



MAY 1992 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

OFFICE OF THE GOVERNOR  
STATE OF OREGON



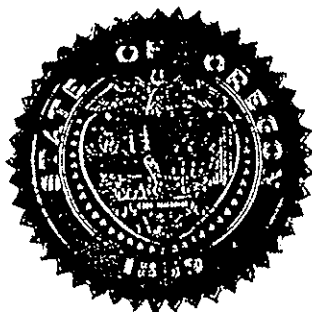
PROCLAMATION

- WHEREAS: Oregon is proud to be a national leader in motorcycle safety education; and
- WHEREAS: The Oregon Traffic Safety Division's Team Oregon Motorcycle Safety Program has been recognized by the Motorcycle Safety Foundation as an outstanding program; and
- WHEREAS: As a matter of safety, it is necessary to develop skills and awareness of proper habits to handle these vehicles on our highways; and
- WHEREAS: It is important that the citizens of our state should be aware of motorcycles on the highways and recognize the importance of sharing the roadway; and
- WHEREAS: Motorists should have a special awareness of the vulnerability of motorcyclists; and
- WHEREAS: Education and safe riding habits are worthy of special recognition; and
- WHEREAS: Motorcycle Safety and Awareness Weeks and Months have been proclaimed in states throughout the nation; and
- WHEREAS: In the month of May there is an annual renewal of motorcycling enthusiasm.

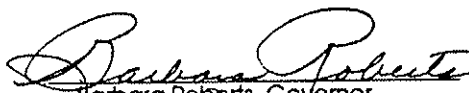
NOW,  
THEREFORE, I, Barbara Roberts, Governor of the State of Oregon, hereby proclaim May, 1992, as

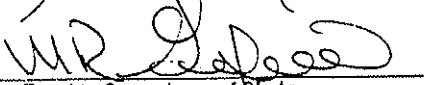
**MOTORCYCLE SAFETY AWARENESS MONTH**

In Oregon and encourage all citizens to join in this observance.



IN WITNESS WHEREOF, I hereunto set my hand and cause the Great Seal of the State of Oregon to be affixed. Done at the Capitol in the City of Salem and the State of Oregon, on this day, April 13, 1992.

  
Barbara Roberts, Governor

  
Deputy Secretary of State

## WHY 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	\$ 25.00 - 3 months
SIZE:	\$ 45.00 - 6 months
	\$ 75.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months
	\$127.00 - 6 months
	\$200.00 - 12 months
1/4 PAGE:	\$ 44.00 - 3 months
	\$ 80.00 - 6 months
	\$133.00 - 12 months
FULL PAGE:	\$113.00 - 3 months
	\$213.00 - 6 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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# MAY 19TH!

# VOTE

It's your voice

It's your choice



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

N.E. Portland Chapter  
P.O. Box 5792  
Portland, Oregon 97228

*Dedicated to Freedom of the Road.*

## PROGRAM FOR MAY MOTORCYCLE AWARENESS RALLY

*Saturday, May 2, 1992*

*Master of Ceremonies*.....Edd Dahl

*Speaker*.....Frank Grace, Chair  
Governors Motorcycle  
Safety Advisory Comm.

*Speaker*.....Oregon Rep.  
Lonnie Roberts

*Speaker*.....Stan Porter  
Team Oregon

*Speaker*.....A.B.A.T.E.  
Teresa Hepker

*Speaker*.....Bike PAC  
Brian Stovall

*Speaker*.....Char Messinger  
John Goff  
TourCade, AMA

*Speaker*.....Sgt. Scott Smith  
Portland Police

*Speaker*.....M.A.D.D. Rep.  
Marie Brown

*Speaker*.....Multnomah Hot Rod  
Council Rep.

*M/C Close*

*Mystery Ride*

Each speaker will have 10 minutes to do their speech, 5 minutes if raining. The show will start at approximately 12:00p, high noon, and finish at approximately 2:00p.

CHECK TWICE,  
SAVE A LIFE.  
MOTORCYCLES ARE  
EVERYWHERE!!!

CHECK TWICE,  
SAVE A LIFE.  
MOTORCYCLES ARE  
EVERYWHERE!!!

# S.T.E.A.M.

## BY THE MEMBERS FOR THE MEMBERS

Here and gone, everything went great. I would like to thank all the Presenters that took time out of their busy schedules to help motivate and inform individuals that joined us at the seminar.

I would like to thank all the people that took the time to participate. I am sure you went away more aware of ABATE and our Legislative efforts.

To the Salem Chapter, your food concession at the seminar were greatly appreciated.

**Thanks to you all,  
Rotten Roger**

P.S. Without your participation, this seminar would not have taken place.

**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.

## PUBLIC RELATIONS

I would like to start by thanking ABATE for sending me to the Best Of The West. It was a great learning experience. But of all the seminars, speeches, and statistics, the best knowledge was gained by sharing ideas with other freedom fighters from around the Western U.S. It was inspiring to hear of the success stories such as Utah defeating a helmet bill and ABATE of Colorado. All I can say is ... WOW, terrific job of not only putting on Best Of The West, but of your comeback as an organization.

Last year they were down to somewhere around 45 members and had seventy-five dollars in their treasury. Now one year later they are over 700 and going strong. Learning from other MRO Leaders and even giving some ideas to them. All in all it was a good investment for the organization and I feel we will be better for sending as many people as we did. I know that I am going to be better at my job and also share what I gained with anyone interested.

On a somber note, I wasn't home from Denver but one day and heard the news about Archie Churchill. My deepest regret to his wife Kathleen and all the people who knew and loved him. It's a tragic blow to us all, so let's honor Archie by keeping the fire alive and carry on with dignity and pride, the way he would have it. So in closing I say, "You now ride free in the wind forever, we'll miss you Arch."

**Rich Benson**

### **ABATE OF OREGON**

#### **STATE OFFICERS AS OF FEBRUARY 3, 1992**

**COORDINATOR**

Rotten Roger Hendricks  
285-4329

**MEMBERSHIP SECRETARY**

Carolyn "Mother" Meerzo  
255-7793

**ABATE PRODUCTS DIRECTOR**

Angie Jensen  
285-4329

**FIRST VICE COORDINATOR**

Tony Franklin  
774-7076

**LEGISLATIVE DIRECTOR**

Steve Dodds  
472-8885

**PUBLIC RELATIONS**

Rich Benson  
232-9277

**SECOND VICE COORDINATOR**

Captain Guy Putman  
648-9311

**EDUCATION DIRECTOR**

Mel Yeager  
363-1697

**STATE RUN COORDINATOR**

Rotten Roger Hendricks  
285-4329

**SECRETARY**

Lois Gleason  
775-4593

**SERGEANT-AT-ARMS I**

Tim Maley  
673-2807

**HISTORIAN**

Larry Burrows  
735-0265

**TREASURER**

Joy Hoover  
672-5415

**SERGEANT-AT-ARMS II**

Open

**WAYS & MEANS DIRECTOR**

Kraig Markusen  
876-5135

**NEWSLETTER EDITOR**

Donna Adkins  
256-2713

★ **july 3-4-5, 1992**



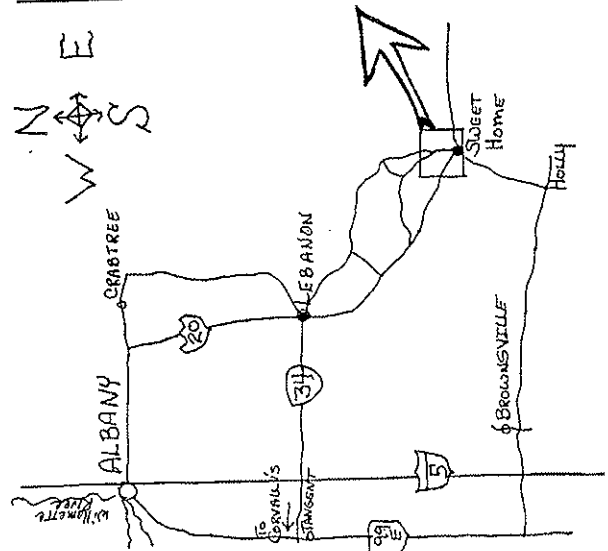
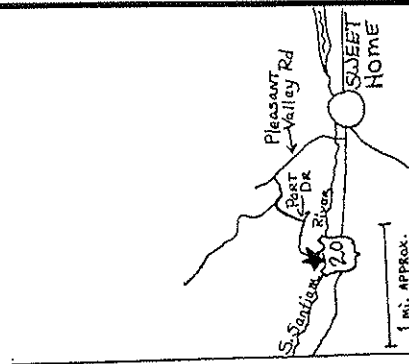
# 8th ANNUAL INDEPENDENCE DAY CELEBRATION

AMO Members - Single \$10 Couple \$15  
Non Members - Single \$15 Couple \$20  
\*\*\*Children under 14 free\*\*\*

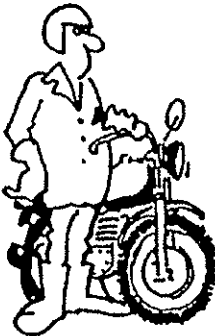
**PARADISE PARK**  
(Map On Back)  
**SWEET HOME, OREGON**  
(Beautiful Private River Front Property)



INFO: TL 327-3564  
Bob 633-2910



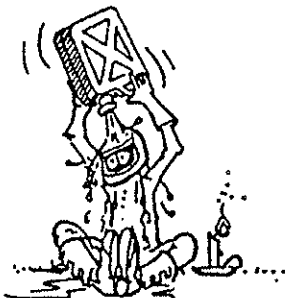
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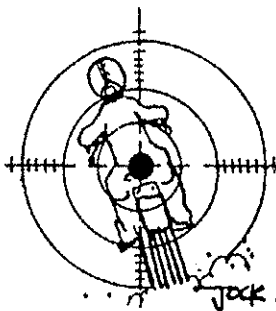
THE AVERAGE  
MOTORCYCLIST...



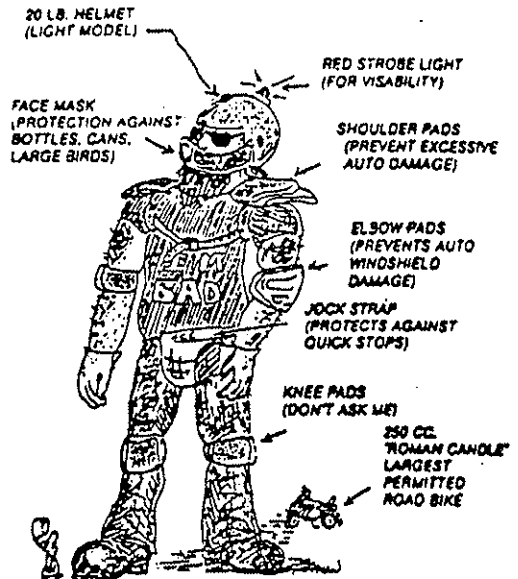
AS SEEN BY ROAD SAFETY  
AND TRAFFIC AUTHORITY...



AS SEEN BY THE  
GENERAL PUBLIC....



AS SEEN BY  
OTHER MOTORISTS.



YOU MAY END UP BEING A 'DARTH VADER' BIKER IF YOU'RE NOT ACTIVE IN A.B.A.T.E.

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

## April 11, 1992 Minutes

The meeting was called to order at 12:20 p.m. by Coordinator Roger Hendricks at the Angus Inn in Eugene.

The meeting was opened with a moment of silence for Archie Churchill.

### Roll Call:

Columbia River	1	North Coast	1
Douglas County	2	Rivergate	0
Indian Creek	0	Salem	2
Jackson County	0	South Coast	2
Josephine County	2	SE Portland	2
Lane County	2	Washington County	2
Lincoln County	2	Yamhill County	2
NE Portland	2		

The minutes of the March '92 meeting were approved as read.

### REPORTS:

#### Vice Coordinator:

Tony- Reported that only one coordinator showed up at the northern coordinators meeting.

Captain- spoke on one of the speeches held at the Best of the West Seminar

#### Public Relations:

Rich talked of the ads and other happenings we'll start seeing on Fossil and said that 125 Freedom Pins were handed out at the Best of the West.

#### State Run Coordinator:

Roger gave an update of the Fossil event. There will be a first aid tent this year. Don't forget that each chapter is responsible for bringing garbage bags, gas and two door prizes to donate to the state run.

The reps were made aware of things still needed so they could go back to their chapters and help get these things finalized.

#### Education Director:

Mel encouraged all to go to the STEAM seminar because their will be a lot of good information that can be used for good educational tools for all.

He is also pleased to see so many chapters holding the rider ed classes.

He also would like to see all of our May Awareness happenings be made as public as possible so we can get as much mileage as we can out of it.

Please start thinking about legislative issues you would like BikePAC and ABATE to start working on. They need to know what we are wanting to address through the political system.

#### Legislative Director:

Steve mentioned that page 4 of your most recent newsletter shows your candidates and districts. There is also information about the candidates "stands". Please let him know if you know of any opinions not shown or that have changed. He would like to keep this information as current as possible for us.

He read a letter from one of our members, Pete, who is in Japan and also talked about the Rick Gray speech from the Best of the West.

At this point Roger questioned whether or not the chapters have had any speakers at their meetings, if any of us had gone to any town meetings and whether any chapters had discussed holding fund raising events for Bike PAC.

#### Membership:

Mother reported that we have risen to 1,120 members now. She said the last list she had sent to membership secretaries did not include the lifetime members but has been corrected and taken

care of.

#### Newsletter Editor:

Donna & Russ have finished moving. Check your newsletter to be sure you have the correct number to contact her. Keep those articles coming in and keep getting new ads. We need them.

#### ABATE Products Director:

Angie said she has no new items. They will get new "officers cards" to those who did not receive them. She is sending out a new revised list of products to the Ways and Means officers.

#### Ways and Means Director:

Kraig has a newer version of the Road-to-Fossil Poker Run flyer and has requested that any person going towards Fossil, please check on businesses to be a check-point.

#### Historian:

Larry was absent but sent a message requesting that photos of Archie Churchill be sent to him so he can set up a memorial section in the album.

#### Treasurer:

Joy reported that through 3/13/92 we have a grand total of \$8,382.90.

Checking:	3168.53
Savings:	4758.83
Postal:	455.54

#### Chapter Highlights:

Everyone is gearing up for their May Awareness events. Membership drives, beach clean-ups, rider ed classes and other fund raising events are happening. The case of Schnapps was won by Albert Clark (a non drinker).

The address for the trust fund for Archie Churchills' family is as follows.

Key Bank  
1665 W 18th Street  
P.O. Box 2826  
Eugene, OR 97402  
Account # 61108882

Mention was made that Mike Brown is recovering and will be going home Tuesday. Contact Lane County if you want to help in any way because they have several fund raising things going on for Archie, Lana and Mike.

#### 50-50 Drawing:

The winner of \$28.50 was Gary Krutsinger.

#### Old Business:

BEST of the WEST Report: Edd Dahl has written a Thanks letter and feels it was well worth the money for all the information he got. ABATE of Colorado taped some of the classes and will be making them available. He feels it's up to each of the participants to teach others. We need to remember that legislation is our group objective and we need to keep motivated. There are a lot of protectionists out there moving things like leg protectors and body "suits".

