

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



Oregon, Inc.
*Let Those Who
Ride Decide!*

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

MERRY CHRISTMAS



**We hope your holidays are
happy and warm.
Please cruise through
the new year safely!**

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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| | \$ 45.00 - 6 months | | \$ 80.00 - 6 months |
| | \$ 75.00 - 12 months | | \$133.00 - 12 months |
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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

*"America" is what you put into it. Let's keep Freedom in America.
- Rotten Roger*

Last month I mentioned that it was time for elections for officers at the State level. However, I forgot a lot of Chapters have elections also.

We have been very fortunate with Officers that commit themselves, but then we have had the misfortune of coming across officers that accepted the position for all the wrong reasons with no regard to what they were really committing themselves to, and it could have been ugly. Please, if you are volunteering or accepting nomination for an office, take it because you really are going to give it your best shot. Your Chapter and your organization can grow, flourish and accomplish all that we start out with. So think about it. You are needed.

**Happy Holidays to each and everyone of you.
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.***

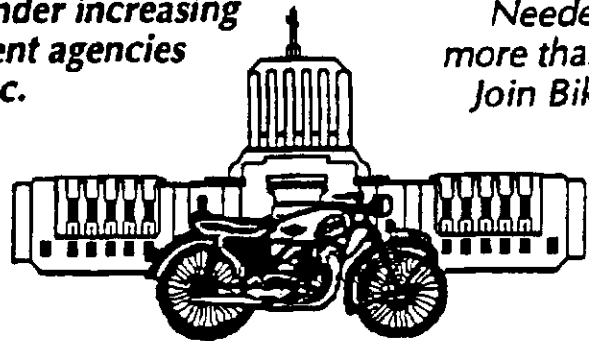
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

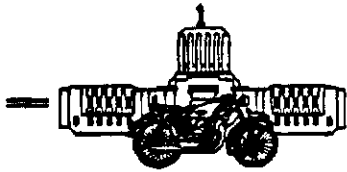
BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

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.

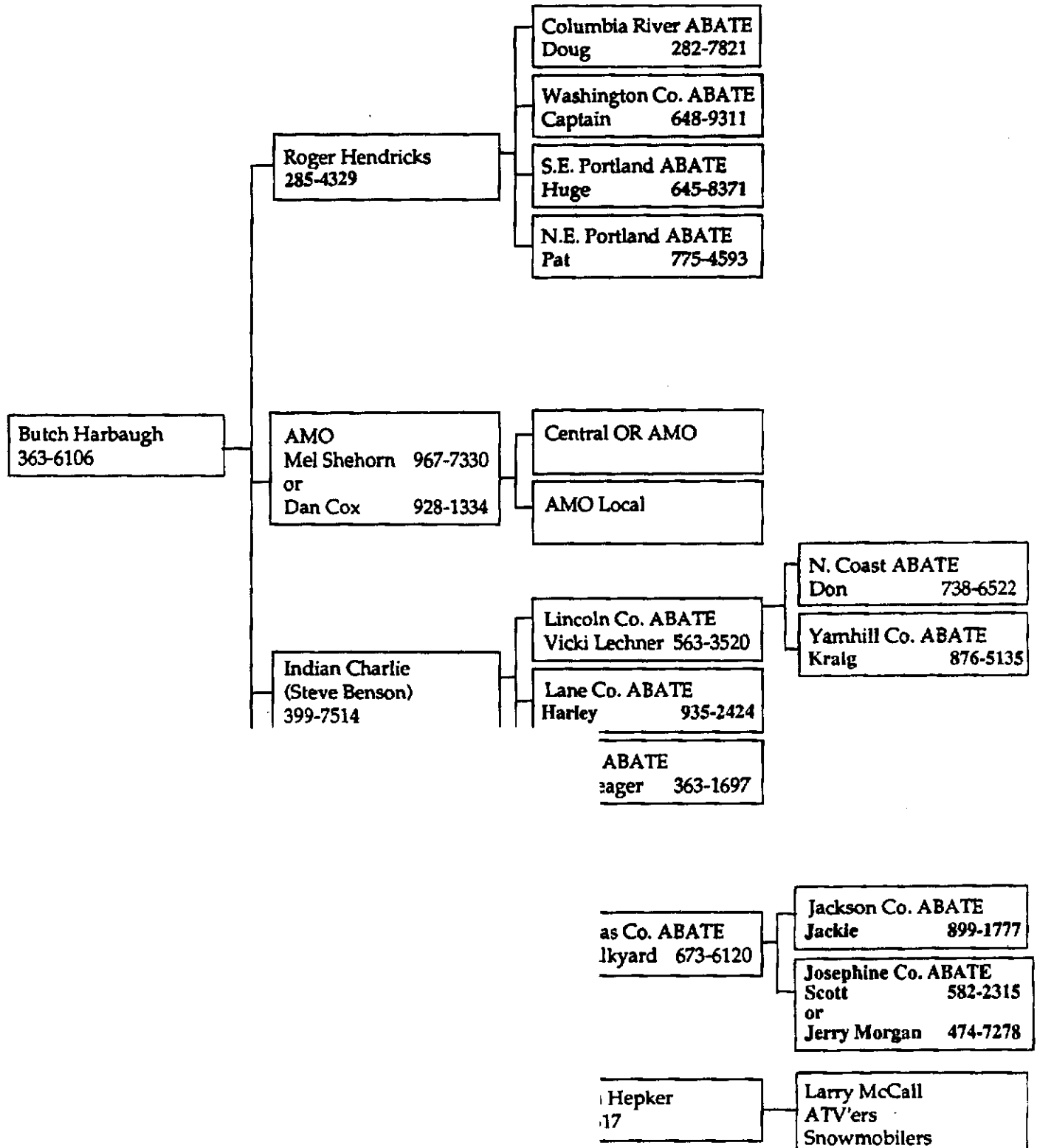




BikePAC of Oregon

PHONE TREE

February 2, 1991



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

Minutes for November 9, 1991

The meeting was called to order by Coordinator Rotten Roger.

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

Gil had a sample tape of Biker TV which was shown to the State Board.

Roger read a letter from MRF.

The minutes of the last meeting were approved as read.

MEMBERSHIP SECRETARY - Membership = 971. Be sure to send a list of new officers to Carolyn.

ABATE OF OREGON CHAPTER TOTALS

| CHAPTER | TOTAL 11/1/91 | GAIN/ LOSS 11/1/91 | EXPIRA- TIONS 11/1/91 | NEW/ RENEW 11/1/91 | TOTAL 10/1/91 | TOTAL 9/1/91 |
|--------------------|------------------|--------------------------|-----------------------------|--------------------------|------------------|-----------------|
| Columbia River | 55 | -2 | 3 | 1 | 57 | 52 |
| Douglas County | 72 | 8 | 6 | 14 | 64 | 71 |
| Indian Creek | 73 | -1 | 4 | 3 | 74 | 76 |
| Jackson County | 105 | 1 | 2 | 3 | 104 | 102 |
| Josephine County | 74 | 0 | 3 | 3 | 74 | 77 |
| Lane County | 49 | 3 | 3 | 6 | 46 | 50 |
| Lincoln County | 81 | -2 | 4 | 2 | 83 | 85 |
| Northeast Portland | 151 | 4 | 1 | 5 | 147 | 145 |
| North Coast | 31 | 0 | 6 | 6 | 31 | 30 |
| Salem | 83 | 4 | 2 | 6 | 79 | 70 |
| Southeast Portland | 114 | 3 | 1 | 4 | 111 | 110 |
| Washington County | 59 | 10 | 2 | 12 | 49 | 57 |
| Yamhill County | 24 | -1 | 1 | 0 | 25 | 25 |
| | | | | | | |
| Total | 971 | 27 | 38 | 65 | 944 | 950 |

NEWSLETTER EDITOR - No report.

ABATE PRODUCTS - Angie needs Toy Run raffle tickets and/or money by the end of the month.

WAYS AND MEANS - Gwen had to decline the office so we still need one.

EDUCATION DIRECTOR - Mel sent a letter to all Chapter Coordinators on having 100% trained Chapters.

STATE RUN COORDINATOR - Roger went to Fossil and the County Council signed our permit but the Sheriff has not been available to sign. Roger will follow up, but he may need to go back to Fossil. Chapter run dates need to be turned in. Information on Easy Rider's coverage is included in the packets. Turn in your run dates to Angie.

LEGISLATIVE DIRECTOR - Roger read an initiative which was filed with the Secretary of State's Office. It has to do with an amendment to the Oregon Constitution to conform to a statistical norm.

The Klug Amendment was defeated by a vote of 5-4. The house and senate bills will have to be combined now and voted on. Need

to write letters supporting the senate version.

Still need to write letters to Aucoin and Wyden asking support of House Joint Resolution 107 (National Motorcycle Awareness Month).

TREASURER'S REPORT - as of October 31, 1991

| | |
|----------|------------|
| Checking | \$2,383.36 |
| Savings | 4,657.47 |
| Postal | 385.66 |
| Total | \$7,426.49 |

HISTORIAN - No Report.

CHAPTER HIGHLIGHTS - Biker TV - A poll was taken on Chapter decisions concerning the payment of \$33.00 per month to support Biker TV.

| | |
|-------------------|----------------------|
| Columbia River | 2 abstain |
| Douglas County | 2 abstain |
| Jackson County | 2 yes |
| Josephine County | 2 yes |
| Lincoln County | 2 no |
| N.E. Portland | 2 no |
| North Coast | 2 no |
| Salem | 2 yes |
| S.E. Portland | 2 no |
| Washington County | 2 abstain |
| Yamhill County | 1 abstain, 1 no |
| Total | 6 yes 9 no 7 abstain |

The proposal was discussed further. Chapters can solicit funds from outside sources or smaller Chapters could hold a fundraiser for Biker TV. Some Chapters indicated they would discuss the proposal further and would like to show the sample video at their Chapter meetings. Gil spoke regarding our lack of action on the proposal.

Freedom Ribbons - still available.

NEW BUSINESS - Storage Space - Roger brought up the need for some place to store all the ABATE records. He checked on a 5x7 storage space which would cost \$370 per year. He also suggested the possibility of purchasing a small trailer to store the records. Mel from Salem made a motion to spend \$370 per year to rent a storage space for the ABATE records (motion seconded).

Yes - 11 No - 5 Abstain - 3

NOMINATIONS -

| | |
|-----------------------|----------------|
| Coordinator | Roger; Captain |
| Vice-Coordinator #1 | Captain |
| Vice-Coordinator #2 | |
| Secretary | Lois Gleason |
| State PR | Pat Gleason |
| Membership Secretary | Carolyn |
| Legislative Director | Steve Dodds |
| Treasurer | Joy |
| ABATE Products | Angie |
| Newsletter Editor | Donna Adkins |
| State Ways & Means | Kreig |
| State Run Coordinator | Roger |
| Education Director | Mel |
| Historian | Larry Burrows |
| Sgt.-At-Arms #1 | |
| Sgt.-At-Arms #2 | |

More nominations and elections will be held at next State Board meeting. Ask at Chapter meetings for anyone interested in being a

State Officer.

Best Of The West will be March 27, 28 & 29, 1992, in Denver, Colorado. Roger would like to see at least one representative from each Chapter. It was brought up about having a STEAM Seminar after the Best Of The West. Information on the cost is in the Newsletter.

Edd from S.E. Portland moves that the State Membership Secretary be directed to notify, by postcard, all Indian Creek members of their pending expiration. (This is not for all Chapters since they have their own Membership Secretary.) Motion seconded. Yes - 14, No - 0, Abstain - 6.

The Columbia River State Rep. asked to bring up an incident

which occurred right before a Chapter meeting. He presented a letter to the State Board asking to leave Columbia River Chapter and transfer to Indian Creek. It was signed by some of the Chapter Officers. The incident was recounted by Angie. Comments were heard by those in attendance at the meeting. Edd gave a more detailed background and particulars. Discussion was held with a suggestion of an impartial committee to delve into the incident. No action was taken.

Drawings were held.

There being no further business, the meeting was adjourned.

Respectfully submitted,
Vicki Lechner, Acting Secretary

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon
(To be announced)

Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, 285-4329

Our Chapter is busy reorganizing and trying to find a new meeting place. Columbia River Chapter members, please call me to find out information on our next meeting and where it will be held.

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

So it is November again. Time sure does fly when you are having fun.

Elections should have taken place this month. That means that you should have heard the last of little ole me, Linda from Douglas County, since I declined the nomination to run for Secretary again.

We are all in a frazzle doing last minute things for the Toy Run and have many other things coming up for next year. Namely the Valentine's Day Dance at the Union Gap. You should be hearing more about this in the next Newsletter.

Be sure to read the article on our non-alcoholic Poker Runs. They have been a success for us. Last one went by my place up in the mountains. You should have heard it. It was this roar (that meant that my brother, Allen Buckle, being part of the pack would be at my place soon to pick up some mail) and then there were bike chimes reflecting from the sun going up the mountain. It was a sight to see, though it broke the peacefulness of the mountain. (So do the logging trucks going up and down the mountain on the weekdays.) No big, right?

Well, keep up the good work out there. May your holidays be good this year.

Linda

● 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.

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

Jackson County will again have what we fondly refer to as our "Fogey Feed" where we serve a Thanksgiving Dinner to Senior Citizens. Last year we served Turkey Dinners to approximately 370 Seniors. With several big trays of leftovers taken to the Mission in Medford.

On Sunday, December 1st, Santa and his motorcycle helpers will be having Jackson's County's 11th Annual "Toys For Tots" Toy Run.

The new board will be going into office this month and I wish them a good year. And "thank you" to our outgoing board.

Ride safe and watch out for the idiots out there,

Horizontal Frank

No matter what you Ride,
To keep riding free,
You Need A.B.A.T.E. Of Oregon, Inc.!

JOSEPHINE COUNTY

Meets 2nd & 4th Sundays, 11 a.m.

Steve's Pizza USA II, 223 Rogue River Hwy., Grants Pass
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 474-7278

Well, this will be my last report for quite awhile (I hope). After three years of holding various offices I need a vacation. Thanks to all the board members who helped me coordinate this past year. We made a great team and none of it would have been accomplished without you. Good Luck to the next Board of Officers coming in.

Thanks to Lane County for selling the Gun Raffle Tickets. We raised quite a bit for Jacob.

Our Christmas Adopt-A-Family is going well. We chose one of our own this year. The sister that went down after Last Chance and her 4 kids. We are going to deliver the donated stuff via Santa on Christmas Eve. Any donations would be greatly appreciated.

It's been fun,
Terri

LANE COUNTY

Meets 1st Sunday, 12:00 noon

Freight Yard Pizza, 1976 Echo Hollow Road, Eugene

Chapter Address: P.O. Box 171, Veneta, OR 97487

Chapter Contact: Harley, 935-2424 or John Ware, 935-8033

No report, first time.

