

MAY
1988
NEWSLETTER



EDITOR:
VICKY PETERSEN
NE PORTLAND CHAPTER

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

...COORDINATOR'S CORNER...

By the time you get this newsletter, we will be right down to the wire before voting, so we all need to get out there every night and go from door to door passing out literature and talking to people. Go to union meetings, seminars, wherever there is a gathering of people.

Some of us went to a VFW meeting and talked to them. Dave Ruby spoke at the Oregon Liberterian Party Convention this last weekend. We also have a meeting with the Senior Citizens in St. Johns coming up on May 10. We are trying to get up a meeting with the American Association of Retired Persons, and also the Gray Panthers.

The Voters Pamphlets are out now with all of our arguments in it.

At this time, we are buying radio and TV spots with the money Citizens For Freedom of Choice has.

All the lawn signs have been distributed.

We are forming a new chapter of ABATE in the Newberg-McMinnville area.

Be sure to write letters to the editor of your local newspaper, voicing your opinion on freedom of choice.

Keep up the good work!! By all of us working together, I'm confident we WILL defeat Ballot Measure 2!!

See you next month....Rotten Roger

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one (1) week of the meeting. This is your Chapter's monthly communication.

Please send to: State Coordinator, Roger Hendricks
PO Box 4504
Portland, OR 97208.



APRIL 9, 1988 STATE BOARD MEETING MINUTES

The April State Board Meeting was held April 9, 1988 in Creswell.

Roll Call was taken with all chapters present, with 2 voting reps except Salem Chapter which had one.

The minutes of the previous meeting were approved as corrected.

Joy reported \$3,405.07 in checking, \$137.92 in postage fund; and \$52.83 in savings; for a total of \$3,595.82.

Membership started the membership contest at 722 and as of April 1 the total is now 836. SE Portland Chapter was victorious in the membership contest with a net increase of 37 members. A patch will be given to each member of the chapter.

Historian: Peter would like to have more information from the chapters for inclusion in the state history.

Steering Committee:

Ways and Means: Pat Gleason gave the report for Rusty. The Freedom Run bought in \$2,700.00 along with a good amount of media coverage. Citizens For Freedom of Choice needs all monies to be donated as soon as possible.

Trifold: Roger reported that he has 10,000 more coming.

Media: Pat played a tape of the radio commercial. Pat can send the tape to area radio stations when the chapters have arranged for it to air. There are also a limited number of bumper stickers available that were purchased in conjunction with AMA. We need more contacts in Eastern and Central Oregon.

Lawn Signs: The lawn signs are ready and were given out to each chapter at break.

There are extra T-shirts after the Freedom Run so each chapter received 10 with the hopes that they can sell them at \$10.00 each.

We received a certificate from the Condon Rural Fire Department in appreciation of our contribution to their EMT fund.

Barb was not present to give a report on Fossil, but sent the message that everything is on schedule. Roger will check on the tickets.

Announcements were made and the meeting was adjourned.

A MESSAGE FROM YOUR NEWSLETTER EDITOR

We only had 2 chapters without reports this month. Maybe next month we can have a full 12 reports. Congratulations to Yamhill County for becoming a new chapter and your fund-raiser for Melissa (see Yamhill's report on this later). What a great way to start out!!

CHAPTER ADDRESSES AND CONTACT PERSON:

Jackson County Chapter
PO Box 1184
Medford, OR 97501
For info: Frank (THE VOICE) Way, Coordinator
Phone: 664-1475 - Evenings

Klamath Falls Chapter
2521 Link St
Klamath Falls, OR 97601

Lincoln County Chapter
PO Box 665
Newport, OR 97365
For info: Randy Becker, Coordinator
Phone: 563-2398

Mt. Hood Chapter
PO Box 13021
Portland, OR 97218

NE Portland Chapter
PO Box 5792
Portland, OR 97208
For info: Pat Gleason, Coordinator
Phone: 665-7551

SE Portland Chapter
PO Box 06027
Portland, OR 97206

St. Johns Chapter
PO Box 03506
Portland, OR 97203
For info: Barbara Gallaher
Phone: 289-2250

Washington County Chapter
PO Box 1353
Hillsboro, OR 97124
For info: Earl Frank (Scarf)
Phone: 640-5638



Join ABATE, and get involved. Let's
get together in a mass so our voice means
something and has the weight and strength
of numbers.
DON'T PUT IT OFF - THE PEOPLE
WHO ARE MAKING THE LAWS
AREN'T!!!

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

ABATE of Oregon has over 800 members across the state to which newsletters are mailed the first week of every month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

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

BUSINESS CARD SIZE:	\$ 25.00 - 3 months	1/4 PAGE:	\$ 44.00 - 3 months
	\$ 45.00 - 6 months		\$ 80.00 - 6 months
	\$ 75.00 - 12 months		\$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
	\$127.00 - 6 months		\$213.00 - 6 months
	\$200.00 - 12 months		\$333.00 - 12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!! Advertising copy MUST BE SUBMITTED BY THE 15TH OF THE MONTH in order to appear in the following month in the newsletter and MUST BE CAMERA READY. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid, to ABATE of Oregon, Inc., PO Box 4504, Portland, OR 97208. Please make checks payable to ABATE of Oregon, Inc.

This Newsletter is a publication of A.B.A.T.E. of Oregon, Inc., PO Box 4504, Portland, OR 97208. All rights reserved...Portions may be reprinted with attribution.

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

This publication is printed by: Action Printers, Inc.
3747 NE Sandy Blvd
Portland, OR 97232.

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one (1) week of the meeting. This is your Chapter's monthly communication.

Please send to: State Coordinator, Roger Hendricks
PO Box 4504
Portland, OR 97208.

"DEAR MOTHER" COLUMN

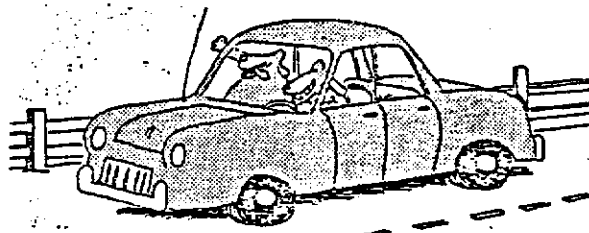


Dear Gran ol' girl:

Yupper, it's me, Syd Sweets, the bad (second bad) dog of the block. Well, I reached the big 3, Friday the 13th. It was gone before I knew it. Lacey, the hot mama next door, tried diggin' a hole under the fence and darned near succeeded getting underneath, 'cept for the fact that she was chained up. Dingo (that sad excuse for a brother) had his coveralls and hard hat on and was busy shovelin' dirt out on his side of the fence all day so she could come on over for fun and games, but Mama came home and caught him and whacked him on his rear end (which happened to be stickin' 3 feet out of the hole) with the shovel, and threw a board and brick over the hole, so, no messin' with Lacey that evening!!

Mama went over next door a few days earlier cuz the hot chick was wrapped around a tree and was chokin' herself and managed to get her loose (the family wasn't home), and believe me, she got loose. Mama chased her for 3 blocks before her and the ol' man caught her. The ol' man told her to hang on to her, while he got the chain unwrapped, but of course mama has a mind (?) of her own and never listens, so Lacey tears down the street with mama in hot pursuit. Finally, the ol' man just walks up to Lace, picks her up, throws her over his shoulder and hauls her home and chains her up. Course she didn't like that one little bit, I can tell you. That is why she was digging around trying to get in our yard where all the fun is.

Anyways, things happened on my birthday that was just so thrilling, I had to write you and let you know. Mama found her stolen truck down off Union avenue stripped of its gas cap, battery, and bad spare tires. O, and they blew the clutch out too. They left the good tires on the truck-there is no lack of intelligence there, I can tell you!! So we all set around and ate bread and drank milk and I got a new squeaky toy, so it was a good birthday. Then a couple of days later, mama walked around the house and I got to go with her and we visited with Lacey's family and I got to rub noses with Lacey and then she wanted to do unspeakable things to me (this IS a family magazine after all) like blow in my ear and kiss me on the cheek so being the gentleman that I am, I snarled and bit at her and went home. Maybe next year. I don't feel so bad about not having fun and games with Lovely Lacey, cuz I can tell you there just ain't no way I'm havin' mama dress me up like she did Bad Dog Dingo just to get a date with her. She can worship me from afar. I went home and told Dingo what she whispered in my ear, which was a BIG mistake, cuz he laid me out flat, after chasing me around the yard for a 1/2 hour, and bit me and got nasty. Jealousy brings the beast out in him, I guess...Well, till next time. Thanks for the tips tho. We was gonna have Jack Daniels and milk bones, but the ol man threatened to cut my n-ts off if I touched his JD he got at Christmas. I tell you, and after all I do for him, like protectin' his motorcycles in the garage and I don't even tinkle on the wheels like Dingo always does. Woops!! I wasn't supposed to squeal on him. O well, while I'm at it, I don't scar up fenders either...I'se got class....Syd the Squid



NEWSLETTER REPORTS



DOUGLAS COUNTY CHAPTER

The last couple of meetings we have signed up new members liked crazy. This always seems to happen right after a membership drive has ended. But, we're not bitching!! We appreciate all the help and support. We need all the members we have and then some.

Our savings account has enough money to sponsor three children to Camp Easter Seals this year. We want to thank everyone for their help with all the fund raisers.

Also, a special thanks to the people who helped paint our highway signs to Vote No on 2. An extra special thanks to Moses and John, who gave us the use of their shop, equipment and paint, besides them. We finished nine of them up Saturday evening and ready to put up Sunday. Thanks!! Everyone remember to VOTE NO ON 2!! Muriel

JACKSON COUNTY CHAPTER

I waited until the 25th and didn't hear from you. You did send me a note tho saying that meetings will be announced in the Chapter Newsletter or call 503-664-1475. That's a start!

KLAMATH FALLS CHAPTER

First, I want to apologize for not getting in a report last month. It was the 25th before I knew it.