STEAM: Other organizations have been notified.

#### New Business:

ABATE Displays: Roger would like to order 100 more. After discussion of the condition some of them are in, it was decided that Roger will contact the other groups and bring back the needed information to our next meeting.

ABATE Tri-folds: Mel will coordinate the committee to update the tri-fold for printing. A list of names and numbers is being gathered of those who wish to be on that committee.

A motion was made and seconded to set an agenda for Roving

## **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**

O.K. here it is May, and Fossil is only a few more days, we are in the final stages of preparation. I can hardly wait, a vacation from all of this paper work at last. The weather will be wondrous, and I won't forget my sunscreen this year, I hope. I'm saving a spot for an old fart, I mean old friend of mine, I hope this year he gets it in gear to come with us. He has a brand new bike and I'm sure he could use a few more miles on it. Remember not to bring your dog this year, I understand they are going to be very strict on the rules, it's a long ride home. It's too late to order your T-Bone steak, but you can come and watch us enjoy ours. Sunday we will be serving burgers.

Our May Rally was a big hit, a major success, the word got out. Everyone but Lois was there, the MYSTERY ride was quite a surprise, but it is no longer a mystery. Thank's to everyone who participated and organized this year, your work was well done.

The STEAM conference was well attended and everyone learned something new. I would highly recommend attending the next one if at all possible. Every ABATE member could use these motivational words. It was a real class act.

I hope everyone voted, if so you made your choices. This is one of the freedoms we fight for, if you don't use it we will lose it.

Motorcycle safety courses are in full swing, remember the course this year is a lot different than last year with more emphasis on braking, cornering and swerving. Still a great opportunity to learn good habits, and work on your chapters 100% participation challenge made by Mel.

Till next month, be safe and have fun....  
MaryBeth

## **RIVERGATE**

**Meets 1st and 3rd Sundays, 1:00 p.m.**  
**St. Johns Pietro's, 3011 N. Lombard, Portland**  
**Chapters Address: 630 N.E. Marine Drive, Suite 154,**  
**Portland, OR 97211**  
**Chapter Contact: Terry, 283-4090**

Well, it's about that time again. So here I go.

First of all, we'd like to say "welcome" to the Southcoast Chapter and we look forward to meeting you all at the upcoming runs and events. It's always good to see how much the word is getting around that it's time to fight for what is ours.

Right now we are trying to concentrate on bringing new faces and ideas into our Chapter. The message is finally getting around that if we don't start fighting for our rights, pretty soon we won't have any left to fight for.

Other than that, we are really just getting ready for the summer run season and trying to enjoy those few days of sunshine that come in between all the rain.

Well, that's it for me this time. Until next month, keep it on the road and I'll see you there.

Ride safe and ride free,  
Chris

### **● ATTENTION MEMBERS ●**

**If you Chapter has no news in this column or any other Contact your Chapter Coordinator and find out why!**

# **SHRINER'S TOY RUN**

## **'92 MEETINGS**

**The first Thursday of every month at 7:30 p.m., Shriner's Hospital**

## **SALEM**

**Meets 2nd & 4th Mondays, 7:00 p.m.**  
**Casey's Pizza, 4500 S. Commercial**  
**(Call 581-3138 or 362-1891 for info.)**  
**Chapter Address: P.O. Box 13957, Salem, OR 97309**  
**Chapter Contact: Dave Beck, 581-3138**

Hi All,

Well by now we've had our Rally and Bike Show. Hopefully it was a success! Remember, May is Motorcycle Awareness Month, so take every opportunity to educate the public as you always should anyway.

STEAM has come and gone. Hopefully we all got out of it what we were looking for and then some.

Fossil is just around the corner and were looking forward to partying with everyone again. We'll be serving breakfast, so look for us.

Salem Chapter has started up a Newsletter of it's own and it's looking real good! Anyone interested in receiving a copy or has information they want to share can do so by writing to:

Newsletter Editor  
Ray Best  
PO Box 13957  
Salem, OR 97309

We're still planning a Memorial Run to Silvercreek Falls on June 6 & 7, so look for fliers.

In closing, Salem Chapter would like to extend our deepest and heart felt sorrow to Lane County, Cathy and Family, Mike, etc. We would like to offer you any help that you find you may need. Let us know! A brother who is in your heart is never gone nor is he forgotten!

Until next time,  
Tracy

## **SOUTH COAST**

**Meets 2nd Sunday, 11am**  
**Gino's Pizza, 1324 Virginia Street, North Bend**  
**Chapter Address: P.O. Box 222, Lakeside, OR 97449**  
**Chapter Contact: Tony & Vikki Haines, 759-4961**

Our hearts go out to the family of Archie and to Lane County. We are thinking of you.

From our Teen Dance that was held in March, we raised enough money to send one child to Camp Easter Seals. Thanks to all the members who worked so hard, to the sponsors who donated prizes and to John Chamberlain and his band for their time and music.

We have a new Treasurer, Andy Proctor. Our guest speaker this meeting was a Mr. John Newkirk. He is running for the 4th district for Congressman. Worth checking out.

We are still working on dates for the Poker Run, but with so many things happening it's hard to find a date that's free.

Until next time, Vikki



### 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

Hello,

Welcome to Motorcycle Awareness Month. Watch for Portland's rally on Portland Cable Access.

I'd like to thank Doug Fors, Sergeant-At-Arms, for checking on our bikes at our meetings.

Deb Durway lost out at our members drawing.

See you at Fossil,  
Elizabeth

### WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.  
Little Italy Pizza, Cornelius  
Chapter Address: P.O. Box 830, Cornelius, OR 97113  
Chapter Contact: Paul, 693-0938 or Mitch, 648-9311

No report. First time.

**Summer Run  
T-Shirt Design Contest**  
Designs due by June 7th.  
Call Gordon for info at 249-8548

### YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.  
Cheese's Pizza, Lafayette  
Chapter Address: P.O. Box 1179, McMinnville, OR 97128  
Chapter Contact: Kraig, 876-5135

Greetings from the Yamhill County Chapter.

We will be holding our Annual Chapter Party at Eisele's Park this year with a campout on June 13 and 14.

Also, the Roving State Board Meeting on September 12th will be held there. A committee meeting on the End Of Summer run will be discussed at this time. A map will be included in the May's Newsletter. There will be overnight camping for those who wish to stay after the meeting. Come and enjoy.

The Sheridan Trailer Factory has been approved for the TEAM Oregon Training Center. We still need to find classroom space and set a definite time and date. A tentative date of May 29, 30 & 31 is set for beginners and May 30 for Advance Riders at this time. We need a minimum of 6 beginners and 8 advance riders to register. This must be paid in advance. \$45.00 for beginners with motorcycles included and \$30.00 for advance riders. Please call Long Shot at 876-6962 or Jim Rhodes at 876-2900 to sign up. If the date has to be changed it would be rolled back to late June, and we'll notify you if this does happen. So come and join up.

Renee



# **ACCIDENT??**

**ABATE OF OREGON ENDORSES  
THIS PROGRAM FOR ITS MEMBERS**

**RIDE FREE  
RIDE  
PROTECTED**



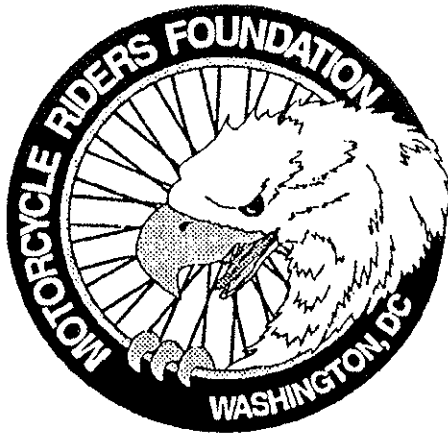
**Local Oregon Offices  
To Serve You**

Law Offices of  
**Richard M. Lester**  
A Law Corporation

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

**24 Hours — Toll Free**

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



## MRF Oregon Representative

Brian Stovall  
3909 Chenoweth Road  
The Dalles, OR 97058  
(503)298-1317

### What is the MRF?

The Motorcycle Riders Foundation (MRF) is a membership organization whose purpose is to represent the voice of motorcyclists in Washington, D.C. We involve ourselves in matters concerning federal legislation, regulation, motorcycle safety education and training, licensing, public awareness and providing assistance to established motorcycle rights organizations.

### Our Start

The MRF was created in the humble surroundings of a garage in Granger, Indiana back in 1985 by Michael Farabaugh, Debbie Farabaugh and Wanda Hummel. These three individuals saw a need for motorcycle rights groups to come together and talk. That simple beginning gave birth to the plans for the first "Meeting of the Minds" seminar. For the next three years that annual seminar, which energized the entire motorcycle rights movement in this country, was the sole purpose of the MRF. In 1988, amid clear signs of renewed federal interest in regulating motorcycling, the MRF expanded its agenda to become the first mo-

torcycle organization to place a lobbyist in our nation's capitol. In 1989, the MRF underwent a complete corporate reorganization, adopted a membership structure and began a bold journey into the 1990s.

### What about Oregon?

The MRF is represented in Oregon by Brian Stovall, who is also the Executive Director of BikePAC of Oregon. Brian is also a member and past state chairman of ABATE of Oregon, a member of the Association for Motorcyclists of Oregon (AMO) and the American Motorcycle Association (AMA).

To become the MRF Oregon Representative, Brian had to be endorsed by all three Oregon organizations.

Information flows through Brian to and from the MRF Washington lobbyist. This ensures timely action on federal issues by motorcyclists here in Oregon, and direct lobbying of our Congressmen in the Capitol. Brian has also gone to Washington to meet with Oregon's delegates about federal legislation.

Join us and help save motorcycling's future!

### MRF Application For Membership

1 Year Membership is \$20/person

New ☐ Renew ☐ Change of Address: Yes ☐ No ☐

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Phone (\_\_\_\_) \_\_\_\_\_ Age \_\_\_\_\_

Registered Voter? Yes ☐ No ☐ Interested in MRF products? Yes ☐ No ☐

Today's Date \_\_\_\_/\_\_\_\_/\_\_\_\_ This membership expires \_\_\_\_/\_\_\_\_/\_\_\_\_

What other Freedom Rights groups do you belong to? \_\_\_\_\_



#### MAIL TO:

Motorcycle Riders Foundation, Inc.  
P.O. Box 1808  
Washington D.C. 20013

(202)546-0983

This information  
distributed by:

Brian Stovall  
MRF Oregon Representative  
(Rep. #8)(Track 0001)

## THE LAST CHANCE

While we sit idly by, legislation that could help us is slipping away. We are, by choice, a silent minority. At gatherings and meetings we bemoan our dilemma. We complain about anti-motorcycle legislation and how the government is slowly usurping our power, taking our rights from us one at a time. Meanwhile, there are legislators out there who have put themselves on the line. Legislation has been introduced in our favor, to help us, and we seem to literally be unwilling to lift a finger to help ourselves. These individuals might not be motorcyclists, but they have the same belief in states rights as we do. If we do not support these legislators, as well as encourage our own, by writing and telling them our opinions, then the battle for Freedom is lost.

On February 6th Senator Dave Durenberger (R-MN) introduced S.2204. On February 7th, Congresswoman Olympia Snowe (R-ME) introduced H.R.4207. These bills would repeal the sanctions section of the Highway Transportation Bill, basically taking out the "teeth" by not allowing the Federal Government to blackmail the states into accepting helmet and seat belt laws.

Initially, Senator Durenberger had 3 co-sponsors for his bill and Congresswoman Snowe had 5. Since our February 10th press release informing you of the two bills and urging you to write and ask for support from your senators and representatives, only 7 Senators and 16 Representatives have signed on as co-sponsors.

### The Senators are:

Conrad Burns (R-MT)	Hank Brown (R-MT)
Malcolm Wallop (R-WY)	Larry Craig (R-ID)
Charles Grassley (R-IA)	Richard Lugar (R-IN)
Kent Conrad (D-ND)	

### The Representatives are:

Tim Johnson (D-SD)	Craig Thomas (R-WY)
Randy Cunningham (R-CA)	Terry Bruce (D-IL)

### The Representatives are: (Continued)

Timothy Penny (D-MN)	Vin Weber (R-MN)
James Inhofe (R-OK)	Dick Sweet (D-NH)
Mike Kopetski (D-OR)	Steve Gunderson (R-WI)
Dan Schaefer (R-CO)	Henry Hyde (R-IL)
Byron Dorgan (D-ND)	Tim Roemer (D-IN)
William Zeliss, Jr. (R-NH)	Jim Kolbe (R-AZ)

There are 100 U.S. Senators and 435 U.S. Representatives. We must obtain as many co-sponsors as possible to give our bills a fighting chance. 51 Senators and 218 Representatives must vote in favor of these two pieces of legislation if we are to succeed.

We must act today! We no longer have the privilege of thinking that someone else, or our rights organizations, can take on the burden of our freedom. Your freedom is in your hands. If you do not write a letter, if you do not make a phone call, you will have allowed this legislation to fail.

Since contact in the Senate is the most important, we have enclosed a list of your Senators to assist you. Address the members of Congress properly, identify the bill, be polite and be specific. Limit your correspondence to one topic and, if possible, use only one page.

### TO WRITE:

The Honorable \_\_\_\_\_  
United States Senate  
Washington, DC 20515

If you need further information or assistance, please call Debbie Lough at the National Coalition of Motorcyclists, Washington DC Office at 800-238-0080.

### OREGON SENATORS

Mark Hatfield  
Bob Packwood

### WASHINGTON SENATORS

Brock Adams  
Slade Gorton

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## EXAMPLE LETTER FOR H.B. 4207

(DATE)

The Honorable Ron Wyden  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Congressman Wyden:

Being a concerned citizen and motorcyclist in the state of Oregon, I would like to let you know that I support House Bill 4207. I feel that this is an excellent idea. This bill address only three paragraphs of Section 1031, Subsection 154, Paragraph H, the sanctions portion of the Highway Bill. The grants and all other aspects of the bill will remain intact. It would make me feel proud to know that you would cosponsor this bill.

Please write back to me at the enclosed address and let me know how you feel.

