



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

ONLY 14 MOTORCYCLE, MOPED AND SCOOTER FATALITIES IN OREGON THIS YEAR TO DATE....

by Donna Adkins
information provided by TEAM Oregon
1990 was the lowest fatality rate since 1970

Although it is not a comforting thought to know that Brothers and Sisters take that fatal fall, it is good to find that not so many are reaching that great two-wheeler in the sky so quickly.

As of August 6, 1992, only 14 motorcycle fatalities have been reported. Figure 1 shows a further breakdown over the last eight years.

Figure 1

| YEAR | # OF FATALITIES |
|------------|-----------------|
| 1992 | 14 |
| 1991 | 28 |
| 1990 | 18 |
| 1989 | 23 |
| 1988 | 31 |
| 1987 | 53 |
| 1986 | 51 |
| 1985 | 42 |

Out of the 14 people so far, none had taken the TEAM Oregon Motorcycle Safety Education Course. Only three were not wearing helmets at the time of the accident. Figure 2 gives a further breakdown of the statistics of the riders involved in these accidents.

Old statistics often proved that most of the riders that went down were unlicensed and under the age of 21. As you can see the average age of these riders was 36.4 years. This is up from 1992 of an average age of 31.5 years. This year so far, 7 had no motorcycle endorsement.

Continued on page 3

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ABATE of Oregon, Inc., P.O. Box 4504, Portland, OR 97208
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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.

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Figure 2

| COUNTY | AGE | HELMET | BAC | DESCRIPTION | ENDORSEMENT |
|-----------|-----|--------|------|---|-------------|
| Lane | 57 | Y | 0 | Lost control, hit curb | Y |
| Clackamas | 51 | Y | 0 | Exceeded critical speed on curve, slid sideways into front of Van. | Y |
| Multnomah | 42 | Y | 0.05 | Passenger killed. Auto turned left in front of M/C | P |
| Wash. | 19 | Y | 0 | Ran off road | N |
| Jackson | 22 | N | 0.24 | High speed, ran off road into ditch | N |
| Umatilla | 37 | Y | 0.09 | Ran off road at high speed, failed to negotiate corner | Y |
| Jackson | 31 | Y | 0.15 | Eluding police, hit 4000 lb. steel plate at construction site | N |
| Marion | 35 | Y | 0.14 | Lost control on curve, hit gravel on shoulder, thrown over embankment onto rocks, landed on head | ? |
| Jackson | 42 | Y | 0.18 | Speeding, in traffic. Tried to pass on right, hit back of semi and was hit and drug by auto | ? |
| Lane | 50 | Y | 0 | M/C in wrong lane, hit semi head on | N |
| Deschutes | 19 | N | 0 | M/C passed vehicle, rider turned head to spit at passed vehicle, went off road, hit wall came back onto road. | N |
| Wasco | 34 | Y | 0.31 | M/C lost control, left road, went into Deschutes River. M/C reported at high rate of speed. | Y |
| Clackamas | 51 | N | 0.11 | M/C left roadway, reentered road, operator ejected, slid 100 ft | N |
| Crook | 19 | Y | 0 | Crossed center line at high speed, hit vehicle head on. | N |

You all can put two and two together by reading the information provided here. Safety Education and common sense are where it's at. This shows that we need to work harder to show the "common folk" what can be accomplished through education.

ABATE OF OREGON

STATE OFFICERS AS OF JULY 1992

COORDINATOR

Rotten Roger Hendricks
285-4329

FIRST VICE COORDINATOR

Tony Franklin
774-7076

SECOND VICE COORDINATOR

Captain Guy Putman
648-9311

SECRETARY

Lois Gleason
775-4593

TREASURER

Joy Hoover
672-5415

MEMBERSHIP SECRETARY

Carolyn "Mother" Meerzo
255-7793

LEGISLATIVE DIRECTOR

Steve Dodds
472-8885

EDUCATION DIRECTOR

Mel Yeager
363-1697

SERGEANT-AT-ARMS I

Tim Maley
673-1467

SERGEANT-AT-ARMS II

Kelvin Wilhoit
363-7520

NEWSLETTER EDITOR

Donna Adkins
631-8581

ABATE PRODUCTS DIRECTOR

Angie Jensen
285-4329

PUBLIC RELATIONS

Rich Benson
232-9277

STATE RUN COORDINATOR

Rotten Roger Hendricks
285-4329

HISTORIAN

Larry Burrows
735-0265

WAYS & MEANS DIRECTOR

Kraig Markusen
876-5135

AS VIOLENT MOBS ADVANCED

As violent mobs advanced police were ordered to retreat. Terrified and abandoned, L.A. citizens raced to gun stores to buy firearms to protect themselves.

But their Government had abandoned them years ago. Those who didn't own a firearm were denied by California's 15-day waiting period. Those who had already endured the 15-day waiting period were denied delivery of their firearms. And those who already owned firearms were denied ammunition.

The criminals were denied nothing, waited for nothing, filled out forms for nothing. They killed who they wanted, stole what they wanted, vandalized what wasn't stolen, and burned to the ground what was left.

The fantasy of gun control smoldered in the reality of the streets. And too many American Gun Owners still sit idly by.

WHAT WILL IT TAKE FOR ALL GUN OWNERS TO JOIN THE NRA FIGHT FOR THEIR RIGHTS?

Must their glass be shattered? Must their flesh and blood be maimed? Must their livelihood be looted? Must all they've built be torn down? Must their once-proud nation surrender to more gun control experimentation while its citizens tremble behind deadbolts and barred windows? How far must it go? How close must it get? How real must it feel? What will it take before they stand up with the one group that will *stand for no more*?

IT IS THE NRA THAT HAS HAD THE COURAGE TO PRESERVE WHAT'S LEFT OF FIREARM FREEDOM.

It hasn't been easy or cheap or popular. For years we've said it and taken the heat: The Second Amendment isn't about hunting or sport shooting. It's about every honest American's right to own a firearm to defend self and country. Forget all the pleading promises: Anti-gun laws can only affect law-abiding gun owners. Period.

We claimed our Founding Fathers meant what they said, and they did. We explained the real "militia" is everyday American citizens, and it is. We said they're out to get your guns, and they are. We warned gun laws would fail, and they have. We said gun control is wrong, and L.A. proves it.

It is the NRA that has endured the vicious media treatment, the posturing politicians and the wrath of social puppeteers. It is the NRA that has invested in genuine criminal justice reform. It is the NRA that has defended gun owners year after year. Usually, we won. But when we didn't, it was because apathetic gun owners thought gun control didn't threaten them, it wouldn't affect *them*, it couldn't happen to *them*.

But it does, and it already has. From L.A. to New York to D.C. to your hometown, you enjoy less freedom than you think. And less and less every day.

WILL IT TAKE THEIR OWN QUIET RIOT?

The evil in L.A. was just a concentrated form of the one-on-one evil that stalks America every nightfall, untouched by gun laws and ignored by media. In dark parking lots instead of crowded streets. Smashing through bedroom windows instead of store windows. Demolishing lives instead of whole neighborhoods. One lonely

woman at a time, one businessman at a time, one family at a time, one innocent victim at a time.

What if it were *them*? Would they *then* demand an end to senseless attacks on firearm freedoms?

WILL IT TAKE MORE CRIMINALS ON THEIR STREETS?

A staggering 10,000 people were arrested during the L.A. riots. Almost half had prior criminal records, were released on parole or were granted probations from felony convictions. L.A. Deputy Attorney John Wilson said, "There is no question that a major element of professional criminals were involved." Few are surprised; still fewer do anything about it.

WILL IT TAKE THEIR OWN TASTE OF TER- ROR?

When panic struck, gun control "supporters" were first in line at gun shops - shocked, then outraged, that the gun control they wanted for others now applied to *them*. So they furiously filed their firearm purchase applications, hoping government would give them permission to exercise their basic civil rights.

In that moment they became ex-gun-control supporters, new Second Amendment converts who joined the American majority that believe law-abiding citizens should never be denied the right to buy firearms.

They'll not be fooled again. California gun purchase applications are up 60%. And each one represents a brutally enlightened Californian who no longer believes in gun control.

THE FINAL TOLL FOR GUN CONTROL:

- 52 dead
- 2,383 injured
- 10,000 arrested
- 4,500 buildings/homes destroyed
- 10,000 businesses destroyed
- \$735 million property damage
- \$600 million in federal aid

How many crimes were prevented by California's gun control laws?

None.

"Too many gun owners feel protected. Their firearms seem secure. They think their rights are invincible. And that's the problem."

"The history of L.A., indeed the history of the last 25 years, proves the right to self-protection isn't prevailing, but decaying. And apathetic gun owners have no one to blame but themselves for the steady erosion that has quietly washed away Second Amendment freedoms. And you can help stop it. Get your friends to join the NRA. Upgrade or renew your membership."

"Because only when NRA wields the strength of five, or seven, or ten million members, will Second Amendment protection be truly secured for generations to come." **END**

A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING
August 8, 1992

The roving meeting was called to order at 12:15 p.m. by Coordinator Roger Hendricks at the Windy Creek camping area.

Roll Call:

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

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

Correspondence:

A letter from the MRF was read thanking us for our past support and donation and they asked if we would support them at the next Meeting of the Minds and possibly make another donation this year at the meeting.

Vice Coordinator:

No reports

Public Relations:

Rich reported on the legislative '93 preparation meeting held by BikePAC of Oregon at the Harbaughs' residence. (Read the newsletter from last month to see what Rich and Gordon had to say)

State Run Coordinator:

Still working on the OLCC permit for the fall bash and a request was made for an old oil tank for a fire pit and there was a reminder about cigarette butts. The same requirements from each chapter are trash bags, gasoline, and two prizes. Remember that these are to be turned in to the motor home area so your chapter will be acknowledged for its donations.

Education Director:

Mel reported on a committee formed to take MC Education to the schools. It will be going through the State Education Board. Information will be sent to all chapters so please keep your eyes and ears open. Kraig of Yamhill County talked of the feasibility of moped/MC/car license.

Legislative Director:

Steve was not here but he had made a printout available of all candidates. Kopetski will be speaking to the Salem Chapter. Yamhill is putting on a candidates fair, Pope City needs an opponent to run against Mike Probst for County Commissioner. Roger read a

letter from AMA concerning the desert protection act (against dirt bikes) and they have been working on this for about 8 years now. Highlights from the AMA Activist Review were read.

Membership:

Carolyn reported that we have 1252 members as of August 1.

Newsletter Editor:

No report, but we will be needing a new editor with some computer experience.

ABATE Products Director:

Angle has new T's in red and gray and she also has chapter rockers, a new patch and a anti-helmet pin.

Ways and Means Director:

Kraig has the Road to Fossil T's now at \$10 and he has turned in \$150 from T sales. Coloring books are being sent to Pete Karpa in Japan.

Historian:

No report.

Treasurer:

Joy reported that through 8/07/92 we have a grand total of \$25,135.94.

| | |
|---------------------|------------|
| Checking: | \$1,287.14 |
| Savings: | 23,362.87 |
| Postal: | 485.93 |

**REMEMBER: TALK TO JOY ABOUT INSURANCE FOR
YOUR RUNS AND BE SURE YOU KNOW WHO NEEDS TO BE
THE ADDED OR NAMED INSURED**

50-50 Drawing

Old Business:

Lobbying — As an organization we can give money to a lobbyist, but it can be used only for the purpose of lobbying.

By-Laws — \$900 for the fees to update bylaws and rules of operation.

Tri-fold/Accounting — both still pending

Jackson County — looks like they are gonna make it.

Insurance/trikes — no insurance available if the trike has an automobile motor

Pappy's report will be given next month. He couldn't make it today.

New Business:

Awards/NCOM — Banquet is the 24th of October. Slider Gilmore and Jim Bensberg are possible speakers/presentation. Roger needs a list of all the people in your chapters that you feel are deserving of appreciation awards because we would like to present them at the banquet. Bring the list to the next meeting.

Meeting of the Minds — Sept. 25-27, 1992. Air fare at this point in time will cost \$263 round trip. Mel Yeager made a motion "that ABATE pay the cost of air fare, registration and hotel costs for two representatives to the Meeting of the Minds in Columbus, Ohio Sept. 25,26,27 1992." It was seconded by Alan Pitts and passed with a vote of 17 for, 0 against, 1 abstention. A motion was also made to match the \$1,000 donation from last year. Made by Jerry Morgan, seconded by Rich Benson and it passed with a vote of 17 for, 1 opposed, 0 abstentions. It will be presented at the Meeting of the Minds.

Swap meet booth — A motion was made by Mel Yeager and seconded by Jim Rhodes to pay \$40 for the state booth. It passed

● ATTENTION ALL MEMBERS ●

A motion was made by Yamhill County which will need to be presented to the chapters because it affects the general membership. Discussion was heavy on this. Made by Jim Rhodes, Seconded by Donna Rhodes: "That 25% of membership fees be returned to the appropriate chapters as an incentive to local chapters to promote membership and give operating capitol to the chapters."

unanimously with 18 for.

Membership for cleaning of printer — Mel made a motion to give a membership to the person who repaired and cleaned the membership printer. It was seconded and passed unanimously with 18 for.

Strategic training — The classes are to train for specific jobs in our organization. Roger requested to send people at \$60 per day. There was a motion to set aside \$300. It was made by Ron Kyler, seconded by Jerry Morgan and passed with 16 for 0 opposed and no abstentions.

Carolyn requested that a new printer be bought for the membership secretary. A motion was made by Ron Kyler, seconded by Crash to buy a new laser printer. It passed with 17 for, 0 opposed, 1 abstention.

We had announcements — Steve and Trish Benson have started networking a Kid's Clothes Program (contact # in Salem, 399-7514) and BikePAC's next meeting will be on Sunday the 13th of September.

A special thanks goes to Rich Benson for taking notes in my place. Excellent job, thanks !!!!!

Lois Gleason
Secretary

Remember to save the previous issues of the Newsletter. We may not be able to print everything we want to and will have to refer you back you past Newsletters for the information.

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CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angie, 285-4329

Hello from Columbia River Chapter.

Last month for one of our meetings we had a family picnic. Sure was nice. Weather was good too. Made it different. More chapters should try it. The turnout wasn't the greatest because we still because we missed those that couldn't make it, but all that were there had lots of fun.

Was the 2nd meeting for our new Coordinator, Craig Jensen, who is doing a good job. We have some new officers besides our new Coordinator. They are:

Tinnie Coronas - Legislative Director
Tim Youngman - State Rep.
Mike Newkirk - Education Direction
Lila Cowdrey - Ways & Means
Mark Cowdrey - Sgt.-At-Arms

and then, of course, last year's officers who have decided to stay on for another term like

Preacher Jim McLucas - Treasurer
Daryl Waters - Membership Secretary
Doug Roland - Historian (who by the way was our
Coordinator for two terms
and has helped keep our
Chapter afloat.)

Thank you Doug from all our members.)

And me, well I'll stay on as Secretary for another year.

Congratulations to all. Let's hope for a better year.

We still have our Membership Drive going on. We're looking forward to the NCOM Seminar in October. On September 19th we're looking forward to our first Toy Run Benefit Party. The Fall Bash is in October, The End Of Summer Run, whew! We still have a lot of stuff to keep us busy. We have a good time but remember, ABATE is always at work too, so join us.