GOOD NEWS!! Our run is planned for Willow Lake. We planned to take good care of our guests. The campgrounds are well equipped. Dinner on Saturday, breakfast on Sunday. I can't wait!! \$8 for members and \$10 for non-members. Anyone in the chapter who would like to contribute to the cause in either manpower or would like more information, call Bob Motts, the Coordinator of the run. If we work together, it can be fun for all. Flyers will be out soon. Murge

LANE COUNTY CHAPTER

May is here. We have scheduled a Poker Run for May 15. We want to give special thanks to our chapter artist, Scott, for the fine job done on the trophy plaques and to all those who donated door prizes. We're all looking forward to the State Fossil Run and will see all of you there. Our prayers are with May 17 elections. Ride save and free and party harty at Fossil...Lady Blue-Denise

LINCOLN COUNTY CHAPTER

June 11 we will be having a dance at Moby Dick's in Newport, to raise money for Lincoln County Food Share. The fight against Ballot Measure 2 has limited our communityoriented activities, but we are looking forward to helping provide for the area's hungry. There will be live music by Crossroads, door prizes and as always, a good time.

LINCOLN COUNTY CHAPTER (continued)

Planning has started on our annual Beaver Creek Run, which will be July 16 and 17. A flyer should be located in this newsletter. We hope to have a drier run this year, with live music, games, good food and a fun time.

Newport's Loyalty Days parade was April 30 and our float was a thing of beauty, but the weather could have been better. It rained and hailed as we were waiting in line. We handed out helium-filled balloons with VOTE NO ON 2 them and trifold along the parade route...Vicki

MT. HOOD CHAPTER

Hello again from Mt. Hood. Poker Run #2 coming up June 18, fun, fun, fun, that's all we are planning for. New route, new places, I hope new faces, but our old common regular faces sure make for full aces. Come one, come all and enjoy a day of enjoyment. Starting point is our regular meeting place, T.J.'s Restaurant. We shall have our first run prize there, so don't forget to mark it down on your calendar.

Another tidbit of gossip. We also have ourselves a new Coordinator, name none other than Rod Kemp. We would like to thank Mike Vallee for a good job done. We also have a new Legislative Director, none other than our fireman Fred Butler. We want to welcome both new officers. Looking forward to the big one at Fossil. See you all there!! Angie Beebout and Mt. Hood Chapter

NE PORTLAND CHAPTER

Yoo hoo!!

SALEM CHAPTER

Greetings from Salem Chapter. Salem got those lawn signs at the State Board Meeting on the 9th of April, and we had our meeting 4 days later, and by the time the meeting was over all the signs were gone and people were asking for more. The second batch came in the following Wednesday and were out and about in a couple of days. Along with lawn signs went flyers, a lot of talking, and sore feet. GOOD FOR YOU, SALEM!! The effort is continuing with lots of letter writing and canvassing. We've also been doing things like passing the hat and "match my \$" to raise extra money for the fight we're ALL working so hard on. As is with all of us, the major part of most of our meetings has been spent on ways to get through to the public. Aren't you glad you did something?

It's sure good to see new faces as well as old at our meetings. It's time for Salem to grow and grow we are. The energy level has picked u and new ideas are flowing.

Congratulations, Yamhill County. Good luck on your new chapter. Hope you make it big!! New blood is always a welcome sight, unless it spills, and I know yours won't.

Fox Creek is another project Salem's working on. With your cost of admission...Couples \$25, single \$15, future riders 14-18 \$5, under 14 free. You get Saturday dinner and Sunday breakfast, live music, beverages, games and a chance to see that bro or sister you've missed for the last year!! So, mark August 6 and 7 on your calendar and join Salem Chapter's Fox Creek Run up in Detroit, Oregon. It's a beautiful run up Hwy 22, and when you get to Detroit, you'll have signs and arrows to follow so no one should get lost. Note, I said

SALEM CHAPTER (continued)

SHOULD. Yes, of course there will be a titty contest. Come and help judge, your voice counts, as well as your whistles, and (hopefully) good vision.

So...air out those sleeping bags, shine up the chrome, grab your honey, and be there (or be square).

On May 17, the Chapter is meeting at Gene's Tavern to watch the votes come in. Everyone has done what they can and Salem will band together on that night for mutual support. I hope other chapters are doing the same thing, which I'm sure you are. Keep the faith!

Just one final note, our meeting time has changed to 7 PM instead of 8 PM. Same place "Casey's Pizza" on South Commercial, same day (every 2nd and 4th Wednesday). Hope you'll come and join us. Till next time, ride safe but free...CC

SE PORTLAND CHAPTER

Hello from SE. By the time you read this, we'll know if we'll have to be wearing helmets or not. Hopefully, all of our hard work fighting this law will have paid off and we'll still have our freedom.

Mike Stegmann announced that he will be resigning as Coordinator due to job and personal obligations. He has done a great job, and has put in far more work and time for our chapter than any of us realize. We all owe him a great big THANKS!! At this time a new Coordinator has not been elected, so our Vice-Coordinator, Terry Ritter, will act as Coordinator until that election takes place.

Our drawing for a meeting attending member is still in progress, so be sure to attend a meeting, you may be a winner. You MUST attend the meeting to collect the prize. If you're not there and your name is drawn, this prize money goes up and another member's name is drawn at the next meeting.

Summer Run is approaching fast, so we need to really pull together to make this one the best yet. Come to our next meeting and get all the details on how you can help. See ya on the road....Phil

ST.JOHN'S CHAPTER

Barb says she was too busy organizing Fossil. By the way Barb, did you ever get your head out of the washing machine? How about the dryer?

WASHINGTON COUNTY CHAPTER

When you read this newsletter, Fossil, Washington County Fun Run and the helmet bill will be history. CFFOC became very visible in the last several days prior to the primary. I would like to take this opportunity to thank each and every one who worked so hard to support our cause. Motorcyclists have been on the short end of the stick for too long. When you read an item in the paper or hear some bad reporting that labels you as a bad "biker", pick up your pencil and go to work. Nobody else is going to do it for us. Support your chapter and keep up to date.

WASHINGTON COUNTY CHAPTER (continued)

Washington County chapter has several changes in the schedule starting in the month of June. We will be meeting on the first Tuesday of each month at Sunshine Pizza in Cornelius at 8 PM. We also have a new Ways and Means person. Our run in July is still on track so have your softball team ready to go. For more info, see the flyer in this edition of the newsletter.

Well, that's about it for this month. Ride safe, ride free...Don

YAMHILL COUNTY CHAPTER

Howdy from Yamhill County!! We received our charter at the May 14 State Board Meeting. Our officers are:

Coordinator	Patty Woolridge
Vice-Coordinator	Bill Ash
Secretary	Pat
Treasurer	Pam Prettyman
Membership Secretary	Dean Nelson
Sgt. of Arms	David Nelson
State Reps	Dennis and Judy Jones

The chapter meetings will be the first and third Sundays of the month at 2 PM. Meetings will be held at the Trails End Restaurant and Lounge. If you are in the area, you are welcome to join us and make our chapter stronger.

Our first function was May 15, a benefit for Melissa DeJong of Ballston, a 9 year old with Leukemia. This is being written the day before the benefit, but we are hoping for a great turnout!!

The food and service at the Trail's End is the best to the road weary rider.

To Hank, owner of the Trail's End for helping us with Melissa's benefit and allowing us to hold our meetings in his establishment, THANK YOU. Until next month, ride free...Patty

SALEM CHAPTER COMMENTS

Our election is over!! The votes have been counted! Aren't you glad you took the time to vote? Ride free!! Ride proud!! See you at Fossil!! Marvelous Mel and Sharon

LETTERS TO THE EDITOR

I'd like to make mention of a word that some of our members (meaning all chapters) have forgotten or haven't taken time to remember..."THANKS". I don't think there's one single person within our membership who hasn't done something for the fight against mandatory laws (to include the seat belt effort) and I know the helmet issue is most dear to ALL of us. Even though that "something" to some was minuscule, it may have started a chain of events that had a great impact. Whether it was talking to a friend, bringing up an idea at a meeting, or just putting up a sign or flyer, it was and is important to remember they did make an effort, and it should be recognized as well as appreciated.

LETTERS TO THE EDITOR: (continued)

Don't misunderstand, I'm not trying to take away from the leaps and bounds that were made by the majority of the membership but let's not forget we're all different and our fight against mandatory laws is to protect that difference. No matter how odd they seem, we are all individuals and we all cherish and want to protect that individuality. So thanks to everyone who made an effort, no matter how great or small. Ride safe but free...CC.

REPORT FROM RICK FENNIMORE-SHRINERS HOSPITAL FUND

The following items have been donated for raffle, the entire proceeds of which will be donated to the Shriners Hospital for Crippled Children.

Tickets will be on sale beginning May 19, 1988 with the drawing to be held on June 18 at 1:30 PM on the old Columbia County Court House Plaza in St. Helens. Ticket prices will be \$1.00 each or seven (7) for \$5.00 and may be purchased from Neil and Martha Keogh 283-5686 in NE Portland. You need not be present to win.

A 1/4 carat diamond - estimated value by Leifeld's is \$750 and may be seen at Leifeld's Jewelry Store.

A \$100 gift certificate donated by ABATE of Oregon (North Portland Chapter) also displayed at Leifeld's Jewelry Store.

One weekend (2 days and 2 nights) at the beach with condo provided by Joe Gross (Boise Cascade employee). Winner must make booking arrangements. Must be 18 years or older to win. Estimated value - \$100.

One weekend (2 days and 2 nights) at the beach with condo provided by the Otis Chamberlain family (Otis is also a Boise Cascade employee). Winner must make booking arrangements. This condo will sleep 8. Must be 18 years or older to win. Estimated value - \$200. Try sleeping 8 at a motel on the coast for less than \$200.

One custom made stainless steel boat anchor, donated by employees of Boise Cascade. I'm told this anchor will hold a fairly large boat or one stubborn spouse. Estimated value \$100.

