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

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## **ATTENTION MEMBERS**

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

**TURN TO PAGES 19 & 20 AND  
CALL YOUR REPRESENTATIVE  
IMMEDIATELY!!**

**Don't delay, Call NOW!!!**

## **WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?**

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

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

Please make checks payable to ABATE of Oregon, Inc.

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

## COORDINATOR'S CORNER

*The basic test of freedom is perhaps less in what we are free to do than in what we are free not to do.*

Election for State Officers will be the December 14 Board Meeting in Crestwell, Oregon, at Sundown Station. It's time for Chapter Officers or anyone else that wants to run for State Officer positions to get involved.

Best Of The West conference will be held in Denver, March 27, 28 and 29, 1992. The 1991 Best Of The West was held in Salt Lake City. We sent 13 people from ABATE of Oregon. I sure would like all Chapters to have a fund-raiser so that you will be able to send officers to the next Best Of The West.

With planning maybe we can send 20 people.

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

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

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

***Needed now  
more than ever.  
Join BikePAC.***

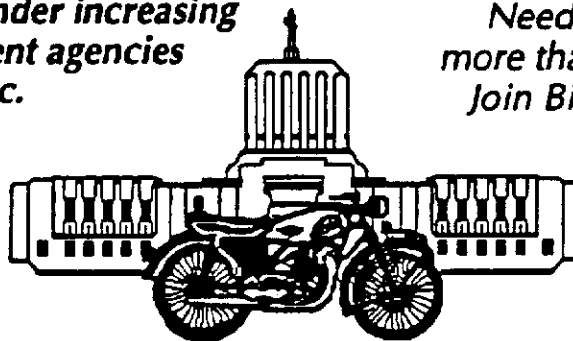
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



### **BikePAC of Oregon**

**P.O. Box 5612 • Salem, Oregon 97304**

**Brian Stovall**  
Executive Director  
(503)298-1317

**Butch Harbaugh**  
Legislative Director

**Steve Benson**  
Secretary/Treasurer  
(503)363-6106

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

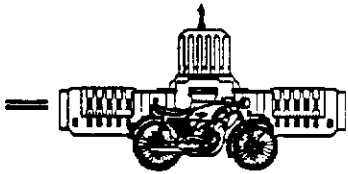
☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

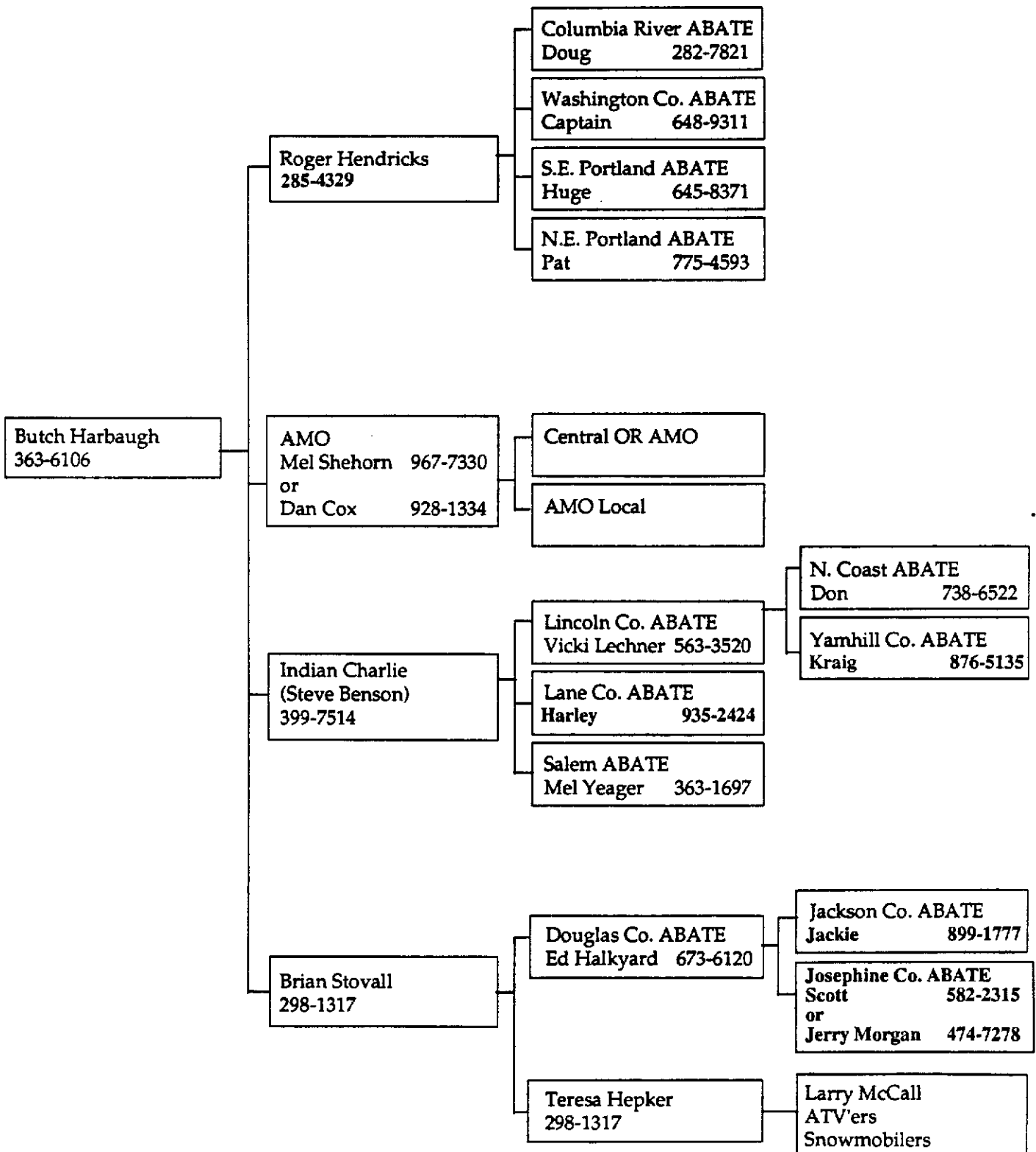
City  State  Zip



# BikePAC of Oregon

## PHONE TREE

February 2, 1991



**A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING**  
**Minutes for September 14, 1991 Roving Meeting held in Merlin at Indian Mary State Park**  
**No Report**

**CHAPTER REPORTS**

**COLUMBIA RIVER**

**Meets 2nd & 4th Sundays, 12:00 noon**  
**U & I Tavern, 6910 N. Interstate, Portland**  
**Chapter Address: P.O. Box 11817, Portland, OR 97211**  
**Chapter Contact: Angie, 285-4329**

This is Angie of Columbia River Chapter again.

Our membership drive has helped some, but we sure wished we could have a chance to meet all the people that belong to our Chapter and when you come bring a friend.

We are getting our committees ready for our Valentine's Party and later on our Run To The Sun. So join us and help us make these two functions successes.

Then of course, we also have the Toy Run to Shriner's coming soon. I enjoy this run most of all. Maybe because I love children and they are neat.

It has been a wonderful summer but it's getting chilly out there so bundle up when you're out riding! Stay warm!!

Adios,  
Angie

**DOUGLAS COUNTY**

**Meets 3rd Sunday at 11:00 a.m.**  
**Round Table Pizza, Roseburg Valley Mall, Roseburg**  
**Chapter Address: P.O. Box 61, Roseburg, OR 97470**  
**Chapter Contact: Joy Hoover**

No report, first time.

**JACKSON COUNTY**

**Meets 1st & 3rd Sundays, 11 a.m.**  
**Angelo's Pizza, Phoenix (Call Frank at 535-6537**  
**or Chris at 776-9824)**  
**Chapter Address: P.O. Box 1184, Medford, OR 97501**  
**Chapter Contact: Peter Karpa, 776-4558**  
**or Paul Warrender, 772-7344**

**JOSEPHINE COUNTY**

**Meets 2nd & 4th Sundays, 11 a.m.**  
**Steve's Pizza USA II, 223 Rogue River Hwy., Grants Pass**  
**Chapter Address: P.O. Box 2031, Grants Pass, OR 97526**  
**Chapter Contact: Sheree, 474-7278**

Just a quick note to all those who missed out on the Last Chance Run '91. You missed out!! Our order for good weather was filled, and almost 500 brothers and sisters showed up with smiles and good vibes abounding.

We tried some different games on Saturday and a good time was had by all. The owner of Woodland Echoes showed up Saturday night and found herself amidst lots of happy folks, as well as a spotlight on MTV. Our food vendors had their work cut out for them, and they did an excellent job of keeping up with us.

For those of you who did attend, thanks for helping us make the run a success. Special thanks to Allen Yarrish, who made some

beautiful plaques for the games; and to all those who gave selflessly of their time and good spirits. For those who wanted run pins - order forms will be sent if your name was left on the list at the run. Pins will be in the first week in October. There were lots of orders, so please be patient.

Thanks again to the folks at Western Beverage, Inc., for their excellent service, and the door prizes they donated.

Josephine County ABATE would like to extend our best wishes to Cheryl Dow, who went down after the run, and who is being treated for her injuries at Portland University. Good luck Cheryl. Your in our thoughts.

We hope to see our friends and family at the Last Chance '92 Run. Till then, stay safe and in the wind.

Jerilyn

P.S. If you have comments or suggestions pertaining to the Last Chance Run, please send them to Josephine County ABATE, P.O. Box 2031, Grants Pass, Oregon, 97526.

P.S.S. Josephine County has Last Chance Pins available for \$3.00 each. Please contact our Chapter at P.O. Box 2031. If Chapters can order in bulk, it will make shipping easier for us. Thanks, Terri

**LANE COUNTY**

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

Hey there, ABATE members - What a great season, Hey!!! All the runs I went to were fabulous. Sorry I couldn't afford to go to the rest of them, but I plan on being at all next year.

Labor Day Run went great. Thanks to all of you who came and made it great. I would like to thank Dave Beck for helping out in a pinch on a medical problem until our medic got there. Good quick reactions in a very professional manner. Marcie!! Thank you for all the help you gave which was a lot (too many to list). What a beautiful woman. Good job on all those trophies you took.

I would like you to know we of ABATE & AMO raised about \$5,000.00 for the Bateman Foundation. We would like to thank you all from the bottom of our hearts. If you ever need our help don't hesitate to call.

We have a Christmas Ball coming December 13th. That's right. Friday the 13th!! Tickets sold only in advance. \$15.00 a person - dinner, live band, dancing, good times. All proceeds go to Homeless Children. That's right! Lane County is going to have a Biker Santa Claus. We are riding out December 22nd. For more information call Kathy or Archie at 484-5615 or Lanna at 474-4175 or Wing at 689-2350. All riders welcome. Come ride with our Biker Santa Claus.

Well, see you at the next one,  
Archie

**ARE YOU**  
**A REGISTERED VOTER**  
**?**

## **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**

Our 10th Annual Beaver Creek Run is now history. It was a fun run, with a chance to see people we have not seen for awhile. We are now getting prepared to winterize the facilities at Beaver Creek. It's a time for our membership to get together and just enjoy each others companionship.

For the Lincoln County Chapter this is a time that our members catch their breath, and make ready for our Holiday Projects.

We are planning an OPEN HOUSE for Mrs. Santa Claus' new building. We estimate it will be held in the latter part of September. It was a real challenge completing the building. It was a real community effort. We would like to have a day of festivities benefiting Mrs. Santa Claus.

Since our newsletter article for August didn't arrive in time for the newsletter, I will reiterate some of what was written.

Mrs. Santa (Dorothy) Claus had surgery on her arthritic knees in July at Providence Hospital in Portland. She is now home and doing fine. She is going to physical therapy and has plans to open her new workshop on September 1st. This lady is a great grandmother with endurance that you cannot believe. There are thousands of children (and adults) who have benefitted from her caring. We are all very happy to see that she came through her surgery with a zest to return to her way of life, giving pleasure and happiness to others.

Ride safe and enjoy the summer .....  
Millie

## **NORTH COAST ABATE**

**Meets 1st Sunday, 12 Noon**

**The Bayside Gardens, Nehalem**

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

**Chapter Contact: Don Smack, 738-7156**

No report, third 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**

As an incentive to boost attendance at our chapter meetings, our membership secretary decided to test the theory that "cash talks." A drawing is held during each meeting which matches members names with designated numbers. If the person is present they are awarded a cash prize. So far Larry Moser has missed a \$5 award and Trish Kanich has missed out on collecting \$10. The pot grows to \$15 and then starts over. Remember, if you don't come to the meeting, we can't give you any money.

If you missed the September and October Toy Run Benefits, don't worry 'cause you still have the Last Chance event to attend on November 30th at the River Road House in Milwaukee. Everyone always has a good time and the cause is a worthy one, so bundle up and ride on out.

We were blessed with great weather all the way through October, but don't put those bikes away yet 'cause we have the real big event coming up next month... The 12th Annual Toy Run to the Shriner's Hospital. Gather at A&J's on the morning of December 7th and ride through downtown Portland, up pill hill to the kids. They count down to this day, just as much as those who participate. Their beaming faces makes the whole thing worthwhile. Don't miss it.

We've started our nominations for new officers for the 1992 year. The elections will take place next month with the new officers starting in January. We welcome new bodies to these positions ... so if you're interested in working for your chapter come to a meeting and put your name on the ballot. If you don't want a full time position, think about job sharing. All help is welcome.

Don't give up the fight. Remember, our forefathers had to fight for their freedoms, why should we be any different?

Happy Thanksgiving!!  
Linda

## **SALEM**

**Meets 2nd & 4th Mondays, 7:00 p.m.**

**Casey's Pizza, 4500 S. Commercial (Call 585-6518  
or 585-3897 for info.)**

**Chapter Address: P.O. Box 13957, Salem, OR 97309**

**Chapter Contact: Jim Stoner, 769-4402**

We are currently collecting canned foods, clothing and other articles that may be of use to help some people. All these items will be given to the Women's Crisis Center for Thanksgiving. If you have anything to be donated, please contact Crickett at 362-8611. More information to follow at next meeting and Newsletter.

Salem ABATE has their Anniversary Party set for December 7th at the Turner Community Center, starting at 3pm and going till 12am. This will also be a Casino Night. For a \$3.00 donation you will get \$3,000 in Fun Money!!! We could use items for the Auction! This will be potluck so cook and bring lots of food for this one!!! There will be a band. Thanks to Alice for setting this up. Thank you!!!

Hey, Kids!!! Raffle tickets are in. Mel and Sharon have them. These tickets are for the stained glass eagle or for 1 cord of ash firewood. The going price will be \$1.00 per ticket. Call now to get your tickets to sell. You can reach Mel at 363-1697. All proceeds will be going for the Christmas Toy Run!

This years Christmas Toy Run will be held on December 22nd with a form up time of 11am at Casey's Pizza. If you have anything that you would like to donate for the kids, contact Diane at 399-0753.

Sam Hochberg is asking assistance with information on any riders that have been ticketed or harassed for wearing a modified helmet. This is another way of trying to get an appeal on the Helmet Law. I believe that he is with AIM. I will have more information in the next Newsletter.

Salem ABATE would like to thank TEAM Oregon on their challenge of all ABATE Members be certified through either the Experienced Riders Course or the Beginners Rider Course. Let's all get going and get it done!!!

In closing I would like to inform all State ABATE Chapters to some of the recent changes in Salem: Dave Beck is currently Acting Coordinator as Sonny had to resign. Big Jeff Riley is our Vice Coordinator and Sgt.-At-Arms. (Who was going to argue?) Good job, guys! Even with these changes, Salem is a strong and growing Chapter in ABATE of Oregon, with over 80 members. But we could use more!

The more people, the louder the voice!!!

Ride safe, ride sober  
Little Jeff

## **● NOTICE ●**

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

### 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

Say Yes!

Time for elections. First nominations were taken at our last meeting on November 3rd. Next meeting, November 17, we will take final nominations and vote. Say yes! Run for office. Come and vote. Know who is representing you.

Toy Run Party - flier in this newsletter.

Toy Run - December 7th

'92 Fat Boy Custom - drawing at noon on December 7th.