Have fun but be safe,
Adios,
Angie

DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 a.m.
Round Table Pizza, Roseburg Valley Mall, Roseburg
Contact Ed Halkyard at 673-6120 for information)
Chapter Address: P.O. Box 61, Roseburg, OR 97470
Chapter Contact: Joy Hoover

Hi folks,

We sure have rocketed into a busy summer in our Chapter. The plans for our Windy Creek Run are on track and we expect to have the biggest and best ever run in August. We surely hope to see all of you there.

Our Camp Easter Seals project plans are progressing. Our new South Coast Chapter have pitched in with donations to the tune of \$500 to date as well as supplies and materials and most important of all, live bodies willing to pitch in to help us complete our project. Between South Coast and Douglas County Chapters, five people will be sponsored to Camp Easter Seals this year.

Douglas County voted not to replace our current Freedom Buttons but to add a new button with one of the slogans State has

decided on.

The State Roving meeting place has been changed to Windy Creek Park. The meeting coordinators are planning for a fun, successful meeting. Come one, come all and support your state organization on August 8th.

The efforts of our younger members in gathering funds for Lana Little are paying off. Collection jars have been placed in various businesses in our area and to date have collected \$50. The efforts of these young people are to be commended.

Ruth Washburn found a very nice ladies levi jacket in her car after our anniversary meeting in Stewart Park. You can call her at 459-3855 if you think it is yours.

Mike Godfrey had his jacket stolen a few months ago. If you see it, he would really like to know. It is a fringed leather jacket with 6 outside pockets, 4 inside pockets and 4" of fringe missing on the left shoulder. Contact him at 459-4732.

Did you lose a pair of leather riding gloves at Fossil. Contact Tim Maley at 673-1469, identify them and you can have them back.

Ride Happy and Free
R.A.W.

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 a.m.
Angelo's Pizza, Phoenix (Call Frank at 535-6537
or Chris at 776-9824)
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Alan Pitts, 826-1875
or Benita Coleman, 779-2910

Howdy Boys and Girls

Well, SOS was a roaring success. Our thanks to The Christian Bikers for their assistance with security. It was a great run. Everyone is looking forward to the next one - Windy Creek!

We've got a locksmith from Medford who is going to speak and check out our trusty locks at the September Chapter meeting at the Triple Tree on Hwy. 234. We spend some good money on our locks and we trust them to protect a lot more. We thought it would be a good idea to check out their worth from a pro. He'll be at the first meeting in September. Stop by and bring your lock.

Drive careful,
Blayne Brissan

JOSEPHINE COUNTY

Meets 1st and 3rd Sundays at 11am
Fatte's Pizza, 7th & Hillcrest
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 471-1642 or Ron Kyler, 476-2049

No report. Third time.

LANE COUNTY

Meets 1st Sunday 12:00 noon and 3rd Tuesday at 7pm
Abby's Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: P.O. Box 23325, Eugene, OR 97405
Chapter Contact: Mike Brown, 741-7143

Hello Everyone.

Here in Lane County things are really going good. We're back on track and in forward motion. Labor Day is almost here, the last

3 day weekend of Summer 92. We're real busy fine tuning the last minute details for our L.D. Run and very excited for it and all of you to be here. Clay Creek is a great sight for this event. You'll be glad you didn't miss it.

Tuesday, July 21, (yes, again) we had elections for two Officers positions. Our Ways & Means Officer is going to Alaska, so we filled this position with Miss Sheri. Due to her busy work schedule she decided it best to resign as Treasurer. The Treasurer's position was filled by myself. As of now, all officers positions ARE filled. And ALL officers are ready and willing to do all they can to keep our Chapter moving upward and onward.

Hope you all enjoy the rest of the nice riding weather and our Labor Day Run.

Take it easy & ride safe,
Gina

P.S. A personal note, I'd like to pass on to everyone -

While Adam and I were at SOS we stopped a couple of times at the store in Tiller, at Tiller's Market owned by Dorin & Margaret Walter (with their two sons). They really enjoyed all of us coming through and stopping in.

He also told us a couple of the locals asked him "how bad is it with all the 'Hell's Angels' stopping in?" His reply to these locals was "I've seen a lot of Angels and none of them are raising hell."

We really liked his attitude and enthusiasm, so we wanted to share this with you.

Also, he hopes to attend SOS next year but he needs the information in advance to plan the weekend off. We visited with him and a couple other riders for a couple of hours Sunday afternoon. He's really "good people". We personally recommend stopping in at his store or catching up with him at SOS next year.

LINCOLN COUNTY

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

Moby Dick's Restaurant, Newport

Chapter Address: P.O. Box 665, Newport, OR 97365

Chapter Contact: Vicki Lechner, 563-3520

Hi!

If you didn't make it to the Beaver Creek Run you missed one hell of a good Run! Missed seeing several people that usually attend. Hope they will be there next year. Thanks to all of you who helped make our run a success. Also, we hope the guy who crashed on his way out is having a speedy recovery. GET WELL SOON!!!

On August 29th our Chapter will have it's After Beaver Creek Party. Should be a lot of fun, hope all our Chapter members can attend.

Otherwise there's not too much happening with our Chapter. It's been great riding weather so a lot of people have been taking advantage of it. We had a great turnout at the August 7th meeting. Hope to see even more people there next meeting. If you're there you could have a chance to win the \$60 Bubble Fund.

Until next time,
Take care, Brenda

● ATTENTION MEMBERS ●

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

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon

Pizza Harbor, Seaside

Chapter Address: P.O. Box 468, Seaside, OR 97138

Chapter Contact: Don Smack, 738-7156

No report. Second time.

N.E. PORTLAND

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

Round Table Pizza, 4141 N.E. 122nd, Portland

Chapter Address: P.O. Box 5792, Portland, OR 97228

Chapter Contact: Pat Gleason, 775-4593

I was just sitting in Pat's back yard watching the 'boys' get ready for the Summer Run when I was reminded that it was time to do the highlights for the newsletter. With all the planning I saw take place I hope the Summer Run was a huge success this year.

As usual we are going early and staying late, it's about time for a get away.

Summer is coming to an end and the Toy Run is close at hand. The first Toy Run party is the last Saturday in September at the Cactus Club.

We are getting ready for the NCOM Convention October 23-25th, lots to learn, and all the seminars are free!!! BikePAC 1993 legislative activities are in the works. The brain storming went off with a big effort to help you the people get back your rights and freedoms to choose. Lots of help will be needed by you.

So how many have taken the courses put on by TEAM Oregon? How many have written their Reps. in Washington, D.C.? Have you been to your chapter meeting recently? Do you know what is really going on?--find out. For more information call your locally involved biker.

One more thing, and this is for NE members: What can we do for you the member, to make it easier for you to attend your meetings? Please write it down and send it in or bring it to a meeting, we need your ideas. Thank you for your participation in your chapter growth.

Ride Safe,
Marybeth and Gordon

RIVERGATE

Meets 1st 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

Hello again!

In the August Newsletter, I mentioned a "special" fund raiser that we were working on. Fliers are now circulating with all the specifics (one also included in this newsletter), and ticket sales are as hot as the weather has been. There are plenty of tickets left, though, so getcha some and tell all your friends, too. Come join us for some fun and socializing, Saturday, October 3rd, 7:00 pm, at the U&I Tavern in N. Portland. Hope to see you there!

We're still recruiting members. At our last meeting (August 2nd), some new and old friends joined us. It was great. Currently, our meetings are still the 1st Sunday of the month ONLY. At our August meeting one of our new members had a wonderful idea which was put to a vote and passed unanimously. So, when we go back to twice per month, we will be trying something new. Starting in October, our first meeting will be as usual (first Sunday), but our second meeting (third Sunday) will be a roving meeting. We're hoping this will have a positive influence on our membership as well

as some fun and interesting meetings.

We have a new officer. Fran Swope is our Historian. She'll be perfect for the job. Thanks, Fran!

By the time this newsletter comes out, the Summer Run will be in everyone's memories. Hope all those who participated have fond ones. But leave room for the End of Summer Run (coming up fast) and the Fall Closure which is sure to be a grand time.

That's all for now folks!
Till next time, Vickey

SALEM

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

Hi all,

Sorry about last month. Guess I spaced our Chapter report out!

By now Fox Creek is over and done. Once again it was a success even if it wasn't as large as last year (we still had 300+ people).

We're going to have a Halloween Party which will probably be at Jammer's. We've targeted it for October 31st so watch for fliers.

We've also decided to change the date of our Anniversary Party since it fell on the same day as the Shriner's Toy Run. The new date is Friday, December 4th. Watch for more news on this later.

Last month we had Bob Seagraves come speak at our meeting. He's running against Mike Kopetski. This month we're having Mike Kopetski come speak at our meeting. Should lead to be interesting.

In closing I'd like to say on behalf of my Chapter, "Thank You" Rotten Roger, Rich, Elizabeth and Kraig for coming to our meeting. It was nice to see you all.

Catch you on the flip side,
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

Hey Everybody

We're up to 80 members now! Yes!!

This past Sunday we gathered at Laverne Park for our monthly meeting. The weather was beautiful and the barbecue was great! I can probably speak for us all when I say that it was the best meeting we've held. The majority of information relayed to us pertained to the great work that's being done for us all in our Legislature. A special thanks to our Coordinator, Vice Coordinator and State Rep. for their involvement in BikePAC's Legislative Conference '92.

See you all at the Hospice Run, September 12th.

Be aware and ride safe,
Jan

SHRINER'S TOY RUN '92 MEETINGS

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

S.E. PORTLAND

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

No report. First time.

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.
Little Italy Pizza, Cornelius
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Dave, 648-4103 or Bill, 681-9200

Hope you all are enjoying this hot weather. Feels pretty good to ride with the sun on your back and the wind in your face.

Kraig, from Yamhill Chapter came to our meeting last Tuesday and gave us some useful input and information in regard to the "End of Summer Run". Everything is coming together beautifully.

The Washington County ABATE Chapter has worked it's way up to 86 members. Hopefully we will continue to grow and break the 100 mark soon!

Thanks to Cowlitz County for a good time boogie-n' in the cowchips. Several members were in attendance at this run. We would like to apologize for any confusion our members caused by relocating the outhouse ... sorry guys ... but it was a little too close to home.

Washington County ABATE members were also present at the Fox Creek Run. Many thanks to Crazy Steve for all your help.

We would like to welcome several new officers to recently vacated positions.

Paul - Membership Secretary
Bill - Ways & Means
Sandra - Vice-Coordinator
Carol - State Representative

There will be a pig roast given out at Mike and Ambers pack rat ranch on August 22. Fun is guaranteed to be had by all!!

In an unfortunate incident at the Washington County Fair several of our members were discriminated against and unfairly ejected. We are hoping for a positive resolution to this action.

Many members are planning to go to Summer Run this weekend. Hope to see you all there!!

Suzy,

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

No report. Third time.

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

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

"UNITY IS THE ANSWER"

REP. OWENS AND SEN. CHAFEE SEEKING TO DISARM AMERICANS

On March 11, Rep. Major Owens (D-NY) introduced H.R. 438, a constitutional amendment to repeal the Second Amendment. On its heels comes S.2913 by Sen. John Chafee (R-RI) to ban all handguns - not just future manufacture and purchase, but all handguns in existence.

The Chafee plan is nothing less than a national forced buy-back program of an estimated 65-67 million handguns. Chafee would mandate that the government buy all the handguns privately owned by paying \$25 or the market value, whichever is higher. With an average value of handguns somewhere between \$150-400, the cost of this scheme would be a staggering \$10 to \$26 billion. Chafee also would place a fine of \$5,000 on citizens who do not surrender their handguns.

Sen. Chafee brushes aside any argument that his bill would violate the constitutionally protected right of American citizens to keep and bear arms. He also fails to explain why he believes criminals would comply with S. 2913 while the law-abiding citizens they prey upon were being disarmed.


Where the anti-gun movement long has used crime as an excuse to ban firearms, Sen. Chafee seeks to add health costs and poor schools to the list of societal ills that allegedly would be cured by gun prohibition. It is absurd to believe that a ban on handguns would have any impact on the complexities of health care. Also, most citizens realize that the increase in violence - with or without guns - in our schools is a symptom of the greater problem of the

twin breakdowns of the family and the nation's criminal justice system and the latter's inability to deal effectively with violent young criminals.

Whether it is a ban on "Saturday Night Specials" of "assault weapons", or a bill to provide a waiting period or gun registration, or Sen. Chafee's handgun ban, the goal is to eliminate all guns and the nation's Second Amendment protection. While the Chafee and Owens measures may not have significant support now, history has taught that if we take them lightly, support for their passage will grow.

Several national organizations had endorsed Chafee's S. 2913 by the end of June. Prominent on the list are groups that have long maintained that they were only interested in regulating - not eliminating - handguns in America.

Supporting S. 2913 are: American Trauma Society, American Academy of Pediatrics, American Public Health Ass'n, American Ass'n for the Surgery of Trauma, Nat'l Ass'n of Community Health Centers, U.S. Conference of Mayors, Nat'l Urban League, Council of the Great City Schools, American Ass'n of School Administrators, National Ass'n of School Psychologists, Children's Defense Fund, Nat'l Ass'n of Social Workers, Nat'l Coalition Against Domestic Violence, Coalition to Stop Gun Violence, Center for Science in the Public Interest, American Ethical Union - Washington Ethical Action Office, Friends on Nat'l Legislation, Jesuit Conference - Office of Social Ministries, Presbyterian Church (USA), Unitarian Universalist Ass'n of Congregations, United Methodist Church - Board of Church and Society, United Church of Christ - Office for Church in Society. *END*



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

*Let Those Who
Ride Decide!*

**4th Annual Tri-County
END of SUMMER RUN**
Sept 26,27 1992
at KILCHIS RIVER PARK
Approx. 9 Miles East of Tillamook on Kilchis River

For Info:
Washington Co. Chop.
Captain --- 648-9311
North Coast Chop.
Dan, Debbie --- 738-7156
Yamhill Co. Chop.
Craig --- 876-5115

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Call Dan for Info.
\$75 Fee for All Weekend

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Fires OK
Live Music All Night Sat.
ANGEL & BOB BECK
Admission Price Includes:
Dinner
Pig Roast & Chicken by Kraig
& Beans, Corn, Taters
Breakfast
Pop
Beer
Games
Bike Show
Camping
Softball Field Available

COSTS

| | Member of MC | NON- Rights Organization Member |
|---------|--------------|------------------------------------|
| ADVANCE | \$15.00 | \$20.00 |
| CASH | \$20.00 | \$25.00 |

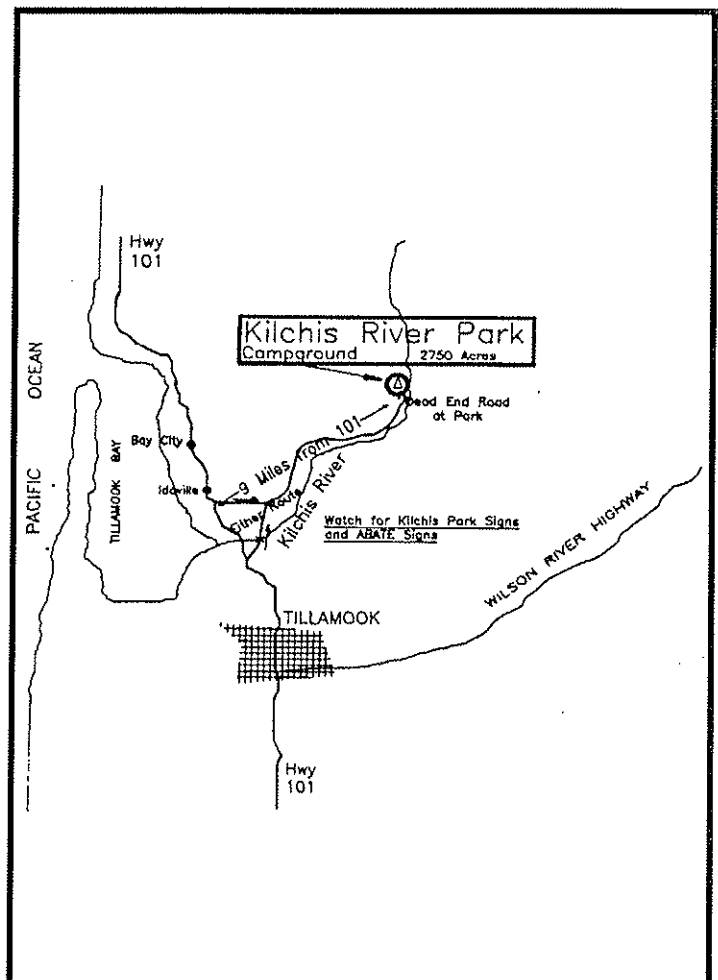
\$5.00 off Admission for joining M/C Rights Org.
Kids Under 12 --- 1/2 Price
Advance Tickets Sold 'til Aug. 8

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

PLEASE --- No Bad Attitudes

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

See Detailed Map on Reverse



Reprinted from May 1992
ABATE of Colorado Spokesman

SENATE BILL 2237 SAYS "ALL OLD CARS MUST DIE"

If you're thinking of doing a restoration on a vintage car or truck, or, if like many Americans, you drive a vehicle that was made before 1980, Senate Bill 2237 should get your attention.