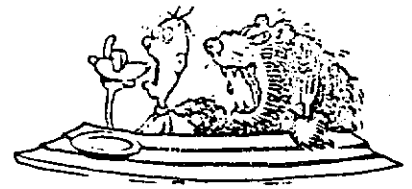
A .22 cal. single shot rifle (used) donated by Veston Anderson. (Boise Cascade employee.) This rifle is being raffled "as is". There is no warranty, expressed or implied. You must be 21 years or older to win this rifle and comply with all firearm requirements.

One case bathroom tissue and one case of paper towels, donated by Concel, Inc. I'm told this is their finest.

Sincerely yours,

Richard W. Fenimore
PO Box 191
St. Helens, OR





"THE PHANTOM BUGGER'S" RECIPE OF THE MONTH

Boy, this is a hot one!! Grab your honey and head for the beach. Take your sleeping bag, tent, some tortilla chips, hot salsa sauce, and the following recipe:

SANGRITA

Enough for 6 servings. Double the recipe and watch the top of your head blow off. It's enuf "ta keel ya!!"

3 cans (12-oz each) spicy-hot vegetable juice
1 cup orange juice
1/2 cup lime juice
6 oz tequila (ta keel ya)
Orange and lime slices for garnish (optional)

In pitcher, combine juices. Pour into 6 ice-filled glasses. Add 1 oz tequila to each glass, stir. Garnish glasses with orange and lime slices.

What the heck, get down and party harty. Sleep it off the next day. Just don't blow holes in the sleeping bag with all that hot sauce (salsa, drinks, and otherwise...if you know what I mean..remember, this is family-oriented!!)

Insurance industry

I agree 100 percent with the opinions expressed by Joe Jackan in the April issue. Motorcycling's three major enemies are politicians, bureaucrats and the insurance lobby. The insurance industry as a whole is our biggest enemy, and is also the wealthiest by a large margin. Between 1984 and '86, the industry received \$414.6 billion from premiums vs. \$62 billion net underwriting losses. Net investment income was \$59 billion vs. \$5.4 billion in losses

(source: A.M. Best Co., Inc.). Plus, they get tax exemptions unavailable to other industries! Despite these advantages, insurance companies forever bleat about how poor they are and demand rate increases every 20 minutes.

Worst of all, since 1944 these companies have been exempt from federal anti-trust laws. They can legally make deals among themselves, set rates and prices, exchange information and do things no other companies are permitted to do. In effect, they are a monopoly. Their tax exemption should be repealed, and they should be placed under anti-trust statutes so they'll be forced to compete. Competition is the best antidote for high prices.

My suggestion: Let's begin acting instead of reacting. We're in a war for survival, and dollars are the ammunition of our enemy. Cut them and they're in trouble. Otherwise, we'll just keep fighting one battle after another. We'll win some, as we did with Danforth, but time is on their side. They'll keep pushing until they succeed. We can't match their money, but we can beat them with politics.

California Rep. Don Edwards (D-San Jose) has introduced House Bill 2727, the "Fairness in Insurance Act of 1987," to do just that. Sen. Howard Metzenbaum (D-Ohio) has introduced

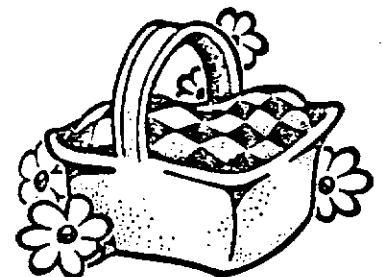
a similar bill, Senate Bill 80. Since this is an election year, we have a fighting chance. Let's work to get these bills passed, and do a favor for ourselves, as well as for every other American.

Louis English
AMA No. 338114
Wilmington, DE

**EVERY MEMBER
COUNTS!**

**EVERY DOLLAR
COUNTS!**

**SIGN UP A FRIEND
TODAY!**





TEAM OREGON COURSES - 1988

June

2-11 MRC (novice), Eugene
5 Experienced, Portland
9-18 MRC (novice), Albany
9-18 MRC (novice), Portland
12 Experienced, Eugene
15-25 MRC (novice), Oregon City
15-25 MRC (novice), Salem
26 Experienced, Salem

Albany.....967-6108
Linn-Benton Community College

Eugene.....726-2252
Lane Community College

July

7-16 MRC (novice), Eugene
7-16 MRC (novice), Portland
14-23 MRC (novice), Salem
17 Experienced, Oregon City
17 Experienced, Eugene
17 Experienced, Albany
20-30 MRC (novice), Oregon City
28-31 MRC (novice), Albany

Oregon City.....657-8400
Clackamas Community College

Portland, Sylvania Campus.....273-2810
Portland Community College

August

4- 6 MRC (novice), Albany
4-13 MRC (novice), Salem-optional
4-13 MRC (novice), Eugene
4-13 MRC (novice), Portland
14 Experienced, Salem
14 Experienced, Eugene
14 Experienced, Portland

Salem.....399-5125
Chemeketa Community College

September

7-17 MRC (novice), Oregon City
8-17 MRC (novice), Eugene
8-17 MRC (novice), Albany
8-17 MRC (novice), Portland
15-24 MRC (novice), Salem
18 Experienced, Oregon City
18 Experienced, Eugene
18 Experienced, Albany

October

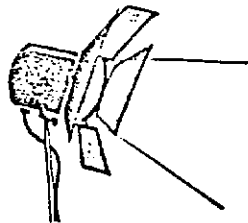
2 Experienced, Portland
5-15 MRC (novice), Oregon City
5-15 MRC (novice), Eugene
6-15 MRC (novice), Portland
16 Experienced, Albany

DATELINE 29 DECEMBER 1986 LOS ANGELES: President Reagan presented the "Voyager" flight team with Presidential medals for their efforts and success in completing the first non-stop round-the-world flight. Pilot Dick Rutan made the following acceptance speech:

"This was done by individual citizens, citizens of this great land. And we did so because we had the freedom to pursue a dream—and that's important. And we should never forget, and those that guard our freedoms, that we should hang onto them very tenaciously.

"And be very careful about some do-gooder that wants, that thinks, that our safety, is more important than our freedom."

Nuff said.



1988 STATE RUN CALENDAR

June 18-19	MT. HOOD CHAPTER	Angie Beebout 254-4518
June 25-26	MUSCULAR DYSTROPHY FREEDOM RUN	Barbara Gallaher 289-2250
July 2-4	LANE COUNTY	Honda Bob 688-8309
July 16-17	LINCOLN COUNTY BEAVER CREEK RUN	Vicki Lechner 563-3520
July 23-24	KLAMATH FALLS	Bob M. 884-9709
July 30-31	JACKSON COUNTY	Frank Way 664-1475
August 6-7	SALEM FOX CREEK RUN	Cindy 585-6518
August 20-21	NE AND SE PORTLAND SUMMER RUN	Trash 287-5031
August 27-28	DOUGLAS COUNTY WINDY CREEK	Joy Hoover 672-5415
September 9-11	ST. JOHNS SILVER CREEK RUN	Barbara Gallaher 289-2250
December 3	PORTLAND TOY RUN - SHRINERS	Mike Hodge 659-9205



CALIFORNIA MOVES ONE STEP CLOSER TO MANDATORY HELMET LAW

WESTERVILLE, OHIO-Motorcyclists in California are now one step closer to being required by law to wear helmets. Assembly Bill 36, sponsored by Assemblyman Richard Floyd (D-Hawthorne), passed the state Senate Transportation Committee today by one vote.

AB-36 had been scheduled to be voted on by the Transportation Committee on March 1, but Floyd's request, the vote was postponed until the 15th. That delay proved crucial because the bill only received the necessary seven votes for passage.

The next step for AB-36 will be before the Senate Appropriations Committee for hearings won the bill's fiscal impact. Action on the bill is not expected until after the state Legislature's Easter recess.

Senators voting in favor of AB-36 were: Marian Bergeson (R-Newport Beach), Leroy Greene (D-Carmichael), Gary Hart (D-Santa Barbara), Quentin Kopp (I-San Francisco), Rebecca Morgan (R-Los Altos), Dan McCorquodale (D-San Jose) and John Seymour (R-Anaheim). Voting against the measure was Senate Transportation Committee Chairman Wadie Deddeh (D-Bonita), James Ellis (R-San Diego) and Newton Russell (R-Glendale). Three senators abstained from voting. They were: Robert Beverly (R-Manhattan Beach), Alan Robbins (D-Van Nuys) and Rose Ann Vuich (D-Dinuba).

Although the AMA encourages all riders to wear helmets, the Association believes it is an adult's right to choose whether to wear an approved helmet.

MARYLAND HELMET BILL DEFEATED

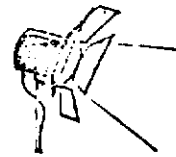
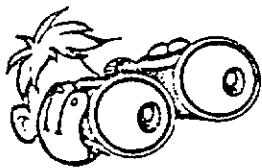
WESTERVILLE, OHIO-As a result of heavy lobbying by the AMA and other concerned motorcycle organizations, adult motorcyclists in Maryland have retained their right to choose whether to wear helmets. House Bill 380 died when it was defeated in the House Judiciary Committee on March 10.

HB-380, sponsored by Rep. Theodore Levin (D-Baltimore), sought to alter current Maryland laws that mandate helmet use only by riders under the age of 18. Had Levin's proposal been successful, all motorcyclists in the state would have been required to wear helmets.

The AMA, working with ABATE of Maryland, were responsible for defeating HB-380. On February 16, representatives of both organizations testified at the committee hearings.

At the hearing, Jim Bensberg, AMA legislative affairs specialist for government relations, raised strong objections to the helmet law proponents' assertion that riders without helmets could be held liable for "contributory negligence" in the event that a motorcycle automobile collision results in head injuries to the rider.

Although the AMA encourages all riders to wear helmets, the Association believes it is an adult's right to choose whether to wear an approved helmet.



WHAT'S HAPPENING OUT THERE?

Boy, this is a hot one!! See letter to Gran from my Number One Son Syd The Squid about finding my stolen truck. To bad somebody didn't find it for me. There was a award in it for you...Now you'll never know what it was....A hint tho...you woulda made it in to Fossil for free...Now don't you wish you woulda searched for it? Roger and I found it ourselves. Somebody told me we two should go into the Repo Business, finding stolen vehicles. We found the truck twice. Another bit of exciting news...I got some new batteries for my tape recorder and I'm going to the next Board Meeting so watch out!! The Phantom Bugger is hot on the trail for some interesting tidbits. You may be the one with your name in lights....



