shield logo of The Motor Company.

Not only does this stuff make for great browsing, it also sells. Boy, does it sell. In 1990 alone, Harley-Davidson sold 45,000 motorcycles worldwide ... and 3 million garments. By my count, that either means that every Harley buyer has several closets full of Harley clothing or that Harley-Davidson has been very successful at marketing its products to non-motorcyclists.

About the only things you won't find in abundance at an H-D dealership these days are new Harleys. And in that respect, Harley is a victim of its own success. The customers and dealers - both here and abroad - are clamoring for more bikes. Harley has increased production over the last few years, but it hasn't been about to keep pace with demand.

The obvious solution would seem to be an increase in the speed of the production line. But the company steadfastly refuses to do that because of the effect it could have on quality. However, company officials do have a plan.

According to Jerry Wilke, Vice-President of Sales, Harley-Davidson is spending \$80 million on projects designed to boost production without sacrificing quality. Those projects range from an entirely separate assembly line for Sportster engines in the Milwaukee plant to new robotics and laboratories at other facilities.

But by far the largest investment (\$23 million) went into a new 90,000 square foot paint department at York. The new center will partially automate (don't worry, the pinstriping will still be done by hand) one of the most labor-intensive parts of motorcycle production. And Harley officials say it will speed up the production process significantly without sacrificing the paint quality that is one of Harley's trademarks. In fact, the company is even pioneering the use of an extremely durable high-gloss powder-coat clear finish.

And that investment in high-tech, high-quality painting equip-

ment should give Harley a boost in the other "Q" word - quantity - as well. The present paint department has to work 20 hours a day in order to provide the assembly line with enough parts to last for an eight-hour shift. But with more painted parts coming off the line, H-D is planning to create a new and separate production line for its XL (Sportster) models.

The new line should double the current daily production of 75 XLs and free up the existing line for an increase in other models. Harley hopes the changes will boost production from 250 machines per day now to about 400 per day in 1992.

Amazingly, even that increase may not be enough to satisfy demand. Harley will allocate the new FXDC Custom to dealers based on sales figures. And even the biggest dealers will get only three.

So, in spite of the increased production, it appears that Harleys, especially the most popular models, may remain as rare as a T-bone steak on a Russian butcher's shelf. And at a time when everything Harley touches seems to turn to gold, even that exclusivity works for the company because it keeps customers eager for more.

It all adds up to an astonishing situation. While other motorcycle companies are hoping that perhaps the declining market has finally bottomed out, Harley still has waiting lists for its machines. And you have to wonder: What is Harley doing differently from the rest of the industry?

There's no shortage of answers. The quality that was lacking in the '70s is there now, and that has attracted new buyers. The slow rate of change in the product line means that a big investment today won't be obsolete tomorrow. Harleys look, sound and feel unique. The dealerships are fun places to shop. The company's marketing techniques are spot-on. Top company officials all ride bikes and participate in motorcycling events where they meet their customers. I'm sure you can add several other answers of your own.

But the point is that Harley-Davidson has worked its way back from the brink, finding, in the process, some of the magic that the motorcycle industry seemed to lose in the '80s. And the company is betting millions that the magic is here to stay. *END*

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GOVERNMENT NEWS ALERT

by Robert Rasor
Vice President, AMA Government Relations

It's the fourth quarter, time is running out, and our side is about to lose one of the biggest contests of all time. We need you to come off the bench and help us pull out a victory.

That, in a nutshell, is the situation motorcyclists face right now. Within a few days of the time that you receive this magazine, the U.S. House of Representatives will be voting on a bill that has enormous implications for motorcycle riders. And as this issue goes to press, all of those implications are negative.

If you're a regular reader of this section, you know that these pages are usually filled with new stories that keep you up to date on legislation facing motorcyclists. But this issue is so important that I wanted to appeal to you directly to get involved.

Within the next few days, the House will vote on a massive highway funding bill. This is a complex measure that involves billions of dollars of federal spending. And no matter whether you ride a motorcycle on the road or off, I can guarantee that it will have a big effect on your life.

This issue is so important that the AMA has come up with a new way for you to make your views known to your congressman. We have set up a special legislative hotline in Washington that will accept telephone calls from motorcyclists and send out personal Mailgrams for those callers directly to their representatives. With the short time we have remaining in this battle, this hotline represents your best chance to get involved.

Why is this bill so important? I'll give you three reasons:

- Hidden deep within this bill is a provision that would essentially mandate helmet use for every motorcyclist in every state. It's not exactly a national helmet law, but it does allow the federal government to blackmail states into passing helmet laws, and in the long run, that's the same thing.

I've been around long enough to know that helmet laws are a tough issue for motorcyclists. The AMA has always supported the voluntary use of safety gear while riding, but some of you don't like the fact that we have consistently opposed mandatory helmet laws. Others tell us that it is the only issue worth fighting for.

Regardless of where you stand on the issue of helmet use, though, you should be concerned about the direction of this bill. In its present form, the House bill would send states scrambling to enact helmet laws in order to avoid penalties imposed by the federal government. And that means helmet laws with dominate the legislative agenda, pushing aside valuable programs like rider education and motorist awareness campaigns. We've seen it happen before when states become fixated on the issues of helmet laws.

- If you're an off-road rider, you may think that a highway funding bill can't possibly affect you. But this one can and will unless you act now.

We are fighting to get language included in this bill that would create a national trails funding program. Through this program, a portion of the gasoline taxes paid by trail users would be reserved for use in developing and maintaining motorized and non-motorized trails from coast to coast. Simply put, this would guarantee that money is available to keep off-highway motorcycling from becoming a victim of the federal deficit. And this ongoing funding source will insure that off-highway trails can be maintained in harmony with the environment.

This funding plan, which is already part of the Senate version of the highway funding bill, could be the most positive step for off-highway motorcycling this decade, but it's not a part of the House bill now. And if we aren't successful in making it a part of that

bill, off-road riders will have missed a golden opportunity.

- The final provision that could affect all motorcyclists is a measure that would declare motorcycle safety a national priority for federal grant money. Motorcycles have been on and off this list at various times during the past decade, and we've found that states are much more receptive to motorcycle safety programs when funds from the federal government are more easily available. For that reason, the AMA is working to keep motorcycle safety a part of this priority list.

This highway funding bill is one of the most complex issues ever confronted by the AMA, and I can tell you that it's one of the most frustrating as well. Because of the enormous ramifications of this bill in funding highway projects, it's difficult to get legislators to even think about what they consider "minor" provisions affecting motorcyclists.

I've personally been back and forth to Washington a number of times in the past several weeks and I've spent hours walking the halls of Congress, talking with legislative aides. The AMA's Washington lobbyist, Jim Bensberg, also has been working overtime with personal contacts and telephone calls to make sure that our concerns aren't ignored. And we've instituted emergency mailings to AMA Congress delegates and district officials to drum up support.

Other groups, like the Motorcycle Riders Foundation and ABATE organizations across the country, are also heavily involved in this effort.

But in these final days before the House of Representatives vote on this package, we need more. We need the help of concerned AMA members from across the country to demonstrate to lawmakers that we don't just represent faceless motorcyclists, we represent voters they can't afford to ignore.

In short, we need you. And we need you now, because there's no time to waste.