Senator William Roth of Delaware has introduced S. 2237, unofficially known as "the clunker bill", which seeks to eliminate ALL cars manufactured before 1980. According to an article by David Boles in Custom Power News, the reasoning behind S. 2237 is that cars of yesterday need to meet the stringent emission requirements of today. Boles goes on to say that, "Senator Roth and his band of unmarried men would like to see all of the major auto manufacturers participate in 'giving' you and me the whopping sum of \$2,000 for \$2,000 credit, so I guess we can all see where this is headed. Trade in the old car for a brand new one and receive a \$2,000 credit towards the new car's purchase."

"As of this writing, the big three auto manufacturers are behind this bill. Big surprise there, since the average age of registered vehicles in America has risen from 2.5 years to 7.5 years since 1980. That is money right out of the big auto manufacturers' mouths. With new car sales in a shambles, a Federal program to take old cars off the road would do nothing but fatten the auto manufacturers' sale of new cars; substantially, if not totally, reduce the used car market; and it would look good politically. They are doing it to save the environment."

"There will be exceptions for museums, or show-only cars, but for the average Joe Citizen out there in the wilds of America, his '74 El Camino will become but yet another flower pot in the yard. The practical point would be that all the classic cars would be owned by those people who are wealthy enough to retrofit them with new emission standards. We'd be straining our necks every time we thought we had a glimpse of one while we were driving to our favorite burger joint in our brand new Hyundai!"

"It's going to take a public outcry to nip this idiocy in the bud. I don't know about you, but I'd sure be upset if I had to watch my car be crushed because of an idiotic bill like S. 2237, and then two years later find out that, the emissions standards test had been off for years and a terrible mistake had been made."

If you don't like the sound of this, **write your U.S. Senators NOW!!!** Let them know how you feel. See page 12 for addresses.
END

Reprinted from September 1992, Rider Magazine

STARTING LINE

by Bill Stermer

BIKE JERKS

A couple times per month, I take a breakfast ride to a cafe up in the mountains with several friends. It's a bucolic setting where we sit out on the patio over a stream enjoying the morning, the sounds of the birds and the stream, the aroma of coffee - and the tamales and eggs are really great!

This last Sunday we had an experience with what I'll call "bike jerks," the kind who believe that if you don't ride their brand, well, you ain't you-know-what. And it disturbed me a great deal.

The morning had started promisingly enough. Scott was here, and Ken and Janice with their friend, Kathy. We all happened to be riding German-made bikes. A German guy who rides a Vespa 200 "souped up to 20 horsepower" stuck his nose out the patio door, so we invited him to join us. So there we all were in the middle of a great breakfast out on the patio over the stream, minding our own business.

Then the first bike jerk appeared, a little weasel of a man in a black T-shirt and beard. He threw open the patio door in mock excitement to inform us, in very crude language, that one of our bikes had just defected out in the parking lot, and there was waste all over the place.

When we ambled outside later, here was bike jerk No. 2 astride an American-made motorcycle, also outfitted in a black T-shirt and beard. He yelled over to us, "You know, it's too bad I ran out of Rice Krispies, otherwise I could have sprinkled some under your bikes."

Feigning innocence, and always spoiling for a little fun, Scott asked, "Really, why would you do that?" The jerk muttered something about "rice burners" at which point Scott pointed out that the term was usually reserved for Japanese bikes, and since there were German perhaps he had some wiener schnitzel he'd like to put under them. Our bearded friend couldn't even get his stick straight!

What I wish I'd done was to feign interest in his bike, inspect it, then say, "This carburetor says 'Keihin' on it - where do you suppose that's made? And the fork and shocks are made by Showa - why, those are Japanese companies. Say pal, the joke's on you - your bike has more Japanese components than ours do." But, of course, I didn't. I didn't think of this snappy comeback till I was halfway home.

Bike jerks of this sort are like racists, though I do not wish to trivialize the illness of racism by the comparison. They put down other riders because they're on a different brand of bike. They have no facts except the ones they make up, as prejudice has no factual basis. Their actions are divisive and destructive at a time when motorcycle riders need to pull together to fight such misguided schemes as national helmet laws and compulsory catastrophic health-care insurance.

While these particular jerks happened to be riding American-made bikes, I don't wish to single out riders of that brand. Till now, my exchanges with these people have usually been a nod and a mutual "nice bike," born of the respect due another guy on the road. I have seen jerks with similar attitudes astride all brands of bikes talking down to people astride all other brands, bikes from other countries and even bikes they deemed in their wisdom to be too large, too small, inappropriately painted or to carry too many accessories.

Get a life, people! This sort of stuff is supposed to end in grade school. Discrimination in all its forms is stupid, but then again what's the point of being stupid if you can't show it?

As for the red herring of "Buy American," motorcycle riders are an independent lot who buy because a particular bikes suits their needs. If it doesn't suit your needs, don't buy it. As for what they buy, well, this is the United States of America where people have fought and died for their rights, and the rights of others elsewhere, to make their own decisions freely. Those bike jerks who invoke patriotism as their reason for hassling others are in fact acting contrary to the principles of the America they profess to love.

In any case, it's not for me or anyone else to question your motives or patriotism, or put you down for what you ride. To do so is to be a jerk. **END**



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 3 (Greater Portland Area)

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

District 5 (Northern Willamette Valley)

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

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 4 - South Coast, South Willamette Valley, South Oregon)

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

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 •

TIPS TO PREVENT THEFT

1. Always take your keys when you leave your bike parked.
2. Lock and cover your motorcycle whenever possible, and at least lock it - even if you're leaving it only briefly.
3. Park only in well lighted areas.
4. Lock your garage, shed or wherever your motorcycle is stored.
5. Secure your motorcycle to a post or other immovable object.
6. If you must lock your bike only to itself, take a few minutes to wrap the cable or chain around the front and rear wheels, the frame and the swingarm. Be creative. The spur of the moment thief may see this and move on.
7. Don't carry your helmet around in stores; this tells an alert thief that a motorcycle is unguarded. Store it in a tour pack, secure it to the machine, or rent a storage locker.
8. Be aware of strangers taking more than a casual interest in where you live and where you store your machine.
9. Never let a prospective buyer test ride your bike alone.
10. Ask parking lot attendants if they'll listen for your machine's audio alarm or other warning devices.
11. Get an engraving pen, and mark as many parts on your machine as you can.
12. Assume that someone, somewhere is waiting to steal your machine.

END



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PRE-RIDE

Bike trouble can be worse than poor weather. But we can control many mechanical problems. A pre-ride inspection of your bike can help prevent a break down 10 miles from nowhere.

The Motorcycle Safety Foundation has a pre-ride check list called T-CLOCK.

T - Tires & Wheels

Check tires for proper inflation, damaged valve stems, tread depth, stones or glass stuck in the tread, and weather cracks. Check wheels for loose spokes, bent or cracked rims, bearings for excessive wear or grinding, and seals for cracks, tears or leads.

C - Controls & Cables

Inspect controls to make sure they work properly. Levers should be mounted tightly, have a ball on the end, and be lubricated at the pivot. Cables should be lubricated, no fraying, no kinks and should not interfere with suspension or steering. Hoses should be free of cuts, cracks, leaks, and not interfere with suspension or steering. The throttle should move smoothly and spring back to the idle position. Both brakes should operate smoothly and be adjusted properly. The shift lever should be in the correct position and be secure.

L - Lights & Electrical

The battery should have clean terminals, sufficient electrolyte and be fastened securely. The vent tube should be routed properly without kinks. Check lenses and reflectors for cracks, secure mounting and excessive condensation. Check the wiring insulation. Make sure all lights function and are aimed properly.

O - Oil & Fluids

Check the following fluid levels: engine oil, transmission, shaft/road drive, brake reservoir, clutch reservoir, coolant reservoir and fuel. Also check for leaks around gaskets, seals, hoses, fittings, and master cylinders.

C - Chassis

Check the frame for cracks at gussets and accessory mounts. Check steering head bearing for free movement. Swing arm bushings/bearings should operate smoothly. Check forks and shock(s) for smooth travel, no leaks, and proper adjustment. Check chain or belt for proper tension. Lubricate chain side plates when hot. Inspect sprockets for secure mounting and no hooked teeth. Make sure fasteners are not missing and are tight.

K - Kickstand

Check stands for cracks or bends. Retention springs should be in place and have sufficient tension.

The inspection should be repeated regularly. It can alert you to problems before they cause an unscheduled stop.

Later, Chris

"Throughout the world people struggle in the streets for a small measure of democracy, while here, in the nation of it's birth, it has begun to die."

— Richard Kimball, President,
Center for National Independence in Politics

PROTECTING YOUR RIGHT TO PRIVACY

Although your privacy has not been invaded to the extent depicted by George Orwell in his controversial novel "1984," the fact remains that private information about you or your business is often quite accessible. Are there laws that protect your right to privacy? Yes. However, for the most part, these laws are riddles with exceptions, exemptions and narrow applications.

The Result: You may be surprised how easy it can be for others to look into your personal affairs. Here is a quick rundown on some of the most important laws in this area.

- Fair Credit Reporting Act of 1970: This law restricts credit agencies from sharing its information with outsiders. Basically, it gives consumers the right to be notified of a credit investigation for insurance or employment purposes. It also allows an individual to review his or her own credit reports and revise any reports that are accurate.

However, the law contains numerous exceptions. Prime example: the information may be made available to anyone with a "legitimate business need." Since this term is not specifically defined, the impact can be substantial.

- Privacy Act of 1974: It was intended that the Privacy Act would prohibit one federal agency from sharing or "matching" information with another agency. However, it is permissible for agencies to share information that has been collected in connection with a similar purpose. This has been called the "routine use" exception.

Practically speaking, the exception allows agencies to trade sensitive data with few restrictions.

- Right to Financial Privacy Act of 1978: Under this law, the government can't comb through an individual's bank account records without following some strict procedures. Yet the law does not apply to everyone. For instance, state and local government agencies (including law enforcement departments) and private employers are exempted.

Furthermore, the list of exemptions to the law keeps growing. For instance, now the FBI and US attorneys also may be able to circumvent the rules. As a result, the Financial Privacy Act is not much of a deterrent.

- Video Privacy Act of 1988: There's actually some teeth in this law designed to prevent retailers from disclosing video rentals records without a court order (or the customer's consent). The Act also bars retailers from selling the records to other parties.

Nevertheless, it must be noted that other sensitive information (e.g., Medical and insurance records) remains unprotected. In other words, the focus of this law is quite narrow.

- Computer Matching and Privacy Protection Act of 1988: The Act regulates computer "matching" of data for purposes of (1) verifying eligibility for federal benefits programs and (2) recovering delinquent debts. Under this new law, individuals must be notified before adverse action is taken. And an agency must have substantive proof - at least two pieces of evidence - before benefits can be cut off.

While the law does offer a measure of protection, it still allows matching in some critical areas. For instance, matching for the law enforcement and tax purposes is not affected.

There's been talk in Congress about closing some of the loopholes in these laws. However, as of this writing, your right to privacy remains fairly limited. Be sure to get professional advice on the amount of protection you can expect in a given situation. *END*

CONGRESS DERAILS PROPOSED OSHA REQUIREMENTS FOR HELMETS/SEAT BELTS

WASHINGTON, D.C., July 28, 1992 - Congressman Robert Livingston of Louisiana today offered an amendment to a Labor/HHS Appropriations bill that will prevent OSHA (Occupational Safety and Health Administration) from requiring helmet and seat belt use for on-the-job salesmen and delivery people.

The purpose of the amendment is to undermine a proposed OSHA regulation which would have mandated that employers require their employees to wear helmets and seat belts, or the employer would face fines of up to \$10,000. OSHA first proposed the "Occupant Protection in Motor Vehicles" regulation in July, 1990 and final regulations could have been issued at any time. The rules would have applied to some 5.4 million businesses and 35 million employees ... at an estimated cost of \$221 million annually.

"The regulations would turn employers into government agents who enforce traffic violations," said Congressman Livingston. "Let's stop the regulatory reach of Big Brother by passing my amendment limiting the use of funds to implement this ill-advised rule."

Indeed, according to BAM founding attorney Russ Brown, whose law offices represent worker's compensation cases in addition to specializing in motorcycle injury accidents, "OSHA's proposal is regulatory overkill." In a letter opposing OSHA's proposed rule, Russ Brown stated, "The rules would not only infringe on personal rights, but would create an unnecessary burden on employers."

Congressman Livingston's amendment was passed on a voice vote and the bill next goes to a Senate Appropriations sub-committee. According to the Motorcycle Riders Foundation (MRF), whose Washington, D.C. office has been monitoring the OSHA proposal and lobbied for Livingston's amendment, the bill is expected to pass before the October 1st deadline.

"This action by the House of Representatives shows that there is support in the U.S. Congress to get the federal government out of the business of mandating motorcycle helmet and seat belt use," said MRF lobbyist Wayne Curtin. "Passage of this amendment shows there is a realistic possibility to repeal the national helmet law." *END*

**"They that give up Essential Liberty to
obtain a little temporary safety deserve
neither Liberty nor safety."**

— Ben Franklin



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U.S. HOUSE OF REPRESENTATIVES PASSES ONE YEAR DELAY IN NATIONAL HELMET LAW MANDATES

by Wayne T. Curtin

On August 10, the U.S. House of Representatives passed legislation that will delay the national helmet law mandates by one year. The Intermodal Surface Transportation Technical Corrections Act - H.R. 5753 - was approved by a voice vote. Section 131 of H.R. 5753 includes language that changes the date states must pass mandatory motorcycle helmet and seat belt laws to avoid financial penalties from October 1, 1993 to September 30, 1994.

Passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), in the first session of the 102nd Congress, put in place a federal mandate on state legislatures to pass mandatory motorcycle helmet and automobile seat belt laws. Under this new law - P.L. 102-240 - states must pass both helmet and seat belt laws by October 1, 1993 or incur financial restrictions on their federal highway funding.