Ed Youngblood

President

Now for the good news

I recently participated in a seminar for motorcycle dealers on ATVs and superbikes, both of which came under federal government attack last year.

While the attacks came from different areas of the government, they shared one common perspective. Both were driven by devastating, distorted information. The Insurance Institute for Highway Safety has tried to sway public opinion with its biased views on high-performance motorcycles. The Consumer Product Safety Commission—or more precisely, one of its fa-

natical commissioners operating independently—did the same to ATVs. To the extent that either message contains any truth at all, it is at best a partial truth from which the positive aspects of the topic were systematically suppressed or ignored.

I was afraid I was going to hear a lot of complaining about how badly the world is treating us motorcyclists and a lot of carping about why someone else should fix the problem.

That's not what happened. The tone was set when one dealer stood up and said that we—meaning the motorcycle industry and community—have a problem and only we can fix it. He felt that we are at fault because we've allowed other people to tell our story, and things will improve only when we begin to tell our own story at least as skillfully as motorcycling's enemies have told theirs.

Other participants agreed. "There's good news here," they said. Motorcycles and ATVs involve risk, but they also provide social and emotional benefits. Sure, performance motorcycles can accelerate, but they also possess chassis stability and braking performance that make motorcycles of a decade ago seem primitive. These and other important points were put forward. Motorcyclists don't snatch purses! To the contrary, they stuff the purses of many major charities.

Everywhere I look in motorcycling today, I see people arriving at the same conclusion. The Japanese manufacturers have put up \$400,000 to finance the new Discover Today's Motorcycling campaign. I'm getting letters from AMA members all over America expressing enthusiastic support. In addition to the good news this campaign will generate for motorcycling, it will raise funds for the Juvenile Diabetes Foundation. — 111 —

Not long after the Discover Today's Motorcycling transcontinental ride is finished, Harley-Davidson will launch a ride to celebrate its 85th anniversary with company executives riding to Milwaukee from every corner of America. Upon arrival in Milwaukee in mid-June, they intend to deliver the largest check ever to the Muscular Dystrophy Association and throw a huge party to celebrate the joys of motorcycling. I'm making my plans to join Vaughn Beals as he comes through Columbus.

Since this is a campaign for all motorcyclists, the company has decided to apply for an AMA sanction. Whatever brand you ride, Harley-Davidson hopes you'll join in raising funds for charity and telling the good news about motorcycling. For more information call (414) 342-4680.

If some of you motorcycle dealers are wondering what you can do on the local level, look into the "Motorcycling is Fun" program developed by the National Motorcycle Retailers Association. You can reach them at (202) 328-1540. It is a kit that will assist you in promoting positive motorcycling events in your community. The AMA was consulted in the development of the program, and suggested many of the organizational techniques frequently used by successful AMA clubs.

Let me emphasize that our voice can achieve the strength it will need only through organization. If you are an AMA member, get your friends to join the AMA. If you are a dealer, join your state association and the National Motorcycle Retailers Association. If you are an aftermarket manufacturer or distributor, join the Motorcycle Industry Council, by calling (714) 241-9251, and the AMA corporate membership program.

Get organized and get out the good news.

Back on road, an hour of freedom

By BARBARA T. ROESSNER

MOTORCYCLES HOLD a potent romantic allure for me. My high school boyfriend had one, a Triumph, 500-cc, purple gas tank. In the years I have known my husband, he has had many. He wooed me with one in particular, a Suzuki, 750-cc, black with a regal blue stripe on the tank. Some women save letters or poems or shriveled bridal bouquets as mementos of love's exuberance. I keep a snapshot of a machine named Blackie.

Blackie was sold a long time ago and replaced with a newer, sleeker model (white with a royal blue stripe), which was sold off for a down payment on our house. For several years thereafter, we lived sans motorcycle. Blackie's would-be successors were summarily sacrificed to a mortgage, a roof, a dishwasher and a baby. That was not an unromantic time, although it was a decidedly responsible one. We often wondered whether our biking days were gone for good, done in by debts and diapers.

But now interest rates are down, the baby is a toilet-trained toddler, and we have a new bike, red and white.

My husband rides it regularly. I am afraid to. Even he — despite having argued so often and so vociferously that if the riders wear protective clothing and helmets and the operator is experienced and defensive, motorcycles are safe — is apprehensive about taking me on as a passenger.

Since the mercury began spiking into the 70s and above, the obituary page once again is peppered with short items about motorcycle accidents that proved fatal to the riders.

We — I especially — are haunted by the image of our orphaned child attending his parents' double funeral. The relatives and friends and co-workers are shocked by the selfishness of the deceased, the immaturity, the gross irresponsibility, the reckless pursuit of some elusive adolescent escapism. The child is left to wonder why his parents forsook him for their own private remake of "The Wild One."

But I am haunted by another image as well, that of a staid

Barbara Roessner is a columnist for The Hartford (Conn.) Courant.

and boring and woefully married couple, a staid and boring and woefully married life. Two sober and conscientious parents, their child securely tucked into bed, staring blankly at a flickering television screen — and only occasionally at each other. Everything tranquil and safe, ordered and risk-free.

No fun, no freedom, no romance.

No motorcycle.

In both scenarios, I have concluded that the child loses. Although in the latter his loss may be more subtle, it seems to me that when parents, for the sake of their children, sacrifice the special things that bind them together as a couple, they may well sacrifice the very reason they begot the children in the first place. What is the point of that? Will the children benefit from parents who are alive, yet lifeless? And how long can a lifeless marriage last?

So, in my mind, it comes down to a virtual toss-up. And that is why, on a recent Saturday, when the air turned heavy and hot — tropical by New England standards — and the child slept and the baby sitter switched on the VCR and we stepped out into the dusk, the red-and-white bike beckoned and we succumbed.

At first, I was stiffened by the prospect of danger. We seemed so small and vulnerable, racing down the interstate amid the tractor-trailers. I began calculating the odds of survival, hoping that fate would be kind. But my fear was quickly eclipsed by the old, familiar feel of the wind and the whir and the delicious sense that I — we — were in a world apart.

The sun set behind us, illuminating the city skyline with a hazy, reddish glow. There was no opportunity for conversation. Motorcycle riding is a form of forced meditation. And the communion between operator and passenger is mercifully non-verbal. There can be no bickering over who neglected to empty the trash, no semantic go-round over who offended whom first and how and why.

We both felt young and free and, for that small window of time, deliriously undomesticated.

A few hours later, we returned to the homestead — all limbs intact, thank goodness — feeling a bit guilty perhaps, but happier, and closer, too.

And for that, the sleeping child was all the more safe.

© 1987, The Hartford Courant

Doctor debunks helmet safety myth

Finds accident rates much higher in states with lid laws

A study by Dr. Alexander R. Mackenzie, past president of the Motorcycling Doctors Association, statistically proves that mandatory helmet laws do not significantly lower motorcycle fatality rates and do dramatically increase the rate of motorcycle accidents. In fact, the noted doctor states, "Society probably incurs a greater financial bur-

den by compelling motorcyclists to wear a helmet" than it does paying for the medical care of those who don't wear one. Dr. Mackenzie also notes that between 1966 and 1976 virtually every state in the union except California had been balked by the federal government into passing some sort of mandatory lid law. In May 1976, however,

President Gerald Ford signed a bill making it illegal for the Dept. of Transportation to withhold highway safety grants from states without bucket requirements. Since that time about 30 states have repealed their mandatory helmet laws.

"In view of the dire predictions of what would happen to motorcyclists if they rode without helmets, it is of interest,"

Mackenzie says, "to measure the effects of the change."

And the effects are startling. A five-year (1977-1982) comparison between helmet states and non-helmet states shows that there were 35,562 accidents and 880 fatalities per million-motorcycles-registered in the helmet-law states and 30,727 accidents and 887 fatalities per million registra-

tions in the free states. That means your chance of having an accident is 15.74 greater in a helmet law state and your chance of having a fatal accident is only 0.8 percent less.

"Expressed another way," Mackenzie says, "each additional death in the repeal states is balanced against 691 additional accidents in the mandatory helmet states."

MOTORCYCLE REGISTRATIONS, ACCIDENTS AND FATALITIES IN THE U.S.A. JAN 1, 1977 to Dec. 31, 1983.

	REGISTRATIONS	ACCIDENTS	FATALITIES
Helmet States	13,619,393	484,559	12,004
Repeal States	22,574,544	684,343	19,556

(Excludes year when a state changed the law part way through the year.)

ACCIDENTS AND FATALITIES PER MILLION REGISTRATIONS

	ACCIDENTS	FATALITIES
Helmet States	35,579	881
Repeal States	30,315	866

Data provided by the States' Departments of Transportation and published by the Motorcycle Safety Foundation.

Data presented by: Alexander Randal Mackenzie, M.B., Ch.B., Ch.M., M.D., F.A.C.S.

Diplomate, American Board of Urology

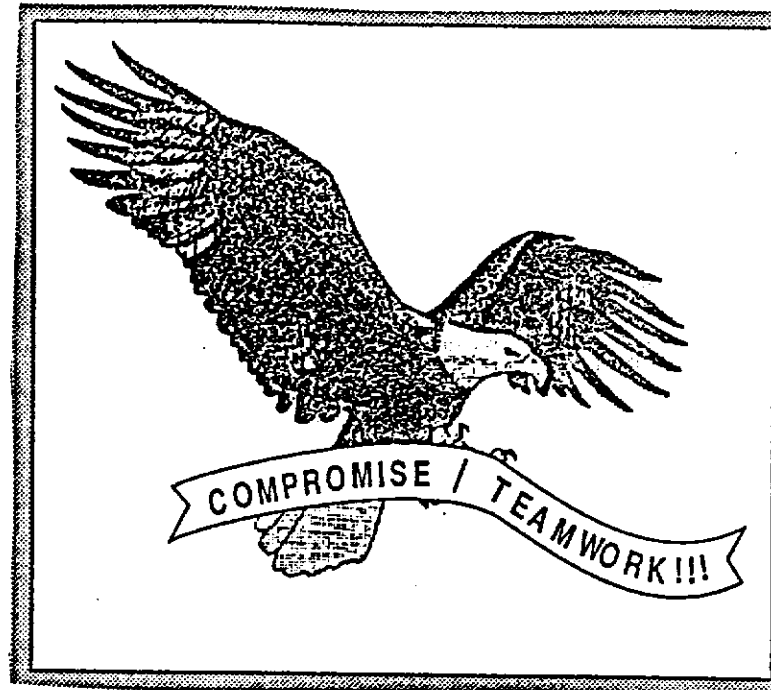
Founder and First President. Motorcycling Doctors Association.