Sincerely;

(Signature)

Pat Gleason  
9316 S.E. Woodstock Blvd.  
Portland, OR 97266

*At this point, Mike Kopetski is the only legislator from Oregon that has signed on to sponsor this bill. We need to write to Les Acoln, Robert F. Smith, and Peter Defazio. As far as I know, no Washington legislators have signed on either. You can write Jolene Unsoeld or Sid Morrison. The address for all of these reps is the same one on top. Write "Thank you" letters to Mike Kopetski.*

*You can also use the AMA's government phone #: 1-900-230-RIDE. This number will cost \$3.95 and will leave a personal Mailgram message to the representative you want to talk to.*

### 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

### U.S. REPRESENTATIVES (Oregon)

#### District 1 (North Coast)

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

#### District 2 (Eastern and Southern Ore.)

Congressman Bob Smith  
118 Cannon Office Bldg.  
Washington, D.C. 20515  
202-225-6730 or 800-533-3303

#### District 3 (Greater Portland Area)

Congressman Ron Wyden  
2452 Rayburn House Office Bldg.  
Washington, D.C. 20515  
202-225-4811 or 503-231-2300

#### (District 4 - South Coast, South Willamette Valley, South Oregon)

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

#### District 5 (Northern Willamette Valley)

Congressman Mike Kopetski  
1520 Longworth House Office Bldg.  
Washington, D.C. 20515  
202-225-5711

## EXAMPLE LETTER FOR S. 2204

(DATE)

Senator Bob Packwood/Mark Hatfield  
U.S. Senate  
Washington, D.C. 20510

Dear Senator Hatfield:

Being a concerned citizen and motorcyclist in the state of Oregon, I would like to let you know that I support Senate Bill 2204. I feel that this is an excellent idea. This bill address only three paragraphs of Section 1031, Subsection 154, Paragraph H, the sanctions portion of the Highway Bill. The grants and all other aspects of the bill will remain intact. It would make me feel proud to know that you would cosponsor this bill.

Please write back to me at the enclosed address and let me know how you feel.

Sincerely;

(Signature)

Pat Gleason  
9316 S.E. Woodstock Blvd.  
Portland, OR 97266

*No Oregon senators have signed on to sponsor this bill. As far as I know, no Washington senators have signed on either. The address for all of the senators are the same as the one on top.*

*You can also use the AMA's government phone #: 1-900-230-RIDE. This number will cost \$3.95 and will leave a personal Mailgram message to the senator you want to talk to.*

### U.S. SENATORS (Washington)

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

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

### U.S. REPRESENTATIVES (Washington)

#### 3rd District

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

#### 4th District

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

**LETTERS NEED TO BE  
WRITTEN NOW!!!!**

● Call or write NOW ●

**To obtain a TEAM OREGON brochure or additional information, call  
1-800-545-9944 (This is a new number)**

## 1992 TEAM OREGON MOBILE CLASS SCHEDULE

MONTH	EASTERN OREGON	CENTRAL OREGON	SOUTHERN OREGON	COASTAL OREGON
May	1, 2, 3 Ontario 15, 16, 17 Baker City 29, 30, 31 Pendleton	1, 2, 3, Burns 8, 9, 10 The Dalles 28, 30, 31 Bend	8, 9, 10 Roseburg 28-6/7 Medford	1, 2, 3 Coos Bay 15, 16, 17 Tillamook
June	5, 6, 7 LaGrande	26, 27, 28 The Dalles	12, 13, 14 Klamath Falls	19, 20, 21 Astoria
July	10, 11, 12 Ontario 25, 26, 27 Baker City 31, 8/1, 2 Pendleton	16, 18, 19 Bend	9-19 Medford 17, 18, 19 Roseburg	10, 11, 12 Coos Bay 17, 18, 19 Newport 24, 25, 26 Tillamook 31, 8/1, 2 Brookings
August	7, 8, 9 LaGrande	14, 15, 16 Burns 28, 29, 30 The Dalles	7, 8, 9 Klamath Falls 13-23 Medford	14, 15, 16 Astoria
September	11, 12, 13 Ontario 25, 26, 27 Baker City	10, 12, 13 Bend	17-27 Medford 18, 19, 20 Roseburg	11, 12, 13 Coos Bay 25, 26, 27 Newport
October	2, 3, 4 Pendleton 9, 10, 11 LaGrande	23, 24, 25 The Dalles	9, 10, 11 Klamath Falls 22-25 Medford	2, 3, 4 Tillamook 23, 24, 25 Astoria
November	13, 14, 15 Ontario 20, 21, 22 Pendleton	6, 7, 8 Bend	20, 21, 22 Roseburg	6, 7, 8 Coos Bay
December			11, 12, 13 Medford	

## 1992 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

MONTH	CHEMEKETA C.C.	LANE C.C.	LINN-BENTON C.C.	PORTLAND C.C.
May	2 ERC 7, 9, 10, 14, 16, 17 MRC	7, 9, 10, 14, 16, 17 MRC 17 ERC	10 ERC 28, 30, 31, 6/4 6 7 MRC	7, 9, 10, 14, 16, 17 MRC 17 ERC 28, 30, 31, 6/4 6, 7 MRC
June	4, 6, 7, 11, 13, 14 MRC 27 ERC	4, 6, 7, 11, 13, 14 MRC 20 ERC		13 ERC 17, 20, 21, 24, 27, 28 MRC 18, 20, 21, 25, 27, 28 MRC
July	9, 11, 12, 16, 18, 19 MRC 25 ERC	9, 11, 12, 16, 18, 19 MRC 26 ERC	23, 25, 26, 30, 8/1, 2 MRC	8, 11, 12, 15, 18, 19 MRC 9, 11, 12, 16, 18, 19 MRC 26 ERC 29, 8/1, 2, 5, 8, 9 MRC 30, 8/1, 2, 6, 8, 9 MRC
August	6, 8, 9, 13, 15, 16 MRC	6, 8, 9, 13, 15, 16 MRC 23 ERC	9 ERC	15 ERC 19, 22, 23, 26, 29, 30 MRC 20, 22, 23, 27, 29, 30 MRC
September	10, 12, 13, 17, 19, 20 MRC 26 ERC	17, 19, 20, 24, 26, 27 MRC 27 ERC	17, 19, 20, 24, 26, 27 MRC	10, 12, 13, 17, 19, 20 MRC 13 ERC 24, 26, 27, 10/1, 3, 4 MRC
October	1, 3, 4, 8, 10, 11 MRC	15, 17, 18, 22, 24, 25 MRC		17 ERC 22, 24, 25, 29, 31, 11/1 MRC
November	13, 14, 15 MRC	13, 14, 15 MRC	6, 7, 8 MRC	
December				4, 5, 6 MRC

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Date: April 9, 1992  
To: Motorcycle Clubs/Organizations/Dealerships, Police Agencies, Traffic Safety Commissions, TEAM OREGON Staff and Instructors  
From: Stan Porter, Coordinator  
TEAM OREGON Motorcycle Safety Program  
Subject: 1992 MAY Motorcycle Safety Awareness Month Information

Governor Barbara Roberts will be signing a Proclamation between 10 am and 11 am on Monday April 13th proclaiming May as Motorcycle Safety Awareness Month.

The Governor's Motorcycle Safety Advisory Committee has sponsored May Awareness Month over the past nine years. Governors Attych, Goldschmidt, and Roberts have all proclaimed May as Motorcycle Safety Awareness Month. This proclamation of motorcycle safety awareness by these Governors brings attention to all Oregonians in hopes that they would take special consideration towards Sharing the Road with motorcyclists.

May is the annual renewal of motorcycling enthusiasm due to the better summer weather. Lets all join this celebration of motorcycle safety by promoting the Share the Road theme. A May Awareness/Share the Road poster will be mailed to you in the coming weeks. Please post it in a prominent location for all to see.

TEAM OREGON staff, site coordinators, and instructors are available for various presentations for groups, clubs, and special events. For information on any TEAM OREGON program, call toll free 1-800-545-9944.

Below is a list of May Awareness events that I'm currently aware of:

May 2nd  
Motorcycle Awareness and You Rally - Shemanski Fountain, Portland, noon till 1:30 pm, sponsor - ABATE & Bike PAC, contact person: Gordon 249-8548.

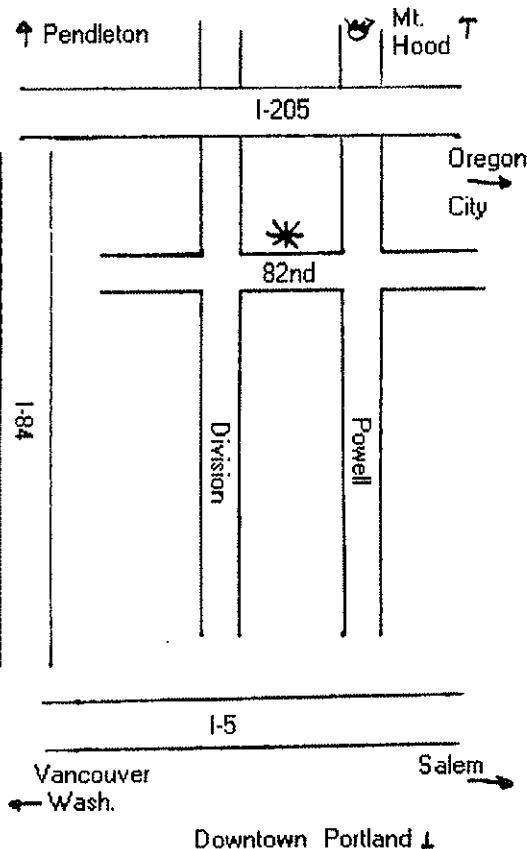
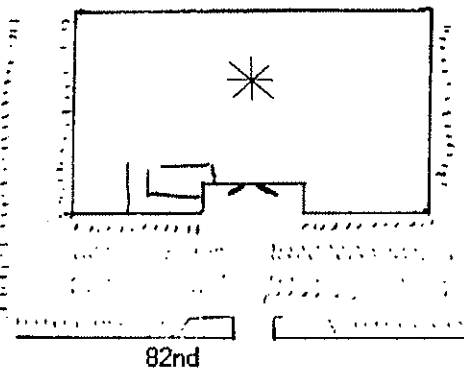
May 3rd  
Motorcycle Awareness and You Rally - State Capitol Steps, Salem, Noon, sponsor - ABATE of Salem, contact person Mel Yeager 363-1697.

May 15-17  
Gold Wing Road Riders Experienced Rider Course Rally - Coburg Econo Motel, Coburg I-5 Exit 199, three days event highlighted by TEAM OREGON Experienced Rider Courses, sponsor - GWRRA Chapter J & TEAM OREGON, contact person Phil Mohr 753-4106.

Sorry for the late notice on the proclamation signing, but I was just informed of the date and time on Thursday afternoon.

June 13  
STATE BOARD MEETING  
IN PORTLAND AT:  
PORTLAND COMMUNITY COLLEGE  
SOUTHEAST CENTER  
2850 S.E. 82nd  
Room B-30  
QUESTIONS? Call  
Columbia River  
N.E. or S.E. Chapters

(See your newsletter for numbers)



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

## Portland Mayoral Race

Portland's mayoral race is unusual this year in several respects, with the two most media-visible candidates attempting to "out-liberal" each other. Earl Blumenauer has introduced his initiative petition (discussed elsewhere in this newsletter) and has stated that his goal is a "gun-free" Portland, as if that is equivalent to a "Crime-Free" Portland. His "worthy opponent" Vera Katz, is much more subtle in her approach to promoting gun control. While stating recently that she supports the right of citizens to own firearms, she has demonstrated by her actions that she believes otherwise. Her luke-warm opposition to the 1990 Multnomah Co. "assault weapon" ordinance and total absence at the City of Portland's 1992 "assault weapons" ordinance hearing says far more about her position than her public statements.

Having said that, where does that leave the thoughtful Voter, trying to cast his or her vote in support of their God-given rights? What is clear is that voting for the "viable" candidate who is the "lessor-of-two-evils" does nothing to demonstrate the strength of our opposition to these encroachments on our rights. Time after time, "viable" candidates have pandered to our hopes, only to vote against us at the first opportunity. The late Lee Atwater, President Bush's 1988 campaign director said, in effect: "Where else can gun-owners go?"

Where we will go is to candidates who demonstrate a commitment to PRINCIPAL, regardless of their "viability." What we must do is stand and vote for PRINCIPAL. We must be true to our values and cast our vote for the candidate that best represents that position. THIS DOES NOT GUARENTEE IMMEDIATE VICTORY. While the long term results may be glacial in speed, they will be equally unstoppable. Ours is not a short term, narrow fight over gun rights, but part of a larger, longer term culture war

How does this apply to the Mayoral race? The answer is that there are several candidates in this race that are "pro-gun." One of them that comes to mind is Joe Doyle, but there are others. The point is that there are alternatives and you don't have to accept the "lessor-of-two-evils." Look at the candidates, talk to them and then vote YOUR principals.

## The "Civil Rights Repeal" Initiative

As a campaign gimmick, Earl Blumenauer has decided to attempt a state-wide initiative petition to allow cities with a population of over 40,000 to exempt themselves from the Oregon Constitution and to adopt firearms laws stricter than State law and the Oregon Bill of Rights would currently allow. Today, this would include eight cities that could pass more, but not less restrictive firearms laws. We have branded this initiative the "Civil Rights Repeal" initiative, and urge you to use that label when discussing it. The Blumenauer campaign has attempted to give this initiative a Populist flavor by requiring that any such ordinance be referred to the local voters for "ratification," as if having someone else vote to take away your rights makes the process legitimate. One of the reasons that you have not heard much about this initiative is that the Oregon State Shooting Association held the ballot title up at the State Supreme Court since shortly after it was announced back in February. The ballot title received approval on April 17, and all 89,000 valid signatures are due by July 3. To guarantee 89,000 valid signatures are collected, approximately 125,000 total will need to be gathered. A successful initiative petition to change the Oregon Constitution is very rare, and so far media response to this initiative is virtually non-existent.

Petitions are being distributed by mail. The potential impact on legitimate gun owners is so great that we don't want you to take our word on the nature of this initiative. We encourage you to contact Blumenauer's Campaign office at 228-3270 and POLITELY ask

them to mail you your own copy. If you see or hear of petition gatherers in public places or at malls, please call our administrative number, 778-7171 and pass on the information.

## Multnomah Co. Lawsuit

The seemingly endless battle to over-turn the Multnomah Co. so called "assault weapons" ordinance should soon see an end to the next chapter in this expensive drama. The Oregon State Court of Appeals is expected to rule in late May or June on our appeal. In a recent discussion with the attorney for the O.S.S.A., we had a chance to review the briefs. While sheer size is a poor measure, we have them beat in that category. Much more importantly, it would appear that our case is very well prepared and there is reason for cautious optimism. The is speculation from other sources that the County does not have the financial stomach for pursuing this issue to the State Supreme Court, should they lose at the Appeals Court level. Stay tuned.....

## Multnomah Co. District #3:

### "Searching for Rick's Replacement"

Not only do we have the opportunity to see the end of this obnoxious and unnecessary ordinance, but we have a chance to get rid of its author. District #3 voters will select a representative in May's primary election for the next four year term. Running a very creditable campaign against Rick Bauman is Tanya Collier. While we have had several conversations with her and discussed firearms issues, it would be wrong to portray her as a 100% supporter of our position. Having said that, it is also true that she has taken the position that the County does not belong in the firearms regulation business: that is a State function. She also claims to be a supporter of citizen's right to keep and bear arms. How long that support would continue is anybody's guess. However, Tanya has raised significantly more money than Rick, and her campaign has received all of the endorsements except two. There is a very real chance that our efforts in the 1990 Recall will finally bear fruit. As a final "Recall" activity, we are planning to join her campaign the last week-end before the May 19 Primary to go door-to-door in a "walk and drop." If you would like to be there to help finish the job, please contact us at 778-7171 and leave your name and number. Revenge is sweet.