LINCOLN COUNTY

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

Moby Dick's Restaurant, Newport

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

Chapter Contact: Vicki Lechner, 563-3520

We have had our Annual Senior Thanksgiving Dinner by now. I'm sure we had a lot of fun and fed many senior citizens.

Our Toy Run was December 8th at the Sandbar Tavern in Newport. As always we appreciate the support of the local citizens and businesses for our activities. Please show our thanks by patronizing those ABATE supporters and saying a well deserved "thank you".

Our Christmas tree sales start December 7th and continue through December 22nd. They are 50 cents a foot and are located at the parking lot up the hill from Canyon Way Bookstore and Restaurant.

Stay warm and dry,
Vicki

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

Sorry for the delay, but we've had a change of officers and we're back!

Our September 20-21 Run with Yamhill and Washington Chapters at Kilchis River Park went great! Approximately 400 people attended. We had all the makings of a great party ... food, beer, great music, games and of course, beautiful bikes! I'm sure everyone had fun.

We're gearing up for our Toy Run on December 1. Hard to believe it's that time of year again.

Remember, with winter here, the roads are changing and people still don't watch well enough so ride defensively and carefully and enjoy your ride!

Catch ya later,
Bet

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 the old year winds down and a new begins, take a moment to reflect and give thanks that you made it this far and think of all the good that was accomplished and can be accomplished just by caring.

This is the giving season and it was certainly shown at the Toy Run which took place on December 7th. Hundreds of bikers all joined together for one cause ... to put a smile on the face of those little patients at the Shriner's Hospital. Each child received a special

stocking and visit from Santa. Plus literally thousands of toys were taken to the hospital to be used at later times and thousands of dollars were raised.

Another event during the Christmas season will be the annual NARA Toy Run scheduled for December 22.

Two more people have missed an opportunity to collect some cash because of their failure to attend the Chapter meetings. Joshua Mosher missed out on \$15 because of his absence at the October 16th meeting and Ron Blaylock missed his chance of \$5 for skipping the November 6th meeting. Not only are people missing a chance to pocket some quick cash, they are also missing important information on issues that can affect them, notification of upcoming events and socializing with people who share the same beliefs. Try a meeting sometime. You might enjoy it!

With the year winding down, also comes the time to change officers. It doesn't take much to get involved ... a little time and some commitment ... but the rewards are worth it. Don't stand on the sidelines and complain, get in and do some work. The chapter needs new energy and new faces. All of the present officers have done a great job this past year, but some are tired and want a rest. They will be there to help any new person, so don't let fear be a factor in deciding not to run for an office. The elections will take place at the December 18th meeting, so you still have time to volunteer. This will probably be my last newsletter, so I just want to say see you around and thanks for the support.

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

Salem ABATE will be distributing our Food Baskets the 25th of November to 11 families. One of the deliveries will be of a personal nature and expect all! Salem ABATE members to be at Mickies Tavern the 22nd (Tuesday) of November at 6:30 p.m. to make the trip to Stayton.

Salem ABATE will be holding their anniversary party on December 7th. (Will be getting fliers out soon.) This will be just a party!! Only good food, music, and fellowship, at the Turner Community Center in Turner. The place has a full kitchen so cook it at home or cook it there, but bring the kids and anyone else and come have some fun!! We will also hold the elections for a new year of offices.

Casino Night will be held at Mickies Tavern on December 14th. Kick off at 4:00 p.m. Bring either a Toy (usable, no garbage) or a \$3.00 donation will get you \$3,000 play money. We have had some really great auction items lately and it's great fun. This will also be a potluck affair so bring some eats and a toy and join us! The proceeds will be used to help the kids at the Children's Hospital here in Salem at Christmas.

The Salem Toy Run will be held on December 22nd. The meeting place will be Casey's Pizza on Commercial Street in South Salem.

In the last newsletter I mentioned Sam Hochberg (correct spelling). Well, he is an ABATE Attorney - that can be reached at 1-800-531-2424. He is looking for Bikers that have been ticketed or harassed for wearing a modified helmet. Call (it's free) and give any information you can.

Well, elections for Salem ABATE offices are coming up - elections will be held on December 7th at the Salem Anniversary Party. To those that hold present offices, thank you. All of you have helped to make this growing Chapter what it is. And to all of those taking new offices, thank you for taking the time out of your personal lives to get involved in keeping this a growing Chapter.

Good luck in advance to all new officers. Speaking of elections, we are getting closer to a new year so we should all keep our ears and eyes open for all the new laws and bills that our legislation may be coming up with in the future.

Till next time,
Ride Safe, Ride sober

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 86582, Portland, OR 97290
Chapter Contact: Edd Dahl, 771-0188

Greetings. We have had elections and the following people are the new officers of S.E. Chapter:

| | |
|----------------------|--------------------|
| Coordinator | Edd Dahl |
| Vice Coordinator | Richard Benson |
| Treasurer | Mary Alice Jackson |
| Secretary | Elizabeth Eckstrom |
| Membership Secretary | Patty Dahl |
| Ways & Means | Anna Markley |
| Asst. Ways & Means | Lynn Gronlund |
| Sgt.-At-Arms #1 | Doug Fors |
| Sgt.-At-Arms #2 | Tony Franklin |
| State Reps. | Edd Dahl |
| | Richard Benson |

Where were you? You missed out on the money ... April Degner, Sharon Herman and Nancy Morrow.

NARA Toy Run '92 will be Saturday, December 21st. Meet at the Red Baron Pizza Parlor on 122nd & Division. We will depart at 1:00 p.m.

See everyone in '92,
Edd Dahl

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

Hope everyone had a good time at the Washington County Toy Run! As in the past years it was at Joe's Past Time Tavern on Main Street in Hillsboro. The toys were collected at the Hillsboro Fire Department, which took care of distribution for needy kids, who might not otherwise have Christmas at all.

The grand prize was a case of Jack Daniels.

Captain, Chapter Coordinator has been nominated for State Coordinator. By the time this letter gets in the newsletter, new Chapter Officers will have already been voted on. Will print the results in next newsletter.

Ken & Sheryl

YAMHILL COUNTY

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

Greetings from Yamhill County.

The Tri-County End Of Summer Run, September 20-22 at Kilchis Park in Tillamook County was a rousing success. There were even letters to the editor in the local paper about "our" good behavior and cleanup of the park.

Our Chapter will be in Willamina for our 2nd Annual Tree Of Giving Toy Run, Saturday, December 21. This is a rather unique format Toy Run where we work with the Girl Scouts and ARE Santas and Santa's Helpers. We deliver to groups of children at their home. Costume fitting at 9:00 am, Santas leave to deliver bags of goodies at 10:30 am. Weather permitting, as many motorcycles as possible will be used for deliveries. We should be delivering to 200+ kids. After completing the route we all gather to relate experiences over a hot meal. All ABATE people are invited to participate.

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

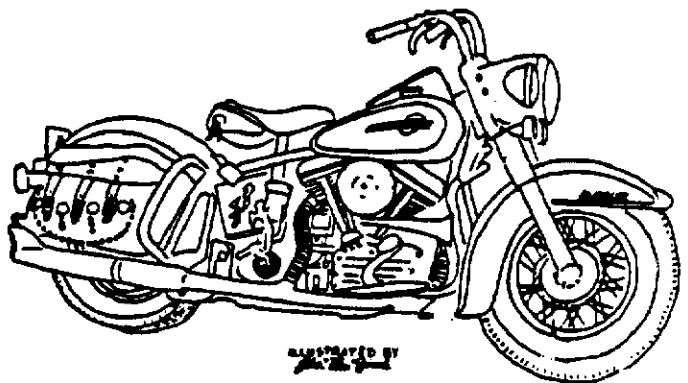
We are now meeting at Cheese's Pizza (the front of The Office Tavern) in Lafayette.

Support Legalized Freedom,
Steve, Chapter Secretary

A·B·A·T·E·

OF OREGON

COLORING BOOK



**ABATE COLORING BOOKS
ARE NOW ON SALE FOR
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POSTAGE AND HANDLING.
SEND ORDERS TO:**

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Portland, OR 97208

"CHAPLAINS CORNER"

by Preacher Jim

Several days ago I received a phone call from Roger asking if I would consider doing a monthly article for the Newsletter. He wanted something of a spiritual nature that would be beneficial to ABATE members. We tossed around some ideas and decided to try a short article called "Chaplains Corner". This will not be a preaching platform!!! Rather I will attempt to touch briefly on things spiritual that apply to a broad cross-section of ABATE members and our everyday lives.

Most, if not all of us, have lost brothers or sisters or other loved ones at one time or another. At those times we are forced to face spiritual facts and so often we wish we knew more of such things.

Who of us has not marveled at the sheer joy of life while on a ride, wind in the face, a beautiful sunset and a beckoning road ahead. Ever tried to explain that kind of a high to your non-riding friends? Difficult, huh? That's because feelings like that border on the spiritual and it takes spiritual awareness to absorb and define those experiences. What I'm saying is that spiritual things cut across a wide spectrum of life's experiences. In the months ahead we will look at some of these things and hopefully your life will be enriched in some way.

Before closing, I would like to tell you a little about me. I have been an ABATE member (Oregon) since 1978. I am an ordained Baptist minister and have pastored churches in Hawaii and Oregon. Over the years it has been my joy to perform wedding ceremonies for many of our brother and sister ABATE members. It has also been my sad duty to conduct funerals and comfort some of you on the loss of loved ones. I have been riding motorcycles for over 40 years and currently own a 1984 FXRS ... my pride and Joy!!!

I welcome any comments and suggestions in the months ahead. Be nice, tho!! (Grin.)

This article has been a little long due to the introductions. And since this is near the CHRISTmas season I will leave you with this thought: ****JESUS IS THE REASON FOR THE SEASON****

Until next time, ride safe and free!!

Preacher Jim

BROTHERS OF THE THIRD WHEEL, is an international organization dedicated to trikers. We have members throughout the United States as well as seven foreign countries. If you are interested in trikes, you cannot afford not to be a member. We maintain a complete listing of all companies dealing in trikes, as well as trike related items. We can help you with any aspect of triking. We have information on motorcycle powered trikes as well as trikes powered by Volkswagon, V-8 engines, Corvair engines and about every other configuration you can imagine. We have chapters and meets, especially for trikers, all over the country. For more information, and a chance to get to know us, please write:

BROTHERS OF THE THIRD WHEEL

P.O. BOX 345

COAL VALLEY, IL 61240



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

"Beware the fury of a patient man."
— John Dryden, English Poet, 1631 - 1700

Multnomah Co. Lawsuit: The Appeal

Last month the Oregon Court of Appeals was notified that we were appealing Judge Snouffer's decision in the fight over Multnomah Co.'s "Safe Streets" Ordinance 646.

Since then we have been involved with fund raising activities to help cover the costs of the lawsuit. (As an aside, if anyone ever tells you "Don't worry about what happens in the Legislature, the Courts will straighten it out!", get them to put that piece of nonsense in writing. When the case comes to court, make sure they know about it and donate!) It is tiring to keep asking for money to fight this or that cause, and just as tiring to keep reading about it. However, the clock is ticking on our opportunity to appeal this decision and the only thing stopping us is the funding. Several folks have donated, and more money was raised at yet another raffle at the big gun show at the Expo center this last weekend. But more money needs to be raised.

Ken Glass, the organizer of the "Rose City Gun Collectors" and one of the parties to the lawsuit, has generously offered to put on an additional show at the Expo center on December 21st & 22nd. The entire proceeds from this show will be dedicated to the lawsuit. If you can make a donation, please send it to:

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

If you can't send money just now, please join us at the December 21 & 22 gun show. This is not a fight to save someone else's guns, it's a fight to save YOUR gun rights.

Federal Legislation

As we write, the current Crime bill in Congress is coming down to an uncertain finish. The House/Senate Conference Committee met over this last weekend and somehow managed to reconcile a 900+ page document to send back to each body for approval before sending it to President Bush for signature.

All of this will have taken place by the time you read this, however, the President is currently saying that he will veto the bill. (And he won't raise taxes, either!) The Committee has stripped out the Semi-auto bans and other anti-firearms provisions which the Senate bill included.

The "Brady Bill", which has passed both houses but has not yet been sent to the President for signature, was included. Rep. Mike Kopetski sat on that conference committee, and voted FOR the inclusion of the "Brady Bill" in the final version. If you are in his district, you may want to discuss his commitment to his pro-gun constituents.

Concealed Firearms Permit Holders:

Take Note! Just last Thursday, a retired police officer living in Salem was finally acquitted of CRIMINAL responsibility in a case involving the use of deadly force and a concealed weapon. While driving in a remote rural area of near Salem, this gentleman passed a pickup truck, with the charming license plate of "1BADASS".

The driver of the pickup truck pulled up along side the car and forced it off the road, then got out and came back to the car. The pickup driver reached through the open window and proceeded to punch the driver of the car. The retired officer had his handgun on the seat beside him, and warned the pickup driver to stop. When the beating continued, the retired officer fired, killing the pickup truck driver.

The assailant turned out to have a long history of previous scrapes with the law, including having been shot before. The retired officer was charged with homicide, and forced to post \$100,000 bail, and required to stay within the state. To meet legal expenses, as well as the bail bond, the retired officer was required to sell his home and is currently living in rented basement space. Being acquitted of CRIMINAL wrong-doing will not stop a future CIVIL trial, should a hungry attorney and/or greedy relatives believe that this man has any assets left, or any prospects.

What would you have done, in similar circumstances? (Additional details and an opportunity to make a donation available on request.)



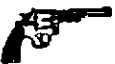
"Shorties"

Pat Buchanan is set to announce his Presidential candidacy. This gives conservative voters a chance to examine an alternative to a President who campaigns on "No New Taxes" and "No More Gun-Control", and then delivers both more taxes AND gun-control.

Certainly, Mr. Buchanan needs to be questioned about these areas as well as others, but at least there is a choice! In New Jersey, Dem. Governor Florio, who crammed through a Semi-auto ban bill in the last legislature, will now have to deal with both State houses in Republican hands. The results of the November election, aided by New Jersey gun-owners, should give the Governor a lot to consider.

The U.S. Supreme Court has agreed to hear a 2nd Amendment case involving gun design, in this case the Thompson Contender, with its interchangeable barrels, et. al., and the results may give us some clue as to the current views of the Justices on 2nd Amendment issues.

More to follow.



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A.B.A.T.E. of Oregon's
FICTION RIDER
TEN MINUTES TO NOWHERE
by Pat Gleason

The highway seemed to go on forever. There had been no off ramps, signboards, or rest stops for what seemed like almost two hours. Bob was happy, though. He had just started a two week vacation two days ago, and was rolling down the highway on his 1959 Harley Panhead somewhere in the north eastern desert.