Here's how the systems works. You just pick up the telephone and call (900) 230-RIDE. You'll be asked to give your name and address so that a personalized Mailgram can be sent to your representative on these issues. The message will ask your congressman to oppose the mandatory helmet-law portion of this bill, and solicit support for the national trails funding program and the motorcycle safety grant amendment.

The cost of each call is \$3.95, with a portion of the charges going to help the AMA defray the expense of this service.

If you're going to call, it is imperative that you do it right now. Tomorrow may be too late. As you receive this magazine, we'll still be busy working on this issue. And we'll stay with it right up to the time of the vote.

We're counting on your support. *END*

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SURCHARGE UNFAIR TO MOTORCYCLISTS

All right, you got caught.

You were riding a bit over the limit and a cop had his radar on. So now you're going to get a ticket.

You can't really complain. After all, you were speeding. So you might as well just pay the fine.

But if you receive a ticket in Pennsylvania, that penalty may be a little harder to swallow. Why? Because a large part of the fine you pay will go to a program that systematically discriminates against motorcyclists.

That's right. Every traffic ticket written in Pennsylvania these days, whether it's issued to a car driver or a motorcycle rider, carries a hefty surcharge that could double the cost of the fine. And that surcharge goes into a catastrophic insurance fund that specifically excludes motorcyclists.

Here's how the system works: If an uninsured car driver runs into another automobile on the road, the state's Catastrophic Loss Trust Fund will pay up to \$1 million for injuries suffered by the innocent victim of the accident.

So far that sounds like a pretty worthwhile program. But if the same uninsured motorist runs into a motorcyclist, the motorcycle rider is out of luck. In spite of the fact that he, too, is an innocent victim of an accident, the state's catastrophic insurance fund won't pay for his injuries.

That's bad enough, but it gets worse. Originally, only automobile drivers were required to pay money into this catastrophic insurance fund, which is only fair because they received all the benefits of the program. But their payments didn't cover the costs of the program, and it built up an enormous deficit. So the state hit upon a second funding plan to pay for this catastrophic insurance. It would impose an extra fine on everyone who receives a traffic ticket in the state, with the additional money earmarked for the insurance fund.

So now, any motorcyclist who receives a traffic ticket in Pennsylvania pays not only the fine for that ticket, but a substantial extra amount - in some cases up to \$300 - for a catastrophic insurance fund that only benefits automobile drivers.

"It's obvious that this surcharge plan is discriminatory," says Chris Kallfelz, AMA legislative affairs specialist. "It's a way to get motorcyclists to pay part of the costs of the catastrophic trust fund while giving them none of the benefits."

The good news is that this inequitable funding plan may soon be on the way out. Recently, Rep. Michael Veon (D-Beaver Falls) introduced legislation that would rescind the traffic violation surcharge for motorcyclists. A similar measure, also sponsored by Veon, was making headway during last year's legislative session when time ran out, effectively killing the bill.

To guard against that happening again, the AMA encourages riders in Pennsylvania to make their views known now. In a polite letter, tell your representatives that the program's current funding formula is unfair to motorcyclists, and ask them to support House Bill 1493. *END*

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THE "WAITING PERIOD" IS ONLY THE FIRST STEP!

Dear Responsible Gun Owner,

In a blow to the rights of law-abiding American gun owners, the U.S. Senate passed harsh gun restrictions in S. 1241, the Biden Crime Bill.

Although modified prior to the final vote with all but two of the anti-gun provisions pulled from the bill, if signed into law this legislation will stand as a watershed in the ongoing efforts to disarm the American people.

The two anti-gun provisions that survived - a new version of the Brady bill and the resurrected DeConcini semi-auto ban - make what is supposed to be an anti-crime bill the most sweeping gun control bill passed since passage of the Gun Control Act of 1968.

Differing markedly in some respects from the House-passed Brady bill, the Dole-Mitchell compromise for a federal handgun purchase waiting period remains an unwarranted and unnecessary imposition on law-abiding purchasers. Despite the admitted deficiencies in nationwide criminal records, the Senate retained an arbitrary, and in the words of the Justice Department, "useless" five business-day waiting period. More importantly it contained what should be a wake-up call to long-gun owners who have stayed on the sidelines in this debate. INCLUDED IN THE WAITING PERIOD AMENDMENT IS A PROVISION REQUIRING BACKGROUND CHECKS ON ALL FIREARMS PURCHASERS WHEN A NATIONAL INSTANT CHECK SYSTEM IS PUT INTO PLACE.

Further reinforcing the mistaken notion that only handguns are on the anti-gun target list was the inclusion of the DeConcini provision banning a list of 14 so-called "military style" semi-automatic firearms. Additionally, it calls for mandatory form of registration of future transfers. Because of the discretion this provision gives to the Attorney General and the Secretary of the Treasury to include other firearms they deem appropriate, ANY SEMI-AUTOMATIC FIREARM IS A POTENTIAL CANDIDATE FOR THE LIST OF "BANABLE" FIREARMS.

The battle now returns to the U.S. House, where anti-gun Legislation will be forthcoming through New York Representative Charles Schumer's Subcommittee on Crime and Criminal Justice. A laundry list of anti-gun bills has already been introduced; at a minimum, expect a comprehensive semi-auto ban, probably masquerading under the guise of an "assault weapons" ban. Representative Schumer also has a priority legislation imposing national firearms registration, and other changes in Federal firearms regulations that are oppressive to gun owners' rights.

The future of private gun ownership in this country guaranteed by the Second Amendment cannot be taken for granted. The lines are drawn, the stakes are high, victory is uncertain, and more than ever, your active support is critical. The time to act is now.

Contact your U.S. Representative and urge him to oppose any gun-related legislation, especially that dealing with semi-automatics and gun registration. Moreover, because we are entering into the Presidential and Congressional campaign season, your opinion stands a better than usual chance of being heard. Also, contact President Bush to let him know of our opposition to any and all anti-gun measures and urge him to veto any anti-gun legislation that reaches his desk.

Thank you for your work on behalf of our mutual cause.

Sincerely,
Sandra L. Campbell
Federal Grassroots Coordinator

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

*"A lot of people ask me why I keep singing to the Choir...
My reply is: Because it seems that the choir is forgetting how to sing."*

- Fred Griisser, 1991 -

Multnomah Co. Lawsuit: The Appeal

Last month we explained Judge Snouffer's decision in our suit against Multnomah Co.'s "Safe Streets" ordinance. Essentially the judge said that only firearms that existed in widespread use at the time the Oregon State Constitution was adopted in 1859 are protected by our Constitution. This means that no firearm that uses a centerfire cartridge is protected, and that any subdivision of government can make any rules it wishes to harass law abiding gun owners including fees, registration, background checks, etc.

We have asked the judge to reconsider certain "facts" presented by the County and which he cited in his opinion. This review has delayed the start of the 30 days that we have to enter an appeal. The clock is expected to start running this Friday, Sept. 27th. The only thing needed to file the appeal is money. A raffle was held at the three day gun show held September 6, 7, & 8 at the Multnomah Co. Exposition Center, and several thousand dollars were raised. A large part of the legal work necessary to take this case all the way to the State Supreme Court has already been done, however we still owe our attorney several thousand more dollars for services already rendered. We have a strong case, a highly competent attorney, and a Supreme Court which has been supportive of our position in similar cases. It would be a tragedy if the County were to win just because gun owners didn't contribute to save their own guns. This case will affect ALL gun owners in EVERY county. Please send a donation to:

Oregon Gun Owners, Inc.
P.O. Box 83929
Portland, Oregon 97283

A sincere "Thank you" to those of you who have already contributed.