Skills Test

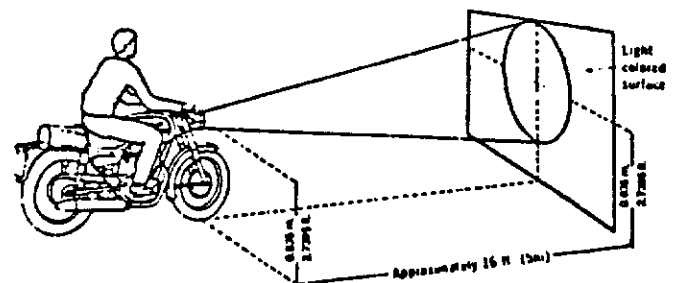
Taken from Motorcycle Safety Foundation

1. Cold tablets and allergy pills can affect the way you handle your cycle.
 - ☐ a. True
 - ☐ b. False
2. On a trip, you should plan to ride 400 to 500 miles a day.
 - ☐ a. True
 - ☐ b. False
3. Slow down before reaching *all* road hazards and obstacles.
 - ☐ a. True
 - ☐ b. False
4. Accelerate through a puddle or oil slick to increase your control.
 - ☐ a. True
 - ☐ b. False
5. When riding a motorcycle over loose gravel or sand, you should:
 - ☐ a. Avoid sudden or quick movements
 - ☐ b. Increase speed
 - ☐ c. Turn sharply for better control
 - ☐ d. Apply front brake only
6. Passengers may be carried either in front or the rear of the operator.
 - ☐ a. True
 - ☐ b. False
7. If you carry a passenger:
 - ☐ a. The passenger should give the hand signals
 - ☐ b. The extra weight makes stopping easier
 - ☐ c. The motorcycle will be more difficult to control at lower speeds
 - ☐ d. You cannot ride on a freeway
8. When riding on a slippery surface, you should:
 - ☐ a. Slow down
 - ☐ b. Use brakes carefully
 - ☐ c. Avoid sudden or quick movements
 - ☐ d. All of the above
9. A passenger should be informed that he or she must:
 - ☐ a. Place hands on the driver's hips
 - ☐ b. Keep feet on the footpegs at all times
 - ☐ c. Sit in line with the operator at all times
 - ☐ d. All of the above
10. Wet, painted lines on a roadway are:
 - ☐ a. Less slippery than when dry
 - ☐ b. More slippery than when dry
 - ☐ c. The same as when dry
 - ☐ d. Less slippery than the surrounding pavement
11. When riding on a wet slippery pavement, you should lock:
 - ☐ a. Both brakes to stop
 - ☐ b. Your front brake to stop
 - ☐ c. Your rear brake to stop
 - ☐ d. Neither brake

Answers: P-11 '9-01 'P-6 'P-8 'D-1 'C-9 '9-9 '4-5 '3-8 '3-8 '1-1

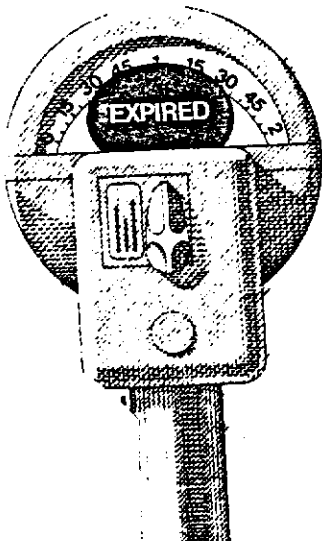


HEADLAMP ALIGNMENT



It is advisable to check periodically the alignment of the headlight as follows:

- Place the motorcycle at a distance of 5 meters (16.404') from a bright wall
- Make sure that the ground be even and that the optic axis of the headlamp be perpendicular to the wall
- The motorcycle with its rider must rest on the wheels, not on the central stand
- Trace a cross in the intersections between the optic axis and the wall, that is at a height of 0.835 meter (2.7395') from the ground
- When the depthlight is lighted up, the cross must be in the center of the circular light beam hitting the wall
- To rectify, in case, the alignment of the headlamp, operate by means of the two screws fixing the headlamp on the front fork



Checked
your
membership
lately?
Maybe it's
time for
your
renewal

Motorcycle safety gets federal priority

It's not the sort of dramatic victory that makes front page news, but the cause of motorcycle safety quietly took a giant step forward in April.

That progress came when the National Highway Traffic Safety Administration (NHTSA) reinstated motorcycle safety programs to its list of national priority areas for federal funding. The NHTSA ruling will make it much easier for state and local officials to receive funding for motorcycle safety programs under the State and Community Highway Safety Grant Program, also known as "Section 402" funding.

By itself, the change in status accomplishes nothing, but it could make a critical difference in establishing and expanding motorcycle safety programs across the country, since state and local leaders now know that the federal government is ready to help pay for those programs. In the past, officials were required to demonstrate that motorcycle safety programs were more effective than other highway safety measures before the federal government would fund such efforts.

Motorcycle safety had been one of the NHTSA's national priorities until 1982, but in that year the agency's focus shifted to automobile safety. Over the past year, the AMA's Government Relations Department, the Motorcycle Safety Foundation and other motorcycle-industry groups have led the fight to get motorcycle programs back on the priority list.

Ironically, that campaign got a big boost from a series of events that originally posed a serious danger to motorcyclists.

When Sen. John Danforth (R-Missouri) introduced his Motorcycle Safety Act of 1987, motorcyclists became concerned about provisions that could have resulted in limits or an outright ban on sport motorcycles. In conversations with the AMA, Danforth eventually agreed to stop pursuing that bill and support a comprehensive approach to motorcycle safety. As a large part of that effort, Danforth sent a letter to the Department of Transportation urging officials to include motorcycle programs on the priority funding list.

Danforth's support came just a few weeks after Jim Bensberg, AMA legis-

lative affairs specialist for government relations, testified before the NHTSA on the issue. During its comment period, the agency received some 300 written comments plus oral testimony from 80 participants and from officials representing 41 states. The thrust of those remarks was to include five specific areas of motorcycle safety programs on the priority list. Those five are: increased rider education; uniform licensing standards; alcohol awareness; improved accident data collection methods; and motorist awareness campaigns.

"Inclusion on the priority list makes all the difference in the world," said Rob Razor, AMA vice president of government relations. "Over the past five years, we've watched motorcycle safety programs dry up due to a lack of funding. Now we can get things rolling again."

Danforth told American Motorcyclist: "I am very pleased that the Secretary of Transportation has decided to

make local motorcycle safety programs a priority for federal funding. Federal grants could be used to promote driver awareness of motorcyclists and to post signs on streets and highways to warn of hidden hazards to motorcyclists. Efforts such as these can help reduce motorcycle accidents, injuries and deaths."

This action by the NHTSA adds motorcycle safety to the list of six national priority program areas established in 1982: occupant protection; alcohol countermeasures; police traffic services; emergency medical services; traffic records and safety construction; and operational improvements.

The agency said its action "is based on a finding that motorcycle safety is an area of national concern, and that countermeasures exist in this area which have proven to be effective."

The important point for motorcyclists to remember, however, is that inclusion on the priority list doesn't guarantee action at the state and local level to help motorcyclists—it just makes the process easier. Now it's up to all of us to push for safety programs that will help make the roads safer for motorcyclists.

In other words, this isn't the end of our work—it's just the beginning. If you'd like to get involved in your state, contact the AMA's Government Relations Department at P.O. Box 6114, Westerville, OH 43081-6114, for more details.

States review helmet law legislation

Helmet laws—pro and con—form the basis for some of the most lively discussions between motorcyclists today. But while such differences make for interesting philosophical debates among riders, legislators across the country are the ones who end up deciding this issue for all of us.

Right now, for instance, 19 state legislatures are considering bills that could affect the rights of motorcyclists in the area of helmet use.

As this issue goes to press, seven states have legislation under consideration that would mandate helmet use for all riders. Those states—California, Oregon, Hawaii, Illinois, Ohio, Utah and Wisconsin—are the places where this philosophical discussion will come down to concrete reality.

That process is already complete in Nebraska, where a mandatory helmet law for all motorcyclists will go into effect next January 1. Nebraska, which had been one of five states that had no mandatory helmet provisions at all, will require helmet use under a bill signed

into law on February 19 by Gov. Kay Orr.

Meanwhile, California's proposed mandatory helmet use law, known as Assembly Bill 36, sponsored by Assemblyman Richard Floyd (D-Hawthorne), recently took another step toward passage. It was approved by the state's Senate Transportation Committee and is scheduled to go before the Senate Appropriations Committee for hearings on the bill's fiscal impact. Currently, California requires helmet use only among motorcycle passengers under the age of 15½. Since California has more riders than any other state, this bill could have the greatest effect of any under consideration this year.

In Oregon, a proposal to require helmet use by all motorcyclists will go before the voting public in a referendum as part of that state's May 17 primary election. Various pro-helmet interest groups in North Dakota will be monitoring the situation in Oregon closely, since they are circulating petitions in an attempt to have a similar

referendum placed on that state's November presidential ballot.