He got the bike when it was only ten years old, and he was just eighteen. He got drafted and was in Vietnam for two years. When he got out, his bike was waiting for him. He went to college to become a lawyer. When he graduated, he got hired as the local District Attorney for a little timber town. He has made a comfortable living, his house and truck are both paid for, as well as his old panhead. He had been working for over eighteen years, and now he was on his annual two week vacation.

Bob was heading to visit some friends on the coast. Over the years, he had traveled most of the central and southern states, but for some unknown reason, he had never been to the coast. Recently though, some good friends of his had moved there. This finally gave him a good reason to go.

He was traveling down the highway that he had picked on his trip planner as being the shortest route. But now he was starting to worry. He looked at his speedometer and noticed, by the mileage that was showing, that he should be going onto reserve in about five more miles. Less than five miles later, he was on reserve.

"Oh great. Here I am, ten minutes from nowhere, and I'm about to run out of gas," Bob thought to himself. He decided that in order to conserve fuel, he would coast as much as he could. He had already gone over two mountain ranges, but there was one more to go through. After that, a long sloping land area that stretched to the coast, some three hundred miles away. He was just starting to come to the mountains in the eastern part of the state. The only problem was that he still had to go over them.

Shortly, he came upon a little store. He pulled up to the door, shut the bike off, got off and went inside.

"Hi there. I was wondering if you could tell me where the nearest gas station is. I went on reserve a few miles back, and I think I'll run out before I get to where I'm going," he said to the lady at the counter.

"The nearest gas station is 'bout thirty-five miles down the road, 'bout half an hour drive," she said to Bob.

"I got enough gas to go about another twenty miles at the most. Can I siphon some gas out of your car, or something like that?"

"We got some gas back at the ranch house. If you want to wait 'till I close, we'll go there and you can get some gas then."

"What time do you close," Bob asked.

"I usually close after the last customer leaves in the evenin'."

Bob looked around and noticed that he was the only person in the store other than the lady. He then looked outside and saw that it was starting to get dark.

"Okay, I'll wait outside near my bike until you get ready. How far is it to your ranch house anyway?"

"It's 'bout two miles away down the dirt road behind the store," she said to him. "Did you say that you're on a bike? Is it one of them Harley what-cha-ma-call-its? My daughter's never seen one of those. We have a little Honda, I think. I use it to go through the snow in the winter. The rest of the year, it just sits in the barn."

"Yeah, it's an old Harley-Davidson, built in '59. I've owned it since '69."

"I haven't been on one of those since '48, just before my late

husband died. He had a '48 Knucklehead, I think," she told Bob. "I'll be ready to go in just a few minutes."

Bob went outside and waited for her. He turned around in time to see the lights go off inside the store. Then he saw her come to the door. She closed and locked the door and came toward Bob.

"Ready son?" she asked.

"Well, I have to start her up. Give me a second." Bob then threw a leg over his pan and gave her a kick. She fired up on the second kick. He looked over at the lady who looked as excited as a little girl about to go on her first ride.

"Are ya ready!" Bob yelled at her over the roar of the Harley's exhaust. She nodded her head in agreement, and Bob pulled the buddy pegs out.

She climbed aboard and said, "Go around the back side of the store. There's a road the goes toward the mountain. Follow it."

Bob put the big hog in gear, dropped the clutch, and took off. The road was covered in gravel, and Bob slid the rear tire around a little. He felt the lady's legs tighten up around his back and waist. He spotted a split in the road, one going left, and the other going right. He decided that he would go to the right, because that was the direction towards the mountain. He was right, because about two minutes later there was this huge log mansion built at the base of a small hill. To the right of the log house was a barn, about the size of a small two story home. Bob was quite impressed. He pulled up to the front door and stopped.

The lady got off the panhead and went toward the house. She turned and said to Bob, "You c'n come on inside and get something to eat if you want, or you c'n stay out here and freeze your butt off, it's up to you."

Bob parked the bike and got off. He started towards the house and then spotted a young girl, about twenty, blond, wearing short shorts, a halter, and a very large chest. She went over to the lady and hugged her. Bob wished that it was him that she was hugging.

The lady turned to him and said, "I don't think I ever caught your name, but this is my daughter, Crissy. She just turned twenty-one last week. She's the one who hasn't never seen a Harley 'fore. Now what's your name?"

"My name's Bob. I'm very pleased to meet you," he said extending his hand out to Crissy.

"I'm very pleased to meet you also. Is that a Harley that you rode my mom here on? Sure is a beauty," she said walking toward the panhead.

"Yeah, that's a Harley-Davidson Panhead, a 1959 model. I've owned it since 1969," he said following her toward the Harley.

"Can you take me for a ride? I really love motorcycles and the men who ride them. Please take me for a ride."

"I got to put some gas in it first, I'm almost out. You have to put a pair of pants and boots on before you can ride. I don't want to see those pretty legs or feet torn up."

"Mom has the gas for you. I'll be back out in just a few minutes," she told Bob and went inside.

The lady gave Bob a gas can and said, "The gas tanks are 'longside the barn over there," she said pointing off in the distance.

Bob grabbed the gas can and went over to get some gas. He filled the can and went back to the bike. The can didn't quite fill the tank, so he went over to the gas tank and filled the can again. He walked back to the Harley and poured the second can in the bike's

tank. This time it filled it up. Bob turned and walked towards the house. Crissy came running out the front door just as Bob got there, hitting him square in the chest, and falling to the ground.

"I'm sorry. I guess I should have been looking where I was going," Crissy said to Bob.

"That's okay. Are you alright?" Bob asked extending his hand to her to help her get up.

"Yeah, I'm fine. I feel like I hit a brick wall, or something. You sure have a solid chest. I like that in a man," she said while getting to her feet. "I'll be a lot better once I get in the wind. Let's go!"

Bob started towards the bike just as Crissy's mom came out the door.

"You kids have fun. I'll have dinner ready when you get back," her mom said.

Bob got on the bike and fired the old pan up. He then told Crissy to get on back. She climbed aboard and they were off. They rode the dirt road back out to the store and the highway. He turned left and headed towards the next town. About a half-an-hour later they pulled up to the tavern in town. They went inside. Bob and Crissy talked, had a couple of drinks, shot some pool and headed back home. Crissy was starting to get real friendly before they left the tavern, and Bob was returning the feeling. The ride home was, to Bob, too long. Crissy kept on running her hands up and down his back, over his shoulders and down his front. Bob was having a hard time controlling the old panhead. Finally they came to the store. Bob turned the bike into the lot, went around the store and headed towards the log mansion. Five minutes later, they were at the house.

Bob pulled up to the house and Crissy got off. "I'll go tell mom that we're back, you go park the bike over by the barn. We have an extra room out there that you can use tonight."

Bob nodded his head and rode the bike over to the barn. He parked the pan under the eaves over the front of the barn. He didn't pull the chain out of his saddlebags and lock her up. He felt that he was in a fairly safe area. He walked back over to the front of the log house. Crissy and her mom came outside, each of them carrying a dish of food. They put the plates out on the table that was sitting on the front porch.

"Mom thinks that we ought to eat out here tonight, seeing as how there is a full moon and everything," Crissy said as she winked at Bob.

"I have some fresh beef here, the last of it, that I think that you are going to like. It's a secret recipe that has been in my family for generations. Crissy knows it too," the lady said to Bob as he walked up onto the porch.

"I'm starving. I think anything would taste good now, even snake meat," Bob said sitting down and grabbing a plate.

They sat out under the light of the moon and enjoyed the dinner. After dinner was done, Crissy and her mom got up and cleared the table. Crissy came back outside with a couple of drinks in her hand. She handed one to Bob and drank the other one herself. Bob took it and had a sip. It was good whiskey, straight from the bottle and poured over ice, the way he liked his whiskey. Crissy gulped her's down, set the glass down, came over to where Bob was sitting and sat on his lap. Bob sat back and smiled.

Crissy leaned over to Bob's ear and whispered, "I want to be with you tonight."

Bob about choked on his drink when Crissy said that. "I'm not up to it." He couldn't believe what he had just said to the voluptuous, young lady. "I don't feel so well. How come my head is starting to hurt bad. What the hell did I eat?"

"You ate the same thing that I ate, mom's hot beef and potatoes. I feel fine, don't you think?" she said squirming in his lap.

"NO! Not at all!" I feel like I'm about ready to puke!" he yelled as he pushed her off his lap. He ran to the edge of the porch and puked over the side.

"Oh, man. That was awful. I have never had the urge to puke that bad in all my life. And all I could smell was whiskey. That sucks."

"Are you alright now? Would you like to lie down for a while? I can take you to your room if you'd like. Com' on, honey. Follow me," Crissy said and started to walk off towards the barn.

Bob followed her closely. She got to the barn door and Bob was right behind her. She opened the door, turned the light on, and walked in. He went in and nearly fell on the concrete. He couldn't believe what was in front of his eyes. There must have been twenty some bikes in the room. He saw Indians, Velocette's, BSA's, BMW's, and a couple of makes he couldn't make out. "I thought that your mom said that you owned a Honda. I don't see any in here. I'm starting to feel a little light headed again. Where is that bed?"

"At the top of the steps there are two doors, one to the left and one to the right. Left is the john, right is the bedroom. There's a tv in the room too. We have cable," Crissy said as she pointed up the stairs.

"Thanks, beauty. I'll see you later."

"Oh, you'll see me later alright."

Bob went up the stairs, but couldn't get the stupid looking grin that was on her face out of his mind. It was like it was planted there. He was feeling the worst he had ever felt and ran up to the two doors at the top. He threw open the door on the left, ran inside, and puked again. After he washed his face, he went into the room across the hall and laid down. He was asleep.

Crissy left the barn just after Bob got to the top of the stairs. She ran inside and found her mom. "He just ran upstairs and puked a second time. Then, as you know, he'll fall asleep."

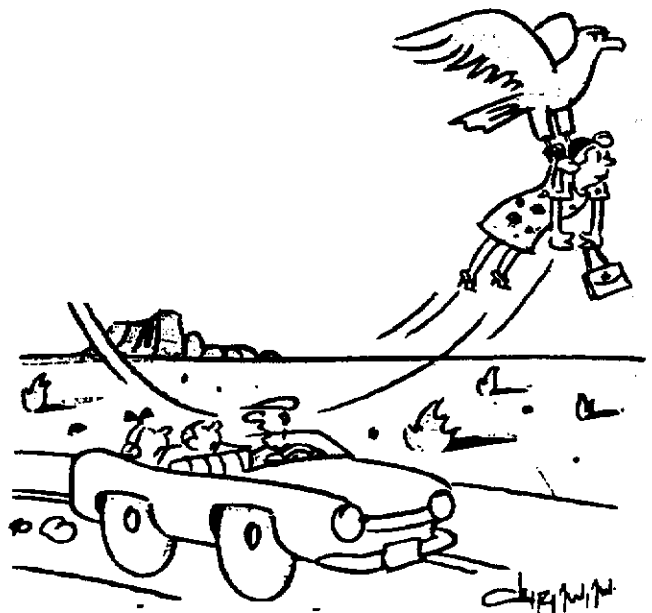
"Then we'll finally get that Harley-Davidson that we've always wanted," her mom said enthusiastically.

"Do I get to do it this time, or are we gonna flip for it?"

"I guess, seein' as how its your birthday and all. You can take the bike first."

"All right!" Crissy yelled excitedly.

To be continued ...



"See? If mommy had been wearing her seat belt, that wouldn't have happened!"

Report on the Meeting of the Minds 1991 - Ames, Iowa

by Teresa Hepker

The annual Meeting of the Minds has become one of the high points in the cycle of motorcycle events around the nation. Every year has seen the conference become more professional, the attendees more knowledgeable, and the workshops and meetings more varied. The '91 Meeting of the Minds was no exception. Thirty-eight states were represented by 279 registrants, who displayed a level of understanding of the political events and processes at a depth that amazed me. Only two or three years ago, many of the people attending the Meeting of the Minds had been working isolated in their own states, learning by trial and error, and feeling somewhat tentative about their own lobbying and leadership knowledge and skills.

Now the same people show up at the Meeting of the Minds with clear understanding of the situations in their own states and at the federal level, asking piercing questions, discussing the effectiveness of different strategies they've tried, and above all demanding to be included in helping the MRF define its new structure and fund its future.

The most heavily attended workshops were in the lobbying category, with organizational management, insurance, and communications following. Butch Harbaugh and I received special recognition for having the highest attendance of the weekend: 115 people in three sessions!

Butch's & my workshop revolved around the idea of leadership and followership. For a number of years now the motorcycle rights movement has been concentrating on training leaders to do their jobs more effectively, with a large emphasis on lobbying skills. Since we know that the most effective lobbyists of all are citizens talking to their elected representatives, we looked at the ways leaders can help members to follow more effectively by increasing their understanding of what is needed from them and cultivating new skills and confidence. Beginning with the basics of how a bill becomes law and how to help members write post-cards and make phone calls, the subjects ranged deeper into problem-solving techniques, strategies and tactics.

Since we did the same workshop three different times, we found our subject matter evolving as we went along. We heard a lot of new ideas from the participants and other presenters, and gained polish as we got more practice. By the time we got to the third session, there was a flow of interaction back and forth between us and the audience that kept everyone's interest and had nearly everyone in the room actively sharing their ideas and experience within the structure of the subject matter. Butch and I were feeling pretty high by the time we got done!

Because we were presenting during three of the five available workshop slots, I was able to attend only two sessions by other people. One was conducted by Charlie Umbenhauer of BIKEPAC of Pennsylvania and Bruce Johnson, ABATE of Pennsylvania's paid lobbyist. There are many similarities between that PAC and our own; they differ mainly in size of membership and the amount of money they generate. Pennsylvania apparently has enough income to actually donate money to candidates and pay a professional lobbyist, while BikePAC of Oregon has concentrated on fielding a volunteer lobbyist and coordinating information sharing and political action among member groups and individuals. Despite our relative poverty, our Oregon efforts stand up well when compared to similar activities in other states.

The other workshop I was able to take in was on lobbying, and was conducted by Sherm Packard (long-time MRO activist and now a New Hampshire State Representative) and Debbie

federal lobbyist representing NCOM in Washington, DC). Sherm spoke from the perspective of a year's experience as a working state legislator, and shared some of the techniques he has been exposed to and feels are particularly effective.

Debbie is an energetic and able speaker with a good grasp of the many political fronts of motorcycle politics. Maryland has experienced an onslaught of legislation in the past several years ranging from helmet bills to catastrophic insurance bills, and faced some of the most powerful lobbying that the insurance industry has been able to muster. Debbie shared many of the techniques that have been successful there.