October P.R.P.C. Members' Meeting:

At the October 2nd Portland Rifle & Pistol Club meeting, Mr. Kevin Starrett will be our guest. Kevin is the local representative for the Gun Owners of America and has recently moved here from New York City, where he actively worked to advance gun owners' civil rights in what can only be described as a hostile environment. Please join us for what promises to be a unique perspective on living with gun control from the cradle of the Sullivan act.

Judge Thomas' Confirmation: Positive for Gun Owners?

With all of the attention that the Clarence Thomas confirmation hearings have received, the one civil rights issue that he has not been questioned about has been the firearms issue. Judge Thomas has not written nor ruled in any cases on this issue. According to Neal Knox, however, from sources close to the judge, and his beliefs about natural laws, it is considered a distinct possibility that the judge may be a pleasant surprise for gun owners. Certainly he would have a unique perspective on the pre-Civil War Dred Scott decision, which held that slavery must be recognized as legal, because otherwise blacks would have to be afforded all of the civil rights of whites, including the right to bear arms.

Congressman Ron Wyden: Swing Vote in the House

NRA has evaluated all of Oregon's Representatives and concluded that Rep. Wyden represents the only undecided vote on the House Alternate Crime bill. With this in mind, pro-gun members of Rep. Wyden's district attended his September 14th "Town Hall" meeting. Those present were able to emphasize their opposition to the current House Crime bill (HR 3371), however, Rep. Wyden stated that he had visited police property rooms and had seen semi-automatics that were only designed to 'kill people', and that these firearms needed to be controlled. He is leaning toward supporting these controls because of the overwhelming support that police have expressed for them. Rep. Wyden claims to understand that ALL semi-autos are functionally identical, but seems to think that 'bad' guns can be defined and banned. Your letters and calls of opposition are needed to overcome this attitude that laws are enacted for the convenience of the police and that they can determine the limits of your civil rights. If you are one of Rep. Wyden's constituents, it is particularly important to contact his office. Please also contact his office AGAIN after October 6th to find out the time and location of his next "Town Hall" meeting, tentatively scheduled for mid-October.

Are YOU Supporting OUR TROOPS?

Lately, it seems to be popular to complain about how the NRA hasn't yet been effective in stopping the current glut of anti-gun legislation in Congress. For the record, NRA's past actions and attitudes have rubbed many the wrong way more than once. HOWEVER, when the Oregon Legislature was on the brink of passing the fingerprint fee bill for handgun purchases, NRA was here with no strings attached, fighting beside our lobbyists to successfully oppose the bill. Now they are in what can only be described as the fight of their lives and they have asked for our help. There can only be one answer: Each of us MUST help with donations, new members, and calls and letters to our Congressional delegation. Have YOU helped recruit new members or written or donated lately? The guns we save aren't NRA's: They belong to US. END

—CLYDE—

I can remember
the good old days
when Congress
was made up of
Hawks and
Doves...



now it's just a
bunch of turkeys.

Arthur ©

CRIME BILL OUTLOOK IN CONGRESS: LESSONS FROM THE RUSSIAN RESISTANCE

by Joseph P. Tartaro"
The New GUN WEEK", 9/6/91

The question most asked by gun owners who contact "Gun Week" or staffers at the national gun-rights organizations these days is: What's really going to happen in Congress? There are variations, of course. The most direct of these is, "How badly are gun owners going to lose in Congress?" This suggests that gun owners are girding themselves for defeat in this Congressional session. It indicates a fatalistic resolve that the anti-gun forces in Congress and the media have already won a major victory. It means that many gunowners already consider themselves losers in a fight that is far from over. And nothing can insure defeat so well as giving up before the game is played out.

Attitudes

It is interesting to compare this attitude with that of the Russian people who stood up for their recently savored freedoms when confronted not by just a hostile government but the crushing power of armored divisions of military regulars and the powerful and ruthless KGB. If anyone had a right to rollover and accept defeat, it was the Russian people, unfamiliar with their own power of dissent. After all, these were people who had been schooled in the principles of tyrannical government. For over 70 years they had learned that people who spoke out or opposed political leaders would be physically abused, murdered or sentenced to hard labor in the Gulags of Siberia. They knew that opposition against the ruthless power of the state - even the slightest hint of dissidence - could end in personal, familial and financial destruction.

Yet these people stood up against the recent attempt to re-inflict upon them the rule of steel that has only recently been modified. Hundreds of thousands of Soviet citizens stared down the barrels of tank cannons and defied the political leaders who wanted to re-seize power.

Who did not thrill to the television images of Russian Republic-President Boris Yeltsin climbing on top a tank to shout his defiance and to lead the multitudes that were willing to join him in defiance? Who did not admire the students in Tiananmen Square who faced the tanks and died for an ideal in China just so recently?

These people in Russia and China have never really known the personal freedoms that Americans have enjoyed for over 200 years. To them, democracy is still an unexperienced but cherished ideal. Yet Americans who have had more freedom than any other people - a freedom for which our forefathers were willing to pledge their lives, their fortunes and their sacred honor - can give in to the paper power of the media, the Congress and the President. Such a comparison of attitudes seems shameful.

The Threat

Certainly there is a threat to gunrights -- the linchpin of our constitutional guarantees. It is a much more far reaching and pervasive threat than many imagine.

The crime bill that will be considered in the House of Representatives in September is much more anti-gun-rights than many imagine. In fact it really isn't a crime bill so much as an anti-gun bill.

The waiting period with its overtones of prior restraint and police permission is much more intrusive than many imagine. It isn't just a question of "inconvenience" as the anti-gunners are fond of saying.

Then there is the multiple sales registration provision. This changes the current regulations requiring BATF notification of two or more handguns sold within 5 business days to the same individual to two or more within 30 days. Additionally, in addition to

BATF notification, the chief law enforcement officer where the buyer lives must be provided with a copy of the notification. Since there is no requirement that the information must be destroyed, the notification amounts to de facto registration with local police.

There is a semi-automatic firearm ban that defines "assault weapons" as any weapon which embodies the same basic design, function and configuration as any of a listed number of guns. Since the listed guns function the same as millions of other semi-automatics used for almost 100 years for sport shooting, hunting and self-defense, all semi-automatic firearms could be banned by this bill. Additionally, because of this bill, everyone would be required to maintain a paper trail for every gun currently in possession.

The magazine ban provision prohibits the possession and transfer of ammunition feeding devices with a capacity of over seven rounds. Not only does this affect most semi-automatic rifles and shotguns, it pretty well covers the waterfront for modern handguns.

What to Do

If asked, leaders of the NRA, CCRKBA, GOA, Firearms Coalition and other gun rights groups will tell you that this anti-gun wolf masquerading in the sheep's clothing of an anti-crime measure does not have to pass. They do not see passage of this bill as inevitable, provided that enough gun owners let Congress know of their opposition.

All of the gun-rights groups are asking their members to write, call or visit their Representatives in Congress. They honestly believe that if enough gun owners voice their dissent it will not pass.

Perhaps that is an act of faith in the system. But what else did the people in Russia have during the short-lived coup by the old guard communists? They believed because they knew that they had no other choice. There is no other way to protect the rights of Americans have enjoyed for 200 years.