## The Imperial Congress: Up for a Vote

On the heels of the House Bank scandal, (which HAD to involve your tax dollars) several of our worst enemies have decided to leave office, and have resigned. Congressman Edward Feighan (Ohio, D.), the chief sponsor of the "Brady Bill," has decided to retire and "spend more time with his family." He was deeply involved in bouncing checks. Other Congressmen, who used to vote with us, but lately have decided to endorse gun control, have recently been calling NRA for appointments. We are told that they are receiving a cool reception. In Oregon, "Brady Bill" supporter Congressman Les AuCoin is running for the Senate, having passed only 66 bad checks, worth \$80,000. If you or I did that, we'd be facing charges. Let's help Les make that important career change decision. (He's NEVER held a job in private industry!)

After each National election, the House of Representatives sends Freshman Congressmen to Harvard for a crash course in Parliamentary procedure, etc. Normally they reserve 40 seats, but this year with reapportionment 55 seats would be anticipated. The House leadership, however, must be expecting a blood-bath at the poles, because they have reserved an unprecedented 180 seats. Let's not disappoint them.

END

# SPRING OPENER POKERCHIP RUN OF MARCH 21, 1992

by Angie Jensen

The morning was just bright with warm glow. We just knew it was going to be a wonderful day for a run. We met a lot of nice people we had never seen before and we saw people that we hadn't seen in a long time and then there was our ever faithful regulars.

What fun! I believe it got as hot as 75 degrees. The ride was great. Nice scenery, very little traffic, but everyone that we saw was friendly and waving to us.

At our meeting stops, the people were wonderful. At the Foster Lunch Tavern, the owner Milt, rushed around. They served breakfast and really made everybody feel welcome. At Mumpys - the same results. Great service and great people. Shorty's Corner people buying gas were greeting us and telling us how good it was to have us there. At Brightwood Tavern, a great welcome always by these people. They are so friendly that by the time it's time to go you almost want this to be the last spot. But of course, Teresa of the Stage Coach Saloon was already waiting for us and so were all of the waitresses and regular customers. They all we making sure we felt welcome when we finally got there.

Whew, what a ride. Especially happy were the folks that were extra lucky with the chips. They were:

Susie Inquest with high hand winning the big \$50.00  
Steve Claband with second hand winning him \$25.00  
Debbie P. with low hand winning her \$10.00

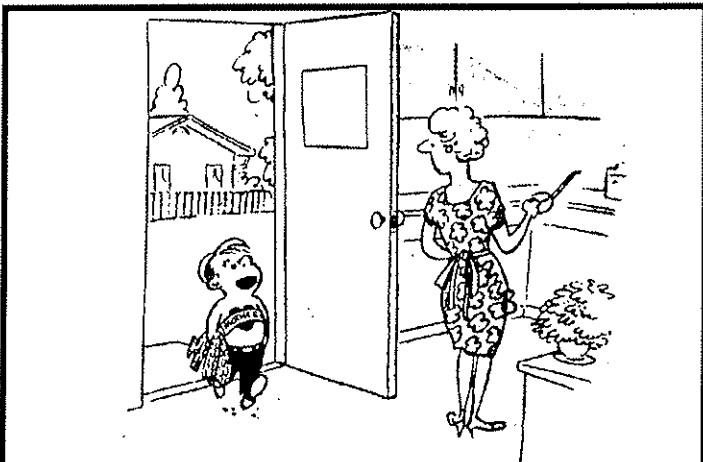
Congratulations to them! So to all that joined us we want to thank you all. You were great. To all the meeting places we went, we thank each and every one of you with much appreciation.

To our donators that donated gifts to help make our run even more fun:

Langlitz Leathers  
Gresham Honda  
Western Cycle  
Portland Touring  
Eastside Motorcycle Co.  
Columbia Harley  
Cactus Club and Diner  
Foster Lunch Tavern

A huge "hurrah, hurrah" to you all. Thank you very, very much! In participation with this fun run you also help the organization grow. You help promote ABATE. We remain your friends.

Thanks to George & Mary Alice Jackson and Marilyn Bennett for their help.



SEE WHAT I GOT AT THE ABATE SWAP MEET.

Reprinted from March 20, 1992  
Motorcycle Riders Foundation, Inc.

## NHTSA ISSUES MOTORCYCLE SAFETY RECALLS

In a March 17, 1992, Consumer Advisory the National Highway Safety Administration (NHTSA) released a list of auto safety recalls announced in December 1991 and January 1992. This list included two recalls of motorcycles. The list identifies the make and model of the vehicle involved, with a brief description of the safety problem.

NHTSA said manufacturers are required to mail a recall notice to all purchasers, owners and dealers when a safety defect or noncompliance with federal safety standards is found. Under federal law safety problems must be corrected free of charge to the owner.

NHTSA is publicizing the recalls to improve consumer awareness of the safety problems. However, owners are encouraged to wait until they receive notification from the manufacturer before contacting their dealers to reschedule recall work. Not all vehicles of a particular make and model may be subject to the recall.

Consumers can get up-to-the-minute information on safety recall campaigns and safety recall history by calling NHTSA's toll-free Auto Safety Hotline at (800) 424-9393. The Hotline can also be used by consumers to report safety problems.

### MOTORCYCLE RECALLS

Harley-Davidson Motor Co.

Models:	Harley-Davidson FL	Years:	1988-1990
	Harley-Davidson FX	Years:	1988-1990
Number of Motorcycles:	34,963		
Recall Number:	92V011000		
Date Received:	January 22, 1992		

**SYSTEM:** Electrical System. **VEHICLE DESCRIPTION:** Heavy Motorcycle; Softail Model. **DESCRIPTION OF DEFECT:** The positive battery cable can chafe because of its proximity to the oil tank, causing a short circuit if the cable should ground. **CONSEQUENCE OF DEFECT:** The heat from a short circuit could result in a vehicle fire. **CORRECTIVE ACTION:** Replace the positive battery cable.

Kawasaki Motors Corp.

Model:	Kawasaki ZX1100	Year:	1991
Number of Motorcycles:	1,760		
Recall Number:	92V002000		
Date Received:	January 9, 1992		

**SYSTEM:** Brakes. **VEHICLE DESCRIPTION:** Motorcycles. **DESCRIPTION OF DEFECT:** The rear brake hose from the master cylinder to the caliper can contact the rear brake disc, possibly abrading the hose. **CONSEQUENCE OF DEFECT:** Abrasion of the rear brake hose can cause brake fluid leakage, which would result in loss of rear brake effectiveness. **CORRECTIVE ACTION:** Reroute rear brake hose to avoid abrasion from the rear disc brake. **END**

**YOUR HARD WORK IN ABATE IS  
WORTH IT ...  
WHEN YOU COUNT THE BENEFITS  
GIVEN BACK BY ABATE!**



## CHAPLAIN'S CORNER

by Preacher Jim

For the past two months I have talked about various family relationships and how these relationships impact or shape our lives. By request, I particularly looked at childhood abuse and how that affects us today as adults. Last month I dealt with father/daughter relationships and the consequences that can occur if that relationship is damaged or broken. There are many people in our society today who carry the scars of emotional, psychological, and/or Sexual abuse from childhood. It is not my intent to talk at length on any of these abuses. There are many books and articles available on how to cope with these things. In this article ... the last on this topic ... I would like to offer some tips and guidelines for all of you who have a spouse or friend that may have suffered one or more of these abuses.

For anyone the first and most important rule is to be perceptive. That is: to be able to detect something that may be wrong. Not every abused person can or will share the dark secrets of their past with someone else, even a spouse or close friend. The best therapy for any kind of abuse is to talk to someone about it. When anyone, male or female, is abused then defense mechanisms are formed to deal with it. What is a "Defense Mechanism?" A good example is a young girl I know who grew up with motorcycles in her family. When she was 12 years old her father was killed and she was severely injured in a motorcycle accident. Despite her love for motorcycles she cannot bring herself to EVER ride on one again. This accident took place 15 years ago!! Another classic example is our VietNam Vets. Many of them faced situations that were too painful to deal with normally. Automatic defenses were developed in their minds to deal with the pain and hurt. It's these defenses ... usually psychological, that can and will get in the way of personal relationships. For example: a woman may refuse to engage in certain activities that to you may seem quite normal. We are talking sexual abuse here. What may seem to be normal or harmless to you may be devastating to her. Getting hostile or verbally abusive with her at this point is indicative of your lack of sensitivity and understanding. If you value having her in your life then YOU must be willing to work WITH HER in coming to an understanding of WHY she reacts the way she does. I'm not talking JUST about sex!!! I'm talking about attitudes and mental well being and for her to be able to enjoy all that life can give to us. Help her to DUMP that emotional baggage she may be carrying. The same may be true for men. Women do not have the corner on having been abused as children, although studies do show that a higher percentage of girls are abused than boys.

Often times, women who did not grow up with a loving father will seek those very qualities later in life with a husband or boyfriend. Some women look for an older man hoping to find some of the love, caring and understanding that should have come from her father.

What it all comes down to is to be perceptive (AWARE) and to be sensitive (CARING) and to be supportive of EACH OTHER as you work through the situation. So instead of fighting and arguing over things ... try being mature and try to begin understanding WHY or WHAT it is that's wrong. For you guys ... just offer some good old NO-STRINGS-ATTACHED caring and understanding and lots

of AFFECTION without sexual overtones. For you ladies ... if there is a situation from the past that is affecting your life and threatening your happiness TALK TO SOMEONE about it!! Preferably, talk to your spouse or boyfriend if the relationship is a serious one. Above all else remember this: YOU are NOT AT FAULT for the abuse that was inflicted on you as a child. Neither is the war veteran at fault for the things that happened to him. You are both VICTIMS of a type of physical or mental abuse that can and so often does affect your life and the lives of those you love. Attempting to understand and especially to confide in those you love WILL often allow healing to begin. In the long run you BOTH will benefit.

Till next time I leave you with this:

*"To every thing there is a season, and a time to every purpose under the heaven. A time to heal; A time to break down, and a time to build up; A time to weep; and a time to laugh; a time to mourn, and a time to dance." - ECCLESIASTES 3:1-3*

Till next time,  
Preacher Jim

## EDUCATION PODIUM

by Mel Yeager


A great deal of thought has been put into this month's message. I hope I don't forget anything important.

First of all, I want to thank those Chapters which have already organized and taken a TEAM Oregon course. I know that it is difficult to get everyone of your riding members together at one time to have a course put on for you by TEAM Oregon. You are aware that you can take the course individually and in small groups with other classes. Any way you get the training is okay. Keep your Chapter TEAM Oregon Representative notified so he or she can keep me posted.

By the time you read this letter many of you will have already done something significant for Motorcycle Awareness Month, and some will still be upcoming. I want to thank all of you for your efforts. May we all enjoy a safer highway to ride this summer and many summers to come. Keep up the good work.

The next thing I want to discuss with you is this - discuss for five minutes during this meeting what kind of legislation you would like to have considered in the next legislative session. Be serious in your suggestions. This is your opportunity to let ABATE and BikePAC know your feelings on the matter. Have your State Reps bring the information to me at the June State Board Meeting, or mail the list to me. I will compile the results and get BikePAC working on making bills appropriate to us all. Keep in mind that the answer to most of our problems is EDUCATE - DON'T MANDATE.

Hope to see you on the trail this summer. Sharon and I are planning to attend as many runs as possible, so watch for us.





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## LETTER'S TO THE EDITOR

Hey ABATE

I sure could use a handful of brakes ... literally. As in hand controls. I fell off of my 1980 FXS LowRider a couple years back, and now it has a servicar rear end under it. Right now I'm using the front master cylinder and a lot of pumpin' on the brake handle to engage the rear binders.

So I need information on hand controls. I sure as hell ain't the only one in a wheelchair who still rides. So please, send out the word. I ain't got the scratch for a ground-up fabrication and besides, why reinvent the wheel?

Any responses would be appreciated. My mailing address and phone number is:

Steve Williams  
1051 E. Park Street  
#100  
Grants Pass, OR 97527  
(503) 479-5380

Thanx,  
Steve Williams

March 23, 1992

Dear ABATE Members,

I wanted to take this opportunity to write to the State Newsletter. As long as I was living in the U.S.A., I never did this, but now that I am no longer there I have a few things I'd like to say.

I am currently residing in Japan. I was somewhat active in ABATE's efforts when I first joined a while ago, but kind of slacked off as time passed. My friends in Jackson County sent me a copy of the latest State Newsletter, and it was really good to hear what was going on. I also received information from Steve Dodd about "Project Vote Freedom". Unfortunately, when I signed up to assist Steve, I didn't realize I would be in Japan!

Folks, when you get away from the U.S.A. and see the rest of the world, it really becomes clear to an individual how good we have it. Unfortunately, "they" are chipping away at our freedom, little by little and this becomes exceedingly clear when seen from a distance.

I now am very aware of the Freedoms that I do not have while residing in Japan. This is not to say or imply that this is a "bad" place, but rather culturally the things we hold dear are not the same in this country. I've lived in Japan, Honduras and visited all of Europe. Nowhere will you find a society which allows its citizenry the say that we Americans have. But that say also implies responsibility to use our say effectively. The Freedom we have implies the responsibility to manage it correctly and effectively. There was so much more I could have done while an active member of ABATE in the U.S.A.

Our particular focus is "Riders Rights," but that is a small piece of what we've got at stake. The thing really at stake is the whole concept of self-determination and the freedom it allows. We cannot let this ideal go, since there are no other countries which I am aware of with a set of values such as ours.

When that ideal is gone in the U.S.A., it is gone. We are a small part of the "struggle" to maintain this ideal. We should be and can be effective. It is an election year and now is the time to act. Steve's plan sounds great and I hope that he, and thereby you, are successful in this endeavor.

When you take something for granted, it hits you hard when it is gone!

I look forward to hearing of your success, and am maintaining

my membership in ABATE. I will be returning to the U.S.A. in two years and I hope that things have progressed in regards to the struggle. If anyone cares to write, my address is:

Pete Karpa  
2-8 Goken Yashiki  
Himeji, Japan 670

My regards to the board!  
Pete Karpa

To: ABATE of Oregon members;

On the last weekend of March 1992 I was given a trip to Denver, Colorado. I thank you for the trip and for the vote of confidence that you would get your monies worth sending me.

When I first returned I was asked, "was it worth it?", and I responded, "not really."

Having given this a couple of weeks thought and reading some of my notes I have to reverse myself.

The whole trip was so quick. The information input time was crammed into a tight time frame. Only a small amount of information had stayed at the surface when I answered the question. I should have let the information settle first. Even now more seems to creep into my conscious level of existence.

If myself and the other 12 or so that showed from Oregon can put what did rub off to good use, we will be a better organization for it.

107 people from 18 states and 1 from Canada attended. They represented 22 different motorcycle rights organizations. We did exchange a lot of ideas. Like to hear more, feel free to give me a call or drop by.