Guest speakers in the general sessions this year included Tom McGovern, the Massachusetts Highway Safety Representative; Ron Engle of the National Highway Traffic Safety Administration (who spoke at last year's Meeting of the Minds also); and David Whiteman, of the Congressional Research Service (speaking on the Insurance Industry).

Jesse McDugald, past State Coordinator of South Carolina, wound up the Saturday night banquet with a spirited and moving after-dinner speech on "The Gospel of Liberty." This guy really believes in the spirit of patriotism and the ideals of this country's founding fathers, and brought tears to the eyes of many of the stout-hearted individuals in the audience with his fiery delivery.

A strong concern behind this year's Meeting of the Minds was whether or not the MRF would continue to function beyond that weekend. The Foundation was on very shaky ground financially, and was uncertain about what support would be forthcoming from the states to allow continued operation. In addition, the resignation of Gus (Pappy) Haag from his position as president during the weeks preceding had added an additional appearance of instability to the MRF, and controversy over a financial proposal from a private source added to the turmoil.

The MRF Board took several steps to set the stage for deciding whether the Foundation would continue into 1992. First, Paul Vestal of Maine, who had been the MRF State Rep Coordinator, was appointed President, and Fred Harrel of Nevada assumed the job thus vacated by Paul. Second, the Board adopted a policy whereby the MRF would endorse only its own products and programs, and thus would not accept money in exchange for endorsing any outside product or program. And third, the Board decided that a minimum of \$50,000 would be required for the next year's operations, and if that amount was not committed to by the states, the MRF would close down operations. If, however, the financial commitment was made by the states, the MRF would begin to prepare a new set of bylaws to include a formal structure for representation by the state MRO's and a selection procedure for officers and board members. The new structure would be ready for implementation at the 1992 Meeting of the Minds; in the interim, membership on the Board of Directors would be frozen with current membership, and Wayne Curtin would continue his lobbying work in Washington, DC.

The Saturday night banquet, where traditionally the state organizations come forward to present their checks or pledges for the coming year, blew everyone away. Over \$44,000 in cash was presented to the MRF; with pledges and the income from the Meeting of the Minds, the total amounted to around \$70,000.

The states made a vote of confidence with their pocketbooks that can't be ignored, and the Board came away from the weekend knowing that they have the support they need to go on.

CHILD ABUSE: A BIKER'S STORY (a work of fiction - kind of)

by Redneck

With all of the famous people and celebrities these days coming out with horror stories about how they were abused as children, it got me thinking. I always figured I had a pretty normal childhood. Was there a chance that my mind had blocked out these events which the rich and famous of America seems to have suffered? I don't recall any beatings or being molested. I didn't have a weird uncle who tried any "funny stuff," although he does support Mandatory Helmet Laws. There must be something I'm missing.

After a lot of soul searching it has finally come to me. I was a victim of "Biker Child Abuse." My dad bought me my first bicycle when I was eight years old. It was an old, used Schwinn, with most of its paint missing. After two days, lots of scabs and bleeding, and some words eight year olds should not use, I had learned how to ride it. By the time I was ten I was also crazy for motorcycles, but that was out of the question as far as my parents were concerned - too dangerous. Now I see the pattern of abuse taking form. That was the year I had saved enough of my own money to buy my first NEW bicycle. It was a Coast King, blue, shinney, and fast.

About a year later, I stripped my bike down and replaced the factory handlebars with a set of butterfly bars; they were the rage at the time. The two-tone blue and white seat was replaced with a white banana seat which made it much easier to give girls rides. All of this customizing was met with stern disapproval from my parents. The pattern of abuse continued.

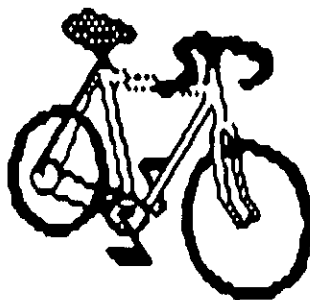
By the time I had put in twelve hard years on planet Earth, I really had motorcycle fever, and I hadn't even been on one yet. The next-door neighbor cured that when he got a Harley-Davidson M50. You remember - three speed on the handle bar, top speed about 45, red and white. Yeah, that one. The first ride was awesome, but when he let me ride it by myself - WOW, I was hooked for life!

With a dealer right there in town, and such a low price, how could they refuse? I worked hard and saved my cash. I already had enough in the bank to be able to buy one, but I wanted to show them that I was responsible. When I popped the question, I was not only shot down, but blown out in the process. The pattern of abuse had escalated. By now I feared that it would leave permanent psychological scars.

The years from twelve to eighteen are kind of a blur. Must be a self-defense mechanism from the pain of refusal every time I asked for permission to buy a motorcycle.

When I recovered from the hangover of my eighteenth birthday - back then it was beer bars at eighteen - I headed to the local cycle dealer and signed for my own motorcycle. It was a street model Bridgestone 100. That's right, they made motorcycles before they started making tires. Anyway, since that day I've been riding motorcycles down the long road to recovery from the abuse I had to endure as a biker in a non-biking family.

Boy, this must be like going to a shrink and getting your past out in the open. I feel better already. I don't hate my parents for all of the abuse, they just didn't know any better. Heck my dad even learned to ride the Bridgestone. Damn, that reminds me, he dumped it once and parked it without telling me he had damaged it. More abuse. Oh well, I still love them, but I'm not sure about that uncle who believes in helmet laws. **END**



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

Yamhill County Chapter
P.O. Box 1179
McMinnville, Oregon 97128

Dedicated to Freedom of the Road.

I HOPE TO WELCOME YOU TO THE 2ND ANNUAL A.B.A.T.E. & GIRL SCOUT "TREE OF GIVING" TOY RUN, DECEMBER 21, 12991.

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AS A SANTA YOU'LL BE WORKING WITH THE GIRL SCOUTS DELIVERING THE GIFTS TO THE HOME AND TO THE CHILD.

WE ALL GATHER AT THE GIRL SC OUT ROOM BEFORE TO DRESS, GET YOUR ROUTE AND PRESENTS.

AFTER TO RELATE YOUR EXPERIENCES OF THE DAY WITH THE OTHERS OVER A HOT MEAL.

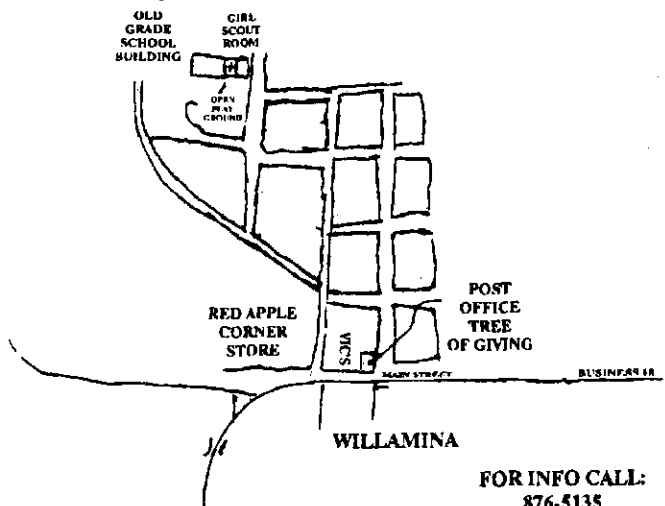
**FOR MORE INFORMATION CALL:
KRAIG MARKUSEN
COORDINATOR, YAMHILL COUNTY ABATE
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I'll have signs out on the day of the run (A.B.A.T.E. - >) to direct you to the Girl Scout Room.

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The Tree Of Giving is in the Post Office and only open during office hours of the Post Office. If need be I can take a card down for you and make arrangements to get it to you. (Don't take a card and not a gift.)



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THE COMMON THREAD

by Ed Youngblood

I admit it. One of the most powerful images from my early years was the pensive gaze of Marlon Brando as Johnny in "The Wild One." I was about 11 when that movie came out, and I instantly identified with its rebellious lead character.

I bought myself a cap like Johnny's and wore it when I rode my bicycle, customized to look kind of like the Matchless pictured in a much-handled sales brochure that I kept among my most important papers. For awhile, I put playing cards and balloons in the spokes to make motor sounds, but soon I concluded that was infantile and silly. I needed a real motorcycle.

That obsession led me to some early job-hunting so I could buy my first bike at 14. It was a 165cc Harley that wasn't quite as cool as Brando's Triumph or the Matchless in the sales brochure, but it didn't have pedals and it made its own motor noises.

It was the same spirit of individualism that made me a young fan of the beat poets and, eventually, of literary eccentrics from previous ages - Yeats, Blake and Milton. I found something in them that seemed in harmony with my own feelings. I didn't envision myself as particularly strange or fearsome; just respectably rebellious and individualistic. And I was attracted to those on the fringes, those who lived their lives in something other than the ordinary way.

T.E. Lawrence, called Lawrence of Arabia, became my role model. I learned that he could write with equal enthusiasm about antiquities and about a rush through the night on his Brough Superior. Even though many people would have found those two pursuits incompatible, to him they were both medicine for the soul. When I learned that George Bernard Shaw also was a Brough rider, I suddenly developed a higher appreciation for his writing.

Through graduate school and my teaching career, I was secretly pleased that those around me were puzzled by my seemingly incongruous passions for scholarship and motorcycles. My single-cylinder BMW was the only motorcycle parked in the faculty lot of the English department among the Morgans, MGs and Alfas of my better-heeled colleagues.

One day, I came across an allusion in a work of literary criticism that compared analytical thinking to a motorcycle engine stripped to its smallest pieces on a clean white sheet. I was delighted at the analogy, but my professor considered it weird and me equally so for enjoying it.

Over the years, I have had ample opportunity to satisfy my obsession for motorcycles through my work with the AMA. But my interest in educational pursuits suffered as I became more wrapped up in motorcycling as a profession.

I found that interest rekindled, however, when we began planning the American Motorcycle Heritage Foundation and then constructing the Motorcycle Heritage Museum. A museum of motorcycling offered many of the same opportunities for the pursuit of knowledge that I had found in graduate school. What project, I thought, could better combine my greatest personal interests?

The museum has been open now for one year, and it still fills me with a sense of awe. The response has been overwhelming. During the past 12 months the museum has attracted close to 25,000 visitors. It has been featured on television shows and has received nearly 800 column inches of newspaper and magazine coverage. We didn't know what to expect when we opened the doors for the first time, but we certainly didn't expect all this.

Beyond the gratification I feel at that success, the museum also has given me a deeper understanding of myself and the combination of elements that attracted me to motorcycling nearly four decades ago. In the ranks of historic motorcycles on display, I see not just the castings and stampings produced in a factory, but the ideas of visionary motorcycle builders who found different and

creative ways to approach design problems.

As the writer who compared analytical thought to the pieces of a motorcycle engine explained so many years ago, those designers started with a clean white sheet and built their creations one piece at a time. Often I arrive at work very early to just wander through the empty exhibits and appreciate the originality they brought to their work. It's like discovering T.E. Lawrence or Milton all over again.

During the work day, I sometimes walk through the museum to meet and talk with visitors. This has taught me that I'm not the least bit off-beat or unusual in what I see there. Almost everyone I meet in the museum is there not just to see old motorcycles, but to savor the innovation and artistry that went into these machines.

In my case, that sense of originality bridged the gap between motorcycles and literature. Others I've met recognize the common thread in other, equally unlikely combinations - motorcycles and business, motorcycles and psychology, even motorcycles and religion. We are motorcyclists because motorcycles do something to restore our souls, to provide that sense of acceptable risk and, yes, respectable rebellion that many of us understand is necessary to our mental health and emotional well-being. Motorcycles meet a need for individualism inside us that is, I believe, similar to the need that others in society meet through art and literature.

As motorcyclists, we talk a lot about our individuality, a trait normally associated with eccentrics and loners. But if my experience is any indication, it is that individuality that truly binds us together in a community. *END*

A special thanks to Carolyn "Mother" Meerzo for bringing us the 7th Annual Meeting Of The Minds reports last month. I neglected to put here name by the reports. Sorry, Mother.

Reprinted from November 1991
American Motorcyclist

GOVERNMENT

HELMET BILL UPDATE

The fates of national motorcycle helmet legislation and a plan to fund off-highway riding areas continue to hang in the balance this month as lawmakers in Washington debate a massive federal highway funding bill.

We've been talking about this bill for months because hidden within it are several provisions that could have a significant effect on motorcyclists. Among those is a plan that could effectively require mandatory helmet laws in every state by allowing the federal government to blackmail the states over this issue. The AMA lobbied unsuccessfully to have that blackmail plan removed from the Senate bill, and now we're working to get it withdrawn from the House version of the bill.

On the brighter side, the AMA also has been pushing to get language included in the House bill that would establish a national funding program for off-highway trails and declare motorcycle safety a national priority for federal grant money. We'll be working to get those provisions amended into the bill right up until the time of the vote.

When will that take place? It's hard to say, but it's likely that the House will try to act quickly since the previous highway funding program ran out at the end of September. However, even after the House approves its version of the bill, the measure will have to go to a joint Senate/House conference committee to work out the differences in the bills. That will be followed by another vote in both houses and then, maybe, a final OK from President Bush.

In the meantime, the AMA will be working to make sure that our concerns aren't ignored. Stay tuned, we'll have more to tell you next month. *END*

BUSH ON MOTORCYCLING

(Excerpts from "Bush, Dukakis: On Motorcycling" reprinted from American Motorcyclist Association - November 1988)

The Presidential election is only a month away, and by now you've probably heard just about everything you want to hear concerning the candidates' positions on the economy, the budget and foreign policy.

On the other hand, we're assuming you don't know their positions on motorcycling in America. therefore, we sent 10 questions concerning issues of importance to motorcyclists to the two major candidates: Vice President George Bush and Massachusetts Governor Michael Dukakis.

We don't anticipate you'll base your decision for president exclusively on such issues. We believe every citizen needs to consider such important issues as war and peace, economic prosperity and moral leadership when they go into the voting booth. For that reason the AMA does not endorse candidates for the presidency.

However, along with all those other important issues, we'd like you to consider the following information.

George Bush

- Birthdate: June 12, 1924
- Age: 64
- Birthplace: Milton, Massachusetts
- Education: Yale, Graduated with a degree in economics.

Here are Vice President Bush's feelings on:

The 55 mph speed limit

I supported giving states the right to raise their speed limits to 65 miles per hour. My administration will not ask Congress to bring back the 55 mph limit. I believe the responsibility for speed limit decisions should rest in the hands of the states.

Off-road riding opportunities

Our national parks must be made readily accessible to the American public, but also must be protected and enhanced for generations to come. These lands are an integral part of every American's birthright and part of the heritage that unites America from Maine to California. All Americans with various interests should have access to public lands. These should be made at the state level, where local needs can be optimally assessed.