It would be ironic if Americans lost the right that has shielded the people from loss of freedoms because of apathy at a time when Russians - and other East bloc country citizens - show such determination to win and hold onto their new freedoms against all the power of a police-military state.

No one has to face guns and tanks in the U.S. to express their dissent so there really isn't a reason for anyone not to speak out against the crime-bill hoax. Tell your Member of Congress, tell your Senators again, and tell President Bush. You can reach your congressman or woman at his or her local district office or, after Labor Day, in Washington, DC 20515. Senators in care of the U.S. Senate, Washington, DC, 20510; and President Bush, The White House, 1600 Pennsylvania Ave., Washington, DC, 20500.

The Capitol switchboard phone number is 202-224-3121. The White House, 202-456-1414.

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

1991 HOT WEATHER, THE OPEN ROAD AND TWO WHEELS THAT MAKE IT HAPPEN

Reprinted by permission from the Michiana Executive Journal, July 1991
by R.K. Diane

When the weather finally breaks, there is a certain breed of enthusiast who is anxious to feel the wind in his/her face, the power of a well-tuned machine beneath him/her and the open road straight ahead. They're motorcyclists, and the identity of this ever-growing group has changed dramatically over the years.

During the 1950s and 1960s, motorcyclists suffered from the stigma of what might be called the "Marlon Brando Syndrome," reckless, speed-crazed menaces to life and limb, outlaws (often compared to gangs like the Hell's Angels). However, today's typical motorcyclists are considerably safer, more cautious citizens of the highway than most automobile operators. They have to be, if they and their bikes are to survive the hostile environment of cars, trucks and buses, not to mention the less likely hazards such as gravel, wild animals and surface oil, to name a few.

Motorcycle history consists of exciting testimony about the inventors and sportsmen who attempted to conquer the seemingly impossible. It may be impossible to imagine that in 1623, a brilliant Jesuit priest, astronomer and missionary in charge of the Peking observatory, Ferdinand Verbiest, had become the first person to use the word "motor." He invented a turbine engine and described it as "a motor which makes it possible to bring into motion any apparatus to which it is attached."

Automobiles and motorcycles were invented for the same basic reason: to create a self-propelled vehicle that would bring someone to their desired destination faster. Early vehicles were mostly powered by steam, others burned kerosene and some were propelled by generation of hot air or electricity. One was even set in motion by a coiled spring. Then, there was the Cynosphere, a three-wheeled contraption that was powered by two dogs running inside the drive wheels. It's evident why this concept never caught on.

American motorcycle history really began in 1900 with the meeting of bicycle manufacturer George Hindee and mechanic Oscar Hedstrom. When Hindee began manufacturing the self-propelled two wheeler, he named it after the "noble redman" who was the true pioneer of America, the Indian. In 1901, the first Indian weighed 98 pounds and sported a hefty 1 3/4 horsepower engine. There were three machines produced by the company in 1901 and 143 in 1902.

Bill Harley worked as a draftsman and Arthur Davidson was a pattern maker. Their tinkering eventually created perhaps the most famous motorcycle of all time, the Harley-Davidson. The teams' original model housed a whopping 3 horsepower engine, the most powerful of the time. The first three Harley-Davidsons were sold before they were ever assembled in 1903. That same year, an unknown rider on a British Excelsior set a motorcycle speed record of 60 mph. From 1947 through the 1960's Harley-Davidson won more Grand National Championships than any other manufacturer with a total of seventeen.

This year Honda introduced eight new stunning models that combine performance, versatility and good looks, including the Nighthawk 750 that captures the feel and spirit of the original CB750K. This model is tuned for the needs of the modern enthusiast with a large capacity oil cooler and an AC generator located behind the cylinder bank, keeping the engine narrower.

An entirely new liquid-cooled, 16 valve twin cam is the driving force behind the CBR600F2. The CBR600F2's shorter stroke per-

mits increased performance over last year's model. For those who like the appeal of stunning graphics, this model is also available with bold black, blue and pink graphics.

Last year, Yamaha's FZR1000 was considered to be the best-handling sport bike you could buy. This year, it is even better. A new upper faring, headlight lens and windscreen improve aerodynamics. Part of the FZR's performance is thanks, in part to the Exhaust Ultimate Power Valve (EXUP); a computer controlled valve in the exhaust collector that opens and closes at preset engine speeds, constantly altering exhaust tuning.

Most of the technology Suzuki has developed is the result of a serious involvement with racing. Competition is an excellent test for any new engineering. In fact, Suzuki's GSX-750 and 1100 have racked up more wins than any other production machine.

Appreciating the profile and feel of custom motorcycle design may lead you to experiencing the Suzuki Intruder 750 and 1400.

If you review the performance of the Japanese field, Kawasaki certainly can't be overlooked. When they introduced their KZ1000 in the seventies, every other manufacturer was filled with envy. The bike had so much torque, it was easy to send its rider off the rear with little difficulty. Things haven't changed much for the manufacturer, they're still producing pure, throbbing gristle.

The last of the American manufacturers has been making a slow but powerful comeback after its sale to AMF in the seventies. Harley-Davidson is still recognized as a "sole survivor" in the industry.

In commemoration of the 50th anniversary of the Black Hills Motorcycle Rally, Harley-Davidson reintroduced the Sturgis. Although it has the look of the original, a new two-point engine isolation mounting system provides for a smooth ride. Comfortability is something Harleys were never famous for. Built around an entirely new chassis, the Dyna Glide recalls the original Harley-Davidson's FX series with a whole new technology.

If you like the look of a classic, custom bike without having to search the country for those amenities that create a one-of-a-kind look, you'll want to look at the FXSTS Springer Softail. In 1988, Harley-Davidson let loose a bike with the likes of a front suspension design not seen in decades. This year the manufacturer has done something I wish they had done in the seventies: they got rid of the Goodyear Eagle tires and fitted the bike with upgraded Dunlap Elite tires.

Harley-Davidson knows what big bikes are all about. After all, they're the mother of these open road kings. How many miles can you get out of a touring Harley? Well, just look how many are still on the road after thirty or more years. The 1991 Electra Glides are a collection of bikes you'll find touring the highway for years to come.

There are few joys in life that compare to the free-spirited thrill and experience of motorcycling. By following logical common-sense rules, we can maintain season after season of unparalleled enjoyment and safety.

No matter what your reason for riding a motorcycle, there's a bike just for you and a place on the open highway where the wind in your face helps you say "YES!!" END

ARE YOU REGISTERED TO VOTE?

X

DON'T PUT IT OFF!

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

Reprinted from September 1991

Hoosier Motorcyclist, An ABATE of Indiana Newsmagazine

1000 NEW ABATE MEMBERS SIGNED UP BY ABATE SAFETY PROGRAM

by Michael Farabaugh

Sure enough, many folks don't understand some of the very positive additional benefits riders education provides to our organization.

This year we trained 1525 people in our rider education program in 7 separate cities. This total represents both ERC and MRCRSS graduates. Out of the 1525 people who enrolled in our program, 322 were already ABATE members and are listed on another page. This leaves us with 1203 prospects to join ABATE. Out of those 1203 people, our rider ed program signed up 1000 new members. I ask Regional Directors and County Reps to review this list. Did any of your members take a rider ed course? Did you take the course? Leadership begins by example and I would certainly hope each Director and County Rep enrolls in our program in 1992.

Fact is, 1000 new members joined ABATE of Indiana through rider education and many of these people make exceptional officers and mature into our system in a responsible fashion with strong desires to help ABATE.