Take care out there,  
Edd Dahl  
S.E. Coordinator

***Following is a letter to our Member and Coordinator of S.E. Portland, Edd Dahl, from the Sunnyside Neighborhood Association***

Sunnyside Neighborhood Association  
3534 S.E. Main Street  
Portland, OR 97214  
April 4, 1992

ABATE  
PO Box 4504  
Portland OR 97208

Dear Edd,

Thank you for your help in our tree planting effort in the Sunnyside Neighborhood. I think the planting day was very successful and it was wonderful to see so much community involvement. The participation of your group was a tremendous help to us.

Thank you for your efforts. They were much appreciated by our community.

Sincerely,  
Eleanor Kukes  
Sunnyside Neighborhood Association



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

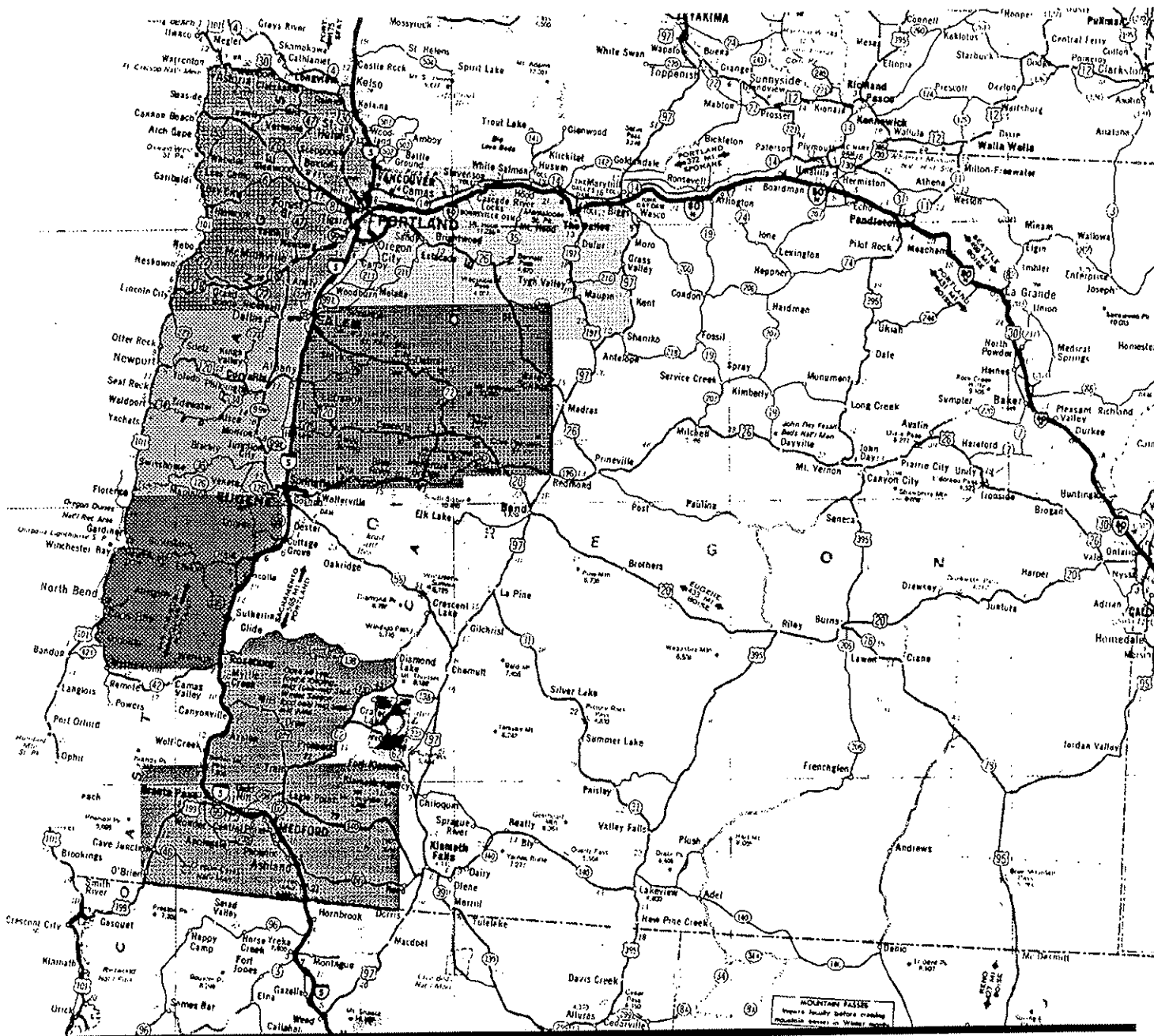
## ROAD LIST

### LEGEND

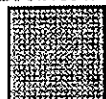
- |                  |               |
|------------------|---------------|
| 1 Pickup         | 5 Information |
| 2 Tools/Gas      | 6 Meal        |
| 3 Garage/Shelter | 7 Location    |
| 4 Photo-Accident |               |

NAME	PHONE	1	2	3	4	5	6	7
Bill O. ....	538-2539		X	X	X			A
Boyd S. ....	864-3530	X	X		X	X		A
Dave .....	835-8232	X	X		X			A
Dave H. ....	876-6962	X	X			X		A
Dave - Seaside 738-8850 H	738-0723 W	X	X	X	X	X	X	A
Dave - V-Twin Eng. ....	648-4103		X	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
Don - Seaside .....	738-7156	X	X	X	X	X	X	A
Huge .....	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA .....	206-642-3733 W	X	X	X	X	X	X	A
	206-665-6513 H							
Mike - Warrenton .....	861-3419	X	X	X	X	X	X	A
Steve .....	472-8885	X	X		X	X		A
Pat Gleason .....	775-4593	X	X	X	X	X		A & B
Angie .....	285-4329	X		X		X	X	B
Bob & Terry Moore .....	286-3139		X	X		X	X	B
Bork .....	669-9112	X		X		X	X	B
Brian Stovall .....	298-1317	X	X	X	X	X		B
Bruce & Paula .....	661-3653	X	X	X		X		B
Don & Mother .....	255-7793		X	X		X		B
Jeff Giddings .....	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts .....	298-4985	X	X	X	X	X		B
Mac McKinster .....	284-7035	X		X		X	X	B
Marilyn .....	788-0492			X				B
Mark Wellbam .....	283-1103			X		X		B
Mike .....	206-896-0844	X		X		X	X	B
Randle Domico .....	281-0439			X		X	X	B
Rick & Carol .....	238-5921	X	X	X				B
Russ & Donna Adkins .....	631-8581		X	X	X	X		B
The Jackson's .....	667-1078					X		B
W. Kuhnhausen .....	771-0590	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 .....	623-4848	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
Jinx Magby .....	267-0172	X	X	X	X	X	X	D
Sheril Aldridge .....	447-3673	X	X	X	X	X	X	D
Alan & Elaine .....	664-1026	X	X	X		X		E
Allen & Joy .....	672-5415	X	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 .....	679-7729	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 .....	759-4961	X	X	X	X	X		F

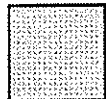
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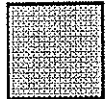
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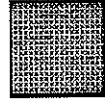
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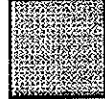
**Location C**



**Location D**



**Location E**



**Location 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 631-8581



## A.B.A.T.E. of Oregon ROAD LIST

List and corresponding  
 legend on  
 reverse side.

# IN REMEMBRANCE OF ARCHIE FROM LANE COUNTY

by Ann

## **Read at the Memorial Services at the site of Steve and Lori**

Archie was a giant of a man, with the gentlest of hearts.

He always had a smile and a hug,

Archie found a special kind of joy in this life.

You could sense the happiness that he had,

He saw the good in even the worst things.

We all talk about changing the world, but Archie knew the only way to change things is to touch the lives and hearts of the people in your little part of the world.

And all of you standing here today are testament and witness to how much Archie did for this little part of the world.

He accepted us as we are, but he always encouraged us to be the best we could be.

He was a proud man, he is proud of his boys and is proud of Kathy.

He was proud of Little Archie for going to Arizona to H.D. Mechanic school.

I remember Archie told me that in his heart he had always wanted that for Little Archie, but that he wouldn't ever try talking or forcing him into that. He would only be supportive and encouraging in any choice Little Archie made.

He was proud of Donny for being there for Zeke, like an older brother and for helping Zeke get through some very tough times with Kurt and Lana. With hospitals and emotions of theirs and with Zeke's emotions.

He was proud of Kathy for her taking Lana and Kurt in. To be there to help Lana anyway she would, with all the trials of a life threatening illness.

He loved all of you!!!!

He was also proud of the things he accomplished as a Coordinator of Lane County ABATE of which there are too many to mention, but we all know.

I'm proud to say he taught me a lot about myself and about all of you.

There will always be a part of him with each of us. I think I can say he taught all of us to give freely of ourselves the same way he did.

My brother, he will always be.

And his spirit will soar forever in the wind.

## **DON'T PUT IT OFF!!**

**We are going in the right direction.  
Don't let up for a minute. Keep the  
pressure on. Remember, you are fighting  
for your RIGHT TO RIDE FREE.**

by Chris

## **Read at the Chapter Meeting which was held as a Memorial Meeting for Archie**

Last week we lost a brother,

He was taken out of this life.

Archie was in his prime.

Big Arch or R. Devil is what we all called him.

Archie looked forward to every run.

Every part or just being with family and friends.

This is the way I see Archie,

He was my friend and to me he was my brother.

We honor Archie in our own way as his family, friends, by riding and conducting business.

We have a challenge and a job,

To go on in our life to take a stand for our right

And learn from what we experience in this life.

Would like to say there is room always for togetherness

And improvement by believing in ourselves and others.

In this we preserve our rights as men and women.

So let's have a great year of riding and growing together.

And with your help we'll make Lane County ABATE bigger and better for years to come.

See ya on the road,  
Acting Vice Coordinator

One final thought I would like to add to this report ... "To know Archie is to love him." Thank you to all of you for your support and participation in Archie's services.

Gina



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## FREEDOM-OF-CHOICE SAFE IN UTAH SOLD OUT IN MARYLAND

by Wayne T. Curtin c 1992

A couple of days before the Utah State Legislature began its 1992 session, State Representative Walt Bain (R) pre-filed a bill, H.B. 103, to enact a mandatory motorcycle helmet law. This last minute pre-filing was an attempt to catch ABATE of Utah off guard and unprepared. But, living up to its reputation as one of the most effective lobbying organizations at the Utah State House, ABATE sprang into action, fighting for Liberty ...

The initial battle was in the Rules Committee. Rep. Bain and the safety fanatics tried to have H.B. 103 assigned to the Health Committee, where they had the votes to pass it out of committee. ABATE wanted H.B. 103 assigned to the Transportation and Public Safety Committee, where there was sufficient opposition to kill the bill in committee. This tense conflict was resolved by the Rules Committee assigning H.B. 103 to the unlikely Committee on Energy, Natural Resources and Agricultural.

On January 27th, about 300 BIKERS showed up to attend the public hearing. In an overpowering testimony ABATE discredited the testimony of the supporters of H.B. 103. The MRF white paper, Dollars & Sense, was used to counter the "need" to pass a helmet law because of the new federal law. At the conclusion of testimony, the Energy, Natural Resources and Agricultural Committee resoundingly defeated H.B. 103 on a 9 to 3 vote.

On January 28th, Rep. Bain attempted an ill fated end run on the committee's authority. Rep. Bain attempted to lift the rule keeping the bill in committee, by action of the 9 to 3 vote. The motion to lift the rule was defeated on a floor vote of 39 to 31. With that vote the bill was returned to the jurisdiction of the Rules Committee, where it died when the Utah State Legislature adjourned for the year, on February 26th.

ABATE of Utah responded with an early Victory, when many thought the new federal mandates would doom all states to mandatory helmet laws. The leadership and effective lobbying by ABATE of Utah President Chris Bojanower and the strong organization, built by past-president Jim Baker, and individual efforts of many other Utah Bikers has kept FREEDOM-OF-CHOICE alive and safe, for another year anyway, in Utah.

This thirteenth year was unlucky for Bikers in Maryland, the soon to be "Non-Free State." Maryland repealed its helmet law in 1979. In the thirteen legislative sessions since then ABATE of Maryland has dealt with numerous attempts to enact mandatory helmet laws. For twelve years such attempts met defeat in committee, due mainly to the efforts of ABATE of Maryland. However, for the past few years mandatory helmet law bills met defeat in committee by only one or two votes. The 13th year resulted in a hard fought loss of Freedom and Liberty.

As has been the safety advocates tactics for the last few years in Maryland, several different helmet law bills were pre-filed. Once the session began, Governor William Donald Schaefer (D) had Administration sponsored bills introduced. Schaefer, who last year called 1/3 of his state an "out house," recently began the "Gestapo" tactics of photographing demonstrators in Annapolis and sending copies to the individuals' homes. Believe it or not, some of them were sent in Christmas cards. This arrogant and controlling behavior by Governor Schaefer makes it easy to understand how a mandatory helmet law became one of his top legislative priorities for 1992. The Administration's bills, H.B. 377 and S.B. 4, were the bills that the committees took action on.

During the House Judiciary Committee hearing, delegate Theodore Levin (D), the sponsor of helmet law bills for many years, talked about eggs, egg shells and egg cartons. He also, again, passed around one of the most legislatively displayed damaged helmets in the country. His tricks this year even included having a

boy of about 12 years of age make an impassionate plea. To his credit, this young man was the most articulate speaker the supports of H.B. 377 presented. On January 30th, the Judiciary Committee reported H.B. 377 out of committee on a 14 to 8 vote. On February 4th, the Maryland House of Delegates passed H.B. 377 with 103 yeas, 29 nays and 9 delegates not voting.

The passage of H.B. 377 by the House of Delegates heated up the action and pace on S.B. 4 in the Senate Judicial Proceedings Committee. Bill sponsor Senator Arthur Dorman (D) was the driving force in pushing for quick action. Like during the House hearings, Debbie Lough, representing ABATE of Maryland and NCOM, coordinated the team testimony. In addition to several members of ABATE of Maryland, Jim Bensberg of the AMA and Wayne Curtin of MRF testified in opposition of S.B. 4 and H.B. 377.

In a foreshadowing to betrayal and tragedy, during the hearing Senator Howard Denis (R) began a verbal assault on the helmet law supporters for trying to be overzealous do-gooder protectors of the world. Senator Denis berated some of them about being overweight and smokers. He asked if those health concerns should be considered social burdens, requiring government control and monitoring. As he had always been in the past, Senator Denis appeared to be Freedom-Of-Choice's strongest protector on the committee. Oh, how appearances can be deceiving in politics.

On February 12th, the Senate Judicial Proceedings Committee met to vote on S.B. 4. By this time the President of the Senate, Thomas "Mike" Miller (D), was actively lobbying in favor of passage. In a rare open attempt to usurp the chairman's influence on his committee, President Miller was lobbying committee members in the committee room just prior to the vote. And, then waited outside the doorway and watched the vote. In an action that could only be appreciated by Judas, Senator Denis in a beguiling act of hypocrisy provided the one vote the supporters of S.B. 4 needed to pass the bill out of committee, 6 to 5.