I support partnerships between the public and private sectors, such as the cooperative efforts of the AMA and the U.S. Forest Service in the "Trail Rider" program, which strives to enhance and expand off-highway riding opportunities. Such partnerships are the best arenas to decide motorized off-highway recreational opportunities. It is only through the cooperation of the involved parties, not through government decisions by the federal government, that the best policy can be made.

I will support partnerships between the public and private sectors where public recreation facilities are developed on public land by private business.

Motorcycle Alcohol Awareness Campaigns

My administration would strongly support programs, such as the AMA's "Riding Straight" program, which increase motorcyclists' awareness to the dangers of riding under the influence of alcohol and/or drugs. As president, I will draw attention to such programs and strongly endorse new ideas which increase public awareness about the dangers of driving any vehicle while consuming alcohol and/or drugs.

Motorcycle Safety Programs

Under the Bush administration, motorcycle safety programs will continue to be a national priority, which will be reflected in the continuation of the present NHTSA 402 fund guidelines (which make motorcycle safety programs a priority for federal funding).

I agree that there should be a well-rounded approach to motorcycle safety which would include increased rider education efforts, improved accident data collection methods and motorist awareness campaigns. The Bush administration will endorse such comprehensive safety programs with the goal of making the sport safer.

Helmet Use Laws

Once again, I believe that the decision of whether or not to adopt mandatory helmet laws should be left to the individual states and regulations should not be made at the federal level. I encourage all motorcyclists to take safety precautions - wearing a helmet just makes sense!

Motorcycle Access to High Occupancy Vehicle (HOV) Lanes on Congested Expressways

Although, I agree that motorcycles are an efficient alternative to automobiles, and this is a positive of HOV lanes, this decision should be left to the states who can evaluate their individual situations most effectively.

Clean Air Regulations

In the case of the two most pressing health threats (ozone and carbon monoxide), for example, shifting the focus to cleaner alternative fuels such as ethanol, methanol and natural gas will yield far greater emission reductions than either tighter tailpipe standards or even restrictions on driving itself. Greater use of cleaner fuels will, at the same time, improve our energy security as well as open new markets for agricultural products.

Efficient means of transportation should be encouraged and emission standards should be closely evaluated, especially when addressing motorcycles. *END*

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Reprinted from October 1991
ABATE of Nevada Newsletter
and Courtesy of the Motorcyclist's Post, 9/91

"WE HAVE NO RIGHT TO QUIT"

by Paul Vestal, Jr.

(Paul Vestal, Jr., was appointed President of the Motorcycle Rider's Foundation at the September 26 MRF Board Meeting in Ames, Iowa.)

In another life I was director of a sixty bed therapeutic community called "Andromeda" which worked with hardcore heroin addicts. Each morning after the "house" rituals were completed, the men would stand, join arms and repeat the philosophy at the end. All said, "We have no right to quit." Since that time those words have constantly been in my ears and activate my mind.

Now, like no other time before, the true meaning of those words are paramount. On every side our individual rights are being invaded and taken. You're probably saying, "Oh no, another soap box speech." Well, you're correct, but this time ... LISTEN!!!

For many months, various writers in the Post and other publications have been trying to alert the American Motorcyclist of the approaching doom of the lifestyle or sport we hold so dear. I kind of figured when California lost its right to choose, that people would get fired up. That doesn't seem to be the case. The only ones fired up are the same "Rights" leaders that have carried the banner for years and years. Maybe a couple of new names, but they are cut out of the same mold as Sherm Packard, Bill Gannon, Brent Garcia or Jim Costs, not the rank and file members.

We have all urged our constituencies to write to their Senators and Representatives, only to have a handful of responses trickle in the Washington offices, even when a form letter was provided. THIS IS TERRIBLE!

Believe me riders, helmets are not the issue, it's the machines we ride. The safety-crats will ban our motorcycles if we don't collectively wake up now! It matters little whether you are a sport rider or someone who has a lifestyle built around these machines. You Gold Wing riders, Blue Knights, Seacoast Riders, One percenters and independents will be looking at your scoots in a museum or, at best, lift up a tarp to show your children and grandchildren a piece of nostalgia that once meant something to

you.

Just pick up those newsletters and some past issues of the Post. The storm is here and all the warnings in the world won't help you now; actions speak louder than words.

One of the major warriors in this battle is mortally wounded and that's the Motorcycle Rider's Foundation. This group was put together out of a need that we, as leaders of various "Rights" organizations saw. Originally, that need was simple; communication and cooperation with one another. That was accomplished through "Meeting Of The Minds."

Since that time, the MRF has met other of our needs, specifically by establishing an office an expertise in dealing with the wonderful world of Washington, D.C.

A great example was the cleaning up and elimination of the discriminatory language aimed at motorcyclists in Sen. DeConcini's (D-AZ) original "Gang" Bill (S.339). Now this organization lies bleeding from lack of money. This organization, that brought together the greatest minds in the Rights' field will die of apathy because no one really believes it will go down the tubes. Sound familiar???

Just ask those in California that never believed a helmet bill would pass and be enforced this coming January.

Groups of us have been selling memberships here in New England, but the results have been dismal. I've said it before and I will again, "Being a member of the MRF, AMA and your state organization will total less than \$75.00 a year. That's less than the cost of a cheap tire. Most of you pay your state more than that to register your scoot!

A small group of MRF people have contacted your state organization asking for a contribution to the MRF. Please tell your leaders to give with your support. For you nonbelievers that have said "Let someone else do it," get off your fingers and get involved, not tomorrow, but today!

... Save this article. That way you'll have some real interesting material to go along with your relic in a few years.

"We have no right to quit."

Reprinted from October 1991
Association for Motorcyclist of Oregon Newsletter

GRISLY MOTORCYCLE ACCIDENT LANDS GRIZZLY ADAMS STAR IN HOSPITAL

Former Grizzly Adams' star Dan Haggerty underwent emergency surgery after he was seriously injured in a motorcycle accident.

The actor, who has spent years trying to overcome problems with drugs and alcohol, was just beginning to get his career back on track when the potentially fatal incident landed him in the hospital with his leg broken in seven places, a broken nose and other injuries.

Haggerty, 48, was out riding his restored 1944 Harley-Davidson with some friends when a truck suddenly made an illegal U-turn in front of him and ran him down. It was Haggerty's second major motorcycle accident. "The other guy was totally at fault," say Haggerty's publicist, Eileen Proctor. "Dan never even had time to react."

Haggerty, who owns 19 motorcycles, wasn't wearing a helmet when he was thrown from the bike. Doctors at Cedars-Sinai Hospital in Los Angeles worked for 10 hours to repair his right leg.

The accident occurred only a day before the actor was scheduled to leave for location shooting on his latest picture. Doctors say he will be in the hospital for at least 10 days, but Proctor says he should be back on the set in three weeks. "Dan's a war horse," she says. *END*

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by Michael Farabaugh

Traction

We rely upon it almost as much as we do breathing, and we pay it about the same amount of attention taking for granted that we'll always have as much of it as we need. Bad assumption. Particularly if you don't understand how it works.

Put on your thinking cap for a moment and consider the following question: How often, collectively, do average riders blast into a curve or corner way to hot and totally misuse their traction reserve, resulting in a disaster? Ten percent of the time? Guess again. According to statistics and raw data available from state police reports, these are the very circumstances behind nearly 45% of all motorcycle accidents that do not involve another vehicle.

That's a pretty sobering fact. Especially when viewed another way: Almost 50% of all motorcyclists involved in single-vehicle accidents run off the road through ignorance of the principles of centrifugal force and traction, meaning these are accidents/fatalities that could have been prevented.

Simply defined, traction is the friction between your tires and whatever surface you happen to be motoring down at any given time. That's the most basic definition. However, traction has a tremendous amount of variables, including, but not limited to, tire condition, weather, surfacing of roadway, and the vast number of maneuvers available to the informed rider no matter what the circumstances.

Though you may never have thought of it this way before, it's your responsibility as a motorcyclist to learn traction management so you can maximize the amount of traction available to you throughout the course of each and every ride. An analogy the Motorcycle Safety Foundation (MSF) uses, is that traction is a lot like money: At any one time there's a fixed amount of it, and it must be shared by many users. Therefore, traction used for one circumstance can't be used by another at the same time.

Traction is one of the key subjects covered by the MSF's new Experienced Rider Course, and our instructors utilize among other things, a traction formula, $F = C_f N$, to clarify the important role tires play in it. Looks like Greek, doesn't it? However, its meaning is easily explained. It's simply engineering shorthand for saying that maximum friction (F) between any two materials is the product of two major factors: the coefficient of friction (C_f) and the force pressing the materials together, which is called the normal force (N).

"The relationship is a general one that could be used to talk about clutches and brakes as well as tires. To make it relevant to this material, all we need to do is substitute the words "traction" for "friction" and "tire loading" for "force." As with any relationship of this kind, it is not completely accurate for every situation, but it is correct for every situation, but it is correct over a broad range of normal, street-riding conditions and provides a good starting point for any discussion involving traction. Simple, right? Too technical, you say? Okay, let's see if we can figure out a way to explain this technical stuff in terms that make sense to nontechnical people.

COEFFICIENT OF FRICTION

"A Coefficient can be thought of as simply a unit of measure of the potential for traction. It really describes the nature of the tire (its design, compound, temperature and age) and the nature of the road surface (its material, roughness, condition, etc.). Let's look for a few of the more important factors to get a feel for how they affect the potential for traction. "Tire compound: The softer the rubber the greater the potential for traction. However, there is another truth about rubber: the softer it is, the more rapidly it wears and the more it will flex under stress. So, to make a realistic street tire there needs to be a compromise when it comes to traction. Modern motorcycle tires are really amazing in terms of how well they perform, but even the best of them sacrifice ultimate traction for other considerations, such as long life and stability. Another thing to remember about rubber is that it tends to harden with age as the result of flexing. So, all tires, even those intended for sport riding, lose traction potential with age.

Tire Temperature: Rubber is not as soft and pliable when it is cold as when it is warm. Each compound functions best at some design temperature, so it is important to get the tires up to that temperature before expecting maximum traction potential. The natural flexing of the tires produces the heat necessary to warm the tire, so all that is necessary is to ride moderately for a few miles to get the tires up to their design temperature range. However, as with most things, there is a limit to the benefits of warming the tires. If they get too hot, they begin to wear very rapidly and lose traction potential. Maintaining proper tire pressure and remaining within their load/speed ratings are the keys to preventing overheating because they limit the amount of flexing which occurs as the tire rolls.

The purpose of the tread pattern is to give better traction on wet surfaces. It does this by providing channels for water to escape from the contact patch (the area of the tire touching the road) and thus, delays the onset of hydroplaning. Hydroplaning occurs when the water can't get out of the way of the advancing tire and it literally lifts the tire from the road surface. It is similar to what happens when a speed boat (a hydroplane) or a water ski is moving fast enough to skim along on the surface of the water. One of the reasons why tire manufacturers recommend that a tire be replaced while there is still 1/16 to 3/32 of an inch of tread remaining, is that tires worn beyond this point are not safe in the rain even though the tread pattern remains visible. This is because the grooves are not deep enough to channel away enough water to prevent hydroplaning at even moderate speeds.

The tread pattern has very little to do directly with dry traction, but it can affect heating rate, wear rate, stability and control. In general, the larger the tread blocks (the rubber space between the grooves) and the narrower the grooves the greater the tread life and stability at the expense of wet traction. The wider the grooves and the smaller the tread blocks, the greater the wet traction at the expense of tread life and stability. As with compound, tread design is a compromise between conflicting goals.

Before leaving the subject of tire tread, there is one common misconception that needs to be addressed, and that is the idea that the size of the contact patch directly affects traction. Remember our friction equation? Look at it again. You don't see anything there about area, do you? That's because under most circumstances the size of the contact patch (the amount of rubber on the road) does not directly affect the amount of dry traction.

This is not to say the contact area has nothing to do with traction. There are some indirect effects that can influence the amount of traction, because the area of the contact does affect such things as heating rates, stability, resistance to hydroplaning, and the importance of small defects or spots of lubrication on the surface. In some cases (like with a small patch of oil), a large contact patch can have a beneficial effect on traction, while in others (like with hydroplaning) it can be harmful. There are also some minor effects during the transition from rolling to sliding but for all practical purposes, on the street the size of the contact patch (or some small change in the size of the contact patch) simply has no significant effect on dry, rolling traction.

You'll probably encounter riders who will challenge this idea by bringing up big, fat racing tires as evidence that a large contact patch is necessary to produce a lot of traction. The response to this is to point out that it is an obvious but unjustified conclusion. First of all, racing tires spend a lot of time at the limits of performance and in the transition zone between rolling and sliding, so they operate under a slightly different set of rules. But more importantly, it is true that racing tires are big and fat and it is true that they produce a lot of traction. But these facts are only indirectly related.

WHICH BRINGS US TO COMPOUNDS

Soft compounders are "sticky" and tend to get hot and go away rapidly. To produce a viable racing tire, the engineers select a soft, "sticky" compound to produce a lot of traction. But to make sure that compound stays cool enough not to melt and to make sure that there is enough of it to last for more than one or two "hot laps", they have to use a larger contact patch.

Rather than thinking of the large contact area as producing more traction, it is more accurate to think of it as acting to prevent the premature loss of the improved traction made available by the "sticky" compound. Of course, there are lots of other factors, such as stability and control, that also go into the design and the bottom line is that if you to go fast, you'd better use those big, fat, "sticky" tires designed for that purpose.

The surface material (asphalt, concrete, dirt, paint, ice), the surface texture (coarse, smooth, polished) and the pressure of lubricating materials (water, oil, antifreeze, leaves, sand, mud) all combine to affect the potential for traction. It is difficult to make many valid general statements when there are so many variables involved. Dry, coarse concrete is better than wet, smooth ice, but between these extremes you must rely on common sense and trial-and-error experience to estimate the effect that the surface has on traction potential. Here is where an effective search, predict, act (SPA) riding strategy comes into the traction-management concept.

Riders who follow the SPA system are constantly scanning what's coming up ten to 12 seconds ahead of them and analyzing what moves they need to make to deal with it. When situations affecting traction (for example, gravel on the road ahead) comes up, riders using SPA are already taking the proper action before they reach the danger zone. Instead of having to decide what to do when they are almost on top of the gravel, they are already acting to neutralize the hazard.

Utilizing proper riding techniques at just the right time, along with responsible mental strategies, always works in favor of having the maximum amount of fun riding your Harley. And that's what riding is all about, isn't it? It's true whether you ride strictly for pleasure or whether you rely on your ride as your sole means of transportation.