When you consider that these new members first see ABATE as an educational facility under the guidance of a professional curriculum in a quality learning atmosphere, it is natural for their first impression of our organization to be, "ABATE HAS CLASS." Male and females alike first become acclimated to our lifestyle and who we are through instruction and quality people. In many cases these new members ask us how they can return the favor. They go away from the rider education course totally committed to ABATE of Indiana with enthusiasm that is beyond description. What happens to them from there? Those ABATE officers who are smart will meet graduating rider education classes and invite them to your meetings. You could ask them to help, and proceed to introduce them around and become their friend. They become truly prime candidates as workers & friends of ABATE.

We used to do this at all our sites and I strongly suggest every Regional Director and County Officer start coordinating this same concept again with your rider ed site coordinator.

Other items to think about a little on the negative side is how we in ABATE handle other types of riders besides Harley-Davidson people as many of these new riders do not ride Harleys. The best story I can relate is a two page letter I received from a lady who rides a Honda and bought it this year brand new right after graduating from our class. She's full of energy and so turned on by motorcycling her enthusiasm rubs off on you. Recently she went to her first ABATE party. Now her Honda is the first motorcycle she's ever owned and like you and me, her first bike means one hell of a lot to her. Matter of fact she's one of these kind of people who wipes her bike off every time she gets off it! Anyway you have guessed what happened ... some jerks camped next to her gave her ridiculous abuse all weekend about her Honda. While they thought she was asleep they discussed burning it and destroying it with axes and sledgehammers. Their stupidity took this refreshing little lady and her great enthusiasm for this organization and almost destroyed it.

Yeah, it sucks and yes, I've spent the past 30 days convincing her most ABATE people are not that way and to continue to ride and have fun and be proud of what you ride. Remember folks, damn few of us started riding on a Harley and fact is, I also own a Honda and a Suzuki and a Yamaha. Anyone who wants to hit mine with a sledgehammer ... come right ahead.

How about it, ABATE people. Let's commit to changing this stupidity. All People are welcomed into ABATE ... No matter what they ride!

I think we ought to make a patch that says that!

Balls

Reprinted from September 1991

Hoosier Motorcyclist, An ABATE of Indiana Newsmagazine
and August 5, 1991, Elkhart Truth, Lansing, Michigan

ANALYSIS: MOTORCYCLE HELMET LAW NECESSARY

Motorcycle-related deaths in Michigan rose 20 percent last year, sparking a riders' group to urge repeal of the state's helmet law because they say it hasn't improved safety.

But an insurance group supports the law, saying the higher death rate shows a stronger need for mandatory helmet use.

"It's crazy to be riding a cycle without a helmet. It has proven to be very costly in terms of human lives and insurance premiums," said Gary Mitchell, a spokesman for the Michigan Association of Professional Insurance Agents.

The number of motorcycle deaths increased from 68 in 1989 to 82 in 1990. Last year, motorcycles were in 3,189 accidents and more than half the time another motor vehicle also was involved, according to an analysis of Michigan State Police statistics. The MAPIA analysis was released today.

Vince Consiglia of Milford is the education and legislation coordinator for American Bikers Aiming Towards Education, which opposes the helmet law.

Consiglia believes the figures released by the insurance industry are proof that the 22-year-old helmet law has failed.

"My response to those figures is to ask the question 'What did the helmet law do to prevent those deaths?'" Consiglia said. "The helmet law is not the answer."

Rep. Keith Muxlow, R-Brown City, agrees and has introduced a bill to repeal the helmet law except in areas with high motorcycle death rates, such as Detroit.

"I think repeal is the appropriate thing to do," Muxlow said. "Motorcyclists like the freedom of riding without a helmet, but more importantly, the helmet is overrated in terms of safety. Very rarely is it a factor in the outcome of an accident."

Muxlow also has introduced a bill that would put a 50-cent surcharge on motorcycle registrations. That money would be used to pay for an education program for new riders.

Last year, 134,319 motorcycles were registered in the state. That means the surcharge would have raised about \$67,000.

Both bills have been sent to the House Transportation Committee and are scheduled for hearings next month.

Mitchell said his group will fight any attempt to weaken or repeal the helmet law. **END**

RIVER ROAD HOUSE TAVERN

RIVER ROAD & McLOUGHLIN
MILWAUKIE, OREGON

GOOD FOOD
FRIENDLY FACES

ABATE MEMBER - SUPPORTER

OWNER : SHIRLEY PEARSON

MOTORCYCLE GROUP HAS OFFERED \$1,000 REWARD

The North Arkansas Motorcycle Association is offering a \$1,000 reward for "solid information" regarding the whereabouts of Steve McCrary of Jonesboro, a member of the group who has been missing for a week, said Wayne Woods of Jonesboro, a past president of the group.

McCrary, 38, operator of a dental laboratory, was reported missing last Wednesday by motorcycle association members who became concerned when they were unable to raise McCrary. Police said McCrary's denture-making equipment was still operating, all his vehicles and personal effects were there, but he was gone out of his house at 2400 Belt.

Woods said members of the association and their families attended a fish fry on Spring River near Ravenden last weekend, and when members returned home Sunday, they went their separate ways. McCrary was last heard from about 9 Monday night, Woods said.

Police said neighbors reported seeing a strange vehicle in the neighborhood and hearing what they thought were gunshots early Tuesday morning.

Woods said association members "have been through every ditch, bank and bridge" in the search for McCrary, who has been a member of the motorcycle group for the past year.

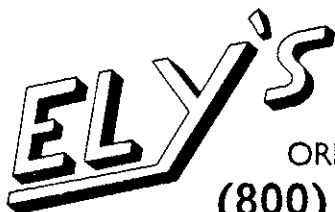
"This bunch is a whole lot closer than people might think," Woods said.

"We've tried for the past nine years to upgrade the image" of the motorcyclist in the mind of the general public, Woods said. "We're concerned. We don't want people to think we're a bunch of thugs. History has proven that we're not." The group annually sponsors "toy runs" in which club members and non-club member cyclists collect toys at Christmas time to be given free to needy children, and members recently hosted Danish tourists traveling across the United States. Those activities and others demonstrate that the group is "family oriented," Woods said.

"The idea that we're a bunch of druggers and robbers just is not true of this organization," adding that the group has strict rules against drug use.

Woods said McCrary's family has said it will match the \$1,000 reward put up by the association for information leading to the discovery of McCrary's whereabouts. The association has hired two psychics, one here and one in Memphis, to assist in the effort to locate McCrary, he said. "Steve's been a member of the association for about a year. He still is a member."

Anyone with information regarding McCrary's whereabouts is asked to contact the Jonesboro Police Department at 935-5553 or 935-6649. *END*



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PORTLAND MOTORSPORTS IS HISTORY!

As of August 1, Portland Motorsports was sold to George Latus, Owner of Latus Motors Harley-Davidson in Spokane, Washington. The store in Portland will use the Latus Motors name. After taking ownership of the store, George immediately terminated the Yamaha franchise and is making the store exclusively Harley-Davidson!

Watch for future news!

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Reprinted from September 29, 1991
The Oregonian

INITIATIVE WOULD PROHIBIT LIQUOR, CIGARETTE ADVERTISING

SALEM - Marijuana would be legal for medical uses, and promotional cigarette and liquor advertising would be banned in Oregon under proposed initiative measures filed by two Lake Oswego residents.