The first week of June, ABATE of California Lobbyist Jim Lombardo came to Washington, D.C. During that week, on June 3, he arranged a meeting with Congressman Norman Mineta (D-CA). Also in attendance at this meeting was Rep. Wayne T. Curtin, the Motorcycle Riders Foundation's (MRF) Vice-President of Government Relations, Jim Bensberg, the American Motorcyclist Association's (AMA) Washington Representative.

The main subject of this meeting was the MRF's request for a one year delay in the federal helmet law mandate to be included in the technical corrections bill to ISTEA Chairman Mineta was preparing to introduce. At this meeting, which took place on the steps of the House of Representatives, Chairman Mineta agreed with the MRF's position on this issue and committed to include the delay in his bill when introduced.

This opportunity to speak directly with Chairman Mineta about this issue would not have happened had ABATE of California's Board of Directors not responded to MRF's request for them to send Jim Lombardo to Washington. Having worked with him in the past, Wayne Curtin knew of Jim Lombardo's lobbying skills and ability to get in, many times on a moment's notice, to see the members of the California Congressional Delegation. ABATE's decision to hire a Sacramento based lobbyist with twenty-two years of experience paid off in our nation's capital as well. Because he knows many of the California Members on Congress from when they were state senators and representatives Jim Lombardo is very effective in helping MRF in Washington.

With the opportunity provided by ABATE of California, MRF promoted two main arguments for inclusion of this change in the technical corrections bill. First, since ISTEA's enactment date was December 18, 1991, and the penalty sanction date is October 1, 1993, state legislatures were given less than two years to enact the laws. MRF argued the need for state legislatures to fully investigate, hold public hearings, analyze and evaluate the fiscal impact, in order to make informed and responsible decisions on this issue, required more time than the maximum of one year, nine months and thirteen days allotted by ISTEA. Second, the incentive grants, to encourage states to enact mandatory helmet laws and automobile seat belt laws, are offered in fiscal years 1992, 1993 and 1994. MRF advocated that, under a logical sequence, if sanction penalties were to be used, they should only be applied after the incentive grants had run their full course and had an opportunity to work. Therefore, MRF contended, delaying the penalty implementation date by one year would address these two issues and correct this technical error in ISTEA.

When Chairman Mineta introduced H.R. 5753 on August 3, he fulfilled his commitment to MRF, AMA and ABATE of California. On the morning of August 6, his subcommittee mark-up and unanimously passed H.R. 5753. Later that afternoon, the Public Works

and Transportation Committee, chaired by Rep. Robert Roe (D-NJ), marked-up and unanimously passed H.R. 5753, thereby clearing it for passage by the House of Representatives on August 10, under suspension of the rules.

H.R. 5753 must now be passed by the U.S. Senate, before being sent to President Bush for his signature and enactment into law. The Senate Committee on Environment and Public Works is expected to act on H.R. 5753 after they return from the Summer Recess, in early September. [Committee members are: Senators Burdick (D-ND), Moynihan (D-NY), Mitchell (D-ME), Barcus (D-MT), Lautenberg (D-NJ), Reid (D-NV), Graham (D-FL), Lieberman (D-CT), Metzenbaum (D-OH), Wofford (D-PA), Chafee (R-RI), Simpson (R-WY), Symms (R-ID), Durenberger (R-MN), Warner (R-VA), Jeffords (R-VT), and Smith (R-NH)]

During the Summer Recess, which is scheduled to begin August 13, most senators will be spending time back in their state. Try to find an opportunity to visit with them during this time and ask them to oppose any efforts to remove or alter Section 131 of H.R. 5753, unless that action is a total repeal of the penalties. If you don't have the opportunity to visit them personally, then write them a letter or call their office and express your views on this important issue.

Why is this year delay important? For two reasons. First and foremost, by delaying the penalties, state legislatures will not be under the threat of having federal highway funds redirected away from construction projects if they don't pass helmet and seat belt laws in 1993. They could take no action, and the if motorcyclists are unsuccessful in repealing the federal mandates in 1993, they could come back in session in January of 1994 and have time to enact the necessary laws to avoid being sanctioned. Second, this delay would slow down the Department of Transportation's implementation of the penalties and provide motorcyclists, beginning in January of 1993, almost two years to repeal the federal "blackmail" penalties before they become effective. Once begun, the sanctions would be harder to repeal. For both of these reasons this delay is very important to all "Freedom-of-Choice" loving motorcyclists. So, PLEASE, write both of your U.S. Senators - TODAY - asking them to oppose any efforts to delete Section 131 of H.R. 5753. **END**

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B.A.M. POSTCARDS PUT LAWMAKERS ON NOTICE

by Bill Bish,
National Director, Bikers Against Manslaughter

Awright, we've heard all the excuses before ...

You know that the new federal blackmail helmet legislation is threatening motorcycling as we know it. And that by this time next year, federal sanctions will be levied against every state that doesn't have a helmet law, most likely resulting in nationwide helmet requirements just like in the late 60's.

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Okay, okay. So that's why attorney Russ Brown and his staff at Bikers Against Manslaughter came up with a new postcard campaign for bikers like you. Bikers who care, but just haven't been able to put pen to paper ... but know that they should.

Each sheet of postcards is pre-addressed for your Congressman and U.S. Senators and have a pre-printed message urging them to support a repeal of the federal helmet "blackmail", so all you have to do is fill in their names. To make things even easier, if you don't already know their names, the instructions tell you how to find out who they are.

Pretty simple, huh? Of course, it makes a much bigger impact when you write your own personal hand-written letter, so the instructions tell you how to do that, too!

If thousands of these cards started pouring in to all of our members of Congress, maybe we could stop 'em before the states start falling like dominoes under the federal blackmail and coercion.

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Not only will members be supporting B.A.M. and it's many free services for motorcyclists, but they'll enjoy the same quality of phone service they are accustomed to ... only at a discounted rate! All calls will be transmitted over the nation's only 100% Digital Fiber Optic Network. In addition, everyone who participates will receive a personalized B.A.M. calling card so that they can make calls while on the road away from home.

All B.A.M. members are pre-approved to receive this discounted service. To enroll in the B.A.M. Members' Long Distance Advantage program, or to receive further information, call B.A.M. at 1-800-4-BIKERS. B.A.M. membership applications are also available. **END**

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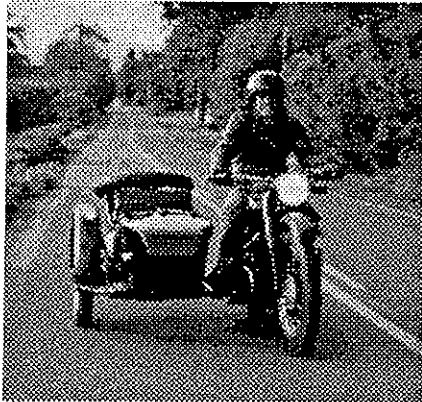
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YOUR RAVING ROVING REPORTER

by Crazy Steve

Well, hello. It's me again, your Roving Reporter. I've really been putting on the miles. Three weeks ago I went to the Beaver Creek Run and as usual the cops were out stopping almost anybody with a beanie helmet on, just to see if it was DOT approved or not. (Probably just stopping everyone for the hell of it.)

Well, past that and went on to the run and had a great time. After all that I should of had fun.

On to the next Run, which was the great S.O.S. Run. Went down with a friend and guess what? YOU guessed it. The cops pulled us over and he got a ticket for having no headlight on. So the cop said. Went on down to the run, it was a long ride and the weather was great. The falls were really refreshing and so was the water after going all that way. Had a great time and saw a lot of old and new faces. Everyone is really friendly and makes you feel at home.

Well, last but not least I went to Fox Creek Run. It was only a short trip this time but managed to get lost anyway. Oh well, as you can tell I like to ride. Had lots of fun. There were a lot of bike games. Don't know who won but if you were there you could have.

Summer Run was great. Where were you?

Well, I will leave you with this little bit of information. While I've been riding for the past two months I have noticed a lot more and more motorcycles being pulled over by the cops who seem to be out by the thousands. So be on the look out and ride safe. Hope to see you on some of these Runs.

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CALIFORNIA GREEN STICKER PROGRAM PASSES FIRST HURDLE

WESTERVILLE, OHIO - A bill that would continue funding for California's Green Sticker program, the country's largest off-highway recreational vehicle program, has passed an important hurdle on its way to becoming law, according to the AMA.

The California Assembly Committee on Water, Parks and Wildlife has approved Senate Bill 1282, also known as the Green Sticker Program Reauthorization Bill, sponsored by Sen. Dan McCorquodale (D-San Jose). If passed, the bill assures funding of the program for five more years.

The Green Sticker program, administered by the Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation, faces a "sunset clause" that would put it out of business at the end of 1992 unless the reauthorization plan is approved. The Senate passed the bill in May.

Although the committee approved the bill, it faced critical challenges from several groups opposed to off-highway vehicle use. More are expected as the bill moves through the next two stages of the state legislature.

"This issue is far from settled," said Eric Lindquist, legislative affairs specialist for the AMA's Government Relations department, after testifying in favor of the bill at a recent hearing. "There have been several confusing technical amendments proposed that would regulate the Green Sticker program to death. Over the past 20 years this program has been very successful, and the AMA will continue to work hard toward reauthorization of the program in its original form." *END*

FLORIDA GOVERNOR VETOES MOTORCYCLE RIDER EDUCATION BILL

WESTERVILLE, OHIO - Florida Governor Lawton Chiles has vetoed a bill which would have ensured the future of the state's motorcycle rider education program, reports the AMA.

Senate Bill 188H, sponsored by Sen. Malcolm Beard (R-District 22), was designed to protect the state's rider-education program which is funded entirely by motorcyclists from being raided by legislators to balance deficits in other areas of the budget. State officials have skimmed almost \$1 million from the fund since 1987. The protection bill passed quickly through the state's Senate and House with only a single dissenting vote, before the governor's veto.

The veto opens the way for legislators to continue to raid the fund for use in non-motorcycle-related budget balancing. Rider education classes - vital for saving motorcyclists' lives and required of new motorcyclists under the age of 18 - will continue to be available, although the hiring and training of new rider education instructors could be severely curtailed, and classes in some areas may be cancelled.

"Governor Chiles' decision to veto the bill was politically motivated," says AMA Legislative Affairs Specialist Chris Kallfelz. "He vetoed it because he was interested in getting his budget passed regardless of the consequences to rider education."

"The AMA has always strongly supported rider education because it saves lives. We'll be ready to back similar legislation in the next legislative session." *END*

PENNSYLVANIA, TEXAS OPEN HIGHWAY COMMUTER LANES TO MOTORCYCLES

WESTERVILLE, OHIO - Two more states - Pennsylvania and Texas - have recognized the role that motorcycles play in reducing traffic congestion by opening up High Occupancy Vehicle (HOV) lanes to motorcycle riders, reports the AMA.

HOV Lanes, also known as commuter lanes, are set aside on crowded expressways for use by vehicles that utilize space more efficiently, like buses and cars carrying several passengers. A federal law passed in 1982 noted that motorcycles meet the same space-efficiency criteria and should be granted access to HOV lanes. But officials in Pennsylvania, Texas and Virginia have taken advantage of a legal loophole to ban motorcycles from their HOV lanes in large cities.

The policy change in Pennsylvania and Texas is a direct result of an amendment passed as part of last year's federal highway funding bill. Under the terms of the current law, states that use federal funding for their HOV lanes are required to open them to motorcycles or certify to federal officials that two-wheelers would create a specific safety hazard in those lanes.

The new ruling in Pennsylvania grants motorcycles access to the state's only designated HOV lane system on I-279 near Pittsburgh. In Texas, motorcyclists are now entitled to use the state's designated HOV lanes throughout Dallas and Houston.

There is one more hurdle to clear in Texas, however. Over the next six months, officials plan to study the situation and determine whether motorcycle use of these lanes has created any safety problems. Other states, most notably California and Washington, have found no safety hazards related to motorcycle travel on HOV lanes.

The opening of HOV lanes in Pennsylvania and Texas leaves only one state, Virginia, which officially prohibits motorcycles from most of its HOV lanes on I-395 and I-66. However, since Virginia transportation officials were granted federal highway money late last year, they have been required by the Federal Highway Administration to open up seven miles of HOV lanes on I-95 leading into the Washington, D.C. area.

The AMA will continue its lobbying efforts to open all HOV lanes in Virginia to motorcycle riders. *END*

MARYLAND COALITION FORMED TO SAVE RIDER EDUCATION PROGRAM

WESTERVILLE, OHIO - Motorcyclists in Maryland have formed a coalition to save the state's imperiled motorcycle rider training program, reports the AMA.

The group was formed in response to a plan recently approved by the Maryland General Assembly that calls for elimination of the state's rider funded safety program effective March 15, 1993.

The program, which is paid for entirely by motorcyclists through surcharges on motorcycle registration fees, has trained more than 14,000 riders in the eight years of its existence. During that time, motorcycle accidents in the state have dropped 39 percent and motorcyclist fatalities have decreased by 45 percent.

"Proponents of this plan say that it's designed to help reduce a mounting budget deficit," said AMA Legislative Affairs Specialist Chris Kallfelz, "but the safety program hasn't contributed to the debt."

In fact, the program doesn't cost taxpayers any money at all, since it's funded entirely out of the pockets of Maryland's motorcyclists."

Under the terms of the elimination plan, motorcyclists would lose the opportunity to get training at state facilities, but would still have to pay the surcharges that fund it. And potential motorcyclists under the age of 18, who are required by state law to complete a training course before receiving their licenses, would have to search for private companies to provide that training.

The new group, called the Coalition to Save Maryland Rider Education, has been formed to pull together motorcyclists opposed to the state's elimination plan. The coalition will focus its efforts on drafting and lobbying for passage of a bill designed to keep Maryland's safety program on course.

Representatives of motorcycle groups across the state are encouraged to join the coalition. *END*

Reprinted from June 29, 1992
American Motorcyclist Association Press Release

MOTORCYCLIST FATALITIES DROP TO 20-YEAR LOW

WESTERVILLE, OHIO - Figures released by the federal government show that motorcyclist fatalities have dropped to the lowest level in 20 years, reports the AMA.

The National Highway Traffic Safety Administration said that traffic accidents nationwide claimed the lives of 2,808 motorcycle riders and passengers during 1991, down from 3,238 in 1990. That amounts to a 13 percent reduction in one year. The 1991 figure for motorcyclist fatalities is the lowest since 1971.

Fatalities were on an upward trend throughout the 1970s, peaking at 5,144 during 1980. Since that time, motorcyclist fatalities have dropped by 45 percent.

"The latest figures representing a continuation of the trend toward safer motorcycling that we've seen over the past decade," said Jim Bensberg, AMA Washington representative. "That trend coincides with the widespread introduction of motorcycle rider training courses across the country."

The rider training movement began in 1979 in Rhode Island and has now spread to encompass 42 states. In nearly all of those states, training for new riders is paid for entirely by motorcyclists themselves, through course fees and surcharges on motorcycle registrations. More than 800,000 motorcyclists nationwide have received rider training through such programs. *END*

Reprinted from July 1, 1992
American Motorcyclist Association Press Release

NOVELTY HELMETS LEAD TO LEGAL CONFUSION

WESTERVILLE, OHIO - When is a helmet not a helmet? That's the question some motorcyclists are asking these days in response to rumors that police in some states with mandatory helmet laws are cracking down on motorcyclists for wearing helmets that don't carry federal inspection stickers.