Next time we'll get into the "traction pie" breaking down par-

ticular traction circumstances and elaborating on how to manage traction best when you find yourself in a potentially ugly situation. In the meantime, remember that your tires and your tire pressure are your lifeline. Check your pressure once a week and keep only quality rubber on your ride. *END*



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Reprinted from November 1991
Jersey ABATE Newsletter

SAFETY ALERT EXPLOSION HAZARD

Flammable gas inflator cause injuries

A 4x4 vehicle owner pulled into a service station for repair of a tire punctured by a nail. The mechanic pulled the nail and began to prepare the puncture for a plug repair. He was using a rasp tool on the nail hole when the tire exploded with a tremendous force.

The mechanic suffered two broken arms, a broken wrist and shoulder, a collapsed lung, and was medivaced to a nearby hospital.

How did this happen?

The vehicle owner got the flat tire and fixed it with a can of tire inflator - one of those cans with a tube that you screw onto the tire valve. The contents of some brands of the inflator is a mixture of propane and isobutane, an extremely flammable gas. It is theorized that when the mechanic pushed the rasp tool into the puncture, it hit one of the tire steel bands producing a spark that ignited the mixture in the tire.

Some brands of gas inflator contain nonflammable gases, one of which is HCSC-22. Inflator containing propane and isobutane are marked, "Danger: Extremely Flammable."

- Tire mechanics should ask the customer if a gas inflator has been used before any work is performed.
- If a flammable gas inflator was used, the tire must be fully deflated in a ventilated area away from fire or spark-producing devices, and the valve cord removed.
- Use gas inflator that contain nonflammable gas.

These repair kits are extremely dangerous when used improperly and proper precautions are not followed. A similar incident occurred in Virginia. In that instance, the mechanic partially lost sight in both eyes and ruptured both ear drums. The inflator can be used to "fix" bicycle tires and even basketballs and footballs. Beware of the explosive capability when the gas is released.

Safety ... Doing it right the FIRST time!

REAL HARLEY RIDERS' CREDO? BORN TO BE MILD

by Steven D. Jones

You remember the scene from "Easy Rider."

Peter Fonda, Dennis Hopper, a Texas back road and a small town. Captain America and Billy, they were called, a couple of new generation American cowboys on Harleys, riding beyond respectability.

There were plenty of bikers like them, the Outlaws, Hell's Angels and Gypsy Jokers. They all rode that mysterious motorcycle with the long front fork and a throaty roar. They drank hard. They wore leather. They turned heads when they came through town.

The machine they road, the Harley Davidson, came to be associated with the people who rode them. They were renegades then, but today Harley riders are one of the most loyal consumer groups in America and they have made Harley Davidson, Inc., into a respectable \$864.6 million business.

And none of it was an accident, say two professors of business at Oregon Universities.

"A lot of what is the "Harley style" was not created by the corporation, but defined by the riders," said John Schouten, an assistant professor of business at Portland State University.

Everything about a Harley from the teardrop gasoline tank to the trademark V-Twin, air-cooled engine and the drone of the pipes is designed to transport the rider into a state of mind, not across town.

"A good part of the Harley mystique is being outside the bounds of mainstream American motor culture," said Jim McAlexander, an assistance professor of business at Oregon State University and Schouten's partner in researching Harley Davidson's success.

No Captain America and Billy, these two. Both with doctorates in business and a special interest in consumer psychology, Schouten and McAlexander have hit the road on their "hogs" to study the Harley myth. The conclusions are still rolling in, but preliminary evidence shows we have nothing to fear from most Harley bikers. As a matter of fact, your banker could be one.

"They place high values on freedom and patriotism, and enjoy being affiliated with the fringe of society," McAlexander said. "They like to be viewed as outsiders but they really are mainstream people who are flirting with the edge. They don't really want to belong to it."

"Most Harley riders are middle class," said Schouten. "Well, maybe I shouldn't say that. They're family oriented. Most of them are married and have had a long-term marriage. And most of them are approaching retirement age."

Both men immediately caution, however, that while these people make up a majority of Harley riders, not everyone fits the pattern.

You shouldn't start a conversation with just any Harley rider by asking about the wife and kids. It would be more appropriate to say something like: "Nice ride you got there. Is that a shovelhead or an Evo?" Translation: "Attractive motorcycle you are riding. Is it equipped with a V-Twin engine with hemi cylinder heads, or the newer model Evolutionary V-Twin?"

These folks speak their own language, too.

"Harley has done a phenomenal job recognizing this symbiotic relationship," Shouten continues. "The (Harley) symbol is so important - it not only produces tremendous brand loyalty, it has spawned an entire style, even a lifestyle. For Harley Davidson, it's extremely important to nurture that subculture."

At rallies, and the pair attended some of the largest over the past summers, they discovered that riders change their roles when they hit the road. "People change on a rally," said Schouten. "The group dynamics, the atmosphere, everything complete with the customary."

Even the two pros feel the call of the road now.

"The wind in your hair, the motors resonating together," McAlexander recalled. "The motorcycle transported me to someplace else entirely."

That's quite a change for a man who didn't even own a motorcycle until the research began. He bought a used Honda, Schouten, more of a devotee, owns a BMW. But neither of the pair owns a set of leathers.

"They had to lend us leather vests," said McAlexander. "When we started the rallies, we didn't fit in all that well," he said with a hint of understatement.

Now they're taking their findings on the road to a professional meeting in Chicago on consumer behavior. At the same time they intend to dispel the myth of the Harley rider, they believe their work also debunks the notion that college pros are a dowdy old bunch.

"Maybe we'll dispel some myths about college professors," McAlexander chuckled.

END

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MOTORCYCLISTS TO FUND MASS TRANSIT SYSTEMS

Washington, D.C. - Under the provisions of the Intermodal Surface Transportation and Infrastructure Act of 1991, the highway funding bill that was passed recently by the U.S. House of Representatives, motorcyclist and other motorists will be paying to support mass transit systems every time they fill up their gas tanks.

Of the \$151 billion that the House proposes to spend over the next six years in its bill, fully \$32 billion is earmarked to pay for mass transit and rail systems designed to replace single-occupant vehicles for inner city traffic. Since Congress intends to continue taxing motor fuel at 11 1/2 cents per gallon for the Highway Trust Fund, this means that 2.4 cents per gallon, or 21 percent of all fuel tax money, will be diverted from highways to light rail, buses, or subway commuter programs.

According to Robert Rasor, AMA Vice President of Government Relations, this is significant in light of recreationalists' efforts to reclaim one half of one percent of the gas tax revenue for America's trails.

Rasor was referring to Rep. Thomas Petri's (R-Wisconsin) American Trails Improvement Act of 1991, which is awaiting a hearing in the House Interior and Insular Affairs Committee. A similar version of that bill already has passed the Senate and would allocate a small percentage of the gas taxes paid by off-highway vehicle enthusiasts to fund the development and maintenance of motorized and non-motorized trails on public land.

"We strongly support this legislation," noted Rasor, "because it would refund a portion of the gas tax that motorcyclists have been paying into the Highway Trust Fund." *END*

LOS PADRES WILDERNESS BILL GETS SENATE HEARING

Washington, D.C. - Off-highway motorcyclists fighting to save a popular riding area that could be closed as a result of a proposed wilderness bill in California received a sympathetic reception at a U.S. Senate subcommittee hearing recently.

S.1225, sponsored by Sens. Alan Cranston (D-California) and John Seymour (R-California), would set aside 398,800 acres as wilderness in the Los Padres National Forest and eliminate access to the Johnston Ridge Trail riding area. The Los Padres is located between Monterey and Santa Barbara.

The U.S. Forest Service has successfully managed the Johnston Ridge Trail for the past 30 years, and Forest Service Associate Deputy Chief Larry Hanson told the Senate Public Lands, National Parks and Forests subcommittee at the October 17 hearing that the agency is prepared to continue that effort if Congress deletes the trail from the bill's wilderness territory.

Kurt Hathaway, representing the California Off-Road Vehicle Association (CORVA), stressed the importance of preserving the off-road riding area.

"We believe our request to keep the trail open is reasonable when you consider that it represents only one acre of land compared to almost 400,000 acres of wilderness," said Hathaway.

Sen. Frank Murkowski (R-Alaska) joined Seymour, who chairs the subcommittee, in expressing concerns about the possible closure of the Johnston Ridge Trail.

"It (the trail) provides unique opportunities not available else-

where in the area," Murkowski said in a prepared statement. "I personally think it makes good sense to accommodate the multiple user on this trail."

The next step for the bill will be a "mark up" session in the subcommittee, where the bill's wilderness provisions will be finalized.

The AMA urges California riders to show their support for the Johnston Ridge Trail by writing letters. *END*

MOTORCYCLISTS NEEDED TO HELP SHAPE FINAL VERSION OF HIGHWAY BILL

Washington, D.C. - Motorcyclists have one last chance to influence the outcome of an important federal transportation funding bill, passed by both the U.S. House of Representatives and the U.S. Senate.

The House and Senate versions of the Intermodal Surface Transportation and Infrastructure Act, which could have far-reaching implications for all motorcyclists, are currently before a joint conference committee where the legislation will soon be hammered into its final form.

The House version (HR 2950) contains a provision that would make motorcycle safety a national priority for federal funding. The Senate bill (S 1204) includes the National Recreational Trails Fund Act, a landmark proposal that would earmark a portion of the federal fuel tax for use in developing and maintaining recreational trails on public land.

All motorcyclists are urged to write their senators and congressmen immediately, asking them to keep intact the Senate's trail funding plan and the House language that would make motorcycle safety a national priority. Letters should thank representatives for considering the views of motorcyclists and ask that their views be made known to colleagues on the Conference Committee on the Intermodal Surface Transportation and Infrastructure Act. Write to senators at the United States Senate, Washington, D.C. 20510; and to congressmen at the U.S. House of Representatives, Washington, D.C. 20515. *END*



VOTERS DON'T CARE?

THINK AGAIN

by Phil Williams, Staff Writer

All too often, the elitist cop-out of modern political times is heard:

Americans just don't care about politics; they don't vote because they are lazy; they care more about celebrity gossip than public issues.

But a study of political attitudes released earlier this summer reaches conclusions that shatter the conventional wisdom: Citizens are shying away from participating in our political system because they feel they have been shoved out. They are frustrated because they do not believe they can have an effect.

"This study leaves few doubts that politics in America is in a state of critical illness," said David Mathews, President of the Kettering Foundation, which commissioned the study. He said observers might conclude that there is little hope of changing the situation or that voters could only be revived with "shock therapy."

"Unfortunately, neither conclusion would be correct. We find that beneath this troubled view is an American public that cares deeply about public life."

The study, based on focus group discussions in 10 U.S. cities, including Memphis, reaches the following conclusions as summarized in the report Citizens and Politics: A View From Main Street America:

Myth: Americans are apathetic about politics - they no longer care.

Fact: Americans do care about politics, but they no longer believe they can have an effect. They feel politically impotent.

Myth: Policy issues are not a priority for citizens unless they are directly affected by those issues.

Fact: Citizens feel cut off from most policy issues because of the way they are framed and talked about - they don't see their concerns reflected and they see no connection to their own lives.

Myth: Americans just don't take the time to learn about issues. They simply need to avail themselves of all the information that has been provided.

Fact: Americans say they do need to be better informed. But the problem isn't that they need more information; they need different information than what they are getting.

Myth: Citizens have plenty of ways to be heard on important issues - public meetings, letters, surveys and questionnaires. They just don't use them.

Fact: Citizens think many of the avenues for expressing their views are window dressing, not serious attempts to hear the public. Citizens feel they are heard only when they organize into large groups and angrily protest policy decisions.

Myth: No doubt, there are problems today with special interests. But many of these groups that people complain about were created by and for citizens.

Fact: Citizens believe there has been a hostile takeover of politics by special interests and lobbyists (along with negative campaigns and the media). Citizens say they've lost their place in politics.

Myth: Americans get what they ask for when it comes to candidates and campaigns. Our elections reflect citizen desires to know more about personalities and conflict than issues.

Fact: Citizens believe things have gone too far. Negative campaigning, uncontrollable campaign costs and too many broken promises are causing many Americans to turn away from elections and politics.

Myth: Americans will pay attention to the news only if it's in quick, short sound bites. That's all they want.

Fact: Citizens want the media to flesh out issues and give them a context to news reports. They want help in understanding what's going on.

Myth: Though such steps as campaign finance reform, term limits and stronger ethics codes, we can hold public officials more accountable for their actions. Then, Americans will feel better about politics.

Fact: Americans want more than just "clean" public officials. They want an ongoing relationship, especially in between elections, in which there is "straight talk" and give-and-take between public officials and citizens.

Myth: Public officials spend a lot of time in their communities with citizens. But unless they give an absolute, knee-jerk response to citizen concerns, the public is never satisfied.

Fact: Citizens don't expect public officials to do what they want blindly, but they do want to know that their concerns are understood, represented and weighed in the decision-making process. Then, they want public officials to explain the decisions to them.

Myth: Americans are unlikely to help bring about change - they are too self-absorbed in their own lives to participate in politics.

Fact: Americans are actively engaged in public life. They act when they believe there is the possibility to bring about change.

In reality, the study concludes, citizens have a keen sense of civic duty waiting to be tapped by the right political conditions.

"What is holding people back is not that apathy is rampant nor that civic duty is dead," the report concludes. "Americans are not indifferent to political debate and the challenges our nation faces."

"Rather, they want a voice in politics - a real voice. They want their views to be heard and considered in setting the course of this nation and their communities. Citizens merely seek the possibility to bring about change."

The challenge, the study's authors conclude, is for politicians, the media and others to create the political environment in which that can occur. **END**

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A NEW RESIDENT ON PENNSYLVANIA AVENUE

The National Coalition of Motorcyclists is proud to announce the immediate opening of a Federal Legislative Office in Washington, D.C. The purpose of this office is to augment and assist the existing Motorcycle Legislative Advocates currently located at the Capitol, as well as lobby motorcycle issues on behalf of all NCOM member organizations. The Board of Advisors, upon a unanimous vote, decided that the latest onerous federal intrusion into the rights of the American motorcyclist, coupled with the monetary push by insurance companies, has made the need for a presence in our nation's Capitol both imperative and immediate. The D.C. office will be under the direction of Legislative Advocate, Debbie Lough and equipped to be in 24 hour contact with the entire staff at the NCOM's international office located in California. This will facilitate a very prompt response to the critical legislative needs of the country.