On February 21st, the Maryland State Senate passed S.B. 4 by the margin of 31 yeas, 14 nays and 2 senators not voting. On March 6th, Governor Schaefer signed the legislation into law. FREEDOM-OF-CHOICE will be lost in Maryland beginning October 1, 1992.  
END

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## DOCTORING THE STATISTICS: A PHYSICIAN SPEAKS OUT ON MEDICAL STUDIES

by Bill Bish  
National Director, Bikers Against Manslaughter

You're not paranoid if the whole world really is out to get you! We don't mean to alarm anyone, but there is a conspiracy underway to take away your rights.

Have you noticed the glut of so-called "scientific studies" in recent years that extol the virtues of helmet laws? Have you ever wondered how such conclusions could be drawn when we, as motorcyclists and true experts in the field, know that helmet laws are not the answer to motorcycle safety?

"It's a conspiracy by the federal government to chagrin the population into being good little taxpayers and not question authority. As motorcyclists, we are targets because we're risk-takers by nature."

Pretty radical statement, huh?

These words are not the paranoid ramblings of a radical rabble-rouser, but rather the first-hand experiences of a respected New York physician ... and motorcyclist.

Dr. A. Ronald MacKenzie founded the Motorcycling Doctors Association in 1977 to give our side of the story to the public, press and politicians. Dr. MacKenzie has told 14 state legislatures that helmets can kill.

"Helmets can be an instrument of death," said Dr. MacKenzie, who pointed out that Dr. Gordon Hadfield in England cited seven cases of full-face helmet chin bars breaking off and lacerating the jugular vein. "But more importantly, when the government endorses helmets by virtue of law, they invoke a feeling of invulnerability among riders that contributes to a higher accident rate."

Dr. MacKenzie supports his contention with 13 years' worth of research during which he has personally compiled accident and fatality data supplied by the Motorcycle Safety Foundation, which, in turn, gets its data from reports submitted by the Departments of Transportation of each state.

His conclusions: "In an analysis of 64,920,823 motorcycle registrations from 1977-1989, there have been 13.2 percent more accidents and 1.9 percent more fatalities in the helmet states than in the repeal states in the last 13 years in the U.S.A."

"What this data tells you is that helmets will help in low-speed accidents," says Dr. MacKenzie, "but they cause so many accident that it negates their protective capabilities."

Unfortunately, Dr. MacKenzie has been unable to get his data recognized by the Medical Association, or published in the mainstream medical press.

Why? The conspiracy, of course!

"The government controls what gets printed because they control the grant system," Dr. MacKenzie said. "They distribute the grants, so they influence the outcome of the medical studies. Medical institutions rely on money from research grants, but they know that they won't get a study funded unless it meets federal approval. Therefore, researchers reach a predetermined conclusion, one that agrees with the government's position, then set out to uncover data that support the findings."

MacKenzie added, "I could never get a federal grant!"

Over the years, according to MacKenzie, medical professionals have become jaded to our side because all they see in the journals are research papers supporting helmet laws. Even his own Motorcycling Doctors Association has adopted a position of sup-

porting helmet use, though they're still opposed to helmet laws.

"They've all been brainwashed!" he says.

While none of the other respected journals will present Dr. MacKenzie's work, *Hot Bike* is proud to publish his findings and urges its readers to circulate this information.

Just don't tell the feds, or they might cancel our grant to research sexual proclivity on a regression scale correlating physical attractiveness and alcohol consumption - or is it just the flashing neon bar lights?

### Total Figures 1977-1989 inclusive

	Helmet States	Repeal States
Registrations	23,875,511	41,045,312
Accidents	807,016	1,225,846
Fatalities	20,668	34,862
Accident Rate per Million Registrations	33.801	29.866
Fatality Rate per Million Registrations	865.7	849.4

In an analysis of 64,920,823 motorcycle registrations, there have been 13.2 percent more accidents and 1.9 percent more fatalities in the helmet states than in the repeal states in the last 13 years in the U.S.A.

— Alexander Ronald MacKenzie

### Accidents and Fatalities/Million Registrations

	Helmet States		Repeal States	
	Accidents	Fatalities	Accidents	Fatalities
1977	34,230	779.0	35,795	875.5
1978	38,564	937.7	32,797	982.7
1979	34,471	856.2	32,218	963.3
1980	34,371	890.8	29,359	895.0
1981	33,788	893.3	29,828	846.6
1982	34,513	841.8	27,076	798.5
1983	35,912	889.1	28,162	757.8
1984	33,569	888.6	30,246	826.7
1985	35,957	917.2	31,264	868.7
1986	35,163	877.5	31,289	913.2
1987	31,427	877.3	30,045	857.9
1988	30,057	829.8	27,974	793.5
1989	25,141	749.2	25,212	728.5

END

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## MARYLAND MOTORCYCLISTS BLOCK INSURANCE BILL

**WESTERVILLE, OH** — For the third year in a row, riders in Maryland have succeeded in blocking a blatantly unfair proposal that would have required all road-riding motorcyclists to purchase special catastrophic health care insurance, reports the American Motorcyclist Association (AMA).

The issue came to a head at a recent hearing conducted by the House Economic Matters Committee. The health insurance proposal, once again sponsored by the Maryland Department of Health and Mental Hygiene and endorsed by Gov. William Donald Schaefer, was promoted as a way to protect taxpayers from the alleged high costs associated with uninsured motorcycle accident victims. Although state officials have tried unsuccessfully to pass exactly the same measure for the past two years, they weren't willing to give up on the idea.

Meanwhile, a coalition of motorcyclists representing the AMA, ABATE of Maryland, the Motorcycle Riders Foundation, and the BMW Bikers of Metropolitan Washington testified that the public health care costs used by supporters of the bill were grossly exaggerated and that motorcyclists were just as responsible as other members of society.

As a result of that testimony, the controversial bill was stopped in its tracks once again. On March 11, when the measure came to a vote before the committee, it received only four affirmative votes, compared to 18 against.

"Once again, we were able to convince lawmakers that this bill is discriminatory," say AMA Washington Representative Jim Bensberg. "Maryland motorcyclists can thank the system of checks and balances for keeping Governor Schaefer's idea from becoming law." *END*

## HELMET-LAW OPPONENTS GATHERING STRENGTH

**WESTERVILLE, OH** — Motorcyclist rights advocates have picked up another ally in the effort to repeal a federal measure designed to blackmail states into passing mandatory helmet laws for motorcyclists, regardless of age.

At issue is a measure, passed as part of the federal highway funding bill last year, that requires states to either pass helmet laws for all motorcyclists or lose control over a portion of their highway construction spending. In addition, a special fund of federal highway money would go only to states that pass mandatory helmet laws.

However, according to the AMA, Rep. Scott Klug (R-WI) has introduced a bill that would be more acceptable to motorcyclists groups. Klug's bill, House Resolution 4226, would retain all the same provisions, but only require states to pass helmet laws for motorcyclists under the age of 21, as well as those with less than two years riding experience. The bill would also require riders under age 21 to pass a rider-education course before they could obtain a motorcycle license.

With the introduction of the Klug bill, there are now three proposals under consideration that seek to limit the effects of the federal helmet blackmail law. Earlier this year, a pair of bills were introduced by Sen. Dave Durenberger (R-MN) and Rep. Olympia Snowe (R-ME) that would eliminate the federal sanctions against states that don't pass helmet laws.

The AMA strongly supports the voluntary use of helmets as

effective safety equipment. But the Association has opposed mandatory helmet laws on the grounds that adult motorcyclists should have the right to make a personal decision regarding the use of safety equipment. *END*

## CALIFORNIA HELMET LAW UPDATE: INJUNCTION DENIED, COURT BATTLE CONTINUES

On February 26, an Orange County Superior Court Judge denied a motion by California motorcyclists to enjoin the newly enacted helmet law from being enforced pending trial.

In ruling against the temporary injunction request, Judge James J. Alfano said that the coalition of motorcyclists groups failed to demonstrate "irreparable harm" caused by the law, which is necessary to justify an injunction to temporarily suspend enforcement of the law.

"We don't view this as a setback," state Bill Bish, "because we didn't expect a lower court judge to buck the system by ruling in our favor. The MLAC (Motorcyclists Legal Action Committee) hired an appellate law firm because we knew the battle would be won or lost in the appellate courts. That's where we're going next."

Bish noted that an appeal was filed within hours of the judge's decision, and the next hearing will probably take place in late summer. Bish serves as Chairman of the Board of ABATE of California, and also as national director of Bikers Against Manslaughter ... both groups are members of the MLAC.

Other MLAC member organizations are the AMA, California Motorcyclist Association, Modified Motorcycle Association, Confederation of Clubs, National Coalition of Motorcyclists and Easyriders Magazine.

The coalition of motorcyclists rights organizations have already raised over \$60,000 for legal fees to challenge the constitutionality of the California helmet law. Arguments against the law include right to privacy, freedom of religion (followers of the Sikh religion wear turbans, so they cannot wear a helmet), freedom of expression, vagueness of the statute, equal access to public roadways by the handicapped and, last but not least, FREEDOM OF CHOICE! *END*

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**- RUN FOR THE WALL -**

At 9 am on Friday May 15th, Veterans and supporters will leave from T.A. Truck Stop at the intersection of I-15 and I-10 in Ontario, Ca. .

Most will be riding motorcycles on a pilgrimage across the heartland of America to create a groundswell of support for all American Prisoners of War and Missing in Action. (POW/MIA)

The group will travel 3000 miles to unite with "Rolling Thunder", a parade from the Pentagon to the Vietnam Memorial Wall in Washington D.C. We had 23,000 bikes last year and expect 40,000 this year.

Anyone can join us anywhere along the route. You can ride 30 miles, 300 miles or ride with us for the whole trip. We plan to show the world what grass roots effort can do.

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WEDNESDAY 20	THURSDAY 21	FRIDAY 22	SATURDAY 23	SUNDAY 24
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# 1992 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

RUN DATE	EVENT & CHAPTER(s)	CONTACT NAME & NUMBER	
May 23-25	Fossil State Run	Roger Hendricks	285-4329
May 30	Summerfest Lane County Chapter		
June 6-7	Memorial Run Salem	Lee	588-2290
June 18-21	Spring Opener ABATE of Washington		
June 20-21	Iron Horse Rodeo Lane County Chapter		
June 27-28	Run To The Sun Columbia River Chapter	Angie Jensen	285-4329
July 18-19	Beaver Creek Run Lincoln County	Vicki or Gary	563-3520
July 24	S.O.S. Run Jackson & Josephine Counties	Jackson - Ron Kyler Jo. Co. - Benita Coleman	476-2049 779-2910
August 1-2	Fox Creek Run Salem Chapter	Crickette	362-1891
August 15-16	Summer Run N.E. & S.E. Portland Chapters	Gordon Marty	249-8548 835-9863
August 29-30	Windy Creek Run Douglas County	Tim Maley	673-2807
September 5-7	Labor Day Run Lane County Chapter		
September 19-21	End Of Summer Run North Coast, Washington Co. & Yamhill County Chapters	Kraig Captain Debbie	876-5135 648-9311 738-7156
September 26-27	Last Chance Run Josephine County	Ron Kyler	476-2049
November 21	Toy Run Washington County	Captain Dave Gary	648-9311 648-4103 288-1346
December 5	Anniversary Party Salem Chapter	Mel Yeager	363-1697
December 5	Shriner's Toy Run Portland ABATE Chapters	Sarge	639-0873
December 19	"The Girl Scout Tree Of Giving" Toy Run and "Santa's Run" Yamhill County	Kraig Dave Jim	876-5135 876-6962 876-2900
December 20	Toy Run Salem Chapter	Julie	371-8219

**To all Freedom Fighters of the American highways...  
Let's unite and voice our interest in our Government today.  
The future is unlimited if we remain persistent.**

## **BANNED!**

by Ben L. Fernandez

Imagine taking your motorcycle on a tour of the Rocky Mountains and planning to stop at Yellowstone National Park. As you approach the entrance, you see a sign along the road which reads: "No Motorcycles Allowed." You continue to the entrance gate, only to have a ranger tell you politely but firmly that you can't go any farther.

What! They can't do that! I pay taxes to support that park!

If that's your reaction, you'd better think again. There are some people in this country who think they can do that. In fact, they've already banned motorcycles from some parks. And depending on a ruling by the Massachusetts Supreme Judicial Court, places like Yellowstone could be next.

The case that could set a precedent in this area is being considered by the Massachusetts court now (see "Park Decision Do Soon" following this story). It concerns an ordinance passed by the Park Commission in Brockton, Massachusetts, that bans motorcycles from all roads in the city's parks.

Actually, Brockton has only one park with roads. It comprises 650 acres and includes six lakes and a golf course. There are about six miles of roads within the park - winding roads designated for one-way travel. The roads are divided in half, with the right half reserved for joggers, bicyclists and walkers.

Apparently, some of the park users complained to the Park Commission of "speeding motorcycles, noise and congregation of some motorcyclists" on these park roads. So the commission adopted a regulation banning the operation of motorcycles on any property under its jurisdiction, and only held public hearings on the issue after local motorcyclists protested the ordinance.

The AMA filed a lawsuit against the Park Commission, challenging the constitutionality of the regulation. The AMA argued that the ban infringed on the cyclists' constitutional rights of free speech, association and assembly.

But the court disagreed, stating, "The regulation does not prohibit any person from speaking, assembling or associating with other persons in the park. It requires only that when they engage in (those) activities ... they leave their motorcycles outside the park."

The AMA also claimed that the prohibition infringed on the riders' constitutional right to travel. However, the court rejected that claim as well, stating, "the regulation does not prevent any person from traveling once inside the park. It simply bars motorcycles as the mode of transportation."

Finally, the AMA argued that the local ordinance was in direct contradiction to state laws that allow all licensed motor vehicles to use public roadways.

The appellate court determined that the commission can make rules regarding roadways but did not decide whether those rules must agree with existing state laws.

After concluding that no "fundamental rights" were violated, the court stated that the regulation would be upheld as long as it served a "legitimate purpose" and the rules adopted were "rationally related to the achievement of that purpose ..." Applying that test, the judges reasoned that the ban served a legitimate purpose because it was intended to "promote public peace and safety..." According to the court, the means were rational because, "The regulation would eliminate the loud noise caused by motorcycles and protect the other users of the park from the dangers incident to speeding motorcyclists."

A Massachusetts appellate court used those arguments to uphold a lower court ruling against the AMA, setting the stage for the hearing before the Supreme Court.

It isn't particularly surprising that the courts have adopted a narrow interpretation of the constitutional right to travel. Conservatism is the current temperament of the judiciary. And it isn't surprising that the court upheld the regulation once it found that no "fundamental rights" were violated. After all, the legislature, not the judiciary, makes the laws.

What was shocking, though, was that the court's initial ruling, upheld at the appellate level, seems to be fundamentally prejudiced against motorcycles, based on stereotypes of motorcyclists' behavior.

Not all motorcycles produce loud noises. Motorcycles sold in the United States are required to pass noise tests just as cars are.

Not all motorcyclists speed, and the same traffic regulations that apply to speeding cars also apply to speeding motorcycles.