The AMA heard about these rumors from its members in several states, and investigated with the National Highway Traffic Safety Administration (NHTSA). According to Chris Kallfelz, AMA Legislative Affairs Specialist, the agency has begun a crackdown on so-called "novelty" helmets being sold in some areas.

"These products look like motorcycle helmets, but they offer almost no protection in an accident," Kallfelz noted. "While a motorcycle helmet has a 'crush zone' of Styrofoam-like material inside the hard shell, these novelty helmets consist of nothing more than a shell with a layer of foam rubber inside. In an accident, they are not much better than wearing no helmet at all. We have seen them in the marketplace particularly in states like California and Maryland that have recently passed laws making helmet use mandatory for motorcycle riders."

Officials with the California Highway Patrol recently vowed to ticket motorcyclists riding with these novelty helmets under the terms of the state's helmet law, which went into effect January 1. That has led to concern about how policemen can tell the two types of helmets apart.

One of the ways to tell a legitimate motorcycle helmet from one of these look-alikes has always been to look for a DOT sticker on the back, indicating that the helmet meets a set of standards established by the federal Department of Transportation. Only manufacturers of helmets that meet the standards are allowed to put DOT stickers on their helmets.

However, those stickers may fall off after a period of time, or may be removed when a helmet is repainted. And the AMA has received reports of motorcyclists wearing approved helmets being stopped by policemen for helmet checks because their headgear did not carry a sticker.

"There is no requirement that a motorcyclist leave the DOT sticker on his helmet after purchase," said Kallfelz, "but some policemen may look at stickers as one indication that a helmet meets federal standards. Officials at the California Highway Patrol have told us that they have no policy of stopping motorcyclists if they don't see a sticker on the helmet, but that could be one factor a patrolman might use in determining whether to make a traffic stop."

"Our advice is that if your helmet still has a DOT sticker on it, you might save yourself some trouble by leaving it on."

Confusing the issue further is the fact that NHTSA officials recently charged one maker of novelty helmets, E & R Fiberglass of Tacoma, Washington, with putting DOT stickers on its products even though they do not meet federal standards. The California Highway Patrol has specifically targeted that company's products in its crackdown against illegal helmets.

The NHTSA may help clear up the confusion with a videotape it is producing for distribution to police departments. The tape is designed to help police identify novelty helmets more quickly.

"Even without a DOT sticker, the differences between a novelty helmet and one that provides some protection to a motorcyclist are pretty obvious," noted Kallfelz. "Inside the helmet, there may be additional certification stickers from the Snell Memorial Foundation and the American National Standards Institute. More importantly, though, police can easily check for a crushable liner of Styrofoam or similar material."

He added that the style of the helmet isn't a good indication of its effectiveness. Approved helmets come in a variety of styles, from half-helmets to full-face models. Unfortunately, many of the novelty helmets mimic the same designs.

Kallfelz added that regardless of the legal issues surrounding helmet standards, motorcyclists are the real victims of badly designed and fraudulently marketed helmets.

"As an association, we oppose mandatory helmet laws for adult riders like the ones recently passed in California and Maryland," Kallfelz said. "But we support the voluntary use of motorcycle protective gear, including helmets. If you're going to buy a helmet, whether because of safety concerns or to meet the legal requirements in your state, you should have some assurance that the one you buy offers a high level of protection." *END*

**A.B.A.T.E. of Oregon's
FICTION RIDER
MUSIC
by Pat Gleason**

I suppose that you are expecting to see another one of my fiction stories again. Well, this month I decided to do something a little different.

A couple of months ago, I got one of my motorcycle magazines in the mail. I subscribe to Easyriders, Cycle World, Rider and, of course, American Motorcyclist, the magazine for the AMA. I believe in diversity. One article was written about music and what goes with riding. I'm going to expand on that and add other areas that music either reminds me of something, or has influenced me in one way or another.

First off, let me tell you what kind of music I like. Rock and Roll. Was there any doubt? I listen to KGON and KUFO first. I have listened to KGON since it came on the air almost twenty years ago. I have listened to all the rock and roll stations that have come and gone, and I've always ended up back on KGON. The only station that has come close to being around for a long time was KMJK when it was playing classic rock and roll. That's also when I got to know some of the jocks there. It was fun, but then they changed.

I also listen to KINK, KISN, and KMJK. Nowadays, KMJK is playing "oldies" like KISN does, I also remember being a KISN Goodguy.

When I'm on the road, I usually have a few songs on my mind. I don't have a radio on the bike, like some of you probably do, so I have to think of these songs myself. I'm sure that I'm not the only one who does this.

I think that one of the best groups to think about is Pink Floyd. Anything by Pink Floyd is worth it, but especially the song "Learning to Fly" from the album, cd, "A Momentary Lapse of Reason", I think. I don't always remember which cd is which, namely because they have made so many. This song always brings back memories of going to Montana, a little bit of Frank Zappa there. Back when I was in the Navy, Roger Waters did a solo album. I was stationed aboard the USS Enterprise. It was 1978 and we were in Perth, Western Australia. A friend of mine had bought a bunch of stereo equipment in the Philippines, including a 200 watt amplifier, and had it set up in his shop. The shop was located near the aft, back, of the ship where everyone got on and off. We were sitting back there with that tape playing so loud that you could hear it everywhere. Some locals were going on a tour of the ship, and started to come over towards us. They left the ship shaking their heads. It was great.

Another song that is by a local group reminds me of another time. Everyone remembers Citizens For Freedom Of Choice don't you? One of the fund raisers that Roger put together was a dance at the Starry Night. The headline act was Curtis Salgado and the Stiletto's and they played their song "Give Me More Love and Less Attitude." I thought that was a great jam, and now when I hear that song playing on the radio, I think of the great time that I had that night.

This last May, I rode Orange Crush, my trusty 1977 Shovel-head, down to San Francisco and the Bay Area. I was on my way home, traveling north on Highway 97 in Eastern Oregon when all of a sudden my bike started surging. It was two quick surges, then it would smooth out again. Those two surges were, I determined, the two guitar licks that are in the song by Eric Clapton called, I believe, "Help Me Up." The timing was just perfect. The problem that I had with Crush was my points. I stopped and changed them, no problem.

About four years ago, Kelly and John Carter and I rode up to Seattle to see Tombstone Todd and to go on the Vintage Motorcycle

Enthusiasts "Isle of Vashon" poker run. It was a bright sunny morning in August and Todd had MTV on. The song by Great White, "Once Bitten, Twice Shy", started up. Todd told me that I should watch this video. He was right, I liked it. It had bikes, women and more bikes plus great rock and roll. Now every time that song plays, the "Isle of Vashon" poker run and that sunny Sunday is what I think of.

I had a couple of major accidents while I was in the Navy. One of them was a wreck that I will never forget. I was hit by a runaway log truck trailer head-on while I was driving a pickup. I was in the hospital almost six months. The doctors all said that I would never walk again, let alone ride a motorcycle. While I was laying in the hospital bed, Carlos Santana was playing on my radio. His song "I'm Winnin'" was very popular at the time, it was being played almost every other song. This song became an inspiration to me. I can remember sitting there thinking that the whole world shit in my lap, when that song would come on and I would start to feel much better. Now, every time that I think of that song, or hear it on the radio, whatever had been stressing me out, doesn't bother me anymore. I like it!

The Surfer Song from the late Sixties is a great song to think about while blasting down the interstate. It has a fast beat, and can get you going in just a few seconds. If I need to make some time, I start to hum a few bars of it and move on.

Just recently, first part of July, I had Crush all torn apart. I had my heads rebuilt, as well as front and rear wheel bearings and fork seals. Tim rebuilt the heads for me and I put it all back together. When I got it all together, Joe Satriani's latest song "Summer Song" started up. I had just gotten everything back together and was ready to hit the button. I did, and on the second time she fired. I felt so good that I almost wanted to cry. It was the first Harley-Davidson motor that I had rebuilt, and it worked. Now when I hear that song, I think of that. Just before I went for a test ride, "Evenflow", a song by Pearl Jam started playing. I had that song on my mind the whole time that I was test riding, and on the way out to Paco's place, the Nehalem River Run, later on the evening. Good jam.

Metallica has a few songs that are good. One that I think about when I'm at work is "Nothing Else Matters." This song is especially helpful when they call mandatory overtime, two words that I really dislike. Another song that I think about at work is by Genesis called "Land of Confusion". This song is almost totally written with the Post office in mind, it seems like.

AC DC, Heart, The Rolling Stones, Aerosmith, The Doobie Brothers, The Allman Brothers, Led Zeppelin, Steppenwolf, The Grateful Dead, Tom Petty and the Heartbreakers, Jimmy Buffett and the Coral Reefer Band and ZZ Top are all great for the road. I'm sure that there are many more that I think of when I ride, but these are ones I can think of now. Every time I hear the song "Rock and Roll Hoochie Ko" I think of my senior high all night party. When I hear "Goin' to the Chapel" I'm reminded of my wedding and traveling up I-5 towards Centralia. I think of "Stuck in Lodi Again" by the Eagles when I think of my trip last fall to the Bay Area.

I was headed toward the coast out of Eugene towards Florence. I made it to Florence and ate some lunch at the Dairy Queen. I left there and was on the way south. I was about five miles north of North Bend when all of a sudden, Orange Crush wouldn't go over thirty miles-an-hour in second gear. I couldn't shift to third without loosing all power.

I limped over the bridge and got to the first light in town. The light was red and I had to stop. When I pulled the clutch in, the bike

died. I rolled into the parking lot at the video store on the corner and got out my HOG touring manual. I called the Harley shop and told the mechanic what my problem was. He asked if I could get it running again. I couldn't, and he told me I would have to wait about two hours so that he could come and rescue me. It was two o'clock in the afternoon and quite warm. I sat in the shade and waited. This was the first time that I thought of the song.

The owner of the shop came and rescued me, but him and his mechanic were unable to get Crush running that day, so I had to spend the night. I was still thinking about that Eagles song, and it stayed with me that whole night. The next morning, they were able to fix the weights in the timing advance, and I was on the road again. I was very thankful and plan on stopping there the next time that I go through the area. The owner also took my picture and placed it on the wall. Him and his wife are a great couple, and everyone who goes through this area should stop in and talk with them. I wish I could remember their names.

Another person that has some great road music is Stevie Ray Vaughn. I feel that I was too late in appreciating his music. Now that he is dead, I feel like I cheated myself by not ever seeing him in concert. He does some of the best blues that I can think of and I always seem to have one of his songs on my mind.

The latest song by the Black Crows called "Remedy" is one that I had on my mind while I was on the road to Fossil. I like quite a few of the songs that these guys had put together. It is a blusey rock that they do so well.

I hope that you enjoyed my story about music. As you can tell, I'm influenced by music. Even as I write this, I have my stereo going. Right now, it is in commercials, but the song "Three Strange Days", which I've had a few, was just playing. It is a good song and I will probably remember it now as a song that was playing while I was working on something I like.

That's all that I have to say for this month, except keep the rubber side down, and the shiny side up.

The end

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



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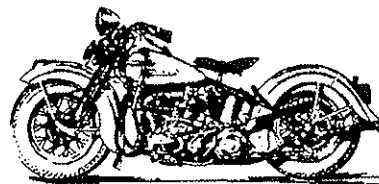
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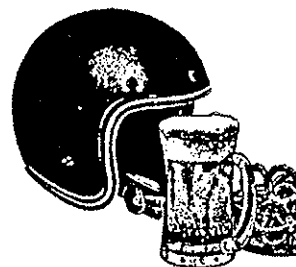
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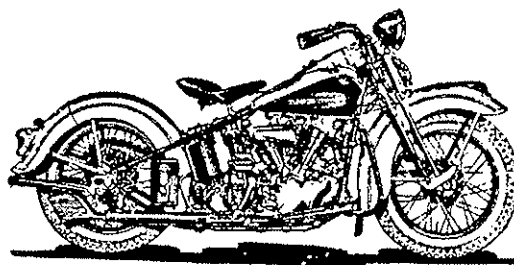
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Decide BEFORE You Ride.



Don't be another statistic.
PLEASE, DON'T DRINK & RIDE!



Your congressman writes back-"you're not even registered to vote, so he doesn't give a damn what you think"!

SUMMER RUN '92

A "THANK YOU" LIST

First off the Biggest is to Beaker & Kelly for being the only dog owner who did as the Run Rules asked - they camped 1 mile outside the gate and had to either walk in or drive their truck - their ATC was not street legal and off-road riding was closed due to High Fire Risk.

Second person on the list should be Lois - she Beamed into camp and literally never left the Gate. Before the run this lady helped in a lot of areas, such as paying bills, punching tickets, setting up toilets, dumpsters, getting the paperwork and forms filled out, and a lot more which I don't recall at this moment when all was done and the dust had settled this lady came back from town to help the beer truck get home. What a trooper! Could not believe Lois did that much and still laughed when it was all over. Thank you Lois.

Rich & Elizabeth, what can I say. These two came in and did more than I could have hoped for. They covered all loose ends. Ran the soda & beer and Bandanna/t-shirts sales. Rich's bike at one point had enough parts on it to call it two bikes. Rich, I want to give you extra kudo's for coming through at the end and returning with Lois to drive the beer truck to the Dalles.

Also, to these two folks for all the small stuff, thank you

Dale & Judy, for being there and doing the things we know you did. Judy your clean-up crew did great.

Marty, your old chapter thanks you for hauling up the barrels, signs, canopy and generator. I personally say, "What a guy, thank you, hope to see your scooter up soon." We will miss you being in our chapter. Hope your new chapter appreciates you.

Rusty, Mr. Stage ... what can we say but thank you. Let us hope that we have a better stage (which we discussed). It is a great idea that should be done.

Scott being one of the newest members of NE Chapter you did more than your fair share; hauling up the stage and tables was greatly needed and you did it. Thanks!

Debbie Mae and Craig, thanks for doing the pepsi trailer. Oh yeah, Debbie your T-shirt design is great and you deserved to win, which you did.

M.B. & kids - you let me run when I needed and cleaned up after the people left.

Angel - your Security/firewatch was a necessity. Sorry about the radios but that is what Roger gave me to work with.

Sarge, EMT EXTRAORDINAIRE. This guy drove out with three others to search down a possible wrecked biker, he also prepped a head wound and it was really great to have you at the run for all who required your services.

Pinky, what a great trash man. Silently searching the underbrush for the elusive cup or can.

Crazy Steve and Anne, the door prizes were fantastic. You did a great job. Thank you for bringing all those butt cans and passing them out. What a good idea that more people ought to do at other runs.

Big Doug, a battery in need and you came through, hauling up the pepsi trailer with a "night before the run phone call", helping to keep the kegs flowing, Security, all of this plus more ... Thanks Dude, we will miss you when you move to Washington.

Roger - thanks a lot for sleeping on the stage. I tell you what, no one had a chance to take it that night. Also, for setting up a generator at the last moment.

Randy M. - Power to this man for he came to the run with the generator that ran the stage.

3-Finger Ron, you loaned me a generator and I will always remember it.

Edd & Patti, for setting up the t-shirts, bands, beer and soda - sorry you did not make it to the run to share in the fun.

THIS SECTION IS TO ALL THE PEOPLE WHO HELPED THEIR FELLOW BIKER

To Jeff and Lynn for showing up with Bill of Action Cycle, who jumped in to help a hack in distress. A big thanks to Tim of Eastside who also jumped in. Much to their dismay the Hack had to be trailered.

There were the last few riders out who got a guy running on his own power. Sorry, I don't know your names but thanks go out to whomever you are.