See you at A&J's, S.E. 10th and Woodward - East end of the Ross Island Bridge.

Stay safe,  
Edd

### WASHINGTON COUNTY

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

Sorry we've missed you the last couple of months. Been moving and a lot of things have been happening. Trying to get back on track.

As most of you know, we had our Tri-County Run, which turned out to be a big success! Washington County took care of the food and had very few, if any, complaints - as far as we know, no one has died.

For those of you who don't make the meetings, our Toy Run is coming up in December. Once again, all proceeds will go to Gales Creek Toy Run. Get a hold of Don Murray or Little Dave at V-Twin in Cornelius.

It's been brought to my attention that a lot of memberships have expired. Little Dave is now Membership Secretary and you can contact him to renew memberships.

See you in the wind,  
Ken & Sheryl

### YAMHILL COUNTY

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

No report, second time.

**PERSONAL:** Lonely ad space looking for compatible companions. Any philosophy OK, but must be truthful. Sell anything — ideas, services, products. Readership is growing and prefers to buy from a supporting business. Rates are cheap: \$25.00 for 3 months; \$45.00 for 6 months; \$75.00 for 12 months for business card ads like you see elsewhere in this newsletter. We can help design. Call or write today for specifics.

(503) 256-2713  
ABATE of Oregon  
P.O. Box 4504  
Portland, OR 97208



## CHRISTMAS BALL

December 13, 1991

6:00 p.m. - 1:00 a.m.

\$15.00 per person

MUSIC -- DANCING -- BUFFET

Location: ECONO LODGE -- I-5 at the Coburg Exit

All Proceeds Go To Homeless Children

For More Info: 484-5615 Anahie  
935-4424 Ronan

Sponsored by: Lane County Chapter A.B.A.T.E.



## 1991 TOY RUN

A Benefit For

SHRINERS CHILDREN'S  
HOSPITAL

Sponsored By

PORTLAND, OREGON  
Chapters of A.B.A.T.E.  
DECEMBER 7, 1991

Location: 1018 S.E. Woodward (A&J CYCLE)

East end of the Ross Island Bridge  
Drawing at 12:00 Noon for H.D. Fat Boy

Form up at 12:30 P.M.

Bring an unwrapped toy for the kids  
Remind one an all 100% of proceeds go to arca kids.  
NO ADMINISTRATIVE COSTS

## FIJA: FREEDOM OR FRAUD?

by Bob Latham

The grassroots movement to enact a Fully Informed Jury Amendment (FIJA) is an interesting study in political action, worthy of some quiet reflection. It proposes to require judges to inform juries that they are free to ignore the instructions on legal issues which the judges themselves issue. The basic idea is that juries should be free to decide the truth and falsity of conflicting testimony and to decide the wisdom or foolishness of given laws and legal precedent. In various incarnations, it would apply to criminal cases. Its primary focus is currently at the state level, although some would have a nationwide rule to the same effect.

Juries are instrumentalists of the government, at whatever level they exist. Although conceived of as expressing some approximation of societal values, they are effete without the power of government. With the power of government, they are fearsome entities. They can incarcerate or free citizens in some circumstances. In other circumstances, they can seize the wealth of A and bestow it on B. They can seize the property or person of C and keep it for the use of the government. They often have the power to deem D as worthy and E as unworthy, and to transfer wealth, sometimes almost without limit, on that basis. On occasion, those six, or nine, or twelve jurors can literally condemn a citizen to death. They are instruments of frightening power because they are instruments of the government.

Any society with respect for the individual, constrains its government in the exercise of its power. Any society having an interest in personal freedom should be terrified of juries and their power. How can society - indeed, how does society - keep juries from running amok?

To quote the HANDBOOK FOR JURORS, a pamphlet provided to all prospective jurors in Oregon, the jurors:

"... must follow the instructions of the court and render a verdict in accordance with his or her best judgement. A juror may not approve of or agree with the law which the judge states in his or her charge, but the juror's feeling in that respect should have no effect on decisions as a juror. The jury is not deciding the law, but merely deciding the facts. The verdict must be based on what the juror thinks the law ought to be."

Advocates of FIJA would delete such constraints and substitute something to the effect that jurors are free to ignore the judges' instructions and to apply whatever passions have been aroused in the course of the adversarial proceedings. The charismatic lawyer, skilled in whipping up the jury's emotions, would have a field day. The jury, loosed from the constraints of several centuries of developing jurisprudence and backed by the awesome power of government, would truly become the embodiment of a kangaroo court.

It is ironic indeed, that some of the advocates of FIJA style themselves as civil libertarians or as classical liberals. How can they possibly be interested in protecting humans from government, while advocating such foolishness?

(Editor's Note: September 5th past marked the 320th anniversary of the celebrated London trial of William Penn where the jurors refused to convict him under a law which forbade preaching of the then-prohibited Quaker religion. Four of the jurors were subsequently incarcerated in an attempt to force a guilty verdict. They held firm, the Crown backed down, and the First Amendment to U.S. Constitution is a legacy of that day.

FIJA's goal is to have all states adopt a measure similar to the following as either a statute or a constitutional amendment:

"Whenever state or local government is one of the parties in any trial by jury, the court must inform the jurors that, in addition to their responsibility to judge the facts of the case, they have an

inherent right to judge the law itself.:

Oregon already has constitutional and statute wording to this effect, to wit:

Art. I, Section 16, Oregon Constitution: "... In all criminal cases whatever, the jury shall have the right to determine the law, and the facts under the direction of the court as to the law ..."

ORS 136.320: "Although the jury may find a general verdict, which includes questions of law as well as fact, it is bound, nevertheless, to receive as law what is laid down as such by the court ..."

ORS 136.480: "When a verdict is found in which it appears to the court that the jury has mistaken the law, the court may explain the reason for that opinion and direct the jury to reconsider its verdict; but if after such reconsideration they jury finds the same verdict, it must be received."

In spite of this apparent concession in Oregon, FIJA insist that judges must verbally instruct each jury of its right to judge both fact and law, a practice not historically prevalent in Oregon courtrooms.)  
*END*

### ARIEL STORE

*"Home Of D.B. Cooper Days"*

**288 Merwin Village Road**

**Ariel, WA 98603**

**(206) 225-7126**

**Dona Elliott, Owner**

*"Coming soon - CAMPSITES"*

### EASTSIDE MOTORCYCLE

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

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

### JUST SAY NO

The July 15 Ron Paul Investment Newsletter passes on some scary information about dogs, dope and dough. Cops' K9s at airports "go crazy" sniffing for drugs, and money. DEA dogs are trained to recognize not just the odor of crack and weed, but the smell of green as well. With forfeiture laws, travelers risk embarrassment and loss of money if they assent to a "voluntary search" of their bags. Dog sniffs bucks, cop takes bucks, you lose bucks. Be advised to politely refuse DEA-man's entreaties - he still needs probable cause. *END*

# 7TH ANNUAL MEETING OF THE MINDS

SEPTEMBER 26, 1991, AMES IOWA

## SCHEDULE OF ACTIVITIES

**Thursday** - Registration

**Friday** - Registration

**9:00** - Opening Ceremonies

**9:45** -

Tom McGovern, Massachusetts Governor's Highway Safety Representative & National Association of State Motorcycle Safety Administrators (NASMSA)

**10:30** -

Ron Engle, Division chief, Safety Countermeasures, National Highway Traffic Safety Administration

**11:30** -

Paul Vestal, MRF President, MRF Status & Thoughts on Leadership

**12:30** - Lunch

**1:15** - Workshops

**Saturday - 8:00:**

Dick "Slider" Gilmore, Motorcycle Accident Scene Management - "How to save a friend's life."

**11:00** - Break

**11:20** -

David Whiteman, congressional Research Service Motorcycles and the Insurance Industry

**12:50** - Lunch

**1:45** - Workshops

**7:00** - Dinner

**7:45** - Jesse McDugald - "The Gospel of Liberty"

**8:30** - Recognition Awards

**9:00** - Band and Dancing

**Sunday - 9:30:**

Rick Gray and Richard Schoeninger, Some New Thoughts on the Helmet Law Debate

**10:00** - Bill Turkus, Befriending Politicians

**10:30** - Brian Stovall - Visiting Washington D.C.

**11:00** - Break

**11:15** - Closing Remarks

**1:00** - 7th Annual Meeting of the Minds Complete

## HELPFUL HINT - CHECK THE PARKING LOT FOR MOTORCYCLES

Going to a radio or TV station to drop off fliers about an upcoming event? Check the parking lot for motorcycles. Ask the receptionist who the motorcycle belongs to. Ask to talk to them. Know of a better way to find out who should be getting your information and how it will have the best chance to get on the air than by asking someone who rides and works at the station?

## MEETING OF THE MINDS WORKSHOP OVERVIEW

As your representative from ABATE I tried to attend the workshops which I felt would most benefit our organization as a whole. The workshops were divided into four sections: lobbying, organization, insurance, and communication. Since the most popular workshop was presented by Butch Harbaugh, our BikePac lobbyist, and Teresa Hepker I felt that we already has this area well covered so I concentrated on Organization Management, Insurance, and Communication workshops.

I attended two workshops on organization management, State Motorcyclists' rights Organizations and IRS Tax Law and State Motorcyclists' Rights Organizations and Corporate Law. The first dealt with IRS tax law and reporting requirements applying to 501(c)(3) and 501(c)(4) (ABATE of Oregon) not-for-profit corporations. The second concentrated on the basic legal requirements for maintaining a 501(c)(3) or 501(c)(4) corporation in good legal standing. These workshops provided a good understanding of the tax laws as they apply to our organization and the requirements for maintaining our organization as far as by-laws, annual filing requirements and maintaining minutes and records. While this information will be used by a few state officers, all of the information is extremely important to our organization to maintain our corporate status as a legal organization.

The two insurance workshops I attended were, Are You Properly Protected and State Motorcyclist's Rights Organization Events and Insurance. The first was about personal motorcycle insurance and how we can use insurance as a counter argument to the "Public Burden" theory and the second was about insurance for our state and chapter runs and the liability exposure both our organization and our officers face when putting on a motorcycle related event.

As a wrap-up I participated in the Communicating Legislative Information workshop which was basically a "how to" for positive publicity. If you have any ideas of workshops you would be interested in attending, let me know. BikePac of Oregon will be submitting a proposal to host the Meeting of the Minds in Oregon and any input would be greatly appreciated by BikePac.

## COUNT THE CORVAIRS

Paul Vestal, the newly elected President of the MRF told a story at the meeting of the minds that I would like to share with you.

It seems that he and his grandchildren were watching a parade in the small Maine town that they live in and in that parade was a car that the kids didn't recognize. What kind of a car is that they asked. It was a Corvair.

You remember Corvairs don't you? Remember how many of them there were around just a few short years ago? Remember someone named Ralph Nadar and a book called "Unsafe at Any Speed"? How many Corvairs do you see on the street today?

Paul and his grandkids spent the rest of the summer counting Corvairs. Whenever they went for rides in the country they counted the Corvairs. As they walked the streets of their town they counted the Corvairs. That entire summer they counted 5 Corvairs and that included one rusting away in a farmer's field and the one that was in the parade. Five Corvairs.

What if someday you and your grandkids are watching a parade and a strange two wheeled motor-powered vehicle is part of that parade. What if your grandkids say to you, "What's that?" And what if you have to say that's a motorcycle and you and the

grandkids spend a summer counting the motorcycles? It happened to Corvairs.

Corvairs didn't have a dedicated group of individuals fighting for them as we fight for our motorcycles. The Corvairs lost. Individually, and as a group, we can make a difference. Individually, and as a group we have made a difference. We will continue to make a difference as long as one person is still fighting to ride their motorcycle. But, if we stop caring, and stop fighting, and just give up, our grandkids won't be counting Corvairs, they will be counting motorcycles.

Ride Free, Mother

*Thanks to Slider Gilmore and his Two Wheel Trauma Presentation!*

## THERE'S BEEN A MOTORCYCLE ACCIDENT WHAT CAN YOU DO?

You can help make the most of the "Golden Hour", the precious time between the accident and the emergency room.

Remain calm and think. Remember ABC: AIRWAY - make sure the patient has an open airway; BREATHING - look, listen, and feel to see if patient is breathing; if not, give 2 slow full breaths into mouth; CIRCULATION - check for pulse in neck; if no pulse, start CPR.

Assess the situation for safety factors. What is the traffic situation? Is there a hazardous material spill? Are power lines down? Is there fire danger? Form a safety circle around the downed rider.

Introduce yourself. Delegate someone to call an ambulance preferably a woman and have as many facts as possible including the location of the accident, how many people are injured and how serious. The person calling the ambulance should hang up last.

Do not move the patient. Do not remove the helmet. If necessary, it is possible to do CPR without removing the helmet even if it is a full face helmet. Turn off the key to the motorcycle and shut off the gas.

Keep the patient talking. Ask questions, who are you, where are you, what time of day is it?

Have someone write down all details, vital signs, pulse, breathing. When the ambulance arrives give them the notes and an honest evaluation of the patient's condition including alcohol consumption if any. Ask emergency personnel what you can do for them.

Talk with the police when they arrive. Make their job easier by cooperating. Do not move any motorcycle parts before they arrive.

We have to take care of each other. Take a CPR course and even better a first-aid class. Be prepared to take charge if someone does go down. It's better to know what to do and never have to use it than to waste your brother's Golden Hour because you think that accidents only happen to other people.

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## MOTORCYCLE INSURANCE DO YOU HAVE ENOUGH COVERAGE TO AVOID BEING A BURDEN TO SOCIETY?

*Notes from the workshop presented at the Meeting of the Minds by Billy Gannon*

Insurance, it's mandatory to have it here in Oregon but do you have enough to cover you? We have all heard the of the "Burden to Society" to that we motorcyclists become when we have an accident. But it's all those other people they are talking about because you have insurance, don't you? Just how much insurance do you have?

It's a fact 63% of all motorcyclists are uninsured or underinsured and 60% of all auto drivers are uninsured or underinsured. Just how far will your basic \$10,000/20,000 coverage go in the event of an accident.

If you have an accident and it's not your fault what happens if the person hitting you does not have insurance? Your carrier will cover you up to the limits of your policy. Just how far will \$10,000 go for a serious injury? And then there's the basic \$5,000 property damage amount. It won't even come close to paying for a new Harley much less damage to another vehicle.

In an accident you are covered by your insurance company to the extent of the limits of the policy you purchased. And according to national statistics, the odds of someone being adequately insured to pay for damage to you and your motorcycle if it is not your fault are 60% against you. Then if you are one of the 63% of all motorcyclists who are underinsured or uninsured, what are your chances of coming out of an accident without owing catastrophic medical bills? Not too good. And if you're sued? Basic lawsuits start at \$100,000. Your insurance covers \$10,000 if that's all the coverage you have. Where would the rest of it come from? The sale of your house, your car, your motorcycle!

Check your insurance policy, immediately. Find out about higher limits. The costs aren't that much more once you have the basic coverage. Check the fine print in your policy. Are you paying for something that doesn't cover motorcycles such as towing. Spend some time and check it out.

When you buy a motorcycle you spend hours deciding on the model, the paint, the accessories. Spend a couple of those hours studying insurance coverage so you will not be one of the 63% who are uninsured or underinsured. It's a powerful argument against the "Burden to Society" myth when you can prove that you have done your homework and you that will be able to cover the cost of any injury and property damage resulting from an accident whether it's your fault or not.

## MEMBERSHIP IS THE HEART OF ABATE OF OREGON

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A.B.A.T.E. of Oregon's  
FICTION RIDER  
"OUTSIDE THE BUILDING"  
by Pat Gleason

Joe was happy. Just five years ago he was on the streets begging for food and money. He had been living on the streets for almost fifteen years, and had just about given up hope of ever getting a real job, house, or family. Now, he had a woman who loved him, an excellent job with all the right benefits, plus he had just gotten himself the motorcycle of his dreams, a Harley-Davidson Springer Softail. Joe was a very thankful person indeed.