In other words, when it comes to the issues of noise and speeding, motorcyclists are just like car drivers. Operators of loud, speeding vehicles can be ticketed no matter how many wheels the vehicles have. In fact, speeding cars are probably a much greater hazard to the public safety, since speeding motorcyclists usually inflict more damage on themselves than on anyone else.

If the commission was concerned about noise, it could have adopted a regulation that limited the noise level of all vehicles in the park. If the commission was concerned about speed, it could have lowered the speed limit, or increased speed enforcement in the park.

Instead, the commission adopted an arbitrary and discriminatory rule that penalizes people who choose to ride motorcycles.

So what? It's only six miles of road in a park you'll probably never visit anyway. Besides the motorcyclists living in Brockton, who really cares? And why would the AMA commit its resources to a fight over a single park?

Here's why:

First, the AMA isn't just a staff of workers in Westerville, Ohio. The AMA is 191,000 motorcyclists from coast to coast, some of whom live in Brockton, Massachusetts. And those motorcyclists - the riders directly affected by this ban - wanted to fight this issue. They organized support and raised money for the legal battle, and the AMA's national office has coordinated the effort.

But there's another reason that affects you wherever you live. The Brockton bike ban may seem like an isolated circumstance, but that's not the way the American legal system works. Cases like this can become precedents that are used to justify other discriminatory regulations in the future.

Based on Brockton's success, the park commission in a city like Omaha, Nebraska, may decide that it can ban motorcycles from its parks. And then the state of Maryland may decide it doesn't want motorcyclists using its state park system. Given enough time and anti-motorcyclist sentiment, you might just see that "No Motorcycles Allowed" sign posted at Yellowstone and other national parks.

Don't believe it? Consider this: The Brockton case isn't even decided yet and a mobile home park in Connecticut is already trying to prevent a motorcyclist from riding his bike to his own home! The mobile home park lost the first round, but it has appealed the case. And its appeal is filled with references to the precedents set in Brockton.

We can fight this battle on the local level now, or we can fight it on a national level later. But it's not going to go away. **END**

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May 19th go to the polls!!**

## PARK DECISION DUE SOON

The future of motorcycle riding in America's parks is hanging in the balance these days.

In February, the Massachusetts Supreme Judicial Court heard arguments from both sides in the AMA's lawsuit to reopen D.W. Field Park in Brockton, Massachusetts, to motorcycle riders. As you read in the main story, this case has enormous implications for motorcycle riders across the country.

Representing the interests of motorcyclists in the Supreme Court hearing was attorney Donald Harwood, accompanied by Rob Rasor, AMA vice president of government relations.

Harwood told the court that by banning motorcycles while allowing automobile traffic to continue, the Brockton Park Commission unconstitutionally discriminated against motorcyclists. And he noted that as long as motorcycles are recognized by the state as legal motor vehicles, they cannot be restricted from use on ways within the park.

"Based on the court's reception to our argument that the ordinance is in conflict with state motor vehicle laws," says Rasor, "we're cautiously optimistic that the case will be decided in favor of motorcyclists. But it's still too early to tell."

AMA member Jim Slade, who brought the ban to the Association's attention some four years ago, adds, "Winning this appeal would be a tremendous victory not only for local riders, but motorcyclists everywhere. We appreciate all the time and effort that the AMA has put into opposing this law, and we hope it will pay off in the end."

When can we expect a decision? Perhaps by early June. And of course, you'll read about it here. **END**

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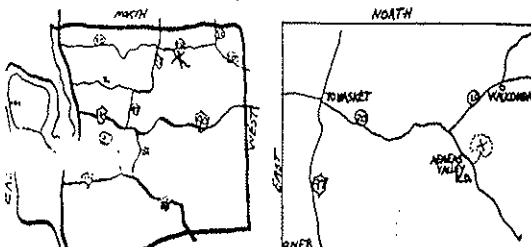
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Jason Lomask	73744-011	2-A	Women
Doug Plumley	76087-012	4-B	All
Tom Bell	19780-077	4-B	Women
Mike Johnson	56464-065	3-A	Women
Scott Banchemo	19725-086	1-B	Women
Gary Sadow	17161-086	4-B	Featherwoods
William Morales	04716-097	2-B	Women
Steve Stewart	74371-012	1-A	Women
Dany Hurd	05064-085	4-A	All
Doyle Muchmore	56063-065	1-A	Women
Lloyd Steenberg	15367-086	1-A	Women
Mike Olson	56685-065	3-A	Women
Fernando Raposo	90659-011	2-B	Women 18-30
Jeff Tetrick	20414-086	2-B	All
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Doug Wickham	83111-011	1-A	All
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"ON SECOND THOUGHT... MAYBE I'LL  
JUST FORGET IT."

**Fiction Rider**  
**TALKIN' BACK**  
by Pat Gleason

Bob was riding along the highway on his old '59 Panhead. The bike was singing to him the sweet song that only an old Harley seems to know. He approached a truck that was moving along slower than Bob was. He let off on the throttle, checked ahead, turned the throttle, and passed the truck.

"What the hell did you do that for?" a voice all of a sudden said to Bob.

He slowed the big Harley down and said, "What?"

"I said, what the hell did you do that for?" the voice said again. Bob seemed to think that it came from beneath him. He got off the bike, put down the kickstand and looked at it.

"Man, I must be losin' it. I could swear that I heard the bike talkie' to me," he said to himself. He decided that he would continue on to the run just as he planned. He turned the ignition on, kicked once and the old panhead fired up. Bob climbed on and rode off.

The mountain range loomed ahead like a giant sentinel before the gates to paradise. There was a dividing line going between two of the largest mountain tops. That was where the highway led. The highway was fairly level, only a three percent grade, but it went for almost fifteen miles and climbed nearly six thousand feet before it reached the summit.

"Are we going over that?" Bob about jumped off the bike when he heard that voice again. He pulled the bike over to the side of the road and got off. He looked at the bike and couldn't believe what he saw. It appeared to him that the air cleaner had turned into an open mouth. He got down on his hands and knees and stared at the mouth.

"What the hell are you looking at boy? Is there something wrong? Go find something else to look at," the mouth said to Bob, and then reformed back to the air cleaner that was actually there. Bob stayed there on his hands and knees and shook his head. The mouth reformed and said, "By the way, make sure you check my blood supply when we stop for food in another ten miles."

Bob got off his hands and knees as the mouth reformed back to the air cleaner. Bob couldn't understand what the bike meant when it told him to check the blood supply. He did figure out that the food meant that he needed to get some gas. He looked at the odometer to figure out how many miles he had ridden, and figured that he had ten miles to go before he hit reserve. He walked around to the left side of the bike and looked down at the oil that had dripped on the ground.

"The blood supply must mean oil. This damn bike is talkie' to me," Bob thought to himself.

"Hey, you're pretty damn smart for a dumb biker. I bet you even got yourself a college degree," the bike said.

"As a matter a' fact, I do. I graduated just last year. Hell, you were at the graduation. Hell, you were the one who took me to school every day." Bob stopped, lifted his hands in the air, looked into the sky and said, "I'm talkie' to a damn bike. Not only that, I'm fighting with it too!"

"And losing."

Bob shook his fist at the bike and said, "We're goin' on this run whether you like it or not. We'll stop for gas when I'm ready."

"We'll see," the old Harley said to him.

Bob got on, kicked the bike over and rode off. He looked down at the speedometer to see how fast he was going. A face appeared in the dial of the speedometer. It smiled at him and then disappeared. Then he noticed that he was traveling at over 75 miles per

hour. The bike started to sputter and cough. Bob reached down and turned the petcock to reserve. The bike smoothed out and kept going.

"We're getting low on food here, you'd better look for some," the bike told Bob.

"There's a gas station just ahead. We'll stop there."

"Is it an Arco station, 'cause if you put that crap in me, I'm not going anywhere."

"I've put it in ya before, you'll be okay."

They got to the gas station, which was an Arco station. There was a sign on the highway that read that there is another station only three miles away. Bob rode to the pumps and shut the panhead off. He got off and turned the gas cap. It wouldn't budge. He twisted again, but it wouldn't move at all.

"Shit, what the hell are you doin'?? I can't believe this crap."

"I told you that I wouldn't let you put that shitty gas in my tank. Either we leave now or we sit for a while," the bike said to him.

"I guess that we'll be sittin' here for at least a little while. Maybe I should just pour this right onto the tank and let it soak through. Maybe that will change your mind."

"It's your paint job that you would destroy. Wouldn't hurt my feelings at all. I didn't really like it anyway."

He twisted on the gas caps again but they still wouldn't move. An attendant came over and asked if he could help Bob. Bob just said no and got back on the Harley. He kicked it twice until he was able to get it running. He slipped it into gear and rode off. He got to the next station, a Chevron, and pulled in.

"Much better, son. I will take a full helping of the good stuff. And don't forget to check the blood."

Bob shook his head and pulled up to the pumps. He shut the Harley off and grabbed the regular pump.

"I told you I wanted the good stuff. Put down that nozzle and grab the one for ethyl," the bike told Bob.

"Why don't you take what cha' can get and be happy?" Bob said to the panhead as the attendant came over to him.

"Excuse me, can I help you?"

"I need the ethyl pump. Can you hand it to me?"

"Here ya go," the attendant said handing him the premium pump.

Bob twisted the caps and took them off. He put the nozzle in the tank and filled it. He put the caps back on, paid the man and went to kick the bike over.

He kicked the bike six times until the bike said, "Hey dummy, you forgot to check my blood. I feel like I could use more. We're not going until you add more."

"Quit your bitchin'. I'll check it."

"I think that you'd better check my back foot too, it feels a little soft."

Bob nodded his head and checked the oil. It was low a quart. He added another and checked again. It indicated that it was full. He then pulled out his tire pressure gauge and checked his rear tire. It was only reading 25 pounds. He pushed the Harley to the air pump and added some air. He checked again and it indicated 35 pounds,

just right.

"Anything else? How do you feel now? Can we go on down the road, or is there somethin' else that doesn't please ya."

He heard the bike take a deep breath and said, "No, let's get back in the wind."

Bob got on, kicked it once, started it, and rode off. They rolled down the highway and started up the road between the mountains.

"Hey you'd better downshift as you get going near the top. If you don't, it's a long way home."

Bob didn't say anything back, just gave the bike more gas. They got near the middle of the pass and the old pan started to slow down. Bob gave the throttle another twist, but it didn't seem to make a difference.

"Hey dummy, I told you to downshift in order to make it over the pass."

Bob finally did, and the bike picked up speed. He rolled up over the top and started to head down. The road was very twisty, and Bob had to use all of his skill to control the bike. Finally, they reached the bottom.

"That was pretty good, Bob. Good to see that you remembered some of the stuff that you were taught in that experienced riders course that we went through," the old pan said to him.

Bob slowed the bike down and pulled over to the side. He got off and looked down at the mouth that was his air cleaner. "How did you manage to keep quiet for the last five years? I should've heard somethin' out of you long before this. Why the hell are you pickin' now, on the way to this run, to talk to me."

"This was the first run that you took me on, remember," the old Harley said to him. "I thought it was time to tell you not to just ride me hard and put me away wet, so I learned how to talk by listening to some of the people that you hang out with."

"I still think that you should've talked to me a long time ago. This is crazy, a bike that talks. Not only that, but it's an old Harley-Davidson," Bob said looking now at the speedometer. The face that he saw earlier, reappeared and then disappeared just like before. "Can we go now?" Bob asked.

"Yeah, I suppose. Are you going to take better care of me now?"

"I think so. You've given me a few years of good ridin', so I guess that I can be a little easier on ya." Bob got back on and gave the old panhead a kick. The bike fired right up, and Bob rode off. He got down the other side of the mountain range and started to head to the coast.

The sun was setting as they go to the site. The run was happening at an old fort that was set up during the war. There are many old cannons still set up at the site. Bob rode in and parked next to one of the old cannons. He decided to set up camp there.

"I don't think that this is such a good place to be. These guns are still on the verge of firing. We shouldn't camp here," the Harley said to Bob.

"Well, I like the spot. It's close to the main camp, but it's also far enough away that the music won't bother me."

"Okay, but don't say I didn't warn you."

Bob set up camp and went to the main campfire to see everyone. He had a few brews and danced with the ladies. He got back to his site after midnight. He shined the flashlight where the old cannon was that he had set up next to, but couldn't find his camp.

"Hey, what's goin' on here! My camp has been moved. Where the hell's my bike?"

"Over here," came the voice that he recognized as his Panhead.

"I suppose that you moved yourself from there to here."

"I'm trying to save your ass, dummy. I'm telling you that you are in trouble if you planned on camping there."

"Well, I'm takin' over and we're goin' to spend the night where I say." Bob grabbed the bike by the handlebars and moved the bike towards the old site. The Harley wouldn't budge. He tried again, but it still wouldn't move. "Fine, you stay here, I'm movin'."

Bob grabbed the dome tent by the top and moved it to the area by the cannon. He sat it back down and went inside. During the night, the bike rolled itself over into a position that put it between the cannon and Bobs' tent. Bob was snoring loudly and didn't hear anything.

Suddenly, there was a loud bang as one of the old cannons went off. "What the hell was that!" Bob yelled as he jumped awake. He crawled out of his tent, stood up, and looked around.

"Stay down!" was the response that came back. Bobs bike was now between him and the cannon that he was camped next to. The fuse sparked. There was a mighty roar as the cannon went off. The ball went right into the left side of the old panhead. The top of the jugs, as well as the gas tank were instantly blown off. There was gas everywhere. A spark flew off and lit the flammable mixture of oil and gas. The explosion knocked Bob to the ground. Parts of his bike hit him in the back, as he lay on his stomach with his arms up over his head.

Bob got off the ground and went over to the bike. The fire and following explosion were enough to totally destroy the old Harley. He couldn't believe what he had just witnessed. His bike, which first freaked him out because it talked to him, took a bullet for him. He walked over to the right side of the bike and looked down at what was left of his bike.

"Did this really happen?" he said to himself.

There was a couple of coughs, then the distributor formed into a mouth. "I tried to warn you, now look at me. I hope you're happy."

"I can rebuild you, I know how. Hang in there, we'll get you back home," Bob told the old Harley. He had decided that something that will protect him like this was worth keeping.

*The End.*

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

(206) 693-3812

**Love Leathers**

WENDY LOVE

3415 "O" Street  
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## COORDINATOR'S CORNER

The elections are coming and the filing deadlines have passed. Those are the public facts that most people know, but closer investigation reveals that many of the elected positions up for elections are unopposed! A free ride for some. Some who are our enemies!

Yes, some are our friends. Parts of the picture is that four Oregon State Senators are unopposed and eleven Oregon State Representatives are unopposed. In the tri-county area one county commissioner in Clackamas and Multnomah counties are unopposed.

It is past time that we as motorcyclists get ready to start running for elected office. Because becoming office holders is the best way to protect our rights and the rights of our children and their children.

Think it over and go vote on May 19....

**Rotten Roger**

April 14, 1992

To: All Interested ABATE Members

FROM: Sarge, Toy Run Coordinator

I have just returned from the Portland Shriner's Hospital where I had the pleasure of being able to authorize the purchase of a wheelchair for a 10 year old boy who is much in need of one.