One proposal would create a state board to study uses of marijuana for medical purposes and require the state to request marijuana from the federal government.

A second proposed measure filed by Anthony Taylor and Cheryl McDonald with the secretary of state would prohibit advertising that promotes use of tobacco products and alcoholic beverages.

And their third initiative petition proposes a measure forbidding possession of tobacco by people under 21. A new state law prohibits tobacco possession by people under 18.

They must gather 66,771 voter signatures for each measure for inclusion on the November 1992 general election ballot. The deadline for submitting signatures is July 3, 1992. *END*

The Rural Oregon Biker

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5224 Cherry Heights Rd.W.
The Dalles, OR 97058
Brian Stovall, Editor

LETTER'S TO THE EDITOR

To the person or persons concerned;

I have enjoyed being your State Secretary. It has taught me a considerable amount. I am thankful to know our rights as motorcyclists are being protected and I firmly believe as you do!

I enjoyed being State Representative for Douglas County, but regrettably I must resign from ABATE for a time due to private matters. Until we work together again, thank you for the experience. I'll be back!

James Mason
Resigned State Secretary and State Representative

ABATE:

Hi! I went to my first ABATE run a few weeks ago. It was held at Windy Creek Park (just outside Glendale, Oregon), and had the time of my life. I met some great people like Ed Halkyard and Larry Crawford from the Douglas County Chapter. Well making a very long story a lot shorter between all of the fun and these two guys, I decided to join.

Enclosed you'll find my application paperwork and a money order for \$20.00. Please send me any form of membership package that you provide.

Thank you,
S.C. Pate

Reprinted from September 1991
Hoosier Motorcyclist, An ABATE of Indiana Newsmagazine
KIDD STUFF

LIVING BY OTHERS' TERMS

It seems we have a lot of members content to let others tell them how to live or ride. At some of the meetings I have attended, only half or less have taken the time to contact their legislators. If you're one who hasn't don't complain when we end up with a helmet law in Indiana.

The national scene is not looking too favorable at this time. We're running short on time to do anything to stop a national helmet legislation. Only a few weeks remain for you to voice your opposition to this legislation becoming part of the National Transportation Bill. Urge your Congressmen to support the Klug/Petrie amendment to remove Cooper's language (article #204) from the Transportation Bill. This type of language has never been debated on the House floor. For due process to work, a public hearing should take place, so both sides can argue the issue.

Some people are even getting the attitude of giving up. If a national helmet law is passed, we will be in the beginning stages of wiping out motorcycling completely. Health and insurance liability laws will be our next major hurdles. If you think we're done after a helmet law is passed, you need to look further into that crystal ball.

In almost every publication and news broadcast, people are telling us how to live, eat, drink or whatever. If there is some type of risk, they say it should be eliminated. If it weren't for taking risks, our country would not be what it is today. A Risk Free society is not one I want to belong to. I'm sure most of you feel the same way. The dangers and risks are what make life worth living.

The August 12, 1991 issue of Time magazine has a couple of good articles about what type of people are modeling our society; they are the Busybodies and the Crybabies. The Busybodies are telling everyone what they should be doing, and the Crybabies are always blaming someone else for their problems. If you get a chance, pick this magazine up and read it. You will see what we have known for a long time.

Maybe it's not too late for the whole country, but if we let a few dictate what the majority must do, then we won't have a very free country to live in. I say, never give up, freedom is worth whatever sacrifice we must make.

Bikers in Politics,
Kidd Curry

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



November 11th

The OREGON VETERAN'S MOTORCYCLE ASSOCIATION has again been invited to RIDE in the Albany Veteran's Day Parade, which Honors all Veterans. All members of the OVMA are encouraged to participate in the ride. All other Veterans and their Friends are invited to join us there, and Ride with us in the Parade.

We want to make a GOOD impression on the City of Albany so We will continue to be invited to ride in their parade every year. PLEASE, help us do so.

Parade form-up time is 9:00 am, the parade starts at approximately 10:00 am, Monday morning.

To find the form-up location call 926-2828, BEFORE Monday Morning, or ask the guides in the form-up area south of Pacific Ave near 9th Ave & Jackson st.

GRANGE, OTHERS MOBILIZE FORCES AGAINST INITIATIVE KILLER

Citizens concerned with the preservation of Oregon's historic right to petition mobilized in force to derail initiative-restrictive House Joint Resolution 41 when it came before the Senate Redistricting committee last month.

Stating the Grange position forcefully was Thurman Smith, representing the Oregon State Grange Legislative committee. He cited the Grange role in bringing about enactment by popular vote of the state's Initiative, Referendum, and Recall law near the turn of the century and reminded the Senate Committee that it was the Grange that carried a legal battle to the Supreme Court of the United States to preserve the law. Enactment of HJR 41, he warned, would make it virtually impossible for grass-roots organizations to initiate measures.

Oregon Fair Share, labor organizations, and all senior citizens groups in the state testified in unison against the proposed anti-democracy measure.

Backed By Special Interests

HJR 41, authored by Representative Jim Whitty (D-Dist 47) and supported strongly by the private utilities and other special-interest moneyed groups, would have mandated that at least 20 percent of the required signatures on an initiative come from each of five congressional districts. At least 20,000 signatures, under terms of the bill, would have been required from each district.

This would have made it impossible for citizens action groups, depending on volunteers, to get the required number of signatures in areas such as the Second Congressional District (Eastern Oregon) and in Southwest Oregon. Under HJR 41, only big-money interests, able to hire circulators, would have been able to get an

initiative on the ballot.

Concerned citizens got a jolt when HJR 41 passed the House by a vote of 41 to 13.

The Senate Committee to which it was referred, however, was more sensitive to the issue involved than were the majority of House members. Unfortunately, under the chairmanship of Senator Glenn Otto (D-Dist. 11) the committee has voted to tranquilize the measure and not pass it to the Senate floor. *END*

GRANGE REAFFIRMS STRONG NO SALES TAX POLICY

In anticipation of a renewed effort to seek approval of the often-rejected sales tax in Oregon, delegates attending the 118th session of the Oregon State Grange in Eugene, June 16-21, voted unanimously to reaffirm Grange's long-standing opposition to the regressive measure.

Resolutions opposing the sales tax and re-stating the Grange's traditional position came in from Josephine, Lincoln and Multnomah Pomona granges.

The resolution adopted by the delegates called upon the Grange to "energize and work closely with other groups opposed to the sales tax, and that it once again assume its long-recognized leadership role in campaigns to keep this regressive tax out of Oregon."

Delegates resolved that the Oregon State Grange reaffirm again its strong support for genuine farm, residential, and small business property tax relief and that alternatives be sought to the current, unfair property tax system that do not include a state sales tax or any other flat tax not based on the ability to pay. *END*

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

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

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

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

IS AMERICAN DEMOCRACY DOOMED? A VIEW FROM BAKER COUNTY

Will our democracy destroy itself, or will it be the exception? Historically, intrusive government has paved the road to disaster. If you allow the Nation to proceed on its present course, it will happen again. Only you can prevent it.

by Jasper H. Coombes

Incredibly, it seems to me, American democracy is destroying itself. Deep within OUR system of freedom lie the seeds of self destruction. It is apparent that they've sprouted and are growing vigorously. It may be too late to reverse this growth which thrives on the very freedoms it seems destined to destroy.