Joe was getting off work at the shipyards and decided to go by the old halfway house that he used to spend the holidays at. He fired up his Springer and pulled out of the parking lot. It was a rather chilly, late November evening, about forty degrees and a little fog hung in the air. Joe got closer to the freeway and got on. He pulled off at the exit that was right across from the old halfway house. As he pulled up outside the building, a couple of people came up to Joe with their arms outstretched. After he parked and got off the bike, Joe gave them each some money. He then turned to go inside the halfway house, but the door was locked. The lights were still on and Joe could see there was a sign inside. The writing on the sign read that the house had been sold to the Salvation Army and was for sale. Joe couldn't believe it. Here it was, two days before Thanksgiving, and nowhere for any of the homeless people that he used to know, to go and eat. Joe got back on his Harley, fired it up and rode home.

Joe rolled up to his new home, hit the electric garage door opener, and rolled in. He shut the bike off just as his wife Kathy came walking into the garage.

"Hi honey. How was your day?" she asked as Joe pulled his leathers off. She could tell he was a little upset. He acted as if she didn't even exist, and that made her very nervous.

"Hey, baby. I'm talking to you!" she said starting to get mad. "What's wrong with you?"

"I'm sorry, I was thinking of something. Do you remember that halfway house that we met at, the one that you used to serve Thanksgiving dinner at? I was going to find out if they still had their dinners on turkey day and was going to volunteer my services. Well when I pulled up on the Harley, the doors were locked and there was a for sale sign in the window. The sign said to contact the Salvation Army for a bid. What the hell are all of those people going to do? I can't help but think of some of my old friends, and how they're going to get any food?"

"Honey, here's what we'll do. In the morning, we'll call the Salvation Army and find out what they are doing and go from there, okay?" Kathy asked Joe.

"Okay. That way I will feel better. You always did manage to come up with the right thing to do. I'm getting tired now, I think I'm going to go inside, take a hot shower and go to bed," Joe answered back. He then kissed her and went inside. Kathy followed him in, turning off the garage light and closing the door.

Joe was out of bed at about seven o'clock. He hit the floor with both feet and ran out into the front room. He got the phone book out and looked up the number for the local chapter of the Salvation Army. He got the number and dialed. A recording answered which said that they didn't open until 7:30 a.m. and if he wanted to leave a message, do so after the double tone. Joe hung the phone up and went back in the bedroom to wake Kathy up.

"Hey babe. You awake yet?"

"I am now. What do you want?" Kathy said sounding a little bit upset.

"I'm going to go down to the Salvation Army office and talk to them in person. I feel that I can make a better impression that way."

"Are you taking the bike or the car?" she asked.

"I'm taking the bike. Want to come with me?"

"Yeah. Give me a few minutes to get dressed."

"Don't worry, you got plenty of time. I still have to get dressed too. After you're ready, we'll take off."

Joe and Kathy were dressed and went out to the garage. Joe hit the electric door and rolled the big Harley out. The sun had just risen, but there was still some fog, and it wasn't more than thirty eight degrees outside.

"I'm cold," Kathy said.

"Well, go inside and get your electric vest and gloves so you don't freeze to death. I've already got mine on," Joe told her as he climbed aboard the Springer and plugged his vest and gloves in.

Kathy ran inside and came back out with her vest and gloves. Joe told her to close the door and climb aboard. She did, and at the same time plugged into the spare outlet on the bike.

Joe and Kathy rode over to the office. It was almost fifty miles from where they lived. They were both happy that they had their electric gloves and vests on. They had felt like they had the warm summer sun beating down on their backs, even though the chill factor was around eighteen degrees at freeway speeds. They pulled up to the office, parked the Harley, and went inside.

"May I help you?" a young man asked them when they went in the front door.

"Yes you can. I'm inquiring about a building that you have for sale over near the freeway. Who can tell me where the people that used to run the halfway house that was there, have moved to?" Joe told the desk man.

"I'll ring one of my managers. Have a seat and they'll be right with you."

Joe and Kathy went to the chairs in the corner and sat down to wait. A few minutes later, an old woman with grey hair and horn rimmed glasses came out of an office down the hall. She walked up to the desk clerk, who pointed towards Joe and Kathy. The old woman came towards them.

"Hello. My name is Ethyl Bloomgarten. I'm in charge around here. What can I do for you two?"

Joe introduced himself and Kathy. He then proceeded to tell her about his life and the fact that he wanted to help the people that were his friends. He asked her where the people had moved to. Ethyl told Joe that she didn't have any idea where they moved to, but if he wanted to buy the building, it was for sale. Joe started to get upset, and got up to head toward the door. Kathy grabbed his arm and told him to wait a minute.

"Are you sure that you don't have any idea where the people moved to?" Kathy asked Ethyl.

"There is one way that you can find out where they moved to. Go to the city planning department. They can tell you who the last owner was. Then you can look them up in the phone book and call. That's the only thing that I can think of doing."

Joe grabbed his leather and started out the front door. Kathy thanked Ethyl and followed Joe out the door.

"Well, what are you going to do now Joe?"

"We're going to the city planning department and find out who owned the building before. Then we're going to call them and find out where they moved to, okay?"

"You're the boss. I'm only along for the ride," Kathy answered back.

The couple climbed on the Springer and headed to the planning commission office. They parked the bike outside the office and went in.

"Hello. I was wondering if you could tell me who used to own a building that is now for sale by another owner?" Joe asked the desk clerk.

"Sure. Just go down this hall to the microfiche room and tell them the address of the building that you are interested in," the clerk told them.

Joe and Kathy went to the room and gave the clerk there the address of the old halfway house. The clerk looked up the old owners and told Joe their name, Consolidated Help. Joe thanked the clerk, and Kathy and him went back to the bike. They started the bike up and went back to their home. Joe parked the bike in the garage and went inside. He got the phone book out and looked up a phone number for Consolidated Help. He found the number and gave them a call.

"Consolidated Help. May I help you?" the voice on the other end answered.

"Yeah. Can you tell me where you are, and are you going to have a Thanksgiving Day dinner for the homeless this year?" Joe asked the person.

"We're located just two blocks north and one block east of our old address near the freeway. Yes, we definitely are going to have a Thanksgiving dinner for the homeless this year. Would you like to help?"

"Yes, I definitely want to help. Could you use more than one?"

"One?" Yes sir. As many as you can convince to help would be appreciated. We only ask that you get here no later than one o'clock in the afternoon.

We plan on starting to serve around three o'clock in the afternoon and to continue serving until we run out of food, the person told Joe.

"My name is Joe Doogan and my wife, Kathy, will be helping me. I'm going to get on the phone and call a few more of my friends and see if I can convince them to help as well. I'll call you back later to let you know how I'm doing."

"Did you say your name was Joe Doogan? Didn't you used to come here all the time for food and shelter?" the person asked.

"Yes. That is how I found my wife. She had come to volunteer to serve at Thanksgiving, and she fell in love with me. I now have a job at the shipyards, and a new Harley-Davidson. I have also just recently bought myself a house. I feel very good and want to help the other people who don't have it as well as I do. I remember what it's like."

"Well, that's quite impressive. We'll see you tomorrow Joe. Thanks for calling."

Joe said goodby and hung up. He then told Kathy to call some of her friends and ask them to come to the Consolidated Help office tomorrow to help serve the turkey. He called some of the guys that he had met just since he got his bike. Every one of the people Joe called said that they would be glad to help, twenty guys, and a few of their wives and girlfriends. They would all meet Joe and Kathy at Joe's house, and from there they would all ride over to the Consolidated Help office to serve the dinner. Kathy called her friends and ten of them said that they would help also. Joe called the office back and told them the good news. The office was totally surprised and said that they would be ready. Joe hung up the phone, then went to work.

The next day, Joe was up early in the morning, after getting home late from work. He rolled his Springer out and washed it. Kathy came out later and dried the bike while Joe got out the wax. He had that Springer shining by the time he was finished. Then he heard a

rumble. He looked up in time to see twenty Harley-Davidsons roll up to his house.

Bob, Joe's new friend came up to him and said, "Are we a little early? We decided to come over and fix some breakfast for you and your ol' lady before we go over to the halfway house. What do ya say, bro?"

"You guys are the greatest bunch of friends that anyone could ever want. Yeah, sure. We're ready for breakfast," Joe answered back.

Everyone got themselves something to eat. Then they all noticed that it was time to go over to the halfway house to get ready. Kathy's friends showed up while they were eating. They managed to get rides with some of the people that had room. Everyone was able to ride on a bike over to the Consolidated Help office.

"What the hell is all that noise," said one of the volunteer cooks at the halfway house. He left the kitchen and went outside to where he heard the noise. He opened the front door and was greeted by more Harley-Davidsons than he has ever seen at one time.

Everyone parked their bikes in front of the Consolidated Help halfway house. Joe got off his Softail and went inside.

"Hi. My name is Joe..."

"Doogan. You and your friends are here to help, I know. I'm Cindy, the person you talked to yesterday. I didn't expect this many people. You people are so appreciated you wouldn't believe. I hope that we have enough food for all of you as well as the homeless that we are going to be serving today."

"We didn't come here to eat," Bob said. "We are here to serve the people who can't afford to serve themselves."

"That's right. We're here to help. What do you want us to do?" Joe told Cindy.

"Follow me and we'll get started," Cindy told the guys.

The dinner was served without any problems. Near the end of the afternoon, the house started to run out of turkey. Joe and his friends took up a collection and were able to get enough money to buy enough turkey to last the night. Cindy was quite surprised and thanked the bikers for everything.

That evening, Joe and Kathy were finally home again.

"You feel real good now, don't you now," Kathy said to Joe.

"Yeah. You know, there's nothing quite like helping out people who aren't as privileged as you are. I feel very good. I told Cindy that we would be back again next year. She suggested that we come back next month at Christmas. I told her I would ask everyone. It sure would be fun."

"You know what? A couple of my girl-friends said that they made dates with two of the guys that were in the line. Sounds familiar, eh?" Kathy said to Joe.

"Yeah. Could be the start of something special. It sure was for me," Joe said as he turned toward Kathy and gave her a kiss.

THE END

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## NEW LAWS WILL MAKE LIFE TOUGHER FOR SOME

### **Statutes that take effect Sunday touch on smoking minors, boom cars, drinking boaters and using false identification**

Life is going to get more complicated Sunday for minors who smoke, anyone who cranks up the decibels on a boom car, boaters who drink, and young people who use false identification to buy alcohol.

On the other hand, speed limits in cities and more populated counties will mean just what they say they mean, and funeral processions will command the respectful pause of other motorists by law, not just by tradition.

Laws passed by the 1991 Legislature touched on these and hundreds of other areas, and most of those laws will take effect Sunday, 90 days following the lawmakers' June 30 adjournment.

Some legislation, such as a broad recycling program or required medical leave for employees in larger companies to care for ill family members, becomes law Sunday but will take effect over the next several months as agencies prepare specific regulations.

The new law affecting boom car sound systems, those pulsating stereos that sometimes are heard blocks away, may have the most obvious impact. As of Sunday, state laws puts a muffler on the speakers.

If the sound is "plainly audible" from 50 feet away in an urban area, a police officer can issue a citation that could lead to a \$250 fine. Legislators decided not to require that police check decibel levels.

Keith Wood, a retired pump company vice president, inspired this legislation when a boom car disturbed his Hillsboro neighborhood on Easter morning. He called Senator Jeannette Hamby, R-Hillsboro, and asked her to do something about it. Hamby's legislation passed in the closing week of the Legislature.

Wood said the problem has grown worse in his neighborhood, and he hopes police agencies will enforce the law. "Maintaining sanity in this crazy world is important," he said.

Blane Hartleb, owner of Outrageous Audio in Gresham, acknowledges "there is a limit" and operators should use common sense in where and when they turn up the sound. However, he said, boom car systems are popular with young men who use ear-threatening decibel levels to impress young women and the law won't effectively put a damper on the fun, despite the potential \$250 fine.

In earlier years, young men used fast cars to impress the women, he said, adding that a big sound system "is a lot safer than 140 mph."

Hartleb noted that boom car owners are not the only motorists at risk under the law. A standard factory-installed stereo system, he said, can exceed the legal limits.

As a group, minors will see a number of changes resulting from the 1991 session.

Until Sunday, it has been against the law for people to sell tobacco to buyers under 18, but not for minors to have it and use it.

As of Sunday, teens under 18 cannot possess tobacco without risking a \$100 fine. In addition, new state law limits cigarette machines to sites not generally accessible to minors, such as bars and taverns. The law includes some exceptions, such as factories and motels and hotels, but the machines will disappear from supermarkets and restaurants.

People who sell tobacco to minors can be charged with a civil offense carrying a fine from \$100 to \$500. Previously, selling tobacco to a minor was a criminal offense.

Other laws hit minors under 21 who use false ID or lie about their age to buy alcoholic beverages, and those who drink and drive.

Minors who falsify their age or identification will lose their driver's license for up to one year, although the court can approve a hardship exemption to drive to work or school.

Under an expansion of the "zero tolerance" law, young people up to age 21 who are arrested for drunken driving will lose their license for 90 days if any amount of alcohol is found in their blood. The old zero tolerance law applied to teens under 18. Motorists over 21 are considered legally drunk if they have a blood-alcohol level of 0.08 percent.

Boaters will have to be more thoughtful about their use of alcohol on Oregon's rivers and lakes as drunken driving laws that apply to motorists essentially will include boaters as well. Previously, it was illegal for a person to drink while operating a boat, but the law contained no standard of drunkenness.

Under the new law, operators will be subject to a 0.08 maximum blood-alcohol level and to breath-alcohol tests, just like motorists.

One change in traffic speed law may go relatively unnoticed by most drivers. A new law says that posted speeds in counties of more than 100,000 population and in cities will be the legal limit, and that a driver cited for speeding cannot fall back on Oregon's basic speed rule that allows a measure of personal judgement in speed depending upon conditions.

Dwayne Hofstetter, the state traffic engineer, said the 1989 Legislature established a standard 25-mph limit in any area deemed residential, whether posted or not, with no allowance for the basic speed rule.

The 1991 law, he said, expands the principle to include other local roads - except state highways - posted at generally lower speeds in the 30 to 45 mph range. The effect on drivers, Hofstetter said, will depend on how closely police decide to enforce those limits.

Another subtle change involves funeral processions. Traditionally, motorists have let funeral processions have the right of way regardless of traffic signals. A new law puts what has been tradition into law and imposes rules on funeral processions - such as warning lights on the lead vehicle and escort motorcycles, and speed limits. The law also affects other motorists, who must obey the funeral escorts, yield right of way and not interfere in the procession.

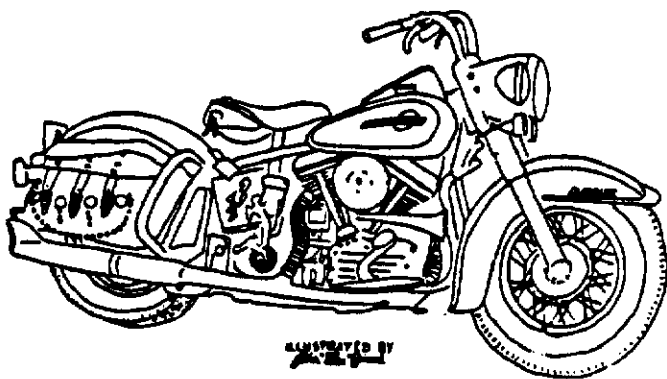
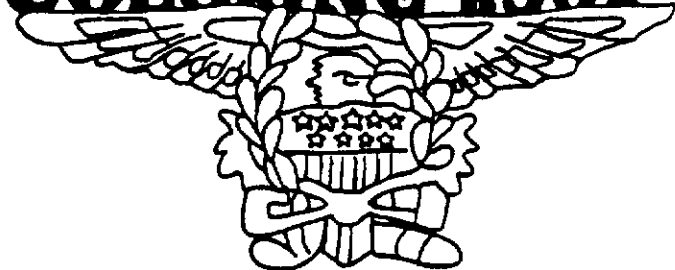
### **Under other laws taking effect Sunday:**

- Interference with a medical facility or obstruction of its services will be a crime of first-degree criminal mischief. The law would put medical offices, including abortion clinics, on the same level with public utilities and public transportation sites.
- The crime of delivery of illegal drugs to minors within 1,000 feet of a school has been expanded to include all delivery or manufacture of drugs within 1,000 feet of a school. The penalty is a prison term of up to 20 years or a fine of up to \$100,000 or both. Situations involving small amounts of marijuana and adults would carry smaller penalties.
- Using a minor in the manufacture or delivery of illegal drugs will be a felony.
- Intentionally leaving a child under 16 in a place where drugs are being manufactured or sold will be a crime of child neglect.
- Possession of child pornography will be a felony. Previously, possession alone was not illegal.
- Oregonians renewing their driver's license or state identification card through the state Motor Vehicles Division also will complete voter registration forms as a means of registering new voters and updating voter lists. Under the "motor voter"

law, changes of address for motorists also will be sent to the Elections Division.