Debbie Lough has an extensive lobbying background, working for many years with ABATE of Maryland and also as a past board member of the National Coalition Of Motorcyclists and currently serving on NCOM's Legislative Task Force. Additionally, Ms. Lough has travelled throughout the country on behalf of NCOM to lobby and teach legislative/lobbying workshops. *END*

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October 31, 1991

To All A.B.A.T.E. Members:

This letter is to inform you that I as the Public Relations Director of the Charlotte, N.C., C.B.A./A.B.A.T.E. do challenge all members to write a letter concerning H.J. Res. 107 the National Motorcycle Awareness Commemorative. These letters need to be addressed to your various Federal Representatives of your state. At the present time there are only 72 co-signers to this action. We need 218.

Please try and make this happen, as everyone knows the House voted 343 to 83 to approved the bill H.R. 2950 which has the same language from H.R. 1782 included in it.

Thank you for your support and the writing of these letters.

Ride safe/Ride free.
Bob "M&M" Filchuk
3816 Plainview Road
Charlotte, N.C. 28208
Public Relations Director
Charlotte Chapter
C.B.A./A.B.A.T.E. North Carolina

Any questions on this issue feel free to call me at (704) 393-5504.

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Reprinted from September 21, 1991
USA Today

FROM THE HIP YOU CAN'T DO MUCH OF ANYTHING ANYMORE

For years, most everywhere in the USA, it has been illegal to spit. Now you can smoke hardly anywhere, and it's apparently against the law to remove your raincoat in an adult theater. In one place recently, it was deemed illegal for married couples to have sex with the drapes open.

Talk about the law catching up with you. Has anyone noticed how we've enhanced all those freedoms we crossed oceans and killed Indians to attain?

It is illegal in some places to sell fur, wear a thong bikini, drive with an open beer in your non-steering hand or use certain lanes of the highway when driving alone during rush hour. (Makes no difference that you paid for that asphalt; those lanes are for van pools and other government-supported, conforming goo-goos.)

More recently, the City Council in Hometown, Illinois, banned garage sales. Just like that. What had become one of the underpinnings of the American economy and one of the most politically acceptable mechanisms for the redistribution of wealth was declared against the law just because a couple of people thought yard sales threatened the decorum of the community.

In Marin County, California, birthplace of Banana Republic and where homelessness is considered a treatable disease they are demanding fragrance-free zones. Caught stinking of Eternity, you'll be sent to the showers by the perfume police.

In New York, they're demanding magazines without fragrance samples. Would they prefer another dozen of those drop-out subscription cards? Are they trying to put an end to the joy of taking

those free daubs of White Diamonds and rubbing them on your neighbor's dog?

Already, you can't mix glass with plastic in your trash; put up a basketball hoop or a satellite dish; park on your side of the street tonight; or barbecue on your apartment balcony. You can't drive a motorcycle without a helmet or let your lawn revert to its natural state. But you can't use lawn chemicals to maintain it, either. You can't burn leaves in your driveway or wood in your fireplace. You can't have a pig in your yard or take your chicken on the train.

You can't use leaded gas or get leaded wine. You can't open a head shop, play your boom box on the bus or buy baby ducks at Easter. You can't talk in the movies, go into a mall without shoes on, or eat or drink in the stores. You can't drive on the beach.

Did they tear down the Iron Curtain or just move it? *END*

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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.

FOR SALE - Two 1979 Yamaha's, XS1100 Specials. \$2,000 for both OBO. Call Kraig at 876-5135.

(1-92)

Next time you have something to sell advertise it with us!

FOR SALE - 1984 Shovelhead Lowrider. Stock motor and trans. Frame lowered. Four over narrow glide frontend. Purple paint. Runs great! Ape hangers. Call Jinx, Coos Bay, 267-0172.

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FOR SALE - 3 slates wood pool table. I paid \$200.00 for new blue felt. Will sell for \$500.00. Phone - 285-4329

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FOR SALE - Langlitz Leather Jacket. Size 38-40. Great Condition. \$350.00. '48-54 Reproduction Leather Saddlebags, used. \$250. Call Digger at 206-696-2099

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FOR SALE - 1973 Chevy PU, 3/4 T, 454 cu., AT, AC, PS, PB, Dual Tanks, 2 batteris. Overload suspension. 81,000 miles. Very clean & very solid truck. \$3500 OBO. 1962 PU Camper, 12'. 3 burner stove/oven, icebox, 110v lights, All wood interior. Good shape. Comes with Jacks and tie downs. \$750 OBO. Call 256-2713, Russ. Will sell together for \$4100

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FOR SALE -

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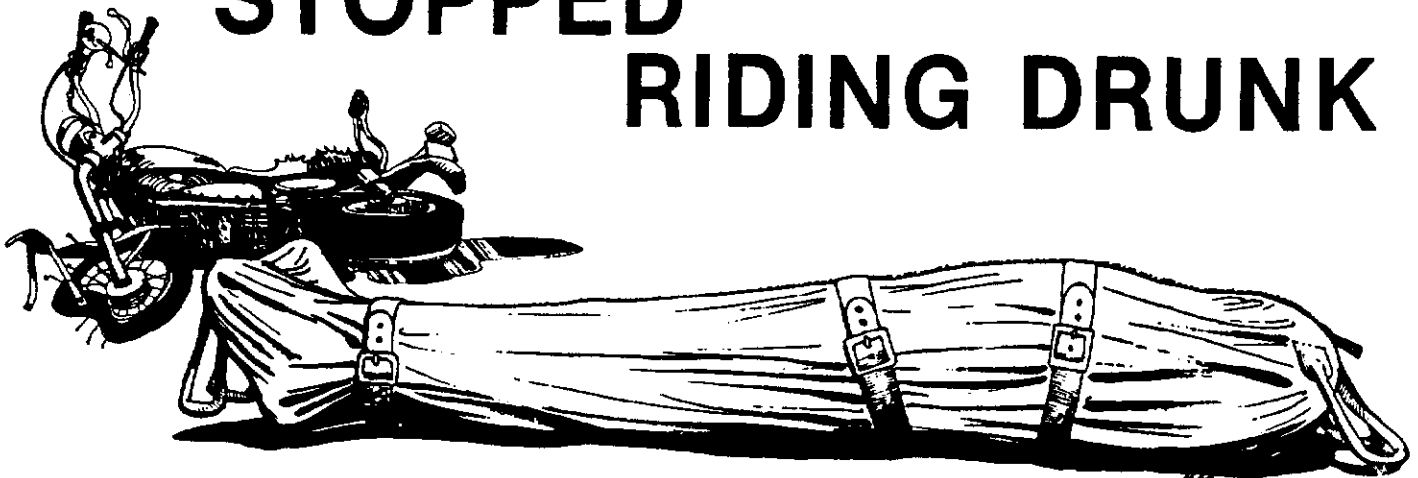
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SOMEBODY

by Bird

(written by Mark Birdsell, a Dukane ABATE Chapter member)

As he reached down to turn the petcock on his gleaming black panhead, Fester couldn't help but smile. Although his sister had always said that someday he'd find somebody to settle down with, he'd never really believed it, until he met Julie. Now, after almost a year he couldn't imagine his life without her, or her little Trina. He smiled again. He'd called the 5 year old "Gertie" since they'd met, and now if he called her anything else, she really gave him hell. Kicking the pan into gear and heading out, Fester felt so good, he laughed out loud.

Simon and Trudy were laughing too. It had been a good day. Their friends Lloyd and Buffy had finally gotten married. Everything had been first class all the way, and although it was almost midnight, the party was still in full swing. There were enough BMW's, Porches' and Mercedes' parked out front to open a dealership. But it was time for them to leave.

As Fester headed out of town, he was thinking about the coming week. He'd started with an old run down gas station and over the last 5 or 6 years, it had become the most popular shop in four counties. This week he would find out if he was going to be given a dealership. Though he rarely spoke without his sister, Sarah, anymore, he knew that she'd be pleased when she found out.

After their parents had been killed by that drunk driver, they'd finished raising themselves and become closer than most siblings. Then she'd met Philip. Once they'd married, Fester had just stayed away. His concern was for Sarah's happiness, Philip's concern was what the neighbors might think and that "awful racket."

As Simon and Trudy approached the highway at the edge of town, they were feeling no pain. Trudy had surprised Simon by doing something she hadn't done since they were in college. If you'd saw them drive by, it would seem that Simon was driving by himself, grinning like a fool.

The only downer in Fester's life was the damned helmet he had to wear now. He'd worked hard to keep the lid law from being passed, but it had anyway. All the people who'd promised support had come up with the same tired line: "Well, I got busy and figured sure that somebody else would..." He'd been furious for days until Julie and Gertie had finally calmed him down. It's always "somebody" he mused.

Simon was so into what Trudy was doing to him, that he almost missed his turn. As he flashed through the stop sign, he had to slam on the brakes and force the car to slide around the turn. In the excitement Trudy bit him a little and he screamed in pain. In the confusion, they didn't even see the flash of the other headlight or hear the thud as they slid through the intersection. Fester never had time to react. There was a screech, the yuppie-mobile was there, then he was floating out over the ditch, kicking away from the pan, watching the trees get bigger and bigger.

The rest of the trip was uneventful for Simon and Trudy. The next morning when they went outside they discovered that "somebody" must have backed into their car in the parking lot at the reception. They were a little upset, but that's why they had insurance, wasn't it?

Late the next afternoon, Fester's body was discovered. The helmet had shattered on impact, slicing deep into his temple and neck. The paramedics said that he'd have survived the broken leg and ribs, if it hadn't been for the helmet. He still might have lived if somebody had found him in the first couple of hours.

Julie and Gertie were the only ones at Fester's funeral. Somebody from the police department was supposed to have the accident report given to the news media to see if maybe somebody had seen something. Somebody else was supposed to notify Sarah. They finally notified Sarah a week later. She cried all day. Privately, Philip thought that society was better off without somebody like Fester in it. Sarah privately thought that Fester would've wanted to go that way. Somebody should set them straight.

**BE SOMEBODY -
DO SOMETHING!!**



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An Article From The ABATE Of Douglas County Chapter

ABATE IS FREEDOM

by Jim Chadwick & Dean Sias

The goal of ABATE is freedom. Whether the freedom is in the first amendment or the tenth, it really doesn't matter. Freedom is freedom within the bounds of civilized behavior. ABATE stands for freedom as epitomized in the Bill Of Rights and Constitution Of The United States Of America. We believe in ideas expressed by our founding fathers. We believe in liberty, justice, freedom, and the God given right of individual choice. In exercising our rights, we have elected to organize and participate in non-alcoholic civic projects for the betterment of our community.

Douglas County leads again, with our alcohol free poker runs. We've had two of them, both quite successful. Both of these runs were approximately 100 miles in length, and covered Douglas County from the north to the south. We have raised in excess of \$100 for Camp Easter Seals/MRF with these runs and have gained a dozen new members, because these alcohol free poker runs are well advertised, and a lot of fun. ABATE literature was welcomed, and displayed; we made new friends and dispelled the 'biker myth' at every stop. Try it. You'll like it, and it's excellent P.R.

We believe as long as there's an ABATE, there will be a constitution. *END*

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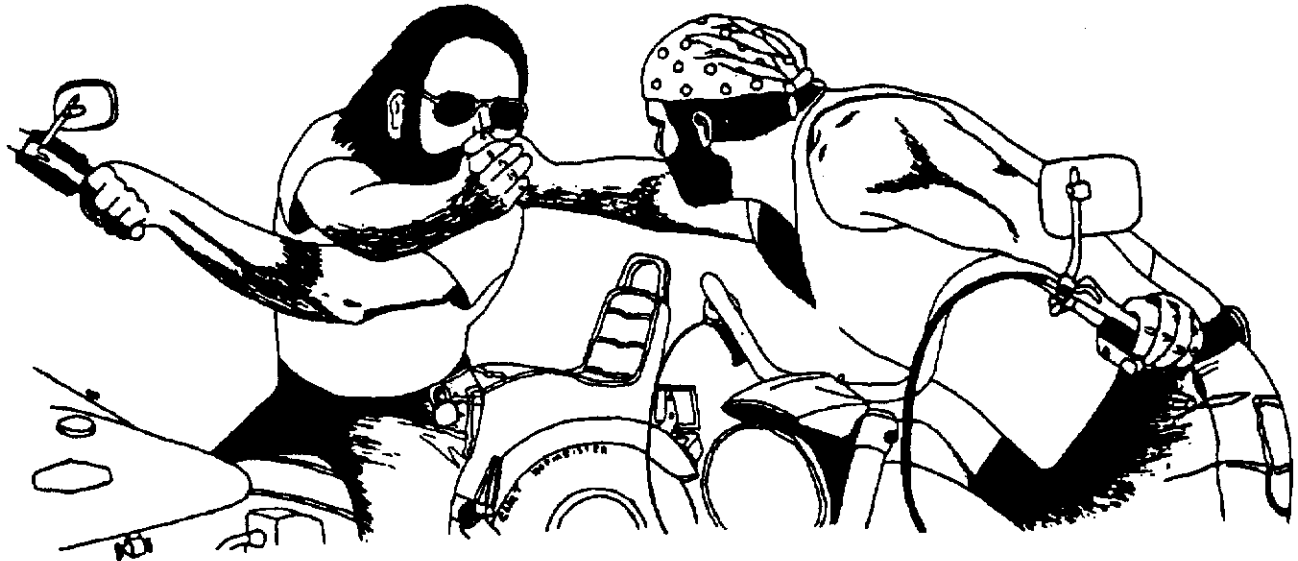
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Brian Stovall, Editor



**WE MUST LEARN TO LIVE, RIDE AND WORK TOGETHER AS BROTHERS AND SISTERS
OR WE SHALL ALL PERISH TOGETHER AS FOOLS!**

NEWSLETTER EDITOR'S SOAPBOX

I haven't written lately because I haven't felt like getting up on my soapbox only to butt heads with apathy once again. As I put together this newsletter, I realize that apathy is alive and well across the United States and not just in our fair state. I hope you take the time to really read some of the articles and instead of saying, "something ought to be done to stop this!" get up and do something to stop it.

In the meantime, I'm asking a question of all of you. **"WHEN DID THE RIDING BUG BITE YOU?"** I would like to get all of you to write me a short story telling us about when the riding bug bit you and what you did to get going in this lifestyle.

I thought it might be fun to share this with each other and maybe

while we're writing about the reasons for choosing this way of life, it might spark that fight inside all of us to get the job done and make those bureaucrats leave us alone once and for all.

Besides, I think there are a lot of good stories out there that all of us would enjoy reading and sharing.

This idea came to me from a September/1990 Newsletter from United Bikers of Maine. I only hope that we can spark a lot more interest than they did.

You don't have to be a writer to tell the story. If you want to, you can just outline your thoughts, send it to me and I'll make it into story form. Give it a try. It really might help get that pilot light lit inside you again.