I suppose I should say thanks to the STATE for loaning the canopy, bulletin board, walkie-talkies, signs and barrels.

Jeff and Radar - The Gamesmen - did you know that Ranger Joe got a big kick out of the games. What a hoot (should have heard his explanation of "shit the ole mans home." Also, he was amazed at the weenie-bite. Never seen nothing like it. WAY TO GO GIRLS (LADIES) Great job guys. Well done on the bike show. Great classifications, so many trophies-WOW!!!!

Digger, thanks bud for making those trophies, they were great. Also, for loaning me the lock to use on the beer Truck. I owe you a key. Russ and Jeff, great job on the plaques for the trophies. Yeah!

To all the other people who I personally don't know, but I know you were there, THANK YOU. I am sorry that I don't know your names and I hope you understand. Everyone who put the effort out and everyone who showed up, Thank you is not enough but is all I know how to say and what needs to be said.

Thanks also go out to all the shops and businesses that donated to the door prizes. They are as follows:

| | |
|-----------------------|------------------|
| Goodguy Video | Dragonfly Tattoo |
| Columbia Motorcycle | St. John's Honda |
| Harvey's | Eastside |
| Jim Taylor's Arco | Love Leathers |
| Western Cycle Salvage | Gus' Tavern |
| Round Table Pizza | Family Tattoo |
| Beaverton Honda | Beaverton Harley |
| Portland Touring | A&J's Motorcycle |

If anyone has any further info to add or comments to make please mail them to NE Chapter, c/o Gordon at P.O. Box 5792 in Portland, OR 97228.

Also, special thanks to God for the weather, the Ranger for the site and all those police personnel for the protection on the road ... THANK YOU ALL!!!!

Gordon, NE Chapter

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

Reprinted from ABATE of Arkansas' July 1991 Newsletter

SUMMER RUN '92

(Continued)

SPECIALS

I am going to try to make this short and sweet.

There are a lot of people who helped to make this run a lot of fun. There are those of you who feel that the one thing you did was nothing, but we need to remind you that for each *one thing* you did, it was one less thing that the others did not have to do. You do not realize how important each one of you are. **SPECIAL THANKS TO EACH ONE OF YOU!!!!** I may not have got your name, but your help did not go unnoticed....**THANKS**

I'm adding to Gordons' list because we didn't have much time to actually communicate.

This list also includes people who prepared ahead of time to help put the event on (e.g. making tickets, flyers, trophies, getting us membership packets, inventing games, and on & on)

Dan Kerr, Linda & Digger, Debbie & Craig, Craig & Terrie, Pinkie, Dale, Barb, Judy, Elizabeth, Rich, Lee, Doug, Rusty, Scott, Marty, Angel, Jake (fixed radios as best as he could), Ray Beck, Milt Norm, Wade, Pat, Edd, Patti, Jeff, Russ, Radar, Tony, Terry (little), Tim, Sarge, Steve, Annie.

I WOULD ALSO LIKE TO SAY THAT WITHOUT THE PATIENCE AND SUPPORT OF OUR SPOUSES OR PARTNERS FOR PUTTING UP WITH SOME OF OUR MINOR IRRITATIONS WE WOULD NOT HAVE BEEN ABLE TO PUT THIS THING TOGETHER. (THEY SHOULD PROBABLY GET *HAZARDOUS DUTY AWARDS!!!!*)

Thanks to all of you and I hope some of you will be able to continue again next year so that we may be able to keep some continuity and put on an even better event next year.

See you around,
RIDE SAFE,
Lois

SUMMER RUN '92 WINNERS

Bike Show

| | |
|--------------------------------|----------------------------|
| Best Overall "People's Choice" | #9 - Art |
| 2nd Best "People's Choice" | #15 - Scratch |
| Best Stock Early | #53C - Big Al McIntyre |
| 2nd Stock Early | #16 - Jed |
| Best Custom Early | #9 - Art |
| 2nd Custom Early | #1 - Don Young |
| Best Stock Late | #15 - Scratch |
| 2nd Stock Late | #25 - (no name given) |
| Best Custom Late | #23 - Shelley |
| 2nd Custom Late | #17 - Darin |
| Best Foreign | #18 - Terry |
| 2nd Best Foreign | #4 - Frank Ferguson |
| Best Sportster | #12 - Smitty |
| 2nd Best Sportster | #14 Dale |
| Best Rat | #45 - "45" (it's his name) |
| 2nd Rat | #10 - Mike G. |

Plank Race

#29 - Tom

Slow Race

#14 - Dale

Weenie Bite

#31 - Tony & Janet

Kick Start

#45 - "45"

Honey I'm Home

#29 - Tom (Electric Start)

Honey I'm Home

#45 - "45" (Kick Start)

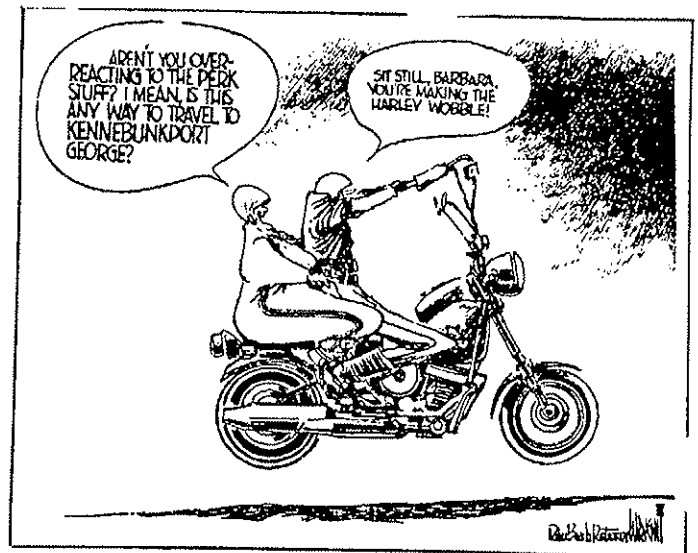
Thanks to all who participated. We hope you had as much fun in the games as we had putting them on.

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The Lincoln Star — Tuesday, April 28, 1992

1992 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

| RUN DATE | EVENT & CHAPTER(s) | CONTACT NAME & NUMBER |
|-----------------|--|---|
| September 18-20 | Last Chance Run Josephine County | Ron Kyler 476-2049 |
| September 26-27 | End Of Summer Run North Coast, Washington Co. & Yamhill County Chapters | Kraig 876-5135 Captain 648-9311 Debbie 738-7156 |
| November 21 | Toy Run Washington County | Captain 648-9311 Dave 648-4103 Gary 288-1346 |
| December 4 | 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 876-5135 Dave 876-6962 Jim 876-2900 |
| December 20 | Toy Run Salem Chapter | Julie 371-8219 |

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

Needed now more than ever. Join BikePAC.

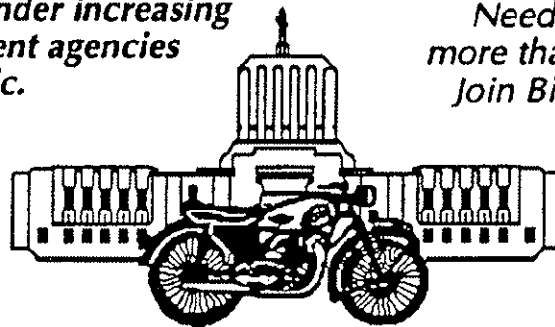
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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BikePAC of Oregon

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Executive Director
(503)298-1317

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(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

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|------|----------|---|-----------|-------|-------|------|----------|-------------|-------|-------|
| | AYP2 | Year Pin - 2 yr. member - blue | | 3.00 | | | | | | |
| | AYP3 | Year Pin - 3 yr. member - white | | 3.00 | | | | | | |
| | AYP4 | Year Pin - 4 yr. member - red/black | | 3.00 | | | | | | |
| | AYP5 | Year Pin - 5 yr. member - white/black | | 3.00 | | | | | | |
| | AYP6 | Year Pin - 6 yr. member - black/orange | | 3.00 | | | | | | |
| | AYP7 | Year Pin - 7 yr. member - black | | 3.00 | | | | | | |
| | AYP8 | Year Pin - 8 yr. member - dark blue | | 3.00 | | | | | | |
| | AYP9 | Year Pin - 9 yr. member - yellow | | 3.00 | | | | | | |
| | AYP10 | Year Pin - 10 yr. member - red/white/blue | | 3.25 | | | | | | |
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| | AYP13 | Year Pin - 13 yr. member - green/black | | 3.00 | | | | | | |
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| | AYP16 | Year Pin - 16 yr. member - grey/black | | 3.00 | | | | | | |
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| | ALAN | ABATE Anniversary Pin | | 3.25 | | | | | | |
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| | ALPIP | ABATE Logo Pin - pewter | | 5.00 | | | | | | |
| | AEPI5 | ABATE Eagle Pin - large, silver | | 5.00 | | | | | | |
| | AEPIG | ABATE Eagle Pin - large, gold | | 5.00 | | | | | | |
| | AWP | ABATE Wing Pin - silver | | 5.00 | | | | | | |
| | AWPG | ABATE Wing Pin - gold | | 5.00 | | | | | | |
| | ASP | ABATE Supporter Pin | | 4.00 | | | | | | |
| | AUWP | ABATE Uplifted Wing Pin - 5 color | | 4.00 | | | | | | |
| | ALOP | ABATE Oval Logo Pin - black/gold | | 4.00 | | | | | | |
| | A#1P | ABATE #1 Pin - small, 3 color | | 2.25 | | | | | | |
| | ABI | LET THOSE WHO RIDE DECIDE Button - yellow/black | | .75 | | | | | | |
| | AFRB | ABATE Freedom Of The Road Belt Buckle - pewter | | 15.00 | | | | | | |
| | AHAT | ABATE Logo Eagle Hat - black/5 color logo | | 5.50 | | | | | | |
| | AHBS | ABATE Uplifted Wing Hat - black/silver logo | | 5.50 | | | | | | |
| | ALH | ABATE Logo Hat - white on black | | 5.00 | | | | | | |
| | AMUG | ABATE Ceramic Tankard - black .24kt gold, 16oz. | | 7.00 | | | | | | |
| | CW | Can Wrapper | | 2.50 | | | | | | |
| | ALON | ABATE Logo Oval Necklace - black/gold | | 7.00 | | | | | | |
| | AER | ABATE Logo Oval Earrings - black/gold, pair | | 5.50 | | | | | | |
| | AER- | Fossil Pin | | 3.75 | | | | | | |
| | AFRTS | ABATE T-Shirts | | 10.00 | | | | | | |
| | AFRTL | ABATE Sweatshirts | | 15.00 | | | | | | |
| | | NOTE: Assorted Colors | | | | | | | | |

STICKERS

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 ABATE Wing Sticker - black/red (right side) 1.75
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 HELMET LAWS STILL SUCK Sticker - small50
 LET THOSE WHO RIDE DECIDE Sticker - small50
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 HELMET LAWS SUCK Bumper Sticker 1.00
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SMSA ANNUAL CONFERENCE REACHING OUT

by Teresa Hepker

In keeping with a decision to "go more public" the National Association of State Motorcycle Safety Administrators (SMSA) invited a wide variety of organizations to participate in their 1992 annual conference, held in Boston August 4-15. Outgoing SMSA Chairman Rick Kiley was pleased with the results.

"One of my goals for my year in office was to bring together as many organizations as possible, to try to put aside our differences and work together in the areas we agree on," said Kiley. "The conference saw many different points of view presented. We have to be exposed to the thoughts and goals of others to identify those goals we all share. I feel very good about accomplishing some of what we set out to do. There are still more efforts to be made, and we will continue working in the direction we are now going."

The SMSA is going into its ninth year as a group, but has changed its identity along the way. Originally, it was known as the Coordinators Council, with the Motorcycle Safety Foundation (MSF) playing a role in its formation. Four years ago it became a stand-alone association whose members are state motorcycle safety coordinators. The SMSA has added two additional classes of members: Professional, with annual dues of \$1,000, and Corporate, paying \$1,500 annual dues. Currently there are four Professional members: MSF, the American Motorcyclists Association (AMA), John Ball Insurance, and the Gold Wing Road Riders Association (GWRRA). Harley Davidson, Inc. and BMW are Corporate members. Kiley said that he has received inquiries from other organizations as well, including some state motorcycle rights groups.

According to Kiley, the SMSA invited Wayne Curtin of the Motorcycle Rights Foundation to speak at its February '92 conference, and subsequently asked him to take part in this one too. "We are interested in the continued participation of the MRF in the SMSA, and would like to have the MRF as a professional member," said Kiley. "We also need to improve communications with the medical and insurance communities. We need to get the word out. What people don't know, scares them. If they know who we are and what we care about, it can help."

Attendance at the conference showed that SMSA efforts hadn't gone to waste. In addition to state motorcycle safety administrators and instructors, participants included: the National Highway Traffic Safety Administration (NHTSA); the MSF; industry reps from August A. Busch Co., American Honda, Suzuki and Vanson Leathers; reps from rights groups including the MRF, the AMA, and several state organizations; numerous individuals associated with Massachusetts Community Traffic Safety Programs (CTSP); a number of police officers; and reps from the GWRRA. The agenda was equally as varied, covering not only motorcycle-specific subjects but topics most routinely dealt with by non motorcycle-specific community traffic safety programs.

Without doubt, the agenda item most eagerly awaited (with a strong dose of caution thrown in) was a panel discussion listed as "Open Forum on Individual Rights: Who is Right? Wrong?" The panel members included moderator John Bodeker, motorcycle program director for the Indiana Dept. of Education (who has worked for a number of years in cooperation with ABATE of Indiana); Inta Hall, Public Policy Consultant for the Massachusetts Head Injury Association (a group known for outspoken support of seat belt and helmet laws); Dr. Allen Robinson, Project Director for the Indiana University of Pennsylvania (who has extensive motorcycle safety program expertise); and Wayne Curtin, Vice President of Government Relations for the Motorcycle Riders Foundation, Inc. (which supports voluntary helmet use rather than helmet laws).

Conference Coordinator Tom McGovern, of the Massachusetts Governor's Highway Safety Bureau, commented that

the title was intended to be catchy and controversial in order to draw a diversity of people into the conference. McGovern, whose agency works with the community traffic safety programs, wanted to expose his CTSP people to motorcycle safety issues, and to both sides of the controversy over helmet/seat belt laws. He said he knew that all the panelists were well qualified to present their viewpoints, having extensive experience in their fields. They were chosen for the views they would present, and, McGovern added, "I wanted the CTSP people to hear Wayne speak."

McGovern's goal is to blend motorcycle safety into the total traffic safety routine. "I don't have any hidden agendas, and I don't beat around the bush. It's all highway safety and [we need] to talk about it out front" if we are to bring the two sides closer together. It's important to educate the CTSP staff and volunteers about motorcycle safety issues, because "anything that gets done, is done in the local communities."

The "right or wrong" part of the title, however, was something that Wayne Curtin and John Bodeker were uncomfortable with. Bodeker said, "I shared Wayne's concerns that it set up the panel [and audience] for an adversarial confrontation. People are tired of it, and we have too many other issues to deal with to waste time arguing. This provided an opportunity to inform each other, and come a little closer - get the opinions out, and look for the common ground. I asked the audience to cross off the 'right or wrong' position of the title in an effort to involve everyone in divorcing the discussion from that adversarial stance."