- Unlawful use of weapons will include firing a gun in an urban area in the direction of a person, structure or vehicle. The law was inspired by gang-related drive-by shootings but also would apply to small towns inside an urban growth boundary.
- The list of sex crimes for which convicted offenders must register with local parole and probation offices will be expanded and the registration period is extended from five to 10 years.
- Wood stoves not certified by state or federal agencies as meeting emissions standards cannot be advertised, sold or installed. Violators can be fined up to \$500.
- Jobless wood products workers hit by timber cut decreases will be eligible for up to 13 weeks' additional unemployment benefits if they enroll in a state-approved retraining program.
- Judges will be required to speed up trials in which children are witnesses or victims. *END*

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Reprinted from Autumn 1991

Safe Cycling

## CHIEF INSTRUCTOR PROFILES

by Fernando Belair

As Director of Rider Education for Team Oregon Motorcycle Safety Program, Chief Instructor and 1990 John E. Harley Memorial Award winner Steve Garets finds himself in a paradox. "The best part about my job is that it involves something I love, motorcycles," says Steve. "And the worst part is it's so time consuming that it keeps me from riding as much as I'd like."

But don't worry about Steve losing his love for riding. When time permits, he takes his Yamaha XV920 Euro (his KZ1100 is for sale) and heads off. As he explains it, "There are so many beautiful areas in Oregon that you can take off in any direction and find great places to ride." For Steve and his wife of seven years, Brenda ("a real sweetheart," adds the still-smitten groom), exploring the back-roads of the coastal range has become the favorite among many favored riding areas.

Steve, however, has another two-wheeled passion - mountain biking. A quick, difficult ride and the fitness-conscious Garets "feels like a new man," But it wasn't always that easy. Steve admits to a little difficulty during the transition from off-road motorcycling to the bicycle.

"I was flying down this hill one day and there was a small log laying across the trail," relates Steve. "No problem", I thought, 'I'll just gas it a little, raise the front end, and blip over it.' Only when I got there, it suddenly hit me that I had no motor! I could describe the ensuing flight and landing, but the memories are still too painful." Needless to say, Steve Garets, reluctant aerialist, has learned the difference between the two by now.

Born 40 years ago in Pocatello, Idaho, Steve's family moved to Lubbock, Texas, when he was five. At age 12 he got his first "motorcycle," a Sears moped. By 19 he had graduated all the way up to a Suzuki 500 Titan. Inspired by the TV show "Then Came Bronson," he took off on a Summer tour back to Idaho and then on to explore the Pacific Northwest. The area's grandeur helped him decide that, as far as good ol' Lubbock was concerned, he was a short-timer.

Returning to Texas, Steve worked hard to save money for his move. But a tornado nearly leveled the local motorcycle dealership while his bike was in for work. Fortunately the Suzuki survived. As he recalls, "The next week, with only thirty bucks in my pocket, I was outta there."

For years he made a living as a remodeling contractor. And he hasn't forgotten how. Last summer he added a beautiful deck to his home. "I've still got all my tools in my workshop. In fact, I've sort of become the handyman's neighborhood rental store."

Now, working for Team Oregon (as well as being an ATV Chief Instructor) Steve loves not only his job and family (the Garetses have two daughters, Caitlin, age four and Lindsey, 1), but his adopted home state as well. "We hike and camp in the summer, and cross-country ski in the winter. For an out-doors-man like me, this is heaven. But don't tell everybody because we don't want Oregon to get too crowded."

Okay. Promise. We won't tell everybody. *END*

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### 1991 TEAM OREGON MOBILE CLASS SCHEDULE

#### EASTERN OREGON

DECEMBER ..... 8, 7, 8 ..... Ontario  
DECEMBER ..... 13, 14, 15 ..... Pendleton

#### CENTRAL OREGON

NOVEMBER ..... 14, 16, 17 ..... Bend

#### SOUTHERN OREGON

NOVEMBER ..... 15, 16, 17 ..... Roseburg  
DECEMBER ..... 13, 14, 15 ..... Medford

#### COASTAL OREGON

DONE

### 1991 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

#### CHEMEKETA C.C. - SALEM

DONE

#### LANE C.C. - EUGENE

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

#### LINN-BENTON C.C. - ALBANY

DECEMBER ..... 8, 7, 8 ..... MRC

#### PORTLAND C.C. (SYLVANIA) - PORTLAND

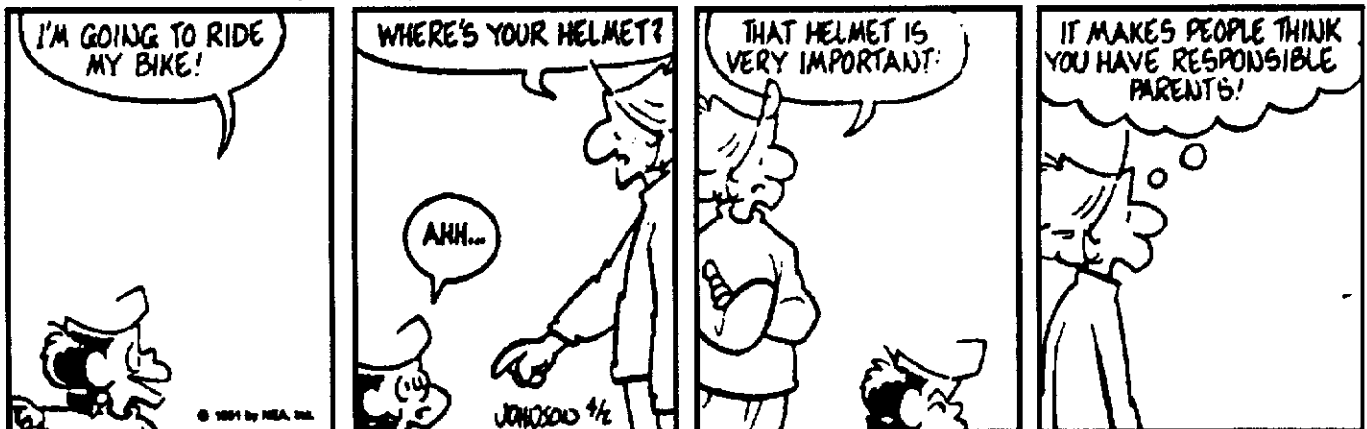
NOVEMBER ..... 15, 16, 17 ..... MRC  
DECEMBER ..... 8, 7, 8 ..... MRC

## ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

<p><b>FOR SALE</b> - Two 1979 Yamaha's, XS1100 Specials. \$2,000 for both OBO. Call Kraig at 876-5135.</p> <p>(1-92)</p>	<p><b>FOR SALE</b> - 1974 3/4 T Ford Van, I T drive train, new tires mufflers &amp; exhaust, and brakes. Single Bed pulls out into double. Built to carry a Low Rider size motorcycle. Excellent running condition. Straight but needs paint. \$1200. Call 252-5645, Anna</p> <p>(11-91)</p>	<p><b>FOR SALE</b> - 1962 PU Camper, 12'. 3 burner stove/oven, icebox, 110v lights, All wood interior. Good shape. Comes with Jacks and tie downs. Call 256-2713, Russ</p> <p>(11-91)</p>
<p><b>Next time you have something to sell advertise it with us!</b></p>	<p><b>FOR SALE</b> - 3 slates wood pool table. I paid \$200.00 for new blue felt. Will sell for \$500.00. Phone - 285-4329</p> <p>(1-92)</p>	<p><b>HELP WANTED</b></p> <p><b>Positions Sought:</b></p> <p>Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers.</p> <p><b>Work Conditions:</b></p> <p>Wilderness like, Lakeside Island, serene mountains.</p> <p><b>Contact:</b> Douglas County A.B.A.T.E.</p> <p>Jim Mason 672-8695</p> <p>Ed Halkyard 673-6120</p>
<p><b>Next time you're trying to find some parts or a motor or whatever, advertise it with us!</b></p>	<p><b>BUY • SELL • TRADE</b></p>	

### ARLO 'N' JANIS By Jimmy Johnson

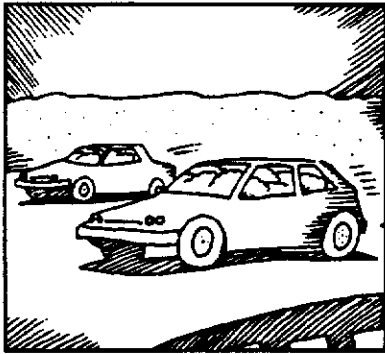


## THE UNSEEN DANGER IN DRIVING

By measuring the levels of 16 pollutants in 140 randomly chosen cars, the South Coast Air Quality Management District in southern California has found that, in congested traffic, air pollution concentrations inside cars are up to four times higher than pollutant levels outside cars.

What's more, the carcinogen benzene measured the highest of the 16 pollutants. Carbon monoxide and airborne lead concentrations were also found to be higher inside the cars. Pollutant concentrations are particularly high in vehicles traveling at speeds less than 25 miles per hour.

- *Chemical & Engineering News, May 15. (J.A.) END*



Reprinted from October 1991  
ABATE of Wisconsin Newsletter

## DOT - FRIEND OR ENEMY?

Lobbyists are required to report to the State Ethics Board every July 30. The forms just filed by Traffic Safety Now, Inc., of Detroit (the seat belt law group) show that their lobbyist here in Wisconsin received \$40,024.80 for the last legislative session. This probably reflects pay for a few weeks' work. (Remember: An elected representative gets about \$33,600 for a year of work.) This is four times more than he got in 1987 when the belt law was passed. It is twice what he got last year when lobbyists squelched a seat belt referendum bill in our Assembly. And he is only one among many.

In the next few weeks, our Department of Transportation will release its annual report on highway crash statistics. This report will show that during the last three years (1988-1990), 422 belted car occupants have died and 9,034 belted occupants have received "incapacitating" injuries.

Why is the DOT doing nothing to determine why these supposedly "protected" people have been killed or injured? Why are they doing nothing to determine the number of people killed or injured because they were belted at the time of their accident?

Seat Belt Freedom of Choice has been told by the executive director of the DOT Office of Transportation Safety, Mila Plosky, to not even ask such questions because the DOT will not answer them. Nor will the DOT speculate as to why the auto industry alone has spent about \$85 million since 1985 to directly control belt legislation in this country. Nor will the DOT speculate as to why after years of regulatory manipulation, the majority of people in this country don't use seat belts. Nor will the DOT speculate as to why the newspapers in this country will not tell you any of this.

I consider myself to be a safe driver and I will continue to use safe driving techniques. I will not wear a safety belt until the cloak of secrecy and corruption that currently protects the "seat belt movement" in this country is lifted.

Corporate lobbyists are ruining our government and trying to run our lives. It's unfortunate they now control the Legislature. They do not control me.

- Mark Halter, co-chair,  
Seat Belt Freedom Of Choice,  
Stoddard, Wisconsin

## ATTENTION LEGISLATORS

Many legislators have little or no idea of the concerns of motorcycle enthusiasts. Many of the issues draw blank expressions. Our representatives don't know our concerns and they don't know our side of the arguments.

Example. A candidate for office in this November election spoke on the toll increases. I raised a question: "Should there be exemptions of the toll for motorcycles?" The obvious answer. No. "Why not?" Motorcycles, because of their light weight do no damage to the roadways. Congressman Roe, Chairman of the transportation committee, was quoted in the Star-Ledger on September 16 as saying trucks do 90,000 times as much damage as automobiles. Motorcycles are less than one fifth the weight of a compact auto. The only damage to road surfaces, if motorcycles were the sole users, would be weathering.

Toll booths are a hazard. Autos and trucks drip oil. Water from cooling systems and air conditioner drains make the surface slicker than ice. Stopping in toll booths is a hazard and automatic toll booths such as those on the Garden State Parkway prohibit motorcyclists because the sensors in the road are not tripped by the light weight of the motorcycle. Properly protected motorcyclists wear gloves. When stopping to pay tolls, motorcyclists must remove their gloves and reach into their pockets for the toll. Impatient motorists don't understand and blow the horn. I had one motorist pass me in a toll booth. It was tight.

A big concern is fuel conservation and air pollution caused by excessive traffic. Motorcycles are always 100% full. Some may say 50% because two could fit on a bike, but unless you are an experienced rider, carrying a passenger is not recommended. Motorcycles conform to HOV lane requirements. You can park four motorcycles in the space of one auto and if you sit beside any major roadway in New Jersey during rush hour, or any hour for that matter, you can see most vehicles have only one person inside. Think of the traffic congestion that would be alleviated if 50% of the people commuted on two wheels. We are slow to learn these things. Go to other countries where the population is more dense and see what they travel in or on.

Motorcycles are fuel efficient. Even large touring bikes get over 50 miles to the gallon. My fully equipped Harley-Davidson gets 55 mpg and I have a small 175 for commuting to work that gets close to 100 mpg. The truth is that I do not ride them entirely for economic purposes. The National Highway and Traffic Safety Administration looked favorably on the non-toll proposal. The lost revenues by toll exemption would be offset by savings to the state through increased safety on the roads, possible federal assistance because of fuel conservation measures and air quality, and I'm sure that the revenues of the 72,000 motorcyclists are minuscule to the total revenues.

There is another side to every story. *END*

TODAY THEY CAME  
FOR US.....



WHEN WILL THEY COME  
FOR YOU?



## STREET RIDING STRATEGIES

It might seem that most motorcycle accidents occur on the super highway, or on twisty mountain roads, but that isn't the case. According to the 1980 Motorcycle Accident Factors Study (the "Hurt Report"), the vast majority of motorcycle accidents occur on city streets. Ninety percent of all motorcycle accidents occur in the city or suburbs. And 74% are collisions with other vehicles, mostly passenger cars. So, avoiding accidents is primarily a matter of knowing how to avoid collisions with cars. Let's analyze several typical urban accidents and see how we can avoid them.

### THE SHARK

You are riding down a wide arterial street, and observe a car moving up close behind you. The car tailgates you for several blocks, and you decide to move out of the way. Just as you swing into the other lane, the tailgater also changes lanes. What can you do to avoid a crash?

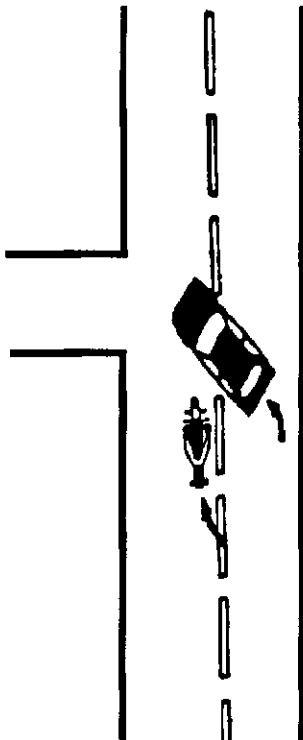
When you observed the tailgater, you should have taken steps to move out of the way sooner. You could have signaled and pulled off to the right, or made a very obvious and gradual lane change to the left. When moving away from such "sharks," signal early and make definite moves so that the driver is fully aware of what you are doing.