In terms of the number of helmet bills before legislators, Hawaii leads the way. Lawmakers in that state are considering several approaches, including a standard mandatory helmet bill, a plan that would require only passengers to wear helmets, another measure that would mandate helmet use for anyone riding a motorcycle that has military markings or stickers, and a proposal to require reflective clothing for motorcyclists.

Passage of any of those bills would add one more state to the 20 (counting Nebraska) that require helmet use for all motorcyclists: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Massachusetts, Michigan, Mississippi, Missouri, Nevada, New Jersey, New York, North Carolina, Pennsylvania, Tennessee, Vermont, Virginia and West Virginia.

In addition, 20 other states require helmet use only for riders under the age of 18: Arizona, Hawaii, Idaho, Indiana, Kansas, Maryland, Minnesota, Montana, New Hampshire, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin and Wyoming.

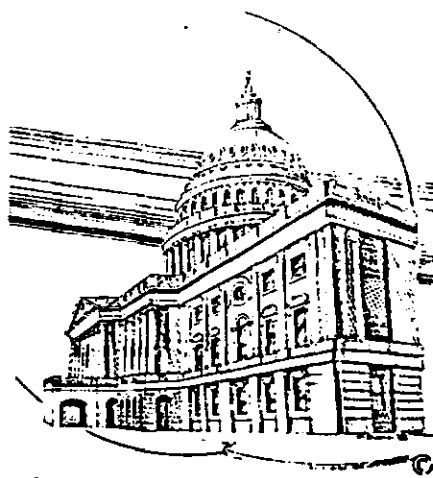
Five other states—Alaska, Delaware, Rhode Island, South Carolina and Maine—have differing stipulations in their helmet laws. Alaska and Delaware require helmets for riders under the age of 19, while in South Carolina the cut-off age is 21. In Rhode Island, helmet use is mandatory for passengers, while in Maine, helmets are required equipment for passengers under the age of 15, riders with a learner's permit, or those with less than one full year of driving time.

And four states—Colorado, Connecticut, Illinois and Iowa—continue without any helmet laws.

On the other hand, the number of states requiring helmets for some or all riders could actually go down this year as a result of legislation introduced in Florida, Georgia, New York, Pennsylvania, Massachusetts and Rhode Island.

The first four of those states are weighing legislation that would remove the helmet requirement for adult motorcyclists and retain it for riders under the age of 21. In Massachusetts, the adult helmet law would be replaced by a helmet requirement for riders under the age of 18. And Rhode Island is considering a plan to eliminate its passenger helmet law entirely.

So, while the philosophical debate over helmet laws continues among motorcyclists, the concrete process of passing and repealing such laws continues. And since these laws affect all motorcyclists, we recommend you get involved in the debate. **AL**



Government Briefs

Misleading sign—In the April issue of this magazine, we noted that the Insurance Institute for Highway Safety (IIHS) was claiming that the 65-mph speed limit had been responsible for a dramatic increase in highway fatality rates. That claim was based on incomplete accident data for 1987 that the IIHS said clearly showed an increase in highway deaths for the months from May through July. We were skeptical at the time, and it appears that skepticism was justified. Secretary of Transportation Jim Burnley recently announced that for all of 1987, the traffic fatality rate was the lowest in the nation's history. Burnley's analysis shows a 1987 fatality rate of 2.4 for every 100 million passenger miles traveled, down from 1986's rate of 2.5 per 100 million miles. That figure represents a decline of more than 25 percent from the 1980 rate of 3.3 deaths per 100 million miles.

Downward skid—Injury rates related to ATV use declined by almost one-third from 1985 to 1987 and are projected to go down a total of 56 percent by 1992, according to figures recently released by the Consumer Product Safety Commission (CPSC). The commission's report indicates that while the number of ATVs in use rose from 1.9 million in '85 to 2.5 million last year, the number of injuries declined from 86,000 to 77,000. As a result, the rate of injuries per ATV was down 31 percent. The CPSC has projected that by 1992, 2.8 million ATVs will be in use, while injuries will fall to 55,000. At a time when negative stories about ATVs seem to be big news, those positive statistics were compiled and released by the CPSC with little fanfare.

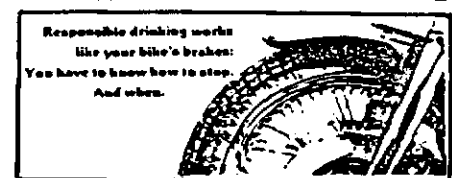
Washington rider courses—The state of Washington recently updated its course under the terms of House Bill 1660, sponsored by Rep. Ron Meyers (D-Gig Harbor). Funds for the program will be collected through a \$1 increase

in motorcycle license exam and license renewal fees. It's hoped that the account will collect more than \$600,000 in its first two years. That money will be used to offer a two-day, 16-hour course for novices and a one-day, eight-hour experienced rider course at 29 training sites in the state. The course will be required for riders under the age of 18, and available on a voluntary basis to anyone else. Riders interested in the course should call (800) 962-9010 for more information.

On the beaten path—A bill before the Massachusetts Legislature could have serious consequences for off-road riders. Senate Bill 1052, sponsored by Sen. Robert Wetmore (D-Barre), would require that all off-road vehicles be covered by insurance (virtually impossible to obtain); impose a \$200 annual registration fee for all ORVs; and require ORVs to display a six-inch license plate on both the front and rear of the vehicle. AMA members Jim Slade and Mark Bettencourt first alerted the Association about the bill, which was submitted at the request of a constituent of Sen. Wetmore. The bill was given an "adverse report" by the Joint Public Safety Committee, and the Senate accepted the report, thereby all but assuring the bill's demise.

Parking problem—Dr. John Bingham, assistant director of the School of Music at the University of Illinois in Champaign-Urbana, spent two years on a waiting list before he was able to rent a parking spot in the school's underground parking garage. Then, the first time he parked his totally stock motorcycle in the spot, he got a ticket. Why? University officials informed him that motorcycles were refused access to the underground parking area because of "noise and safety problems." Jim Bensberg, AMA legislative affairs specialist for government relations, has contacted Paul Doebel, associate vice chancellor for administrative affairs at U. of I., urging him to reverse the unwarranted prohibition, but so far no action has been taken. Bingham says he will continue to try to derail this strange policy against motorcycles.

Happy trails—The New York State Trail Council has recently published "Trails Across New York," a comprehensive map and information list on various types of trails in the state, including those for off-road vehicles. The publication is free for the asking. For your copy, write to FLTC Service Center, P.O. Box 18048, Rochester, NY 14618-0048. **AL**



KNOW YOUR RIGHTS



"WE MAKE HOUSE CALLS"

SPECIALIZING IN

- ★ MOTORCYCLE
- CAR
- SLIP-FALL



FREE LEGAL CONSULTATION

LAW OFFICES OF

Richard M. Lester

A LAW CORPORATION

**TOLL FREE
24 HOURS**

NATIONWIDE

(800) 531-2424

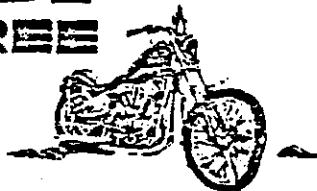
NO RECOVERY = NO FEE, NO COST

AFFILIATED OFFICES THROUGHOUT THE PACIFIC NORTHWEST

"ATTORNEYS WHO RIDE"

Aid to Injured Motorcyclists

**RIDE
FREE**



**RIDE
PROTECTED**



Join more than 80,000 other bikers
and ride anywhere in North America
protected with an **A.I.M.** identification card.
This totally **FREE** program provides the
following 10 services:

1. Lifetime membership I.D. card.
2. Hot line for all emergency medical personnel.
3. Emergency accident notification.
4. Motorcycle accident attorneys.
5. Immediate investigation.
6. Road hazard and consumer protection.
7. Volunteer help in emergencies.
8. Legal Information Newsletter.
9. Nationwide attorney referral services.
10. Legislative protection.

"BIKERS HELPING BIKERS"

Aid to Injured Motorcyclists Cut Here Send my **FREE** lifetime National Emergency Identification card to:



(PLEASE PRINT) NAME

PHONE

ADDRESS

CITY

STATE

ZIP

Please send to: **Aid to Injured Motorcyclists • 15910 Ventura Blvd., Suite 1712 • Encino, CA 91436-9942**

Also send me free information:

(Please Check Box)

- ☐ Immediate accident investigation
- ☐ A.I.M. volunteer program
- ☐ A.I.M. representative
- ☐ Immediate accident investigation
- ☐ Display box for groups & shops
- ☐ Emergency Roadside service

***Call for additional information for family — TOLL FREE (800) 531-2424**

EAGLE EYES WATCH OVER BIKERS



NATIONWIDE LEGAL SERVICES

MOTORCYCLE/AUTO ACCIDENTS

PERSONAL INJURY/INSURANCE CLAIMS

• Free Consultation

• No Fee if no recovery

• Over 100 affiliated offices throughout the U.S.

"The Legal Eagle"

RUSS BROWN-1-800-4-BIKERS

A LAW CORPORATION

Join BIKERS AGAINST MANSLAUGHTER for these free services:

• 24-Hour Emergency I.D. Card Registration

• Emergency Roadside Service

• Blood Program and more

• For Information, Call

24 HOURS • TOLL FREE • NATIONWIDE

(1-800-424-5377) EMERGENCY HOTLINE

1-800-4-BAM-AID



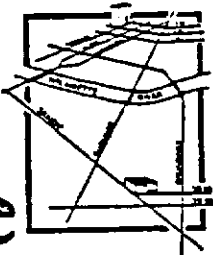
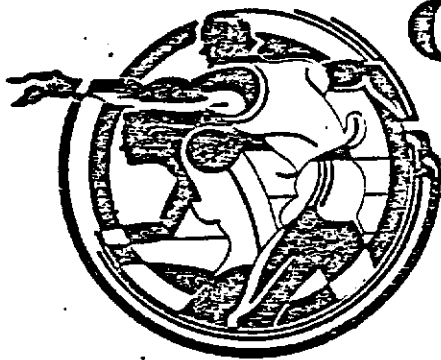
Guaranteed Performance Sells Our Customers!