Bodeker introduced the panel and defined the ground rules: no rebutting others on the panel, just say your piece then let the audience respond. "It worked well. I consider myself fairly knowledgeable, but they opened my eyes to things I hadn't considered before," said Bodeker.

There were fewer questions and comments from the audience than McGovern and Bodeker had expected. McGovern said he was a bit disappointed by that, but Bodeker admitted to being somewhat relieved that there weren't too many. "The participants made it easy on me [as moderator]. They agreed to discuss the non-solvable stuff later." Several times Bodeker suggested moving on to another subject when it was apparent the discussion was becoming fruitless.

Bodeker said he particularly appreciated a comment by one of the Massachusetts CTSP people. She pointed out that a main purpose of the Head Injury Association is to help people who are suffering as a result of an injury, and that is an activity that motorcyclists are involved in as well. She appealed to both groups to recognize that common ground as a basis for starting to work together to improve motorcycle safety.

When asked what kind of reactions the conference and the open forum panel discussion had produced, Bodeker replied, "All the feedback I've gotten has been positive. People have said that the open forum issues were well presented and thought provoking." Rick Kiley agreed, noting that the comments and reactions he had received indicated that the conference agenda had been a success.

The conference was hosted by the Massachusetts Governor's Highway Safety Bureau, with additional sponsorship by American Honda Motor Company, Harley-Davidson, Inc., Cycle-Craft Co., Inc., the "Know When to Say When" Campaign of August A. Busch Co., Sharp's Non-Alcoholic Beer, and the Massachusetts Saving Lives Program.

COMMENTARY

I am a member of the Advisory Board for BikePAC of Oregon,

a political action committee formed to act as a voice for Oregon motorcyclists. BikePAC works with ABATE of Oregon, Inc., Association for Motorcyclists of Oregon, the MRF, the AMA, and NCOM, and am a member of all those groups as well. I've been involved in motorcycle rights and the rider education program in Oregon, in one form or another, since 1977.

When I received the flier for the Boston SMSA conference and saw that the agenda included an "Open Forum on Individual Rights," I was immediately intrigued by the opportunities presented. I had never seen any information about what this group had discussed in their past conferences, but knew that the helmet/seat belt law controversy had been a subject that Oregon's motorcycle safety administrators had normally avoided when possible, probably because it didn't seem to be a problem with a solution.

When the SMSA conference agenda was discussed at the next BikePAC meeting, a suggestion to send a representative was accepted by the group, and I volunteered to go. I was a little apprehensive about the decision because of the cost involved. Boston is a long way from The Dalles, Oregon, and the registration fee and hotel costs were, in my eyes, expensive. I worried that it might not be a good investment of Oregon bikers' hard-earned money.

I'm happy to report that the trip was worth the investment. All three panelists did an excellent job of presenting their information. I totally disagree with Inta Hall's assumption that society needs laws to protect the ignorant from themselves, and that education doesn't work to change habits. However, there is a great deal of cold, hard truth in what she had to say about the effects traumatic brain injury can have on a victim and his/her family.

We all know, as motorcyclists, that there is risk involved in riding. Helmet or no helmet, law or no law, injury or death waits around the corner for some of us. It's a risk we have all acknowledged and accepted to some degree. Yet to some degree we also live in denial of that risk.

Brain and spinal cord injuries are serious, permanent, and don't always kill you. Costs can be enormous, and few of us are adequately insured for long-term monstrous medical bills. The personal cost can be enormous as well, because the life changes that result from this kind of injury affect everyone who is close to the victim. Changes in the victim may be physical, mental or emotional. Income levels are altered. Your child, your parent, your sibling, your friend, may not be the person you knew. You may become someone you were not. It's all a very chilling subject.

Inta Hall's presentation opened my eyes to these things; yet it did not change my opinion that a helmet law is an inappropriate response to the risks that exist. I still believe that those risks would be vastly reduced if all drivers were properly trained to operate their motor vehicles, if it were a priority for the media to instill an awareness of motorcyclists in the minds of the American public, and if all riders and drivers were to seriously quit mixing alcohol and gasoline.

I also was brought to focus more intently on a technique that I have been trying to practice for many years: cooperating with others to reach common goals. Allen Robinson reminded me that I do not have to give up my deepest convictions in order to get something done in cooperation with others. It's just a matter of finding that common goal.

Defining the common goal is not something that can be done from one side. Both sides must be willing to learn about each other, and learn from each other, before anything will be accomplished. Refusal to talk results in a dead end.

And finally, Wayne Curtin reminded me of a concept which I know is basic to human existence: the continuation of society depends on humans helping each other in times of need. Some of us are able to contribute a great deal. Others of us are less able to contribute, even entirely dependent. It balances out.

The "burden to society" argument boils down to an entirely financial issue, where critics point fingers at the target group, and

tell the rest of the public that "those people" are costing everybody way too much money. Of course, there is great emphasis on the inability of "those people" to pay the bill. The real problem we are facing, though, is an economic structure in which the vast majority of us are unable to pay the bill when cretin illnesses or injury occur, no matter what the cause.

People who work with the Head Injury Association are familiar with inability to pay the bill. They work to provide assistance to patients and their families who find themselves in the midst of tremendous pressures. The resources they offer could be of great use to those of us who should be so unfortunate to need the help. That's an area of common ground.

We have encountered considerable prejudice against motorcycles, and (by extension) against us as motorcyclists, among medical professionals and many individuals who work with such groups as the Head Injury Association. We are referred to as organ donors, or ORTA's (Orthopedic Resident Training Apparatus), when we arrive in the emergency room. This kind of insensitivity and contempt arouses us to anger, and makes communication with the medical community ever more difficult. Yet, could it be that, if we could find a common goal with the Head Injury Association, we could also change some attitudes?

I saw it happening at the SMSA conference. People from the community traffic safety programs were saying that they had never before considered motorcycle safety as something that should be a part of their own programs. I talked to a few people who I think may have never talked to a motorcyclist before, much less a female one. We got along fine, and only disagreed about one issue.

I like to think that it is going to make a difference. *END*



Hell's Chipmunks



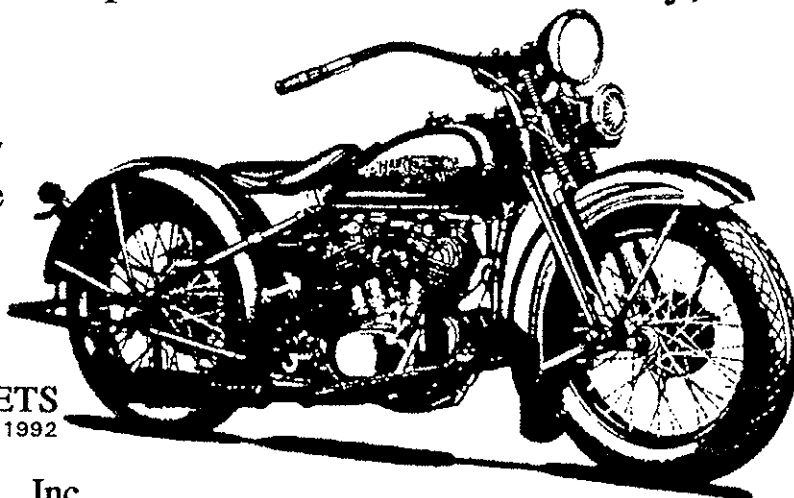
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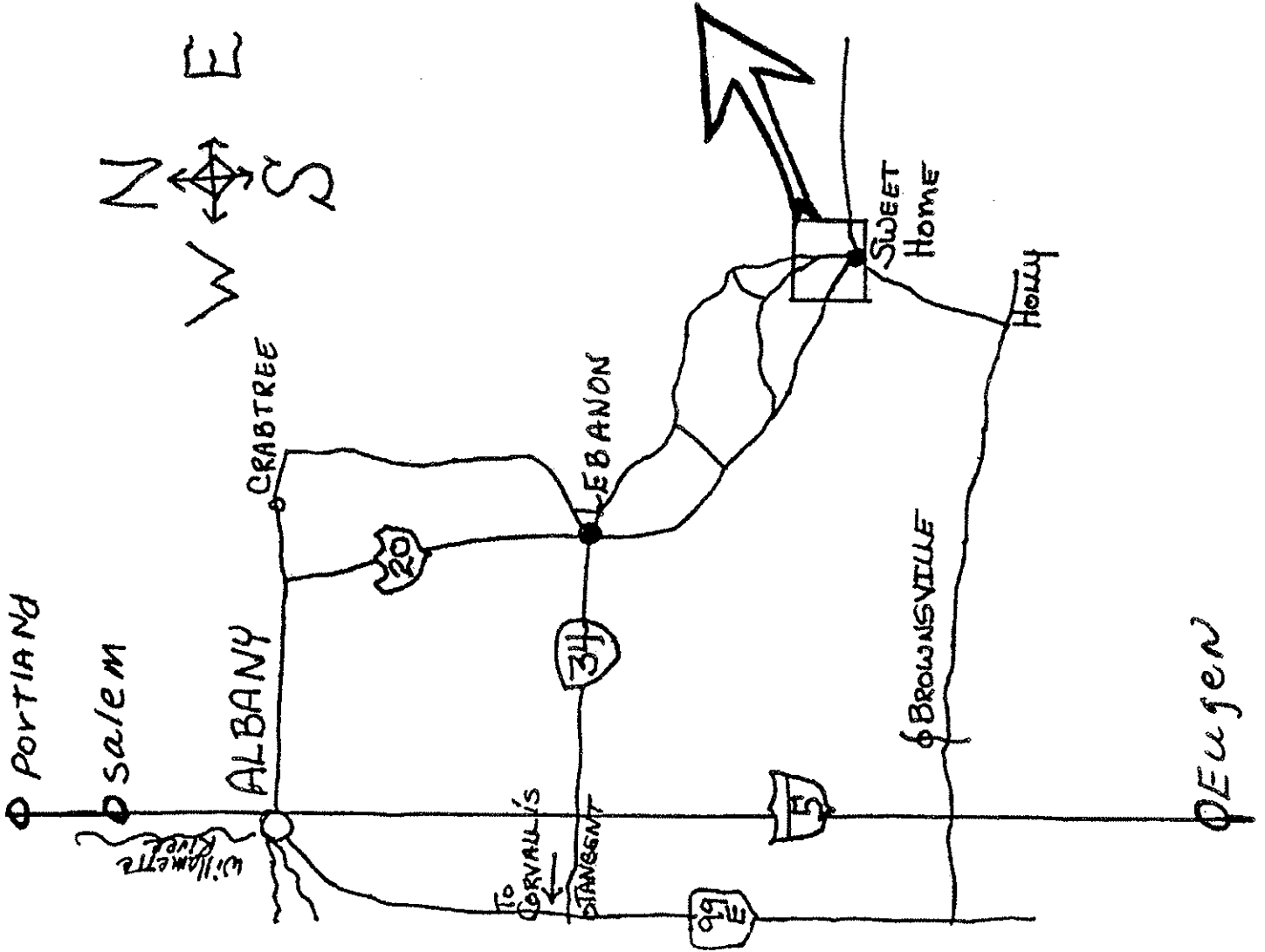
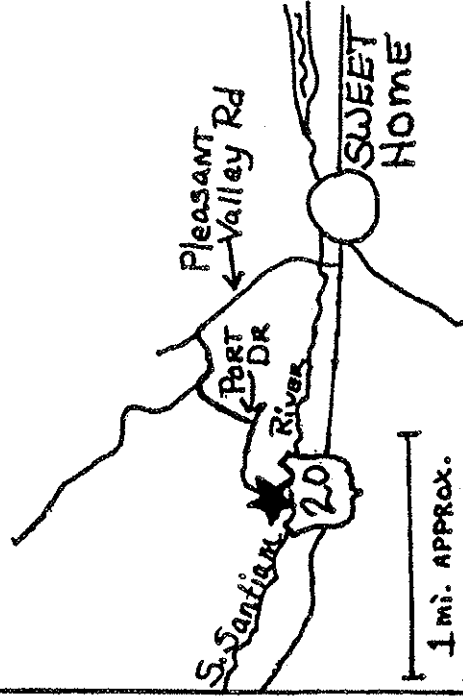
Gates close at 10pm for anyone leaving

No Hassles

Anyone not following these rules will be escorted from
the Fall Bash without a refund

Map on Reverse

1st Annual
FALL BASH
October 16-18, 1992



SOME IDEAS WORTH CONSIDERING ...

by Teresa Hepker

When I interviewed John Bodeker at the close of the SMSA 1992 Annual Conference in Boston, he had a lot to say on several subjects. I thought that his comments were worth sharing. Bodeker is the motorcycle program director for the Indiana Dept. of Education.

On overseeing state motorcycle safety programs ...

"The rights movement is on the right track by putting the programs under the microscope. When you pay the money you have the right to see how and where it's being spent. I don't believe we can do our budgets by committee - we need to have the authority to prepare our budgets and do our jobs - but the budget needs to be able to stand up to scrutiny."

On the accusation that traffic safety education doesn't work ...

"From 1966 on, we've spent billions of dollars to dummy-proof our cars, dummy-proof our highway systems, and dummy-proof our emergency transportation systems. We've put millions of dollars into better trained, better equipped police officers who spend more hours [enforcing traffic safety laws]. We've dummy-proofed everything except the dummy behind the wheel."

"I agree with Allen Robinson - the key bottom line is education. You can only engineer so much safety into vehicles and highways. All levels of government need to make driver education a priority. It's a vital life skill today. Math is a life skill, but how often do you have to prove a theorem? You drive a car every day."

"We've put billions of dollars into quick fixes but we won't educate the driver. Why? Because the best driver education program won't show results for 20-30 years."

On politics ...

A senator can quick-fix a dangerous intersection just by applying money, and that kind of a quick fix is good for getting votes. But an expensive program that doesn't show immediate results doesn't

bring in the votes, and might even work against a candidate when it's accused of being an ineffective and expensive boondoggle.

Motorcyclists are at a disadvantage because they are a minority. When politicians vote against a helmet law, they gain the support of motorcyclists and still don't lose much support from John Q. Public, because Mr. Public doesn't care. If they vote to pass a helmet law, they lose the support of motorcyclists but gain the mainstream safetycrats and the medical and insurance industries who can offer a lot more money and clout.

Injury statistics don't disturb many nonriders, but when they are told that motorcyclists are hitting them in the pocketbook they get incensed. Maybe twice as many pedestrians are killed every year as motorcyclists but there is no big furor about that. They can't require licenses or helmets, seat belts or air bags for pedestrians. Motorcycles are easy targets.

On alternative transportation ...

Boston is a perfect illustration of a good reason to promote motorcycles as alternative transportation. Boston is the most gridlocked city in the nation, and everyone at the conference had the opportunity to witness it in person. A joke circulating among the tour bus drivers goes, "By the year 2000, experts predict that morning rush hour will last eight hours - you'll get to work just in time to turn around and go home again."

"Motorcycles are smaller, more fuel efficient, less polluting, don't tear up the infrastructure - look at city transportation and how well motorcycles could help ease the problems! Two years ago we had a war to protect our fuel sources, but we won't promote a solution that is already in our hands." **END**

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A LETTER TO THE EDITOR

Dear Newsletter Editor;

I'd like to bring your attention to the Summer Run, and some incidents that occurred there. I attended the Summer Run for the first time, with the intentions of enjoying myself with some friends from ABATE who I normally only see at these type of events. But that's not the way it turned out.