### THE CREEPER

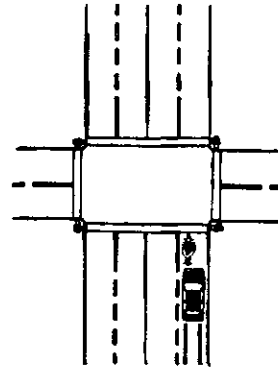
Riding a suburban street, you come up behind a slow-moving car. You would like to pass, but the driver keeps speeding up and slowing down, and you delay getting around. After several blocks, you are frustrated by the slow pace, and decide to accelerate on by. Just as you pull out to pass the creeper, the driver makes a sudden left turn into a driveway. There's no room to stop or swerve.

The driver's erratic pace should have warned you that he was looking for something, possibly a street address, and was not observing following traffic. You should have predicted that the driver might turn or stop suddenly, and you should have decided to separate yourself from this hazard. You could have dropped back at least two seconds. You should never pass at an intersection or any other location where the car could make a turn in front of you. When you do pass a slower driver, beep your horn to warn him of your action.



### THE REAR-ENDER

Riding down a suburban street on a Saturday evening, you stop for a red light. Suddenly, you hear the screech of tires behind you, and the hard impact from behind knocks you out into the intersection. You have been struck by a car that didn't see you waiting for the light. The driver is drunk.

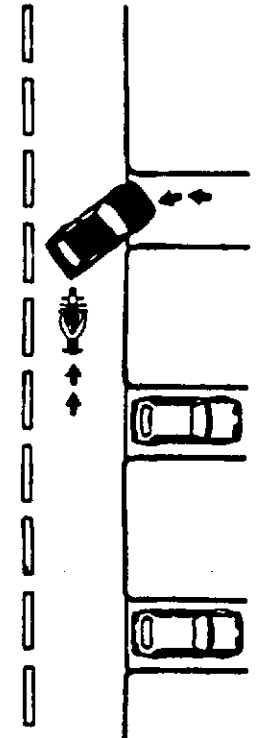


Motorcycles are difficult to see, especially at night. You should have predicted that a following driver might not see you, and scanned the rear view mirrors for approaching traffic. Had you observed the fast-moving car approaching from behind you could have quickly moved to one side and avoided a possible collision. It is not a wise practice to move a motorcycle in neutral in traffic. This is especially hazardous at night.

### THE SLEEPY COMMUTER

On your way to work in the early morning, you ride by a series of houses with cars parked in their driveways. Suddenly, one of the cars begins to move, and it backs right out into your path. You can't stop in time.

You should have predicted that people would be leaving home for work at this hour, and that many of the cars would be backing out of driveways. You might have observed the driver getting into the car ahead, or noticed a puff of exhaust smoke as the car started. You should have slowed and been prepared to stop quickly by covering the front brake lever. If there just wasn't room or time to stop, you might have tried swerving first to avoid the collision. The swerve could have been to the left around his back-out if there was no oncoming traffic, or into the parking strip the car was vacating and then stop.



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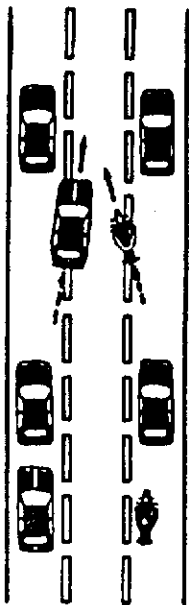
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(503) 249-8653

75th & SANDY BLVD.  
PORTLAND, OR 97213

## THE LANE CHANGER

You are riding in the right lane of a three-lane arterial. You decide to pass a slower-moving car ahead by changing lanes to the left. Just as you change lanes, a car in the far left lane also decides to pass.

Whenever changing lanes, position yourself so that you will still have road space after the change. You should have observed the car two lanes over, and predicted that the driver might also wish to change lane to pass slower traffic. You could have decided to wait a moment before moving, or you could have dropped back one car length to avoid a possible collision. It is also a wise tactic to signal at least three seconds before the move, and to turn your head to observe surrounding traffic.



## OFF-RAMP DODGER

You are riding on a downtown section of freeway, in the far right lane. Just as you are about to pass an off-ramp, a car in the lane to your left darts across your path and brakes hard to make the exit. You have no room to brake and a crash may be imminent.

You could have observed the off-ramp approaching, and should have predicted that cars around you would exit. Since you are riding in the exit lane, drivers may assume you are going to ride off the exit, too. Knowing that off-ramps and on-ramps are prime locations for collisions, you should have decided to move away from the exit lane. And it is never a good tactic to allow yourself to ride in the blind spots of cars around you. *END*

## BTV - BIKER TELEVISION READY FOR THE AIRWAVES

October 29, 1991

Many are familiar with BTV-Biker Television who have, for the past couple of years, attended the ABATE Runs in Oregon. Well, now BTV has another ace up their sleeve. "BTV News and Information Show." A 30 minute talk show about motorcycle issues, informing as well as educating the public about bikers. BTV will not only have coverage of the highway biker, but will also cover the Off Road Biker as well. The Videos of the Runs have an R rating while the BTV Show will carry a G Rating for public broadcasting into thousands upon thousands of homes across Southern Oregon. "What better way to educate the people that all bikers are NOT bad and misfits to society," quoted Gil Revilla, producer of the show. "There are tens of thousands of people who have never heard of BikePAC, ABATE, MRF, MRO, AMO and a host of other groups in the State of Oregon." Although the show will start airing in Southern Oregon first, county cable networks will come into place and telecast the show throughout the state. Gil states that it takes everyone to get involved with this since it represents bikers on a whole, and that means you and I.

Funding is still needed for production from independent businesses as well as from other motorcycle groups who should be a part of the show as guests. Some independent businesses are already furnishing equipment needed for production and others are sending in donations which start at a minimum of \$25. The business cards of these businesses are sent to ABATE state and inserted into the Newsletter thanking them for contributions to the show.

There are three other states involved with airing of bikers over the television. Minneapolis, Pennsylvania, New Mexico and now, Oregon. BTV is taking bikers into the homes to tell people how we really are. And how are we? Well, we're just like the viewers. We're people, too. It's just that we like to ride motorcycles whether they be on the highways or off the road.

Other media people are getting into this as well. The local papers are starting to write about BTV hitting the airwaves around Christmas of '91. This kind of stuff is controversial to many of the people and this is exactly what is needed, quotes Gil. The more media coverage from local news, the more curiosity and more viewers will tune in. Then we show them that we are legit, articulate, educated and well informed. That will be the first lesson that BTV will show the uninformed people.

It's time for us to get involved, whether you're a motorcycle related business or a motorcycle group. BTV-Biker Television can't do it alone. It takes us to make it happen!

## HOW MUCH IS YOUR FREEDOM WORTH?

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

**BikePAC of Oregon**

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

**JOIN TODAY!**

## WISE WORDS

*Before you speak, listen.  
Before you write, think.  
Before you spend, earn.  
Before you invest, investigate.  
Before you criticize, wait.  
Before you pray, forgive.  
Before you quit, try.  
Before you retire, save.  
Before you die, give.*

— William Arthur Ward

November 3, 1991



## WHAT'S HAPPENING in Washington, D.C.

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

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

### KLUG AMENDMENT FAILS

In spite of considerable effort on the part of bikers across the country, The Highway Reauthorization Act has passed on the floor of the House after being referred without the Klug amendment. The House Rules Committee defeated Congressman Klug's proposal by a vote of 5 to 4 on Oct. 22. The next day HR-2950 passed in a floor vote 343 to 83. HR-2950 and S-1204 will now be combined and reworked in a conference committee. This committee may take several weeks to do its work.

### LETTERS NEEDED NOW!

Letters now will alert our Congressmen to the situation and educate them about our views.

We each need to write to our own congressmen and encourage them to influence the conference committee to favor the Senate language.

### THINGS TO INCLUDE IN YOUR LETTERS

Let them know that Section 122 of S-1204 would have less damaging effect on state's rights than Section 204 of HR-2950.

### THE HOUSE BILL AND SENATE BILL ARE DIFFERENT

The conference committee must arrive at a compromise between the House and Senate versions of the Highway Reauthorization Act. The Senate version is more favorable to us because the penalties included in it would be less than most states are already doing about highway safety programs on their own. This means that the penalties would have no or little effect in most states. With the Senate version, we could continue to lobby locally for more fair laws since the federal laws would not carry significant penalties for the failure to comply with them.

While this may seem unimportant (and I agree it isn't what we hoped for), we now need to fight with every resource we can find, and this is one.

### WHO TO WRITE

Sen. Mark Hatfield, Sen. Bob Packwood and Congressmen Les AuCoin, Peter DeFazio, Mike Kopetski, Robert F. Smith, and Ron Wyden

---

### ADDRESSES

Senator Bob Packwood and Senator Mark Hatfield  
U.S. Senate, Washington, DC 20510

U.S. Congressmen  
U.S. House of Representatives, Washington, DC 20515

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Our information comes from the Motorcycle Riders Foundation, through BikePAC of Oregon,  
for the use of all motorcyclists in our state.

BikePAC of Oregon welcomes communication or participation  
from any and all interested parties in the state.

We are available to visit your group and explain what BikePAC and the MRF  
are doing to defend motorcycling in Oregon and the United States.

For more information contact Brian Stovall at 298-1317.  
Call in the evening unless you want to talk to my answering machine.

*We need individuals, groups and businesses to join our organizations in order to  
support the work that needs to be done.*

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

### • Call or write NOW •

Sample letter to use as a format for writing a letter to the legislative bodies on various House and Senate bills coming up

### WRITE THOSE LETTERS!

U.S. Senate

(Street Address)

Washington, D.C. 20510

Dear Senator or Representative:

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

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

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

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

Sincerely,

Sign your name

Print your name

Print your address

Print city, state and zip code

20

## 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 Building  
Washington, D.C. 20515  
202-225-0855 or 800-422-4003

**District 2 ( Eastern and Southern Ore.)**  
Congressman Bob Smith  
118 Cannon Office Building  
Washington, D.C. 20515  
202-225-6730 or 800-533-3303

## District 3 (Greater Portland Area)

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

**(District 4 - South Coast, Southern Willamette Valley, Southern Oregon)**

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

## District 5 (Northern Willamette Valley)

Congressman Mike Kopetski  
1520 Longworth House Office Building  
Washington, D.C. 20515

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

## U.S. SENATORS

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

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

## U.S. REPRESENTATIVES

**3rd District**  
Jolene Unsoeld  
1508 Longworth House Office Building  
Washington, D.C. 20515  
(202) 225-3536

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

## LEGISLATURE

**17th District**  
Senator Dean Sutherland  
405 John A. Cherberg Building  
Olympia, WA 98504  
(206) 786-7632

**49th District**  
Senator Al Bauer  
401-C Legislative Building  
Olympia, WA 98504  
(206) 786-7696

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

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

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

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

## 18th District

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

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

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

## CLARK CO. COMMISSIONERS

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

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

Busse Nutley  
1013 Franklin Street  
Vancouver, WA 98660

## OLD MAN RIVER

When geologists rip up the earth to search for historic evidences of time past, eons back, they unveil layer upon layer of sediment - soils and rocks stacked upon each other, each layer concealing its own time-locked secret of ages past: prairies, river muds, tars, granites, sandstones, each one arrayed like a perfect burlesque revue of the planet's strange past. The varied effect of all this stone richness leads one to awe for it's very hard for our present day human brain to take in and absorb this huge record of real time and its concrete slowness.

That things happen in a slow, and orderly fashion, regardless of how quickly it may seem to our quick, little lives, is beyond refute. Like time and tides, the slow river of life runs its course around and beyond us, with all its gouges, cuts, twists and turns. We are but a momentary signpost, each one of us, on that blind bend of consciousness.

We throw our line or cast our net into the world as we see it, in whatever fashion or lifestyle chosen, and, if we mean it, and concentrate real hard, and make no false starts, we sometimes get a "big fish surprise."

Speaking specifically, being a motorcyclist in today's America means that our situation and choice of habits must keep us always on alert for that "big fish surprise" in our netting - some stupid new regulation, added cost, picky restriction, or whatever.

ABATE and us, together, can do the job of protecting our own geology, watching out for our needs - chipping through, examining the present, the layers and layers of regulation as and before they become real. It's not worth anything if WE don't do it. In the long, long run it's probably meaningless, but for us, now, it matters.

We can ride the river, swim the river, or drown in it. We and ABATE can cut and gouge our own landscape, hopefully to our own liking, or let the other's bulldozers do it.

Are we to be our own geologists, or just another sediment layer?

- Gary Introne

**City of Fossil  
Box 407  
Fossil, Oregon 97830**

October 8, 1991

ABATE of Oregon  
PO Box 4504  
Portland, Oregon 97208

Attention: Roger Hendricks

Dear Sirs:

The Fossil Volunteer Ambulance Association wishes to thank ABATE of Oregon for their generous donation to our ambulance fund.

This support is greatly appreciated as we are a small rural ambulance and try to maintain quality service to all who may need EMT or ambulance transportation.

Again thank you for your support of our organization.

Sincerely,  
Jeanne E. Burch  
City Recorder

## THE BLACK DOOR STORY

I have seen hundreds of men immobilized by fear as they struggled to decide upon a course of action while waiting at one of life's crossroads. The situation brings to mind a spine-tingling story entitled "The Black Door."

Several generations ago, during one of the most turbulent of the desert wars in the Middle East, a spy was captured and sentenced to death by a general of the Persian army. The General, a man of intelligence and compassion, had adopted a strange and unusual custom in such cases. He permitted the condemned person to make a choice. The prisoner could either face the firing squad or pass through the Black Door.

As the moment of the execution drew near, the General ordered the spy to be brought before him for a short, final interview, the primary purpose of which was to receive an answer of the doomed man to the query: "What shall it be - the firing squad or the Black Door?"

This was not an easy decision and the prisoner hesitated, but soon made it known that he much preferred the firing squad to the unknown horrors that might wait for him behind the ominous and mysterious door. Not long thereafter, a volley of shots in the courtyard announced that the grim sentence had been fulfilled.

The General, staring at his boots, turned to his aide and said, "You see how it is with men; they will always prefer the known way to the unknown. It is characteristic of people to be afraid of the undefined. Yet I gave him his choice."

"What lies beyond the Black Door?" asked the aide. "Freedom," replied the General, "and I've known only a few men brave enough to take it."

The story illustrates the situation many people face each day - a choice between the known and the unknown. Few of them have the courage to come alive, to stop being engulfed in a sea of mediocrity - humbled and dulled by their failure to recognize their own potential. They lack the guts to stop living their lives in a mentally-chloroformed condition in that ignoble mass of humanity, the uncommitted. William James said, "The one thing that will guarantee the successful conclusion of a doubtful undertaking is faith in the beginning that you can do it."

Yes, you can succeed if you believe you can. As you face the rest of life, do it knowing that whenever two ways lie before you, one of which is easy and the other difficult - one of which requires no exertion while the other calls for resolution and endurance - you must have the wisdom to choose the mountain path and scorn the thought of resting in the valley if you hope to escape from mediocrity. By your choice you will decide whether or not you will, in the end, conquer and succeed.

The reason that most people never do this is because they choose the "known" over the "unknown."