Ride safe, Donna

HELMET FIGHTERS HANDBOOK

Recently, we received our January 1992 edition of *Easyriders Magazine*. In the magazine was the **HELMET FIGHTERS HANDBOOK** which was compiled by the editors of *Easyriders*. They have invited anyone to use this handbook whatever way works best for us. Since I know not everyone in our organization receives this publication, I will be printing a lot of it's material in this and upcoming newsletters. Please pass the information on to friends and family, but most importantly, **USE IT!!**

HELMET LAW FACTS

- "In the 10 years, 1978 to 1988, motorcycle fatalities per 10,000 motorcycles registered declined 15%. Based on vehicle miles traveled, the rate declined an astonishing 37% from 1980 through 1986. Motorcycling, while having had a disproportionate fatality rate compared to other road users, now has a rate declining more rapidly than any other group." *Motorcycle Safety Foundation (MSF), 1990.*
- Of the top 12 states with the best motorcycle safety records (fatalities per 10,000 registrations), only one has a helmet law. On the other hand, fully half of the dozen states with the worst safety records are helmet law states. *MSF and Motorcycle Industry Council (MIC) data, 1986.*
- Relative to the number of registered motorcycles, states with mandatory helmet laws had 13.2% more accidents and 1.9% more fatalities than free-choice states for the 13-year period of 1977-89. "There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a motorcycle helmet." *Accident and Fatality Statistics analyzed by Dr. A.R. Mackenzie, M.D.*
- A State of Kansas Health And Environment Department report to the National Highway Traffic Safety Administration (NHTSA) stated, "... we have found no evidence that the death rate for motorcycle accidents has increased in Kansas as a result of the repeal of the helmet law. We have also not found any such evidence on a national basis." *Fatal Accident Reporting System, NHTSA.*
- 29.4% of the motorcyclists who died wearing a helmet died of a head injury. 28.9% of the motorcyclists who died without a helmet died of a head injury. *Wisconsin Department of Transportation 1978 Division of Motor Vehicles Study.*
- The national average of motorcycle fatalities per 100 accidents is 2.95. However, states with rider education and no helmet law show the lowest average of only 2.56 deaths, while states with helmet laws but no training have a significantly higher rate of 3.09. From a 1988 *American Motorcyclist Association report.*
- DOT tests helmets by a 6-foot vertical drop, impacting at 13.66 mph. Even at these low impacts, 52% of the helmets tested by DOT since 1974 have failed ... and only ONE helmet has passed since 1984. *DOT Helmet Test Reports, 1974-1990.*
- "Warning: No protective headgear can protect the wearer against all foreseeable impacts. This helmet is not designed to provide neck or lower head protection. This helmet exceeds Federal Standard FMVSS218: Even so, death or severe injury may result from impacts at speeds as low as 15 mph while wearing a helmet." *Label inside new helmet, 1990.*
- According to *Bell Helmets Dealers Guide (1986)*: "... an incorrectly fitted helmet can do more damage than no helmet at all ... and people will usually buy a helmet that fits too loose as it is more comfortable."
- *The American College of Surgeons* declared in 1980 that improper helmet removal from injured persons may cause paralysis.
- In contrast to previous findings, it is concluded that: Motorcycle helmets have no statistically significant effect on probability of fatality, and past a critical impact speed, helmets increase the severity of neck injuries. *Dr. Jonathan Goldstein, Bowdoin College.*
- When applying the law of inertia, the weight of an object becomes awesome. A 4-pound helmet at 50 mph becomes 200 pounds upon impact. (*Newton's Law of Motion.*)
- With the weight factor considered, after a matter of time the helmet can cause discomfort or fatigue ... and fatigue is a leading cause of motor vehicle accidents. *Bikers Against Manslaughter (BAM).*
- Automobile accidents account for 45.5% of head injured patients and are responsible for 37.1% of all fatalities involving head injury. *The Journal Of Trauma, 1989.*
- Motorcycles comprise 2.5% of U.S. vehicles, yet are involved in only 1.1% of the accidents. *National Safety Council "Accidents Facts," 1989.*
- Motorcycle accidents make up only 1/10 of 1% of all medical expenses. *MIC and NHTSA data, 1984.*
- 72% of U.S. motorcyclists already wear a helmet, either by choice or by existing state laws, while automobile drivers use seat belts only 47% of the time. Even with the seat belt laws in effect in 36 states, covering 80% of the population, more than half of all automobile fatalities involve head injury. *Usage data compiled by BAM and the University of North Carolina.*
- "In my view, Mr. President, these compulsory helmet laws, which are forced upon the several states, are a violation of our constitutional liberties ... The widespread opposition to these laws if further indicated by the fact that there were 43 separate court challenges to state and municipal headgear legislation of January 1, 1970. In 31 instances, such legislation was upheld; but in 12 it was declared unconstitutional - by one State supreme court - Illinois; by three appellate courts - Idaho, Arizona, Michigan; and eight trial courts - Colorado, and Michigan. In addition, the attorney general of Oklahoma has issued an opinion that the state's compulsory headgear law is unconstitutional, and the attorney general of New Mexico has determined that a proposed city ordinance would be invalid if it applied to citizens over 18 years of age." *From the Congressional Record, Sept. 4, 1975. Statement of Senator Jesse Helms of North Carolina.*
- Education, not legislation, is the key to safer motorcycling. Not everyone has the ability to ride a motorcycle, and certainly not without proper training. All the safety equipment in the world cannot protect the inept, unskilled rider. *ABATE of California.*
- Wearing a helmet can induce a false sense of security, leading to excessive risk-taking and dangerous riding habits. *Dr. John G.U. Adams, University College, London.*
- The rate of head injuries to non-helmeted riders (24.9% of total fatal and non-fatal injuries by body location) is less than the rate of head injuries for unrestrained auto drivers (39.6%). Moreover, in terms of sheer numbers, there are nearly 100 times more auto fatalities attributed to head injuries than for motorcyclists. *Injury and fatality data compiled by ABATE of Illinois and BAM.*
- "The automobile driver is at fault in more than 70% of all car/motorcycle conflicts." *Second International Congress on Automobile Safety.*
- 45.5% of the motorcyclists involved in accidents had no motorcycle license, 92% had no formal training and more than half had less than six months experience. 62% of the accidents and 50% of the fatalities involved riders between the ages of 17-26. *Hurt Report, Traffic Safety Center of University of Southern California.*
- A helmet cannot prevent an accident. *BAM "Helmet Facts," 1991.*
- A series of scientific studies by engineer D.R. Fisher concluded: helmets increase the temperature of the wearer's head more than three times as much as a wool cap and trap two-thirds of the head's heat without allowing it to dissipate; helmets reduce side vision an average of 41 degrees, representing a 15% impairment to the normal field of vision; sound attenuation represents an impairment in the ability of the rider to perceive or discriminate warning or other useful sounds that will decrease the risk of being involved in an accident. *D.R. Fisher, Engineer.*
- "... when forced to do so, riders would buy the cheapest headgear available, all the while resenting the imposition. With helmet use voluntary, many riders' attitudes would begin to change, and they would take pride and care in helmet ownership." *Motorcycle Product News.*
- Reflecting the economic impact of helmet laws, new motorcycle sales dropped 40% in Nebraska and 35% in Oregon in 1989, the year following their helmet laws. *Motorcycle Dealer News and R.L. Polk, 1990.*



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

ROAD LIST

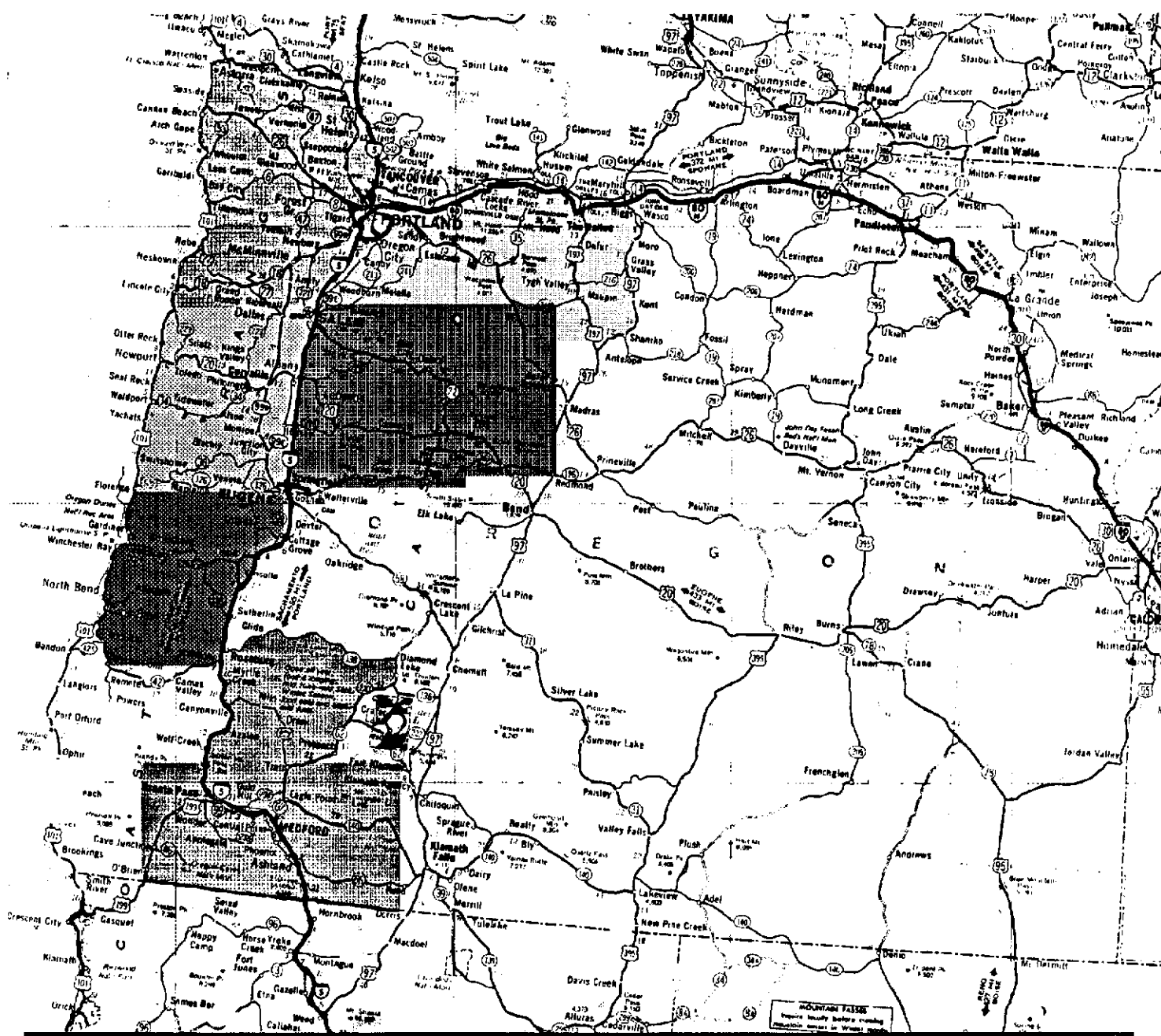
LEGEND

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

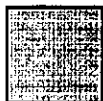
| NAME | PHONE | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|------------------------|--------------|---|---|---|---|---|---|-------|
| Dave | 835-8232 | X | X | | X | | | A |
| Dave - V-Twin Eng. | 648-4103 | | X | X | X | X | | A |
| Debbie T. | 434-5234 | | | | | X | | A |
| Dennis J. | 538-1315 | | X | | X | X | | 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 |
| Bruce & Paula Pulser | 661-3653 | X | X | X | | X | | B |
| Don & Mother | 255-7793 | | X | X | | X | | B |
| Jeff Giddings | 252-9512 | X | X | X | X | X | | B |
| Lloyd & Cheryl Roberts | 298-4985 | X | X | X | X | X | | B |
| Mac McKinster | 284-7035 | X | | X | | X | X | B |
| Marilyn | 788-0492 | | | X | | | | B |
| Mark Wellbam | 283-1103 | | | X | | X | | B |
| Mike | 206-896-0844 | X | | X | | X | X | B |
| 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 | | B |
| The Jackson's | 667-1078 | | | | | X | | B |
| W. Kuhnhausen | 771-0590 | X | | X | | | | B |
| Rich Rau | 265-7628 | X | X | X | X | X | | C |
| The Lechner's | 563-3520 | X | X | X | X | X | | C |
| Perry Miller | 749-2695 | X | X | X | X | X | | C & D |
| The Beck's | 581-3138 | X | X | X | X | X | | C & D |
| Jeff & Crickette | 362-1891 | X | X | X | X | X | | C & D |
| B. Harbaugh | 623-4848 | X | X | X | X | X | | C & D |
| Walt Allegar | 363-4727 | X | X | X | X | X | | C & D |
| Nic & Alice | 769-3368 | X | X | X | X | X | | C & D |
| Mei | 967-7330 | X | X | X | | X | | C & D |
| Alan & Elaine | 664-1026 | X | X | X | | X | | E |
| Allen & Joy | 672-5415 | X | X | X | X | X | | E |
| S. Bukovac | 582-2315 | X | X | | | | | E |
| Renee | 826-9075 | | | | | X | | E |
| The Bennett's | 773-6631 | X | X | X | | X | | E |
| Chris Wehren | 776-9824 | X | X | | | X | | E |
| Mike & Donna | 826-5219 | | | | | X | | E |
| Jerry Morgan | 474-7278 | | X | | | | | E |
| Connie Bounds | 855-7585 | X | X | | | | | E |
| Superior Cycle | 474-6843 | X | X | X | | | | E |
| Frank Newlin | 474-0933 | X | X | X | | | | E |
| Allen & Joy | 672-1415 | X | X | X | X | X | | E |
| Fast Eddy | 673-6120 | X | X | X | X | X | | E |
| Mike & Bev | 459-4732 | X | X | X | X | X | | E |
| Marcie | 459-2365 | X | X | X | | X | | E |
| Don & Becky | 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

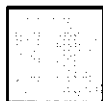
(Map on
reverse side)



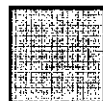
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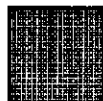
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Location C



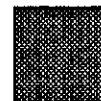
Location D



Location E



Location F



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

List and corresponding legend on reverse side.



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

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 _____ of _____ 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

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

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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CHANGE OF ADDRESS

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

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P.O. Box 4504
Portland, OR 97208

NAME _____

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MEMBERSHIP NUMBER _____

SIGNATURE _____

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Portland, OR 97208

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CRAIG BLAIR
5410 SE PARK ST
MILWAUKIE, OR 97222-



Have a very Merry Christmas,
and remember, a membership with
ABATE would make a nice gift!!

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 | Contact Angie Jensen at 285-4329 for information. |
| 2nd SUNDAY | YAMHILL COUNTY | 3 pm, Cheese's Pizza, Lafayette. |
| 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. |