Early Saturday evening, while listening to the music, I noticed a non-member of this association carrying a sign, with an arrow on it, claiming whomever the sign was pointing at was a NARC for the County. The person carrying the sign was quite clearly trying to start trouble and get someone beaten up by some other bystanders. The main problem I have with it was quite simple, the people I saw him identifying were people I know, and none of them were Narcs or any other type of law enforcement agent. One was a mailman, and the other was a state worker in the state's supply system somewhere. They were DEFINITELY NOT NARCS. Thank God one of the Security People put a stop to the person's attempt to get these innocent people hurt, or worse, before it got out of hand.

The second incident occurred late that night. Some foot started firing a gun at 3:20 am, and continued to fire it for nearly an hour. As far as I know, no one made any attempt to stop it either. Where were the security people when this happened? Why wasn't something done to stop it?

I clearly remember seeing a sign upon entering the area, that stated that "NO FIREARMS WERE PERMITTED", so what good did the sign do if it wasn't going to be enforced? Were the event regulations there just for the fun of it?

Sunday morning, when I asked several members of the sponsoring Chapter what was going on and why it was allowed to go on I wasn't at all pleased with the answer. Basically what I was told was, "You have to expect these things will happen, you just stay in an

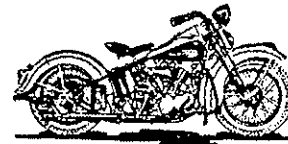
area away from where they will happen."

It's that type of attitude that allows these things to happen. I came to what I thought was supposed to be a family type outing for the members of this Association, where we could get together and enjoy ourselves, and not have to worry about being intimidated or threatened by some hoodlum element that doesn't even belong to the Association and tries to takeover the event. I'd like to think that our children and ladies wouldn't have to worry about being shot in their sleep by some fool with a gun.

Part of the name of this organization say's we are a Brotherhood. A Brotherhood is a group that takes care of it's own. Brothers look out for each other, they protect each other, they help each other, and they let no one mess with their Brothers and Sisters. But I didn't see that happening there. And I am very unhappy that it didn't. I can't imagine some things like these being allowed to happen at the Fox Creek Run, or at one of Lane County's Runs, so why was it allowed to happen at the Summer Run? It will be a long time before I attend another Summer Run, or even pass out information on it. I don't want my friends having to worry about facing the same sort of activity when they go somewhere, I plan to watch out for my Brothers and Sisters, a lot better then others have watched out for me. The question is, "Do I really still want to be a part of a Brotherhood that doesn't look out for it's Brothers any better than this example suggests we are being looked out for?"

I've heard many people talk about working to change our public image, but I thought they were talking about for the better.

A BROTHER



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1992 TEAM OREGON MOBILE CLASS SCHEDULE

| MONTH | EASTERN OREGON | CENTRAL OREGON | SOUTHERN OREGON | COASTAL OREGON |
|----------|--|-----------------------|--|---|
| 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. |
|----------|------------------------|----------------------------|------------------|--|
| 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 |

RUNNING FOR PUBLIC OFFICE PART III OF III

The National Coalition of Motorcyclists believes that bikers must become part of the system if we are to protect our rights and freedoms. NCOM has pledged both time and resources toward a campaign to "elect our own to public office." Legislators and other elected office holders that are not just biker friendly but bikers that are in office.

by Sherman Packard, NCOM's Chairman of Legislative Task Force and New Hampshire Motorcyclists Rights Organization Legislative Director

ADVANTAGES OF BEING ELECTED

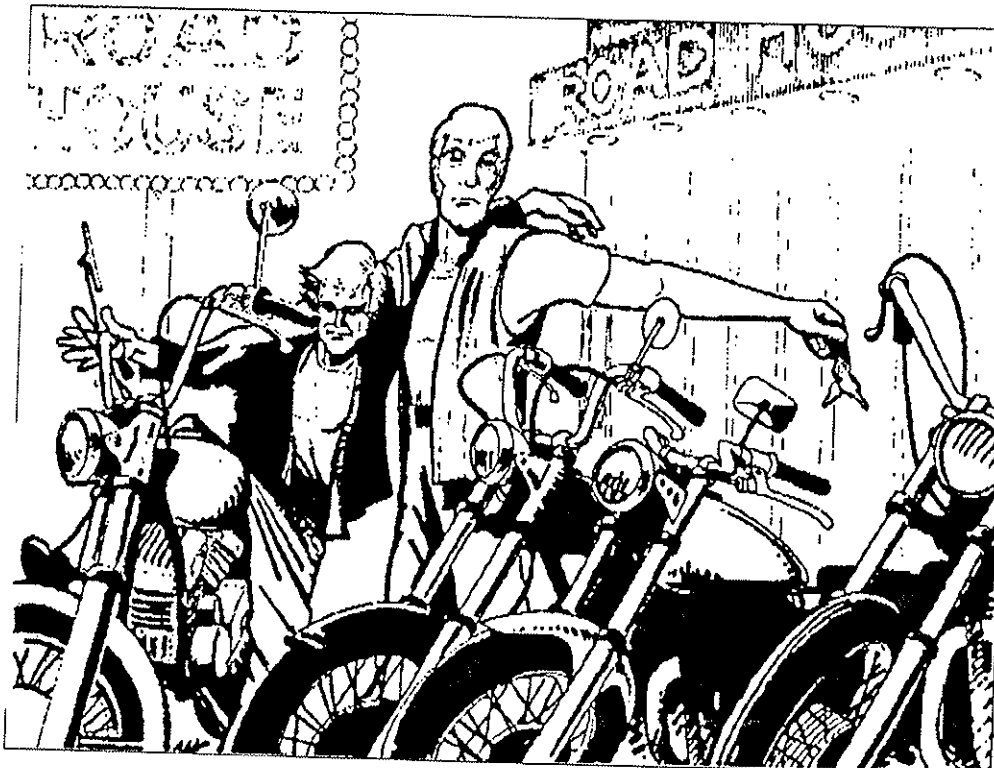
The third part is the benefits of being elected. These benefits will obviously vary depending on the office. Using State Representatives as an example, here are some of the advantages you can attain: First of all, you must not go into the system and expect to reinvent the wheel the first day. When asked what committee assignment you prefer you can ask for the committee that hears and acts upon the legislation most important to you. You now have the ability to introduce legislation written the way you want it written.

You have many different branches of legislative services at your disposal to do research for you. You also have the services of all the bureaucratic departments available to you, providing you do not exclude your position or requests. You now have access to all the department heads, the legislative leadership, the governor, and your federal representatives.

You can become part of the system, but at the same time stick to your convictions and work to change what you believe is wrong. I promise you it is a lot easier to make changes from within the system than from outside the system. *END*

"When I cannot choose what I shall do or where I live or how I shall survive, it means in fact that someone or some system has already made those prior decisions for me, and I am reduced to an animal, I do not live; I merely exist."

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



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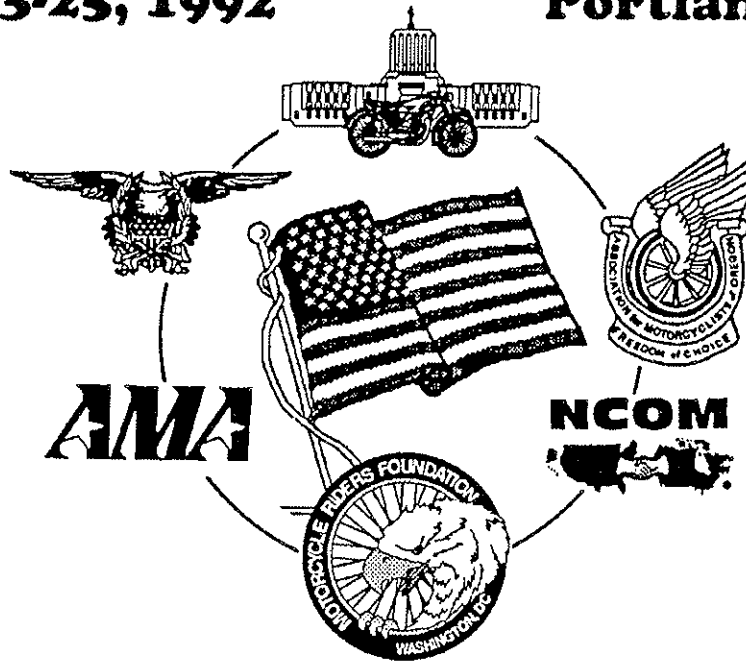
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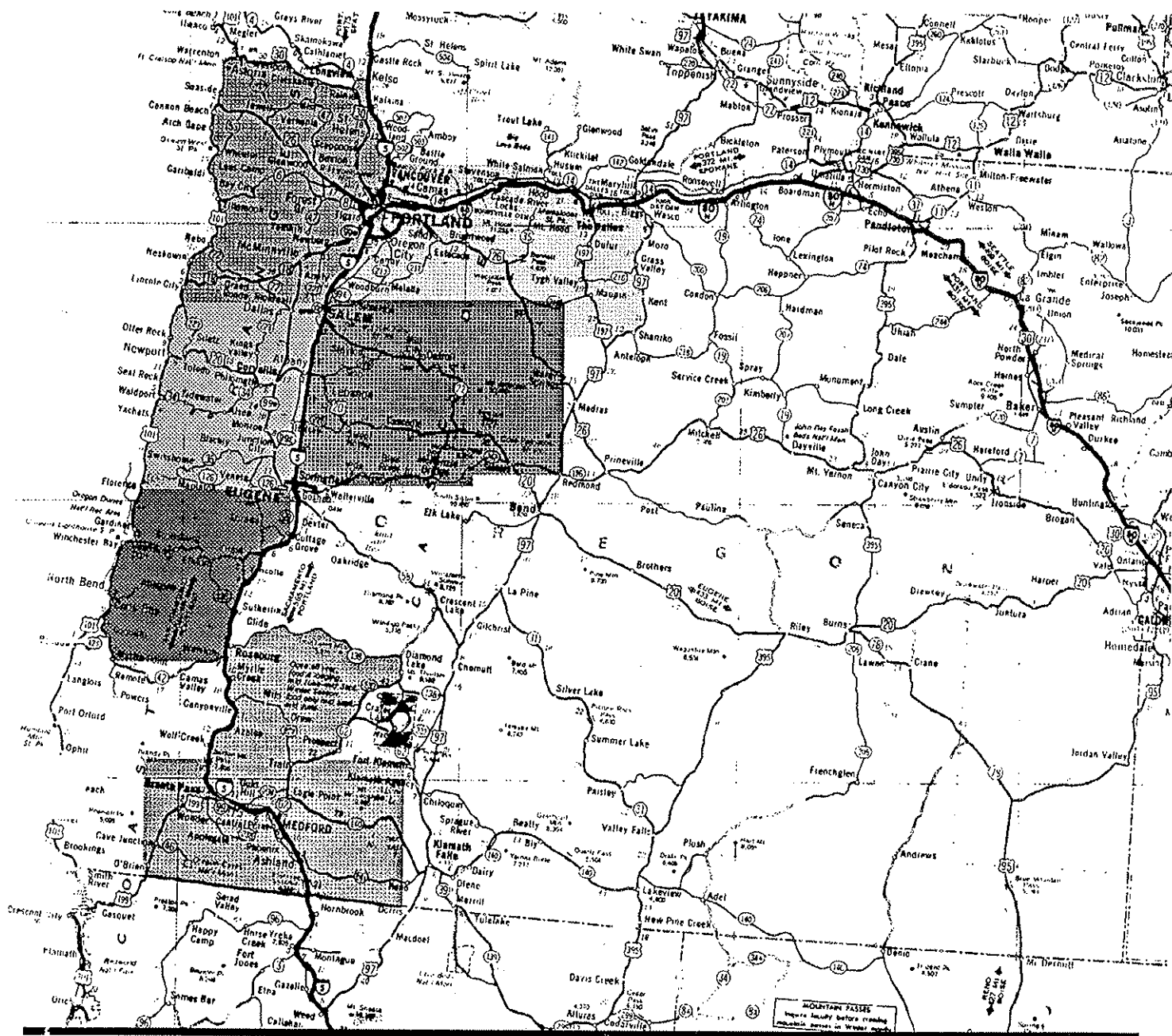
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LEGEND

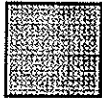
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| 2 Tools/Gas | 6 Meal |
| 3 Garage/Shelter | 7 Location |
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| Boyd S. | 864-3530 | X | X | | X | X | | A |
| Carol | 238-5921 | | | X | | X | X | A |
| Dave | 835-8232 | X | X | | X | | | A |
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| 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 |
| Russ & Donna Adkins | 631-8581 | | X | X | X | X | | B |
| The Jackson's | 667-1078 | | | | | X | | B |
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| 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 |
| Terry Kepl | 267-0172 | X | X | X | X | X | X | D |
| Sheril Aldridge | 447-3673 | | 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 | 673-1467 | 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 |

(Map on
reverse side)



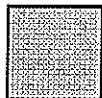
Location A



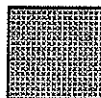
Location B



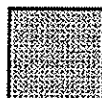
Location C



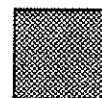
Location D



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.

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

NEW _____ IF NEW RECEIVED PATCH _____ RENEWAL _____ IF RENEWAL, MEMBERSHIP NUMBER _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

PHONE _____ CHAPTER _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (USE ADDITIONAL FORM IF NECESSARY)

NAME _____ NAME _____

NAME _____ NAME _____

\$20 FULL MEMBERSHIP _____ \$25 COUPLE MEMBERSHIP _____ \$30 FAMILY MEMBERSHIP _____

TOTAL AMOUNT ENCLOSED _____ TOTAL NUMBER OF MEMBERS _____ DATE PAID _____

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*Another for your 2 and 3 color
flyers and brochures?*

*And yet another for your
copy work?*

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- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

We Offer:

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- One or Multi-Color Offset Printing • Complete Bindery Department •
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CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

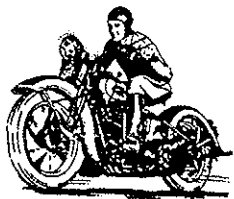
SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

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THE DALLES, OR 97058-9518



The 1st Annual Fall Bash is almost here.
Come join us and have fun in the sun.
October 16-18, 1992

Chapter Meeting — Where & When

1st SUNDAY
1st & 3rd SUNDAY

LANE COUNTY
JACKSON COUNTY

12:00 Noon, Abby's Pizza, 1976 Echo Hollow Road, Eugene
11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at
535-6537 or Chris at 776-9824

2nd SUNDAY

JOSEPHINE COUNTY
NORTH COAST ABATE
RIVERGATE

11 am, Fatte's Pizza, 7th & Hillcrest

12:00 Noon, The Pizza Harbor, Seaside

2nd & 4th SUNDAY

S.E. PORTLAND
SOUTH COAST
YAMHILL COUNTY

1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland

12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland

3rd SUNDAY

COLUMBIA RIVER
DOUGLAS COUNTY

11 am, Gino's Pizza, 1324 Virginia Street, North Bend

3 pm, Cheese's Pizza, Lafayette

2nd & 4th MONDAYS

SALEM

12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland.

11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg

7 pm, Casey's Pizza, 4500 S. Commercial. Call Dave at

581-3138 or Jeff at 362-1891 for info.

2nd & 4th TUESDAYS

WASHINGTON COUNTY

8 pm, Little Italy Pizza, Cornelius

3rd TUESDAYS

LANE COUNTY

7 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene

1st & 3rd WEDNESDAYS

N.E. PORTLAND

7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland

1st & 3rd FRIDAYS

LINCOLN COUNTY

7:30 pm, Moby Dick's Restaurant, Newport