Both the strength and weakness of a prosperous society are its utter dependence upon human initiative and responsibility. In a democracy these crucial characteristics of freedom are particularly vulnerable to attack by cultured greed and envy, both yours and mine.

The major tools of greed and envy are the transfer of wealth by government, and burdensome, unnecessary bureaucratic regulation. These tools are in the hands of officials who are enamored with the appearance of today, and blind to the truths of tomorrow.

A very old saying helps to illustrate the basis of our dilemma. "There are only a few hunters, but everyone wants the meat."

The prosperity, the very survival, of this nation and this state is dependent upon the success of those who convert our natural resources to things of value. They are the farmers, miners, manufacturers, lumbermen, cattlemen, all those who produce the goods that made this country great, fed the world's hungry, and made our lives enjoyable.

While the number of these producers is small and diminishing, we continue to deliberately diminish and undermine their will to continue. How long can we continue as a state and nation to do this?

When this nation was prosperous and untroubled there were unquestioned individual freedoms. Men could see clearly that by hard work, thrift and savings they could better themselves and their families.

Implicit in those freedoms, however, was the RESPONSIBILITY to provide for one's own. There was both incentive and need for hard work. That is no longer true.

For whatever reason, that work ethic has been replaced by a welfare system. We are told, and our children are taught, that those who do not succeed by their own efforts have a RIGHT to share the bounty of those who do. Government redistributes those resources under force of law. A very large portion of our population thus become accustomed to living on this legal plunder.

As resources are taken from the prosperous and given to the less prosperous, the initiative of both is destroyed. Why plan for the future when government will rescue the unfortunate and the indolent alike? Conversely, why should one take risks and work hard, only to have government take what has been earned and give it free to others who may or may not be less fortunate?

This contrived wealth leveling system kills initiative at all levels of society, except for the "elite" who invented public welfare.

As a result of our evolving welfare society there are fewer and fewer producers, but an ever increasing number of those who demand to share the rewards. The system is driven by the greed and envy of those who want something which they have not earned, and by politicians who cater to their plea and thrive on votes offered in exchange for the plunder.

In addition to demanding to share their rewards we portray, successful producers are portrayed as evil. Our children are taught in schools that to take a neighbors money, laundered by government, is honorable, while to run a profitable business is to cheat, lie and damage the environment. Thus, yesterday's heroes are today's villains.

We allow our children to be taught that it is a crime to generate wealth by cutting trees, running factories, digging holes in the ground, pasturing livestock on public lands or diverting water from streams to waste on unnecessary farms. Why are they not taught, instead, that using natural resources wisely is the only source of real wealth? Without them there is NOTHING ELSE.

We pass laws, we create entire bureaucracies just to monitor, regulate and control these alleged demons of destruction and defilement whose major fault is that they are successful.

We require tons of reports, permits justifications. Today, in Salem and Washington, we are developing a host of new laws and rules requiring that producers pay all cost of the monstrous monitoring and control system which is forced upon them. Why, when our prosperity is linked unquestionably to theirs, would we eagerly destroy them?

Those of you who are pleased with the path toward ever larger, more intrusive government should ask yourselves these questions:

- Where does that path ultimately lead?
- Are government officials really wiser and more trustworthy than the rest of society?
- Who will pay the terrible costs of these controls and welfare programs when farmers quit farming, the miners quit mining, and cattle are all off public lands, and
- The factories are shut down and moved to foreign lands?

It is happening today!

Those of you who have not yet considered the wisdom of following our present path should consider the following truths:

- ✓ Welfare states REQUIRE large, intrusive, oppressive governments.
- ✓ Individual initiative can not exist without individual freedom.
- ✓ Continued prosperity is wholly dependent upon individual initiative and responsibility, both derivative of freedom.

If you fear this course we steer, as I do, and yet are silent you seal your own doom! Only public opinion has the power to change our direction. Those who produce, create and serve can make a difference. SPEAK UP! Your voice will make a difference, only if you use it. SPEAK UP NOW!

As we compromise and barter away our individual freedoms for a better position at the public trough we are killing the goose that laid the golden egg. Already the golden egg of individual opportunity lies cracked and drying on the deceitful pathway to socialism, paved with greed and envy. Both yours and mine.

Jasper Coombes writes A VIEW FROM BAKER COUNTY. He is a retired engineer, lives in Richland, Oregon and makes regular contributions to COUNTERPOINT. END

**All Motorcycle Rights Organizations are in
the same boat.**

**But we need to remember that the vessel
will only go in circles unless every oar is
pulling in the same direction.**

"Unity is the answer"

WE GET QUESTIONS ...

CAN I PUT HEADERS ON MY CUSTOMER'S ENGINE?

On 1979 and older vehicles, putting headers on an engine presents no problems for passing the I/M test as long as the catalyst is in place if the vehicle is so equipped.

On 1980 and newer vehicles, all emission equipment must be in place and operative. As long as all emission controls (air pump, GM's EFE system, preheat system, EGR system, catalyst and oxygen sensor) are in place and functioning as the manufacturer designed, there is no problem passing the I/M test with headers.

Even so, the change in exhaust flow from the manufactured design can cause driveability and emission problems. Problems occur when emission systems are unable to be connected or are deliberately left inoperable due to the aftermarket design or an incorrect application. Oxygen sensors must be placed in the same location as the original for the correct signal to be generated. Back-pressure EGR systems must have the correct amount of back-pressure to operate at the correct time and amount to ensure good driveability. All of the exhaust must flow through the catalyst(s).

Although the vehicle may pass the I/M test with headers installed, federal and state laws prohibit tampering, disconnection and alteration of any emission control equipment, or allowing missing, broken or non-working components to remain inoperative. The Vehicle Inspection Program maintains a list of aftermarket products that the California Air Resources Board has determined do not decrease the efficiency of the vehicle's emission control equipment.


As the result of recent changes in the Clean Air Act (CAA) it is now also illegal for anyone to tamper with emission control equipment. In the past, the CAA applied only to employees in the auto service industry. Oregon's anti-tampering law, ORS 815.305, applies statewide to everyone. *END*

**"NO MATTER WHAT YOU RIDE,
LET THOSE WHO RIDE DECIDE"**



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1991 TEAM OREGON MOBILE CLASS SCHEDULE

EASTERN OREGON

OCTOBER 11, 12, 13 Ontario
OCTOBER 24, 26, 27 Pendleton
DECEMBER 6, 7, 8 Ontario
DECEMBER 13, 14, 15 Pendleton

CENTRAL OREGON

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

SOUTHERN OREGON

OCTOBER 24, 26, 27 Medford
NOVEMBER 15, 16, 17 Roseburg
DECEMBER 13, 14, 15 Medford

COASTAL OREGON

OCTOBER 25, 26, 27 Tillamook
NOVEMBER 1, 2, 3 Coos Bay

1991 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

CHEMEKETA C.C. - SALEM

OCTOBER 19 ERC
NOVEMBER 1, 2, 3 MRC

LANE C.C. - EUGENE

NOVEMBER 7, 9, 10, 14, 16, 17 MRC

LINN-BENTON C.C. - ALBANY

OCTOBER 10, 12, 13, 17, 19, 20 MRC
DECEMBER 6, 7, 8 MRC

PORTLAND C.C. (SYLVANIA) - PORTLAND

OCTOBER 17, 19, 20, 24, 26, 27 MRC
NOVEMBER 15, 16, 17 MRC
DECEMBER 6, 7, 8 MRC

ATTN: Members
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Products are another way of helping support A.B.A.T.E.