- Commercial printing—letterheads, envelopes, business cards, business forms, brochures, flyers, mailers (single and multiple colors)
- Duplicating/copying—manuals, catalogs, spec. sheets, price lists, briefs, prospectus, forms (Xerox)

You, too, can enjoy the benefits of our "ACTION PAC" of guarantees, a custom tailored package of values.

- Negotiable deadlines . . . when you want them . . . Guaranteed!
- Consistently good, throughout the job, over time . . . Guaranteed!
- A watchful eye on the job to insure accuracy, always . . . Guaranteed!
- Technicians who will work with you to find the most practical way to do the job . . . Guaranteed!

**Count
on
top
performance**



ACTION PRINTERS, Inc.

- 3747 N.E. Sandy Blvd. • Portland, OR 97232 • 287-8321
- 1222 S.W. Morrison • Portland, OR 97205 • 222-4913

"which means fast starts, fast finishes and smooth running in between. Plus a team committed to customer support."

Where "ACTION speaks louder than words"

ABATE OF OREGON'S MEMBERSHIP CLASSIFIED

- FOR SALE: 82 FXR Harley. Five speed. 1340 cc. 18,000 miles. \$4,200.00 Call Dan in Portland 254-5443 (6-88)
- FOR SALE: 79 Yamaha XT 500 dirt bike (trick) runs excellent. New tires, top end. \$600.00 OBO. Firewood? Building material? If you need it, I've got it. 30 x 50 building, 80 years old, Store, first floor, frame. Free. Call Barb. St. Johns 289-2250 (6-88)
- FOR SALE: Harley Davidson Trike "45", \$2,500.00. Phone 265-5669. Ask for Jim (6-88)
- FOR SALE: Spare sporty parts: Tank, rear and front fender. 1978 Toyota Land Crusier, 4x4, 26,000 miles, rebuilt \$4,995 or possible trade. Call Doctor Bob -390-4334 (6-88)
- FOR SALE: 66 Chev pickup, 6 cyl, 4 sp (granny gear), short wide box, no dents, \$750. 1976 AMC Hornet, 6 cyl, 3 sp (stick), runs good, low mileage, \$400. 351 Ford engine (Winsor) \$150.00 Virginia Dragoon 44 mag., 7½" barrel, western gun belt/ holster (black) \$200. Call Rich or Sister Sue 362-0030 (6-88)
- FOR SALE: 1974 750 cc Honda '78 rebuilt motor, new paint, new tires, extended front end. \$700.00 Call 942-2720 (9-88)
- FOR SALE: Looking for set of cases for 1972 Sportster, NOT much money. Call Sportster Joe 581-2725, Salem. (9-88)
- WANTED: Frame for BSA preunit single; prefer B31 or B33 model. Year and condition unimporant. Must have title. Also want Parts or complete engine for Matchless 250 lightweight single, model G-2, G2-5 or CSR. Need cylinder barrel, con rod, oil pump plunger and rear wheel final drive sprocket. Call Vernon Wade (503-386-6579) anytime. (6-88)
- WANTED: Good custom oil bag for a '63 Triumph 650 also anyone who is a better wrench than me. Call Dave 371-8252 anytime (6-88)
- FREE: Pit Bulls, female, six weeks. Call 942-3131. (9-88)

STATE WAYS AND MEANS

State Ways and Means Officer
Barbara Gallaher
PO Box 4504
Portland, OR 97208

K Falls Chapter (continued)
2521 Link Street
Klamath Falls, OR 97601

(I would like to hear from chapters
interested in State T'Shirts with
Chapter logo on back - Barb)

Chapter Rockers	\$ 2.75
ABATE Eagle Pins	\$ 5.00
Chapter Officer Rockers	\$ 2.75
Fossil Pins	\$ 1.50
10th Aniv. Pins-sale	\$ 1.00
Year Bars '83-86'	\$ 1.00
Orders of 10 or more	\$.55
Indian Creek Rockers	\$ 2.75

ABATE pewter belt buckle,	
Freedom of the Road	\$15.00
ABATE leather belt, silver	
goncho	\$15.00
ABATE uplifted wing hat	
ABATE glass beer mug, 5	
color	\$ 5.00
Helmet laws suck stickers,	
small	\$.50
Helmet laws still suck	
stickers, small	\$.50
Let those who ride decide	
stickers, small	\$ 1.00

Lincoln County Chapter
Rick Vester
SRS Box 5XA
Depoe Bay, OR 97341

Washington County Chapter
Cindy

T-s Beaver Creek	\$ 8.00
T-s Lincoln County	\$ 8.00
Tanks Beaver Creek	\$ 6.00
Long sleeve T's B.C.	\$ 9.00
Sweatshirts, hooded	\$16.50
Sweatshirts, Crewneck	\$11.50
T-s Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

Independence Run Patches	\$ 3.00
Washington County Toy	
Run Patches	\$ 3.00

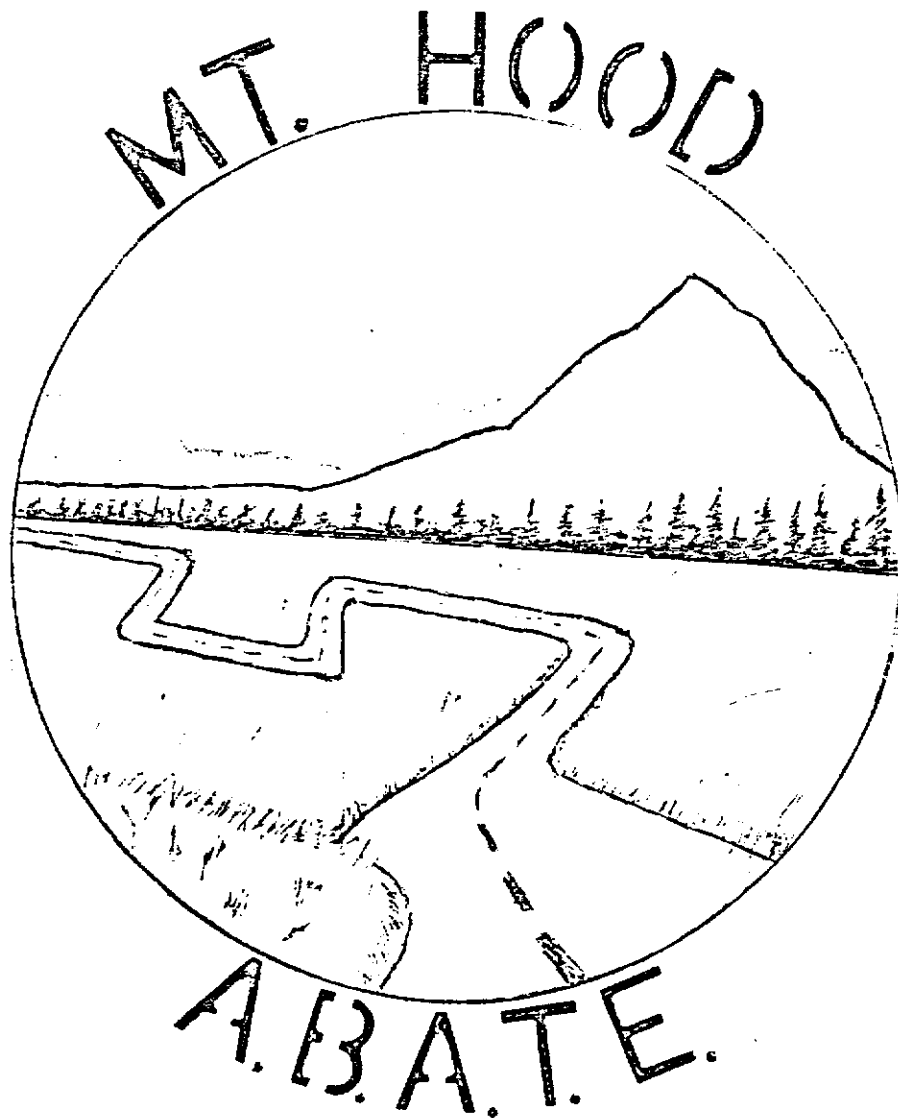
K Falls Chapter
2521 Link Street
Klamath Falls, OR 97601

Marv Eastman
2789 Avenue A
White City, OR 97503

ABATE Courtesy Cards 100	\$ 6.50
Year Pins	\$ 2.00
ABATE logo pins, gold,	
silver, pewter	\$ 5.00
ABATE Eagle Pins, gold	
silver	\$ 5.00
ABATE wing pin, silver	\$ 5.00
ABATE wing pin, uplifted	\$ 5.00
ABATE oval pin black, gold	\$ 3.00
ABATE #1 small pin 3 color	\$ 3.00

Beer Can Wrapper	\$ 4.00
ABATE scarves	\$ 4.00
License plate brackets	\$ 5.00

POKER RUN



Public Welcome

\$5.00 per hand

1st place 15% of GATE

2nd place 10%

3rd place 5%

Door Prizes

Low BALL HAND

JUNE 18TH

Registration

9 AM To 11 AM

TJ's Lounge + Rest.

39024 PROCTOR BLVD.

SANDY, OREGON - 23 -

Ride The
MT. Hood
Loop.