- Author unknown

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PART NO.		QTY.	DESCRIPTION	PRICE	TOTAL	QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE PINS										
AYP2			Year Pin - 2 yr. member - blue	3.00			AWS-L	ABATE Wing Sticker - black/red (left side)	1.75	
AYP3			Year Pin - 3 yr. member - white	3.00			AWS-R	ABATE Wing Sticker - black/red (right side)	1.75	
AYP4			Year Pin - 4 yr. member - red/black	3.00			AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.25	
AYP5			Year Pin - 5 yr. member - white/black	3.00			AMS	ABATE #1 Membership Sticker - large, 5 color	.50	
AYP6			Year Pin - 6 yr. member - black/orange	3.00			HLS	HELMET LAWS SUCK Sticker - small	.50	
AYP7			Year Pin - 7 yr. member - black	3.00			HLSS	HELMET LAWS STILL SUCK Sticker - small	.50	
AYP8			Year Pin - 8 yr. member - dark blue	3.00			LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	
AYP9			Year Pin - 9 yr. member - yellow	3.00			ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE.	1.00	
AYP10			Year Pin - 10 yr. member - red/white/blue	3.25				Don't Mess With It	1.00	
AYP11			Year Pin - 11 yr. member - purple/black	3.00				HELMET LAWS SUCK Bumper Sticker	1.00	
AYP12			Year Pin - 12 yr. member - blue/red	3.00				LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00	
AYP13			Year Pin - 13 yr. member - green/black	3.00				UNITED WE STAND, DIVIDED WE FALL Patch	4.00	
AYP14			Year Pin - 14 yr. member - black/red	3.00				"LEGALIZE FREEDOM" Bumper Sticker	1.00	
AYP15			Year Pin - 15 yr. member - gold/black	3.00				SPECIAL ORDER ITEMS		
AYP16			Year Pin - 16 yr. member - grey/black	3.00						
AYP17			Year Pin - 17 yr. member - copper/black	3.00						
ABATE PINS										
ALAN			ABATE Anniversary Pin	3.25			AMPI	ABATE Membership Patch w/Dedicated To Freedom Of The Road	4.00	
ALPG			ABATE Logo Pin - gold	5.00			ANG	Year Bars (indicate year)	1.25	
ALPS			ABATE Logo Pin - silver	5.00			CHPT	Chapter Rockers	3.25	
ALPP			ABATE Logo Pin - pewter	5.00			CHOF	Chapter Officer Patches	3.25	
AEPIS			ABATE Eagle Pin - large, silver	5.00				Courtesy Cards	50 for 1.00	
AEPIS			ABATE Eagle Pin - large, gold	5.00				License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	
AWP			ABATE Wing Pin - silver	5.00				License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	
AWPG			ABATE Wing Pin - gold	5.00						
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A#1P			ABATE #1 Pin - small, 3 color	2.25						
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AHBS			ABATE Uplifted Wing Hat - black/silver logo	5.50						
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ABI			LET THOSE WHO RIDE DECIDE Button - yellow/black	.75						
JEWELRY										
ALON			ABATE Logo Oval Necklace - black/gold	7.00						
AER			ABATE Logo Oval Earrings - black/gold, pair	5.50						
AER-			Fossil Pin	3.75						
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AFRTS			ABATE T-Shirts	10.00						
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AFRTL			Sm Med Lg							
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ADDRESS			
CITY			

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HELMET LAWS STILL SUCK Sticker - small	.50
LET THOSE WHO RIDE DECIDE Sticker - small	.50
Warning Sticker: This Bike Belongs To A Member of ABATE.	1.00
Don't Mess With It	1.00
HELMET LAWS SUCK Bumper Sticker	1.00
LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00
UNITED WE STAND, DIVIDED WE FALL Patch	4.00
"LEGALIZE FREEDOM" Bumper Sticker	1.00

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Chapter Rockers	3.25
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## THE GREAT AMERICAN ALLIGATOR HUNT

by Jim Baker

A good friend of mine from Florida once told me something that has stuck in my mind like glue: That "when you're up to your ass in alligators, it's hard to remember you were originally there to drain the swamp." While this little saying no doubt will bring a smile to your face or even a chuckle, it certainly "holds water" when describing the current state of affairs that our own little country has fallen into.

Libertarian minded folks have long accused our bureaucracy of just treating the symptoms of problems and ignoring the causes, and I for one have to agree. As bikers, I believe that we are all very much tuned into this situation. It seems that everyday, some self appointed genius is trying to save us or society or the insurance from ourselves by passing archaic "Band-Aid" type legislation, that side steps the root of the problem. The perpetrators of this type of stuff all know that it is not the right approach, but by passing and attempting to pass such legislation, they create the illusion to the general public that "Positive" steps have been taken to correct what has become a "Very Grave" problem (as portrayed by the news media). It also gives the "Do-Gooders" a chance to bolster their already over inflated egos by taking a stab at people they don't like, and seeing the results of their endeavors forcibly strapped on some Biker's head as he rides down the road.

You can bet a lot of "Gotcha's" were uttered and that a lot of clammy, un-calloused, pink little hands were "High-Fived" when Richard Floyd's helmet law was passed in California. The picture I saw of California's Governor Pete Wilson signing the thing into law, showed him surrounded by a bunch of pasty, smug little smiles that were saying more than just "Ahhh - the bikers are safe at last." Pass the Alka-Seltzer, please!

So - for whatever reason, this "alligator" known as anti-motorcycling or anti-biker legislation is very much alive and well in this swampland known as the American bureaucracy. How on earth did the swamp get full enough to support such a vile, disgusting form of life anyway - You ask? That's easy. We've all been so busy chasing our gator around the swamp, that we have fort we came there to drain the swamp. And as we spent time chasing our gator,

the swamp got larger and that allowed other gators to come into the swamp and soon we had every type of gator in the swamp.

The fact that we have been chasing these alligators (which are really just symptoms of a larger problem) and have not focused our attentions on draining the swamp, makes us just as guilty as the government or treating the symptoms - and ignoring the causes.

Today the swamp is filled with thousands of different breeds of alligators. Besides our personal alligator, the "Helmet Law Gator," we now have alligators in the form of restrictions on firearms, restrictions on abortions, public land restrictions, and hell - we even had an alligator in the uniform of a Marine Lt. Colonel out trying to do the job of the President and the Chief of the C.I.A. (He blew it bad.)

Basic human nature is what we can blame for all the people we see who's sole mission in life is to control the life of their fellow humans. It somehow got dialed into their genes. This is no new phenomenon either, I should add. The good folks of over 200 years ago who put together our Constitutions first Ten Amendments (AKA The Bill of Rights) were very aware of these not so desirable traits. They assembled this incredible collection of freedom-style language to prevent the swamp from becoming full. It was designed to protect humans from the other humans "Human Nature," if you will.

Somewhere along the way, the alligator chasers forgot about the Bill of Rights and focused their attention on single issues that were important to them like helmet laws and "Reproductive Freedom." People are allowing themselves to be drawn into petty little arguments over the merits of motorcycle helmets and questions on when human life begins. Meanwhile the swamp continues to fill.

These questions and arguments become moot points because by using them, we have chosen to ignore the cause of the situation - That cause being the violation of a person's basic human right's as outlined in our Country's Constitution.

In the end, I guess that we'll have to continue cashing away these 'gators. But let's be draining the swamp at the same time. As long as there is still water in it, you can bet your last buck that the gators will keep coming back.

I wonder how my bike would look with the seat and saddlebags all done up in alligator hide? **END**

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Occupation \_\_\_\_\_  
What other freedom rights group do you belong to? \_\_\_\_\_

Motorcycle Riders Foundation, Inc.

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## HOW TO WRITE A LETTER TO CONGRESS

"A unique, personal letter from a human being is a rarity in the congressional mail rooms these days"

Every day, mail by the ton descends on Capitol Hill. Yet, despite the deluge, your letter still has a chance to get congressional attention if you follow a few simple rules.

First, if you don't know who your congressman or senator is, contact the county clerk or the reference desk of the local library.

Second, when you get ready to send a letter, write it yourself. Despite the flood of mail to congress, personal letters still get attention.

Longhand is best, but typewritten is acceptable - as long as its in your own words.

The bulk of the mail received by congress is pre-printed form letters or letters generated by computers. This type of mail is sorted by issue and counted - and then discarded. A unique, personal letter from a human being is a rarity in the congressional mail rooms these days, and thus more likely to be read, considered and answered.

Third, keep your letter brief. Congressional aids have little time for letter reading. Senators and Congressmen even less. Make your letter concise and to the point. And, keep it to one page. Don't try to cover all the pressing issues of the day - just the one that is the sole subject of the letter.

Last of all, be neat and literate. If you have personal stationery, use it. Check your spelling and grammar. Your goal is to make sure your letter gets read and receives proper consideration. Appearance, spelling and grammar are still important to that end.

The age of electronics has ushered in companies who will "write" letters for your or register your vote on selected topics. Though these organizations offer a valuable service, there is no substitute for a hand-written, concise letter to your Congressman or Senator. In the age of the FAX and computer, the timeless personal approach is still the most effective. *END*

## MOTORCYCLE HELMET LAWS

The National Center for Health Statistics (NCHS) again proves the adage - "Garbage in, garbage out."

As with most government sponsored studies on the use of motorcycle helmets, the conclusions are generally agreed upon in advance of the analysis. The NCHS study compared motorcycle death rates for states with full helmet laws, partial helmet laws and no helmet laws. Fair enough, as long as logical comparisons are made. Logical comparisons apparently didn't result in the right conclusions.

Instead of developing the motorcycle fatality rates by measuring motorcycling related deaths against the number of registered motorcycles in the state, or some other indication of usage the NCHS developed their comparisons by measuring the motorcycle fatalities against the entire population of the state!

The absurdity of this kind of analysis is mind numbing! It's the equivalent of saying snowshoeing injuries are much more prevalent in states that officially accommodate snowshoeing, like Minnesota than in states that don't accommodate snowshoeing. Florida for example. Adding insult to injury this bit of comic relief was published in the Journal of the American Medical Association. Of course, the good folks at the Insurance Institute for Highway Safety are promot-

ing this sophistry as legitimate research.

Motorcycle ownership and usage vary greatly from state to state. Climate, riding opportunities and regulation each impact ownership and usage of motorcycles. Unfortunately, there is no valid ongoing measurement of average annual miles traveled by motorcycles, at any geographic level. However, numbers of registered motorcycles, by state are readily available for the asking. Admittedly a registered motorcycle in Florida will probably get more use than a registered motorcycle in Minnesota, all else being equal (compensates for snowshoe fatalities). Still this is a much more valid basis for comparing motorcycle fatality rates than the nonsensical National Center for Health Statistic's approach.

"OK" you say "we all know motorcyclists are safer wearing helmets, so what's the difference when you compare helmet law states with non-helmet law or partial helmet law states with 40% to 50% helmet usage?" The answer is, there is no difference.

When motorcycling fatalities are compared against numbers of registered motorcycles there is no significant difference in motorcycle fatality rates between states with helmet laws and those with weak or no helmet laws. (We can provide documentation for this statement.) If this surprises you you're not alone.

Many people try to draw an analogy between automobile seat belt use and helmet use. This is a dysfunctional analogy. A functional analogy would be one comparing helmet use with seat belt use on airplanes. With the exception of minor accidents, seat belts on airplanes have the same life saving capability as praying during the vertical descent. The duration of a serious motorcycle accident provides less time for praying but the result is the same.

In both instances accident avoidance, not accident survival is the key to improved pilot and motorcycle safety. The same can be said for government research that's being promoted by the IIHS, avoidance is the preferred course of action. *END*

Subscriptions to the National Motorists Association News can be obtained for \$12 annually. Write:

National Motorists Association News  
6678 Pertzborn Road  
Dane, Wisconsin 53529

### • ATTENTION ALL MEMBERS! •

**IF YOU ARE INTERESTED IN RUNNING FOR A STATE BOARD POSITION, PLEASE BE AT THE NEXT STATE BOARD MEETING. ELECTIONS WILL BE HELD.**

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Brian Stovall, Editor

## WHAT TO DO IF THE POLICE COME TO CONFISCATE YOUR MILITIA WEAPONS

by Howard J. Fezell

As California and New Jersey have enacted bans on the sale and unlicensed possession of militia-style semi-automatic rifles, every Marylander who professes loyalty to the Constitution should consider what action he or she will take in the event that Congress, of our own General Assembly were to follow suit. The points addressed in this article are premised on three assumptions.

1. Either Congress, or our General Assembly has enacted legislation prohibiting or severely restricting the possession of weapons protected by the Second Amendment (e.g., military pattern semi-automatic rifles).

2. The reader has already decided to uphold the Constitution and not turn over his or her "prohibited" firearms under any circumstances nor to register such weapons in order to facilitate their future confiscation. The reader has also failed to respond to governmental directives to dispose of or surrender such firearms.

3. The reader has secured all "prohibited" firearms away from his or her principal residence so as to prevent their unconstitutional seizure by the authorities.

What do you do when the police show up on your doorstep demanding the surrender of your militia weapons? In responding, bear in mind that you have two important rights guaranteed by the Fourth and Fifth Amendments to the United States Constitution.

The Fourth Amendment protects you against unreasonable searches and seizures. If the police want to search your house without your consent, they need a warrant. Warrants may only be issued upon a showing of probable cause, supported by an affidavit. The facts contained in the affidavit must do more than support a mere suspicion. The test is whether the information in the affidavit would justify a person of prudence and caution in believing that an offense is being committed, e.g. that "prohibited" weapons can be found on your premises. The requirement of probable cause for the issuance of warrants is one of your most precious constitutional protections.

**NEVER GIVE THE AUTHORITIES YOUR CONSENT TO SEARCH YOUR HOUSE, YOUR CAR, YOUR PLACE OF BUSINESS, OR ANY OTHER PREMISES UNDER YOUR CONTROL.** Consent dispenses with the necessity of probable cause. While lacking probable cause, if the police conduct a search with your consent and seize evidence for use against you in court, your lawyer will not be able to suppress it on the basis that the search was warrantless.

The Fifth Amendment protects you against giving evidence against yourself, i.e. your right to remain silent. Just as you cannot be compelled to testify against yourself in a criminal trial, neither can you be compelled to answer a policeman's questions about that AR-15 you bought a couple of years ago and never surrendered. Don't be bashful about invoking this right. It's always better to remain silent and appear guilty than to open your mouth and prove it.

At the outset of any contact with the police, ask them if they have a warrant to search your premises, or a warrant for your arrest. Without one or the other, don't let them inside your front door. If they have neither, POLITELY request that they leave and GENTLY close the door. If you have an attorney, keep one of his cards in your wallet. Give it to the officer in charge and request that all inquiries be made through your counsel. Remember, the police wouldn't be at your doorstep if you were not the target of a criminal investigation. You have no obligation whatsoever to cooperate with people who

intend to unlawfully confiscate your property and put you in jail. They can't arrest you for keeping your mouth shut and going about your business.

The police may still persist in trying to question you, or ask your consent to "take a look around." Again, if you have an attorney, give the officer in charge one of his or her cards and request that all inquiries be made through your counsel. Above all, remember that you have the right to break off this conversation. Do so immediately.

In some instances where the police lack a search warrant, they will tell you that it's a simple matter for them to obtain one and they "just want to save everybody a lot of time." This is hogwash. Politely tell them to go get one, and close the door. If they then suggest that it will "go a lot easier on you" should you give them your consent to search, tell them to call your lawyer, and close the door.

In the event that the police do in fact have a warrant either to arrest you or to search your premises, do not offer any resistance. You will have other battles to fight (presumably with the weapons you have hidden) and you want to be alive and kicking when the time comes. You are a member of the militia and we don't want to lose you or your weapon. You also don't want to do anything to endanger your family or deprive them of a home. Don't be foolish and engage the authorities in a firefight that you have no chance of winning.

On the other hand, you are not obligated to do anything to make the officers' job easier, such as giving them the combination to your gun safe. You have the right to remain silent and should take advantage of it. That may cause the authorities to forcibly open your safe, with resultant damage. But let them work at their task. After all, it's their search warrant.

Politely request to see a copy of any warrants, and above all, remain silent. Anything you say can be used against you in court. Tell the officers that you do not want to say anything or answer questions - and that you want to talk to an attorney immediately. If you already have a lawyer, request permission to telephone him or her. If you have been taken into custody, the police are obliged to cease and desist from interrogation once you have asserted your right to remain silent and requested the assistance of legal counsel.

Your spouse and children will be natural targets of interrogation for the authorities. Do they know where your firearms are hidden? Although Maryland law generally prohibits your spouse from testifying against you in a criminal trial, that will be of no help if he or she breaks down under questioning and the authorities know where to retrieve your guns. Never forget that your objective is to safeguard your weapons and ammunition for the defense of the Constitution against all enemies, foreign and domestic.

If you or a family member are subpoenaed to testify before a grand jury or other judicial or governmental body, get an attorney immediately. Legal counsel can be very helpful, either in trying to quash the subpoena or helping to invoke one's rights against self-incrimination.