ABATE PRODUCTS ORDER FORM - PRICE LIST

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	7.75	

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
		ABATE T-SHIRTS		
	AFRTS	ABATE T-Shirts		
		Sm _____ Med _____ Lg _____ X-Lg _____		
	AFRTL	ABATE Sweatshirts		
		Sm _____ Med _____ Lg _____ X-Lg _____		
		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	
	HLSS	HELMET LAWS STILL SUCK Sticker - small	.50	
	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	
	ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE,		
		Don't Mess With It	1.00	
	HLBS	HELMET LAWS SUCK Bumper Sticker	1.00	
	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00	
	MIM	UNITED WE STAND, DIVIDED WE FALL Patch	4.00	
	MMOL	"LEGALIZE FREEDOM" Bumper Sticker	1.00	
		SPECIAL ORDER ITEMS		
	AMPI	ABATE Membership Patch w/Dedicated To Freedom		
		Of The Road	4.00	
	ANG	Year Bars (indicate year _____)	1.25	
	CHPT	Chapter Rockers	3.25	
	CHOF	Chapter Officer Patches	3.25	
		Courtesy Cards	50 for 1.00	
		License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	
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ROAD LIST

LEGEND

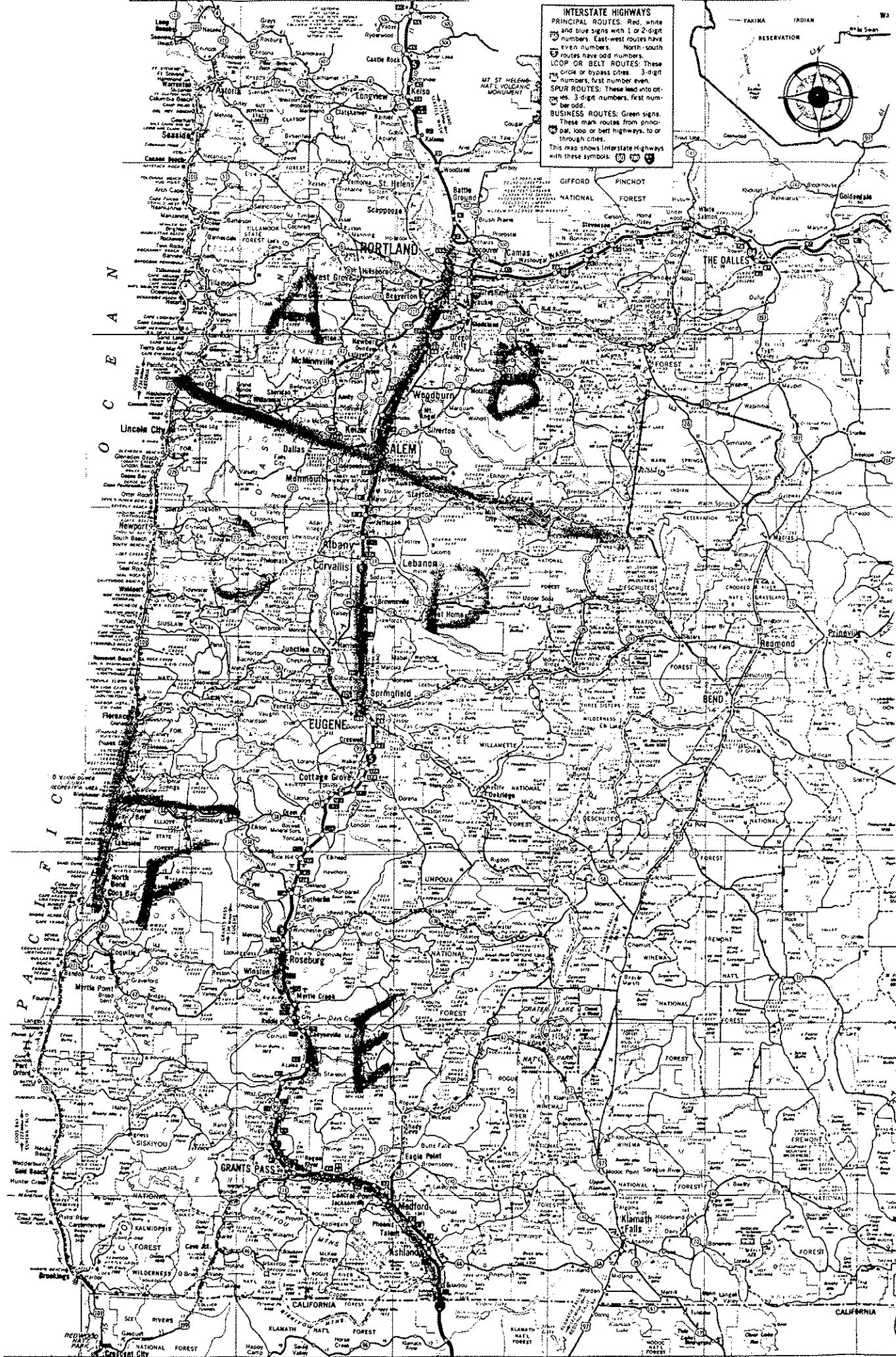
- 1 Pickup
- 2 Tools/Gas
- 3 Garage/Shelter
- 4 Photo-Accident
- 5 Information
- 6 Location

NAME	PHONE	1	2	3	4	5	6
Dave	.835-8232	X	X		X		A
Debbie T.	.434-5234					X	A
Dennis J.	.538-1315		X		X	X	A
"Doc" & "Big Red"	.645-6687	X	X	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
Huge	.645-8371	X	X	X	X	X	A
Lloyd & Cheryl Roberts	.298-4985	X	X	X	X	X	B
Russ & Donna Adkins	.256-2713	X	X	X	X	X	B
Brian Stovall	.298-1317	X	X	X	X	X	B
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
Rich Rau	.265-7628	X	X	X	X	X	C
The Lechner's	.563-3520	X	X	X	X	X	C
Perry Miller	.749-2695	X	X	X	X	X	C & D
The Beck's	.581-3138	X	X	X	X	X	C & D
Jeff & Crickette	.362-1891	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
Mel	.967-7330	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
Don & Becky	.759-4961	X	X	X	X	X	E
Tim & Cindy Maley	.673-2807	X	X	X	X	X	E
Terri	.862-2575	X	X	X	X	X	E
Tony & Vikki	.271-4327	X	X	X	X	X	F

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)



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-PICK UP. 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 style="text-align: center;">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>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>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 style="text-align: center;">BUY • SELL • TRADE</p>	

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

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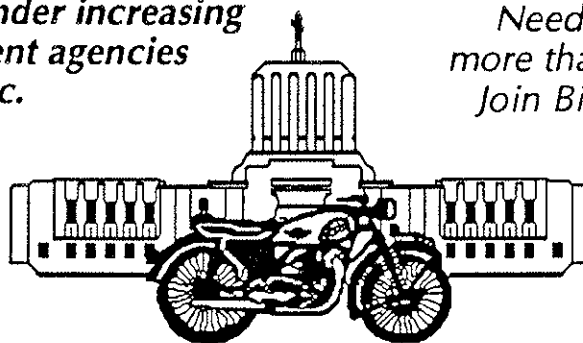
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

City State Zip

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NAME: _____ NAME: _____

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Ride safety!!

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.