However, there probably will not be an opportunity to do this next year as the Toy Run Committee is not getting the help we need. The last meeting (April) was attended by myself and three others. No matter how hard we try we cannot do it all by ourselves.

Anyone who has been on any of the previous 12 Toy Runs can testify to the joy, good times and brotherhood felt on that day. The Biker community can be proud of the accomplishment of what has been done. The credibility that we have gained in the area in itself makes it worthwhile.

The Toy Run Committee is asking for help. The meetings are held once a month, at the Portland Shriner's Hospital, on the first Thursday of each month at 7:30 p.m.

Please come out to see what we need help with and maybe you can give us a hand. If no help is forthcoming, the very real possibility exists that there will be no Toy Run.

Thanks for listening to me. If you need any information or would like to volunteer, please call me at 639-0873.

Sincerely,  
Sarge

## WHY SHOULD YOU WRITE?

Legislators respond much better to your concerns when they know that you care about their voting record all the time, not just during an election year. The best way to let them know YOU care is by writing.

Legislators make decisions every day which affect citizens and their families ... The best way to convey YOUR interest in these issues is by writing.

Legislators hear from the Chamber of Commerce, the oil industry, utility companies, bankers, real estate brokers and other interest groups constantly - they often don't have YOUR best interest in mind.

The best way to defend yourself against this kind of lobbying is by writing.

- taken from the Freedom Review, published by ABATE/  
Concerned Motorcycle Riders of Ohio.

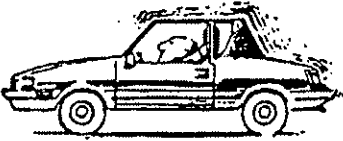
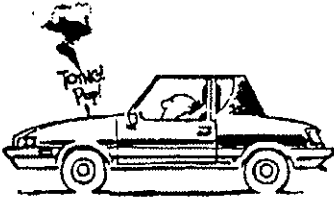

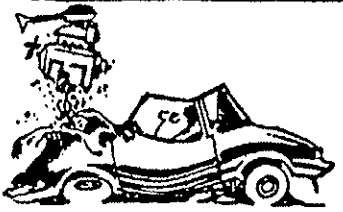


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Angie at 285-4329 or  
Doug at 282-7821

# 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.**

Next time you have something to sell advertise it with us!	Call Donna at 631-8581 to place your classified with us today!	Classifieds that work for you.
<b>FOR SALE</b> - '67 Chevy 1/2 T Pickup. New T350 Automatic, tires and wheels, motor/body needs work. Call Pat at 775-4593 after 5pm. \$1,000 OBO. (5-92)	<b>FOR SALE OR TRADE</b> - 1966 Dodge 2 Ton, 361 Ind. V-8, 10 speed. 1950 Ford 1 1/2 T 392 International (Rebuilt), 5 speed overdrive. Call 592-3663, ask for Scott (6-92)	<b>FOR SALE</b> - '71 Ford Station Wagon. Runs, needs distributor soon. \$500. Call Gordon at 249-8548. (7-92)
<b>HELP WANTED</b> <b>Positions Sought:</b> Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. <b>Work Conditions:</b> Wilderness like, Lakeside Island, serene mountains. <b>Contact:</b> Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)	<b>FOR SALE OR TRADE</b> - 1974 20' Travel Trailer F.S.C. Sleeps 6, stand up shower, 4 burner stove, oven, hot/cold water, new toilet, heat, refer, lots of storage. \$2,800 or trade for 4x4 Pickup or 74 cu. Harley. Have cash, will go up or down. Call Randy at 743-2459. (6-92)	<b>FOR SALE</b> - 1946 Indian Chief Basket. No front end, rear fender, and only have half the engine. Rebuilt frame. Make offer. Call 585-6518. (7-92)
<b>FOR SALE</b> - 1942 H-D Trike. Runs good, \$2750 OBO. 1968 Triumph 250cc, all stock \$500 OBO. 1968 Bultaco 250cc Madador, 800 miles, like new, \$500 OBO. Hodaka, 2 complete and many parts. Gary, 8-4 days, Mon.-Fri., 352-7123 (5-92)	<b>FOR SALE</b> - '83 Eldorado. Very nice, very clean, very straight, 4100 digital engine. \$4,000. Call Bob at 286-3139. (7-92)	<b>DUE TO DEATH FOR SALE</b> - 4 tires. 14" low profile tires with rims. Rims are to a RX-7. \$350 or best offer. Call Kurt Little at 484-6418. (7-92)
<b>FOR SALE</b> - 1979 Yamaha 1100, Shaft drive, also headlight assembly, gauge group, ignition switch assembly, #1 plug wire, side covers, Rt. rear directional light, shop manual. Call Marshall Dana at 474-7028. (5-92)	<b>FOR SALE</b> - 18 1/2 ft. Hondo/Cobra 455 Olds w/cam, Offenhauser power port, Holley carb, Bassett headers, Jacuzzi jet drive, trim lever, seats 4, rated over 70mph, nice trailer, trades considered. \$4,000. Call Bob at 286-3139. (7-92)	<b>HOME PARTY SALES</b> - Sensual Lingerie Loving Promises. Call Lana Little at 484-6418. (7-92)
	<b>WANTING TO TRADE</b> - Professional quality carpenter work for a chopper frame for 750 Honda or will buy outright. Call Ron at 257-8308. (7-92)	<b>FOR SALE</b> - Set of 5 tires, Corsas 185-70R13 on Toyota Rims. \$100 firm. Call Larry at 735-0265. (7-92)
		<b>FOR SALE</b> - 1966 FLH first year out. Pan Shovel, 500 miles in new rebuilt engine and transmission (\$3,200 in parts). \$6,000. Call Art at 368-5586. (7-92)

## WHY SEAT BELTS ARE UNSAFE IN AMERICAN-MADE CARS

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 <p>ENGINE FAILS.</p>	 <p>BODY COLLAPSES RAPIDLY.</p>	 <p>TRAPPING STRAPPED-IN DRIVER.</p>



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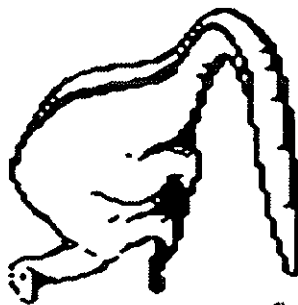
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Advance Member - \$10.00  
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Camping included

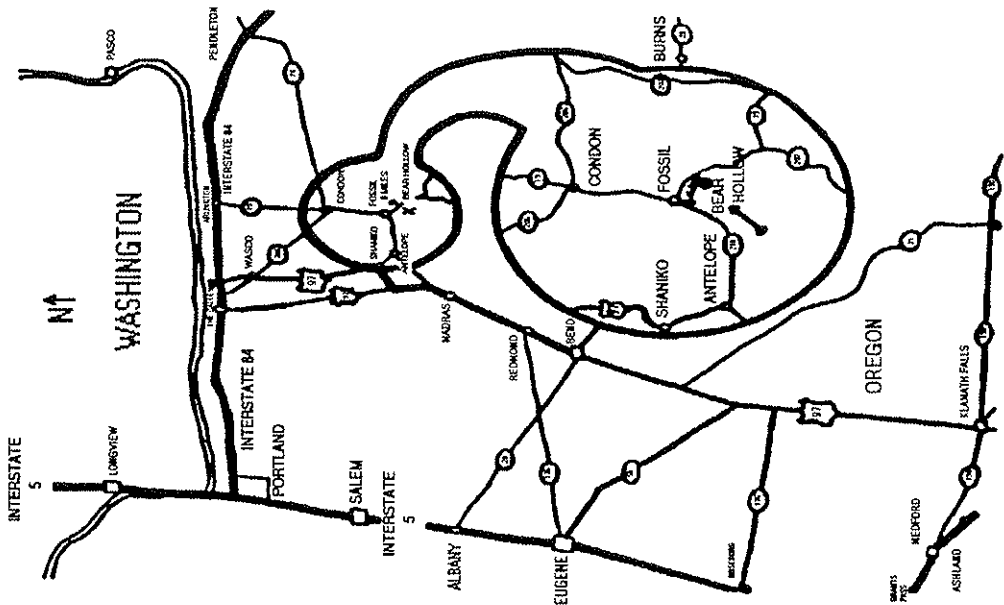
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No Firearms  
No Fireworks  
No dogs allowed  
No off-road bike riding on trails  
Parents are responsible for children at all times!  
Gates close at 10pm  
No Hassles  
Anyone not following these rules will be escorted from the Fossil  
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## BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10:00PM!

PARK RULES:  
NO Firearms  
NO Fireworks  
NO Dogs allowed  
NO Off-Road bike riding  
on trails



Highway between Fossil and Shelton Wayside

# LEGISLATIVE NEWS

by Steve Dodds, Legislative Director

At the Best Of The West meeting I attended in Colorado March 27, 28, and 29, one of the speakers was Lou DeCarolis, NHTSA Mountain States (Region VIII), Regional Administrator (and long-time motorcycle rider, presently on a H-D). He gave a presentation with a statistical summary chart (see below) which among other motorcycle-specific statistics, correlated the number of m/c accident deaths for the states in his region with the reported fact that a very high percentage (14-55) of these did not have a valid license to ride.

He pointed out this correlation to us all, inferring that unlicensed riders are a major cause of motorcycle fatalities and that if everyone were licensed, the accident/fatality rate would drop accordingly.

Mr. DeCarolis, however well-intentioned, is really taking some data and using it to further justify more state (government) control over citizens; specifically, licensing and regulation.

The fact that a person has a "license" to operate a motorcycle (or other licensed vehicle) DOES NOT IN ITSELF reduce the risk or likelihood of injury! A better measure is RIDER EXPERIENCE. Period!

The data gained by various agencies to justify controlling the risk in our lives comes from ACCIDENT REPORTS. I suggest that we influence changing the format and types of data gathered by the present system to more precisely determine statistical trends and cause/effect from a riders' point of view.

We need to influence the lawmaking bodies and bureaucracies to think in terms of Education, Rider Education and "soft laws" like completing a training course before being legally permitted to ride (or drive a car for that matter). This, I think all will agree on.

Hopefully, the "hard laws" like mandated helmets and their substantiating statistics, such as Mr. DeCarolis' questionable interpretation and focus can be avoided in the future.

A great way to ameliorate some of the "hard law" trends would be to influence the change of the accident reports forms used by law enforcement to more truly reflect what we know is the greatest factor in motorcycle accidents/fatalities - RIDER EXPERIENCE. There certainly are other lesser casual factors, too. But the point is that NONE can relate to licensing or helmet use.

Through no fault of the rider (even a very defensive one), the report should include:

- The rider's age and years of riding experience
- M/C Safety course taken or not
- Mechanical failure
- Suicide
- Weather
- Who is at fault (right-of-way, etc.)
- Size (weight, not engine displacement, another spurious statistic) of M/C

The most important statistic we should stress is years of experience; with M/C safety course taken secondarily important.

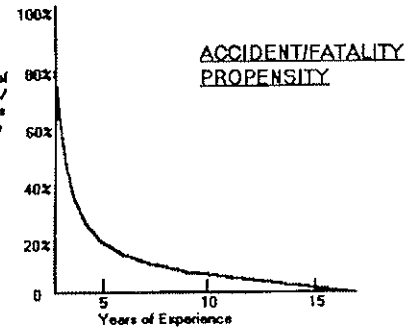
I am sure, subjectively, that statistics will be more accurate and comprehensive, not be misleading and drive our point home to legislators. I am sure there will prove to be an inverse correlation between the number of M/C accidents/fatalities and the years of experience of the rider.

By the way, refer to the June 1992 "Easyriders" magazine, p. 18 article for a case in point.

In Mr. DeCarolis' statistics, I would wager considerable that the 30-45% "unlicensed" riders he uses are THE SAME AS and more accurately described as those with very little (say up to two years) riding experience. See the example curve.

I would also wager (maybe more than for motorcycles) that the same stylized curve applies to the auto driver world.

In this same vein, I would downplay or ignore the "notorious causes" of accidents/fatalities usually quoted and emphasized by the current system. For example, license (or not), alcohol use (or not), seat belt/helmet use (or not).



Most importantly, we emphasize training and education as the solutions, once the true statistical facts are used. This could soon, with an ongoing statistical history, turn around the entire "hard law" making, punitive thinking process in many other areas where government limits individual freedom.

Presently, the process is:

- An activity has a perceived or statistically inordinate risk.
- Legislators feel the obligation to outlaw the activity or reduce the risk.
- Pass a punitive law to mandate controlling risk reduction.
- Very little or no feedback as to success/failure of the implemented law.

We'll try to change this to:

- Effect the statistics legislators see from enforcement agencies (accident reports) by emphasizing that the significant causes relate to education and experience as the solution.
- Emphasize to legislators that for a variety of philosophical reasons, government's continued punitive/outlawing methods of dealing with the everyday risk activities of citizens is the wrong approach; education and training is not only a fairer but a more effective approach to risk management.
- Continue to provide legislators with accurate statistical information, which they can use to justify "soft laws" and NOT "HARD LAWS."

## NHTSA Region VIII Motorcycle Information 1991 (gathered March 17, 1992)

	CO	MT	ND	SD	UT	WY
1991 Fatalities	45	10	9	10	23	7
% Change-5 yr. Avg.	-16%	-45%	50%	-32%	-11%	-24%
% Not Licensed <sup>1</sup>	44%	30%	55%	30%	30%	14%
% Fatalities w/o Helmet	66%	70%	89%	70%	74%	100%
Helmet Law	None	Under 18	Under 18	Under 18	Under 18	Under 18
Eye Protection Law	Yes	No	No	Yes	No	No
Lights On Law	No	Yes	No	No	No	Yes
Operator Training	Yes +	Yes +	Yes +	Yes +	Yes +	No
Number Trained	750*	200*	627	388	100	NA
License Motorcycle Operators	105,000*	13,199	36,377	46,184	76,00*	37,000*
Registered Motorcycles	300,000*	21,094	19,121	23,719	30,000*	19,000*

\*estimate

+ Dedicated state funding

<sup>1</sup> Percentage of operators in fatal crashes not possessing a valid motorcycle

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**Fossil is coming up. Don't miss this chance  
to support our organization and recruit new  
members while having lots of fun!**

### Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon, Abby's Pizza, 1976 Echo Hollow Road, Eugene.
1st & 3rd SUNDAY	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	NORTH COAST ABATE	12:00 Noon, The Bayside Gardens, Nehalem.
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland.
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	SOUTH COAST	11 am, Gino's Pizza, 1324 Virginia Street, North Bend.
	YAMHILL COUNTY	3 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	JOSEPHINE COUNTY	11 am, Fatte's Pizza, 7th & Hillcrest.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commercial. Call Dave at 581-3138 or Jeff at 362-1891 for info.
		8 pm, Little Italy Pizza, Cornelius.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	7 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
3rd TUESDAYS	LANE COUNTY	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Moby Dick's Restaurant, Newport.
1st & 3rd FRIDAYS	LINCOLN COUNTY	6 pm, Fatte's Pizza, 7th & Hillcrest.
1st SATURDAY	JOSEPHINE COUNTY	