Never, under any circumstances, should you lie to the authorities. Simply exercise your right to remain silent. Don't try to snow them with phony bills of sale that can be easily checked out and used to impeach your credibility in court should you ever decide to testify. Above all, don't file a false police report that your guns were lost or stolen. Making a false report to a police officer that results in an investigation being undertaken is a criminal offense in Maryland. Remember, you are not a criminal. Your ultimate goal is to defend the Constitution.

Likewise, don't fall for any of the authorities' lies. Police love to play "Mutt & Jeff" (also known as "Good Cop-Bad Cop"). One officer comes across as a real hard case, telling you about all the jail time you're looking at. After a few minutes of this, his partner takes you aside, offers you a cigarette, and in a friendly tone tells you that he "only wants to help you." He only wants to help you confess. Tell Mr. Nice Guy you want to talk with a lawyer. Another police tactic is to tell you that a friend of yours has confessed and given them a statement implicating you for all kinds of things. They're just trying

to rattle your cage and make you blurt something out. Keep your mouth shut and let your attorney handle the police. If they really have such a statement, your counsel will be able to discover it.

If the authorities have a warrant to search your home, they might imply (sometimes none too subtly) that if you do not come across with what they're looking for they will tear the place apart. Don't give in. Just keep your mouth shut. If you hand over your "prohibited" weapons, you've just given them all the evidence they need to put you in prison. Even if you fall for this scare tactic, the police may still trash your home. Although this is the rare exception, not the rule, such conduct is not unheard of.

In the event that you are on the receiving end of a search warrant, do not be pressured into signing any inventories of property seized

without first consulting with an attorney. There might be something on that list that is prohibited according to some obscure regulation that you've never heard of. Also be sure that you or some family member receive an itemized list of any property seized. Under Maryland law the police are obliged to sign one and leave it at the premises from which the property is taken. If it is subsequently determined that the authorities took anything that was not within the scope of their warrant, your attorney should motion the court for its prompt return.

Hopefully, you will never have to avail yourself of the advice set forth above. The best thing you can do to help keep the Free State truly free is to make a healthy donation to STOP GUN PROHIBITION, show up to testify in Annapolis next winter, and keep up the pressure on Delegate and Senator.

Remember, the battle to defend our liberties has already begun - and you are one of the Constitution's foot soldiers. **END**



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## 55/65 REPEAL

by James J. Baxter

There's no easy way, that's right there's no easy way to scrap the last vestiges of the 55 mph National Maximum Speed Limit. It's going to take letters, telephone calls and personal visits to elected officials. It's going to take editorials to your local newspapers.

Members of Congress have to be convinced "enough is enough." The National Maximum Speed Limit is an unwanted, unneeded and irrational law that should be repealed in its entirety.

This is not a "let George do it" job. Either NMA members get the ball rolling or it doesn't roll - it's as simple as that.

I'm pleased to report that thanks to those members who are actively agitating for change, certain members of Congress are making noises that suggest a 55/65 repeal bill is at least possible.

The two previous newsletters have provided suggested letters and arguments for you to use in contacting members of Congress. A Special Alert containing the popularized Car and Driver version of the Federal Highway Administration study on speed limits has been sent to all members with the request they forward the Car and Driver article to their representatives in Congress.

Our State Chapter Coordinators are initiating contacts with key Congressional Committee members and gearing up for an editorial campaign. The only reason we're being listened to is that our members are sensitizing members of Congress to the national speed limit issue.

The ten people listed at the end of this article are some of the most active participants in the speed limit debate, some for us and some against. They each need to hear from you. I'm asking that you pick two or more of these Congressmen and write them a simple letter stressing these two points.

- The best way to insure that gas tax dollars are spent on needed transportation programs is for those dollars to be raised and kept at the state level.
- Regardless of what's done at the funding level the National Maximum Speed Limit should be scrapped in its entirety. Letting the states off the hook isn't good enough - motorists deserve fair treatment as well.

**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.**

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Here are the 10 members of Congress to write:

Honorable Norman Y. Mineta  
U.S. House of Representatives  
Washington, D.C. 20515-0513

Honorable Robert Roe  
U.S. House of Representatives  
Washington, D.C. 20515-3008

Honorable Daniel Moynihan  
U.S. Senate  
Washington, D.C. 20510-3201

Honorable Steve Symms  
U.S. Senate  
Washington, D.C. 20510-1202

Honorable John Chafee  
U.S. Senate  
Washington, D.C. 20510-3902

Honorable Frank Lautenberg  
U.S. Senate  
Washington, D.C. 20510-3002

Honorable Alan K. Simpson  
U.S. Senate  
Washington, D.C. 20510-5002

Honorable Bud Shuster  
U.S. House of Representatives  
Washington, D.C. 20515-3809

Hon. John Paul Hammerschmidt  
U.S. House of Representatives  
Washington, D.C. 20515-0403

Honorable Quentin Burdick  
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Washington, D.C. 20410-3401

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and city hall.

## HELMETLESS BIKERS WIN COURT BATTLE

(Omak, Washington) Three motorcyclists refusing to wear helmets when riding had \$47 traffic tickets dismissed by a district court judge recently. The bikers, all members of the Okanogan "Freedom Fighters" Chapter of ABATE of Washington, ride seat belt and roll-bar equipped motorcycles and are clearly exempt from the helmet law, the judge said.

Seven other members of the Chapter were found guilty of not wearing approved helmets, but the judge did not impose fines. Instead, he continued each case for six months in which time the seven are not to incur new helmet law violations. If no new violations occur the seven pending \$47 fines shall also be dismissed, Judge David Edwards ruled.

Ten bikers admitted to not wearing helmets and ten bikers walked out of court with no fine. Owen Gardner, an Okanogan attorney, represented the bikers. Kim O'Neil of the State Attorney General's Office represented Okanogan County and the Washington State Patrol. **END**

## SOME QUESTIONS AND ANSWERS ABOUT A.B.A.T.E.

by Mel Yeager, Legislative Director

### WHAT DOES A.B.A.T.E. STAND FOR?

A.B.A.T.E. is an acronym for A Brotherhood Against Totalitarian Enactments, a national motorcycle rights organization.

### EXACTLY WHAT DOES THAT MEAN?

It means that we are a civil rights group interested in the laws being proposed by the U.S. Legislature and the Oregon Legislature which modify and/or take away the rights of the citizens.

### WHAT KIND OF LAWS IN GENERAL?

Some of the laws that have been considered in the recent past are; Seat belt law, Helmet law, laws requiring children to have a license to operate off-road recreational vehicles, helmets on snowmobilers, warning flags on snowmobiles, special license for antique motorcycles, and the promotion of measures providing education for motorcyclists in the state of Oregon. These are not all of the measures we get involved in but we will try to protect the right of adult law-abiding, taxpaying citizens the RIGHT TO CHOOSE in most matters.

### WHAT ELSE DO YOU DO FOR THE COMMUNITY?

Every Chapter of the A.B.A.T.E. organization in the State of Oregon selects at least one charitable organization or program and earns money during the year toward donating to those Programs. Salem Chapter provides Thanksgiving food baskets for as many as 50 needy families in the Salem area, working through the established programs such as the senior citizens or the Women's Crisis Center to locate those in need. We also, for the last several years, have provided Christmas toys for the Children's and Adolescent Treatment Program at Oregon State Hospital. We also have recently started a similar program for the Easter Season.

### WHAT TYPE OF PEOPLE BELONG TO YOUR ORGANIZATION?

Since A.B.A.T.E. was the brainchild of several Motorcyclists of about 20 years ago, the preponderance of the members do own

and ride a motorcycle. HOWEVER, ANY PERSON CAN JOIN. You do not need to own a motorcycle. Many of our members do not ride. All that you need is the desire to help keep the RIGHT TO CHOOSE and not let those rights be taken away. There are about 1,000 members in Oregon. A.B.A.T.E. is a family oriented organization, and children are encouraged to attend our functions and meetings.

### WHAT DOES IT COST TO JOIN?

An individual can join for the cost of \$20.00; A couple costs \$25.00; the entire family (minor children) can join for \$30.00 per year.

### WHAT DO I GET FOR MY MONEY?

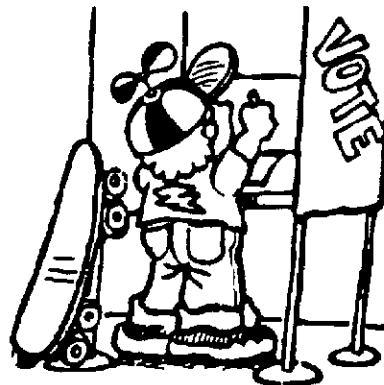
You receive a membership packet, and a monthly newsletter along with the right to vote in election of officers and other business matters of the Chapter and in some decisions concerning the State organization. Check with any Chapter member about meeting places and times. The meetings are open to the public and interested people are invited to attend. You will also associate with some of the nicest people.

### WHAT HAS A.B.A.T.E. DONE IN THE PAST FOR THE CITIZENS OF OREGON?

To name a few, A.B.A.T.E. was the guiding influence behind the inception of the TEAM OREGON Motorcycle Training Program in the State which has proven to be a great success in educating and training riders and helping to prevent accidents and injuries, and deaths. A.B.A.T.E. was also instrumental in preventing the legislature from mandating the use of seat belts. We spearheaded the initiative petition to have the measure referred to a vote of the people, who voted to accept the law. In the 1991 legislative session we spoke through our lobbyist, BikePAC of Oregon on several bills that were withdrawn, killed in committee because they were not well founded, or not workable.

### NOW FOR THE BOTTOM LINE - WHAT DOES A.B.A.T.E. EXPRESS?

We demand that the Government EDUCATE it's people and quit MANDATING that they comply or go to jail for violating laws they never asked to be passed in the first place, and that they didn't get to vote on to accept or reject. **END**



Let's lower the voting age to fourteen.  
That's when kids seem to know everything.

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

*"Friends, I agree with you in Providence;  
but I believe in the Providence of the most men, the largest purse, and the longest cannon."*

— Abraham Lincoln

### Federal Legislation

By more than 70 votes, the U.S. House of Representatives rejected the major anti-gun provisions of the House Alternative Crime bill on October 17th. H.R. 3371 was stripped of provisions that would have directly banned several types of semi-autos (and opened the door for further bans), banned the production of large capacity magazines and registered those currently owned, given local law enforcement a veto over issuance of FFL's, required reporting of multiple sales of two or more handguns in one month, and required summary destruction of all confiscated firearms. With these items removed, the bill passed by an even larger margin and is headed to a House-Senate conference committee.

The outcome of the Crime bill is uncertain. No date has yet been set nor have the members of the committee been named. It seems certain that a form of the Brady bill will be included, since it passed both houses by substantial margins. However, it also seems unlikely that the Senate passed DeConcini Semi-auto ban will be included, in view of the House vote on semi-autos. The fate of the bill, which has to go back to each house for a floor vote on concurrence, may rest on death penalty issues and changes in habeas corpus which the President has indicated that he wants in the bill. Without these, he may well veto the bill. Further, the House may refuse to give him a bill that he will sign in order to deny the President a domestic policy victory less than a year before the next election.

Those of you in Ron Wyden's district should know that he voted FOR the draconian anti-gun portion of H.R. 3371. This is probably not a surprise, and it might appear from this discussion that YOUR individual efforts, calls and letters, are of little consequence. Nothing could be further from the truth. Congress is under fire from many quarters for the arrogant and outrageous abuses of power that have come to light lately. Your active opposition to these bills is helping to deter congressional action and set the stage for cleaning out the rascals in November, '92. The number of people who are unhappy with Congress grows daily: the change will come!

### Texas Massacre: Citizens Upset with Legislature

One of the by-products of the October 16th shooting incident in Texas is the conviction of Texans that much of this killing could have been prevented. For the last several years, the Texas state legislature has refused to pass any bill allowing citizens to be issued a concealed weapons licence. A woman doctor, both of whose parents were victims of the killer, has stated that she holds the state legislature responsible for denying her parents the right to defend themselves. This subject has been the topic of many call-in talk shows, and has public support.

### Multnomah County Lawsuit: The Appeal is Filed

On October 24th a news conference was held to announce that the Oregon State Shooting Association, the Rose City Gun Collectors and others had filed a notice of appeal with the Oregon Court of Appeals. Our attorney, John DiLorenzo stated that we "realize all too well that if this ordinance is left unchallenged the next step will be an ordinance which encroaches even further upon the right to bear arms." The author of County Ordinance 646, Commissar Bauman has stated recently in front of the House Judiciary Committee, Subcommittee on Crime and Corrections that "those of us supporting this Ordinance ... will not rest until ... the state statute reflects a strong gun-control law that stops this senseless gun

violence and prohibits certain unnecessary and unwarranted weapons in this state."

Anti-gun politicians and bureaucrats in other parts of the state are being emboldened by the fact that the County won in Circuit Court. They have, or are reportedly in the process of, coming up with new restrictions and fees. But, just as what looked like a probable sweep by anti-gun force in Congress had been halted in the House, this county ordinance can and must also be stopped. With your help it WILL be stopped. It is whispered that if we win at the Appeals Court level, the County lacks the financial stamina and desire to push the issue to the State Supreme Court. An uncontested win in the Appeals Court is valid for all localities in the state. If we win, all gun owners in the state win. Make no mistake about it; this will be a "big time" win!

Many of you have already contributed both moral and financial support. Your moral support is always invaluable. Those of you who have responded generously to these appeals for funds or have purchased raffle tickets at the gun shows have approximately matched the money provided by the NRA, who just recently donated several thousand dollars more to this cause. However, there is still a gap of approximately \$10,000, to help get this case before the Appeals Court. Please send a contribution to: Oregon Gun Owners, Inc., P.O. Box 83929, Portland, OR 97283

"Thank you" for all of your support.

### BATF Attempts to Ban use of Imported Gun PARTS

An article in the October issue of the AMERICAN RIFLEMAN, on page 49, outlines the latest attempt by BATF to twist the meaning of Public Law 101-647. In brief, Congress stopped the importation of certain semi-autos that were deemed to have no "sporting purpose", and the assembly of those same rifles and shotguns from imported parts. Now, BATF wants to expand the prohibition to include the addition of more than ONE imported part to domestically manufactured firearms. BATF has to offer the public a chance to comment on proposed regulations. You are urged to write a concise letter to "Chief, Firearms & Explosives Operations Branch, BATF, Box 50239, Washington, D.C., 20091, ATTN: Notice No. 723". Comments must be received by November 18th, 1991.

There are several objections: 1. BATF does not have the authority to expand a criminal law beyond what Congress intended; 2. The law was intended to only affect firearms that are assembled exclusively from imported parts, if such firearms are identical to those already prohibited from importation; 3. Under the law, an individual should be able to change parts in a fully assembled firearm that was legally imported or manufactured domestically.

If enough of us challenge this, it will get fixed! Please write!

### • Note for Portland Rifle & Pistol Club Members ONLY •

Augie Enriquez, a member of P.R.P.C. and a well known local gun rights activist, suffered a serious and extremely painful eye injury on October 5th. While loading his vehicle, a bungee cord came loose and struck him directly in the eye. Currently he is recuperating at home. Your cards and notes of support would be appreciated. You may write to him at:

Mr. Agustin Enriquez  
C/o The Combat Corner  
4830 N. Lombard  
Portland, OR 97203

## TO SEE OR NOT TO SEE

Our first line of defense is our eyes. Vision is by no means a guarantee, however, is the principal input to our brain where the information observed is then perceived and acted upon.

Studies indicate 90% of our perception of the driving scene are visual. To focus on a specific event or object in a traffic situation, we have to rely on our central vision, which measure only 3 degrees in width of our entire sight pattern. This type vision is used for estimating distance and reading details in the traffic scene.

Peripheral vision, although not as sharp as central vision, is more sensitive to light and movement. It detects important information coming into the traffic scene, even though we are not looking directly at objects.

The ultimate visibility while operating a motorcycle would be a pattern of far ahead into the project path of travel, using peripheral vision to maintain vision for side interference. Since this pattern is essential for valid perception, what are "good eye habits?"

1. Concentrate/focus on your intended path of travel, maintaining a cushion of space in all directions.

2. Aim your vision well ahead by keeping your head and eyes up.

3. Force your eyes to more frequently aggressively scan a wide field of information.

4. Fatigued operators tend to fixate lower and right, thus limiting their vision. Rest often and try to avoid trips lasting longer than 6 to 8 hours.

5. Alcohol/impaired operators fixate straight ahead and don't move their eyes very often. Accident data indicates that alcohol is a contributing factor in at least 50% of motorcycle fatalities.

### **PLEASE SEPARATE DRINKING FROM RIDING.**

When you ride your motorcycle, risk is present. Increasing your limitations degrades your ability to see potential hazards and increase your risk. *END*

**The Only Way  
To Survive  
An Accident ...**

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Call TEAM Oregon at  
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- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



***Member of ABATE of Oregon  
Legal Counsel for BikePAC of Oregon  
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# A.B.A.T.E. of Oregon ROAD LIST

## LEGEND

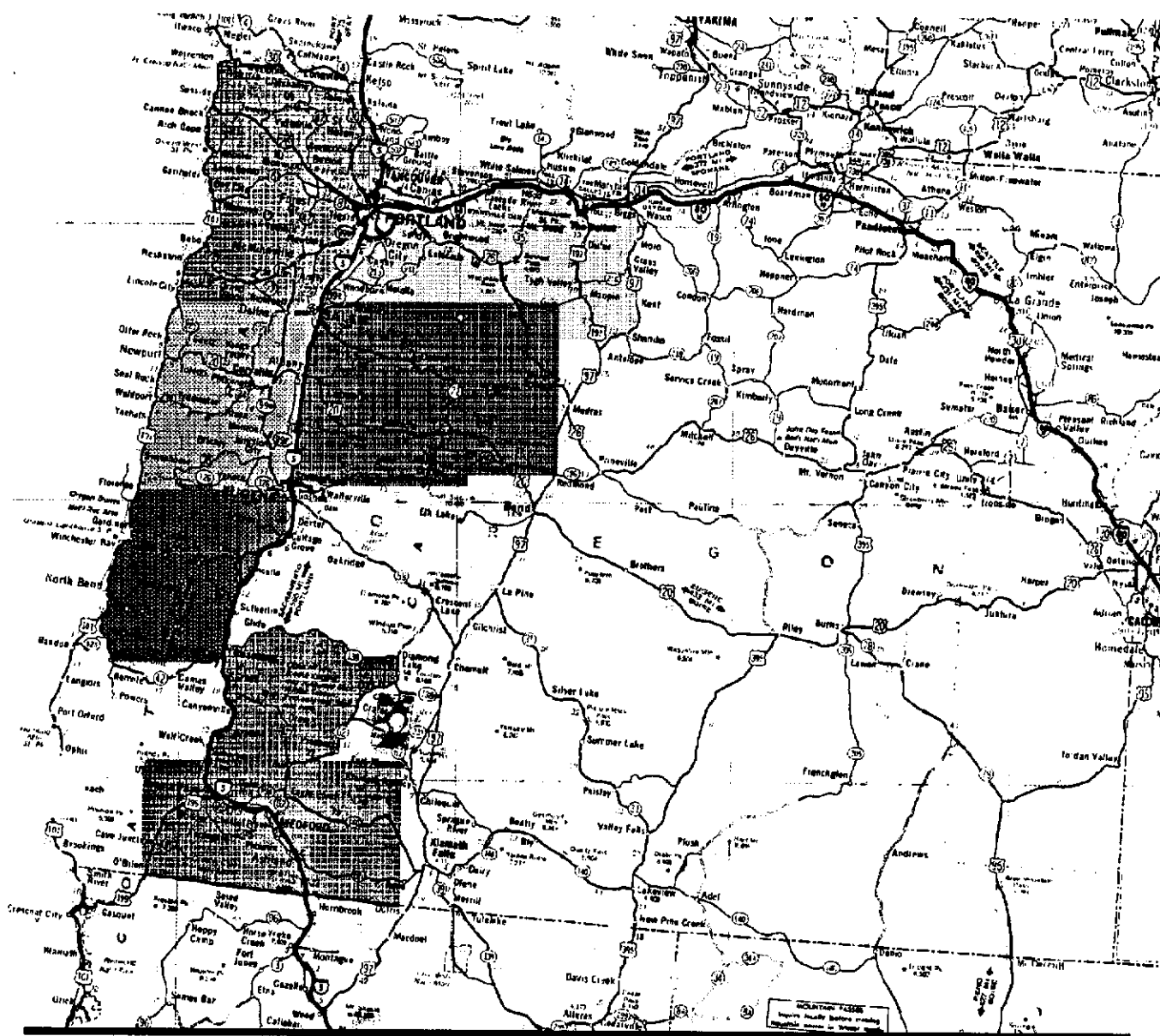
- 1 Pickup
- 2 Tools/Gas
- 3 Garage/Shelter
- 4 Photo-Accident
- 5 Information
- 6 Meal
- 7 Location

NAME	PHONE	1	2	3	4	5	6	7
Dave	835-8232	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
Boyd S.	864-3530	X	X		X	X		A
Dave H.	876-6962	X	X			X		A
Steve	472-8885	X	X		X	X		A
Bill O.	538-2539		X	X	X			A
Huge	645-8371	X	X	X	X	X		A
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
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
Pat Gleason	775-4593	X	X	X	X	X		B
Randle Domico	281-0439			X		X	X	B
Rick & Carol	238-5921	X	X	X				B
Russ & Donna Adkins	256-2713	X	X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
B. Harbaugh	623-4848	X	X	X	X	X		C & D
Wait Allegar	363-4727	X	X	X	X	X		C & D
Nic & Alice	769-3368	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Alan & Elaine	664-1026	X	X	X		X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Allen & Joy	672-1415	X	X	X	X	X		E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	759-4961	X	X	X	X	X		E
Tim & Cindy Maley	673-2807	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	271-4327	X	X	X	X	X		F

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

P.O. Box 4504  
Portland, OR 97208  
or call 256-2713

(Map on  
reverse side)



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

List and corresponding legend on reverse side.

## OFFICIAL NRA JOURNAL

### "WHEN RIGHTS ARE WRONGED"

by President Dick Riley

In the wake of the recent Soviet coup attempt, I think you can get a good idea of what Congressman Charles Schumer and his anti-gun cronies have in store for us by comparing their gun ban justifications with those of their Soviet-Communist counterparts in Moscow.

Every time anyone wants to take guns away from the public - be it in the Soviet Union, Kuwait, Lithuania, Nazi-occupied Poland in 1938 or here in the United States today - the reasons they give are always as pure as the driven snow. Just as the Kremlin tyrants did a few weeks ago, Charles Schumer and his buddies tell us firearms must be confiscated to "restore law and order," "to ensure stability" and "to protect the public." Like children, we're told "it's for your own good." We know whose good it's for!

If history teaches us anything, it teaches us that the first order of business for any regime that wants complete control is to confiscate guns. Plain and simple. By the same token, any government that seizes control by disarming the people - no matter how honorable its stated intentions - is ultimately bound to begin doing whatever it pleases, whenever it pleases, without any fear of a backlash. We cannot be sure of their ultimate goal. But we can be assured of the ultimate result. Rep. Schumer and the rest of his hysterical anti-gun crowd just think they are smarter than the gun owners of America.

Don't get me wrong. I don't mean to suggest that soldiers and tanks are poised to roll into your hometown to enslave you under some sort of Big Brother dictatorship. But you have to face the fact that some politicians in Washington openly admit their proposed bans - on entire classes of guns, magazines, even spare parts and ammunition - are only the beginning. After sponsoring some of the most restrictive anti-gun bills in recent memory, Charles Schumer said the Brady bill was just "a first step." Rep. William Serrano said the same thing. Congressman William Clay said, "We should bar ownership of handguns except in a few cases."

What's more, in the House and Senate right now, they're working to pass what amounts to an avalanche of gun control legislation. One bill would open the floodgates for a ban on the future manufacture, sale and transfer of virtually every semi-automatic rifle, pistol and shotgun there is. Another bill would outlaw - or regulate out of existence - magazines that hold more than seven rounds, and all the springs, screws, pins and parts you could

possibly use to make one. Another would outlaw all 9 mm, .32 and .25 cal. ammunition and components. The list goes on and on. Schumer favors most of these proposals, and he has allies in Congress who want to make these bills the law of the land as early as next year. And as the icing on the cake, Handgun Control, Inc., recently changed its official charter, broadening its objective to cover not just handguns but all firearms.

In the context, the first decree of the Soviet-Communist hard-liners' Emergency Committee - "All citizens shall without delay hand in all firearms" - doesn't sound so foreign at all.

And you have to wonder about motives. In totalitarian countries, at least, the rationale for banning guns is all too clear. Here in the U.S., though, some politicians' motives are far less defined.

They say they want to curb violence. But in Washington, D.C., and New York City - where they've enacted the toughest gun control laws in the country - robbery, rape and murder rates are the nation's highest, and those rates continue to climb. Schumer and company don't want to hear about that, though.

Every politician wants to prevent criminals from getting guns. But the fact is, the Staggers proposal was more of an impediment to criminals acquiring firearms than was the Brady bill; but whereas the Staggers proposal did not inconvenience honest citizens, it was defeated. Schumer and his anti-gun cronies turn a deaf ear when we tell it like it is. They're only interested in passing legislation that harasses honest gun owners.

They say they want to fight crime (and who doesn't?), but instead of putting violent felons behind bars where they belong, short-sighted, self-serving politicians like Schumer go for the political quick-fix and pass laws that make honest gun owners into criminals. It just doesn't make any sense at all, unless you're trying to gain political power through deceit and hysteria.

They can make all the high-minded speeches they want about curbing violence or fighting crime, but the truth behind their rhetoric is this: The Justice Department concluded the waiting-period bill and the ban on semi-automatics would do nothing to stop felons from getting guns and would only punish lawful gun owners like you. No matter how strict the gun control laws, the criminals will still get their guns. And no matter what reasons a government uses to justify banning guns, regardless whether it's a democracy or a dictatorship, the end result is the same.

It's time for Charles Schumer and the rest of the disarmers in Congress to face up to these facts, time to put an end to this hollow charade. Until then, the fate of American freedom - freedom from tyrants or criminals - will remain uncertain. **END**

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

November 23	Toy Run Washington County	Captain	648-9311
November 30	Portland ABATE Shriner's Toy Run Last Chance Dance - River Rd. House	Edd Dahl Pat Gleason	771-0188 775-4593
December 7	Portland Toy Run Shriner's Hospital	Gary Martin	639-0873
December 14	State Board Meeting Creswell	Rotten Roger	285-4329

## WHERE WERE YOU?

In a conspiracy of silence, the anti-gun media have refused to tell you the truth about an avalanche of extremist anti-gun bills now before the U.S. Congress. They know honest coverage would only provoke you to stand up and oppose them.

That's why the National Rifle Association is alerting the NRA members to this gun ban agenda and to what's at stake: If you don't care enough to fight for your gun rights, prepare to lose them.

The NRA has fought long and hard on behalf of 65 million honest American gun owners. Now you must stand stronger than ever to defeat these radical anti-gun threats. Without a united fight, many could well become law by year's end. Then it will be too late to ask, "Where was the NRA?"

Did you know semi-auto guns bans in some states have put gun owners at risk of arrest and prosecution for refusing to register, surrender or otherwise dispose of their guns?

Now a similar nationwide ban has passed the U.S. Senate. This is the media-made hoax foisted upon honest gun owners that defines millions of semi-automatic firearms as tools of criminals.

If you own any semi-auto on the expandable gun ban list, you could be one of millions of Americans slated to become criminals overnight.

Chances are you spend more on a carrying case to protect your gun, than to protect your right to own your gun.

### Your Semi-autos

When U.S. Sen. Joe Biden's semi-auto ban gets you arrested for not "registering" your semiautomatic rifle, shotgun, or handgun, you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

### Your Magazines

When U.S. Rep. Bill Hughes bans firearms and magazines because a government bureaucrat says they're "not suitable for sporting purposes," you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

The Hughes bill would give the government power to add virtually any "non-sporting" semi-auto to the gun ban list. Magazines would have to be engraved with a serial number and registered. Even pins, springs and miscellaneous parts could be contraband. Their arbitrary "sporting" test is nothing but a blank check for the gun-ban-wagon.

### Your Hunting

When public land closings and discharge limits make your drive 500 miles just to hunt, you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

They're not just outlawing your hunting guns, they're outlawing places to use them. Anti-gun and anti-hunting extremists have joined forces to stop you from enjoying one of America's greatest traditions.

### Your Privacy

When federal agents raid your home after finding your name in the National Gun Owner Registry, you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

American gun owners must wake up before our ultimate nightmare comes true. U.S. Rep. Charles Schumer's proposed

massive national system of central, computerized gun registration is rapidly taking shape. That means your name, your address and the make, model and serial number of each gun you buy ... all at the government's fingertips.

### Your Ammunition

When you're jailed or fined for possessing any type of 9mm, .32 or .25 caliber ammunition, you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

U.S. Sen. Daniel Patrick Moynihan's ammunition ban bill is proof of his stated ambition to eventually outlaw all handgun ammunition.

### Your Handguns

When you cannot legally purchase the handgun of your choice ... or any handgun at all ... you'll ask, "Where was the NRA?"

And we'll ask, "Where were you?"

Whether it's an arbitrary ban list as in Maryland or a total ban as in Washington, D.C., U.S. Rep. Larry Smith's proposed national ban is the first step toward ending handgun ownership. *END*

**You don't have to agree with the NRA on everything but ...**

**WE MUST AGREE:**

**SECOND AMENDMENT FREEDOMS  
WILL NOT EXIST FOR YOU OR YOUR  
CHILDREN UNLESS GUN OWNERS  
STAND UNITED.**

A BROTHERHOOD ACTIVE TOWARDS EDUCATION



• PRESS RELEASE •

For immediate release

October 8, 1991

Denver, Colorado has been selected by the Washington, D.C. based Motorcycle Riders Foundation as the site for the 1992 *B.E.S.T. of the West* Conference. The *B.E.S.T. Conference (Bikers Educational Seminar for Training)* is a gathering of leaders and members from western United States motorcycle rights organizations and motorcycle industry concerns. The conference, to be held on March 27, 28 and 29, 1992, is a follow-up to the highly successful 1991 *B.E.S.T. of the West* conference held in Salt Lake City, as well as the 1991 *M.R.F. "Meeting of the Minds"*, and will focus on issues unique to motorcycling in the western United States.

In addition to an outstanding lineup of honored guest speakers, there will be a variety of excellent workshops available to individuals involved in motorcyclists rights. Topics to be covered will range from current legislation and lobbying techniques to communications and computer usage. (Plus lots more!)

The conference is open to all concerned motorcyclists and promises to be an unforgettable experience for all who attend. The Rodeway Inn in west Denver is where it will all happen. Room rates are \$44.00 per night for up to four people. Telephone reservations can be made by calling 1-800-841-0462. Be sure to mention the Motorcycle Riders Foundation. Convention pre-registration, which is \$25.00, will be available through March 15, 1992. After March 15th, the cost of the conference will be \$35.00.

For further information, contact:

Mark Buckner (State Coordinator, ABATE of Colorado) at (303)-833-3195 (Evenings) or (303) 673-4148 (Days)

or

Penny Walker (Board Member, Motorcycle Riders Foundation) at (816) 358-6632

ABATE of Colorado - P.O. Box 149 - Firestone, CO 80520 - (303) 833-3195

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

NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_ If Renewal, Card #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

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

ADDRESS: \_\_\_\_\_

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

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

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

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

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

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

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

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

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

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

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**HAPPY THANKSGIVING!**

**Christmas is on the way. A membership with  
ABATE would make a nice gift! Shop early!!**

### Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon at Freight Yard Pizza, 1976 Echo Hollow Road, Eugene (In the Plaza with Payless & Albertson's).
1st & 3rd SUNDAYS	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Steve's Pizza USA II, 223 Rogue River Hwy, Grants Pass.
	COLUMBIA RIVER	12:00 noon, U & I Tavern, 6910 N. Interstate, Portlad
2nd SUNDAY	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.