MORE INFO.
CALL - Red
6653730

EVENT DATE-JULY 23 1988

SIGN UP-JINGLE ROOM
CORNELIUS

TIME: 9:00 TO 10:00 AM

COST: \$5.00 FOR ALL
EVENTS

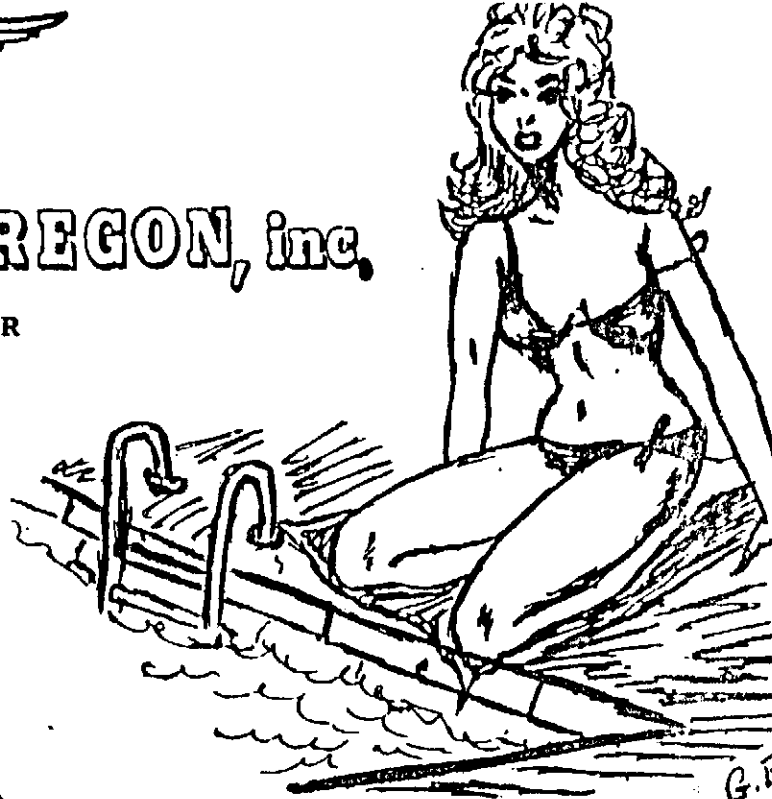
KIDS FREE

ABATE OF

WASHINGTON COUNTY CHAPTER

INFO: 640-5277
OR 640-5638

OREGON, inc.



BALM GROVE PARK

POKER RUN
50 MILES APPROX.

1ST BIKE LEAVES AT 10:00 A.M.

TROPHIES FOR RIDER AND PASSENGER

5 CARD DRAW

SOFTBALL GAME-BRING YOUR TEAM

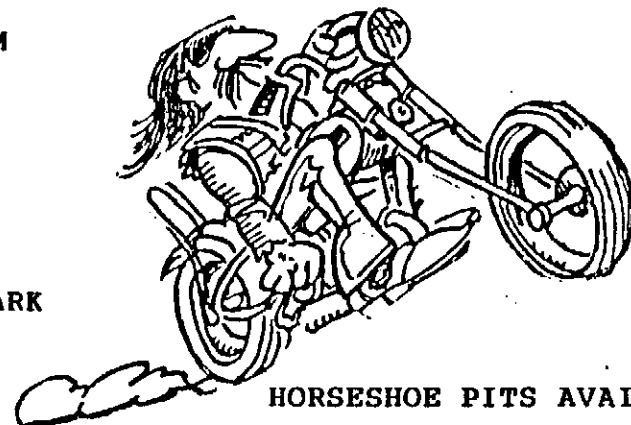
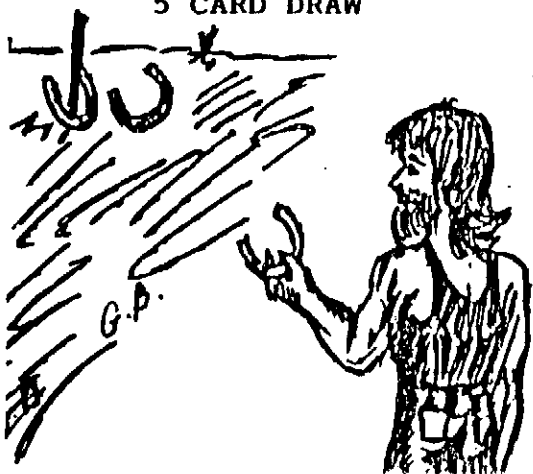
4 INNINGS--1 PITCH

NEED GLOVE

TROPHY TO WINNING TEAM

FOOD AND DRINK AVAILABLE AT PARK

HORSESHOE PITS AVAILAB



ABATE
of
SALEM
4TH ANNUAL
FOX CREEK RUN
AUGUST 6 & 7, 1988
DETROIT, ORE

LIVE MUSIC • BEVERAGES
BIKE GAMES
KID'S GAMES • LOTS of FUN

Saturday DINNER *Sunday* BREAKFAST

SINGLE \$15

COUPLE \$25

14-18 YRS. \$5

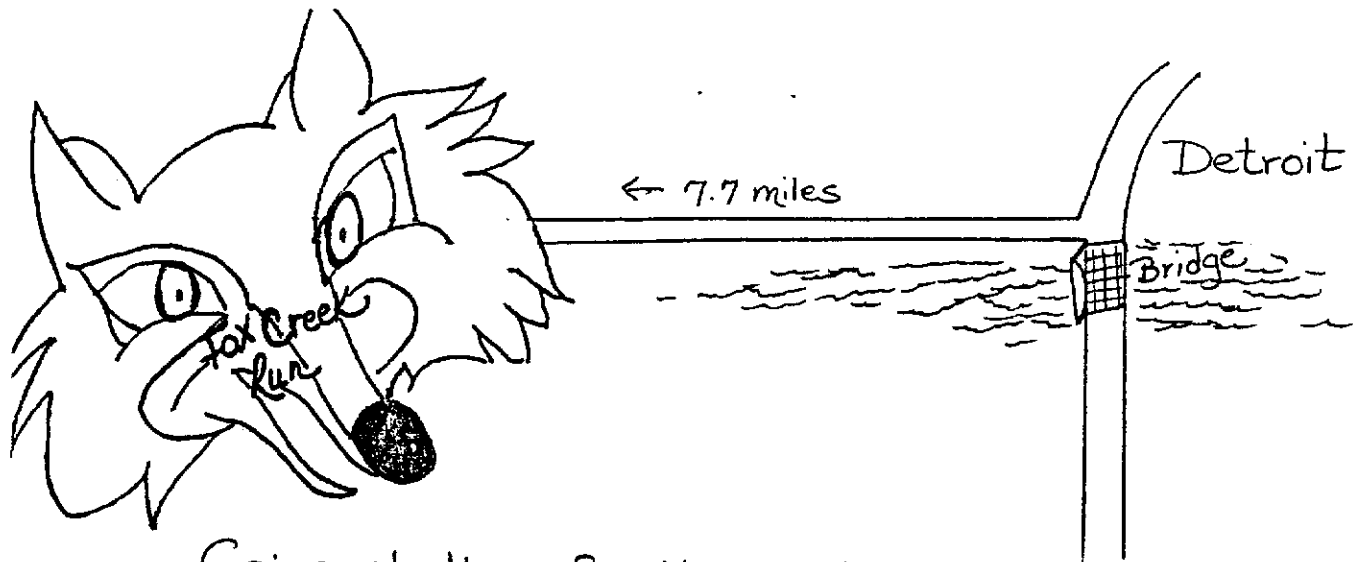
UNDER 14 — FREE

FREE
RUN PINS!

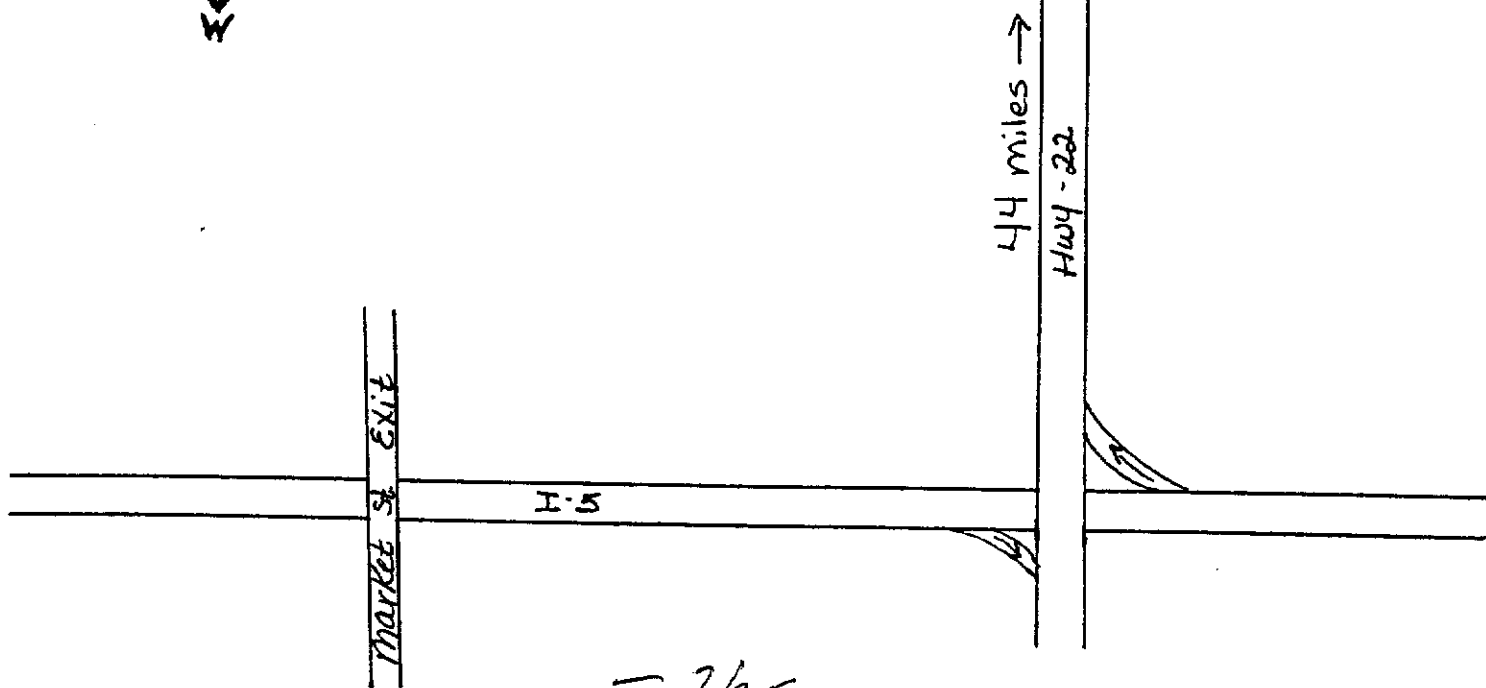
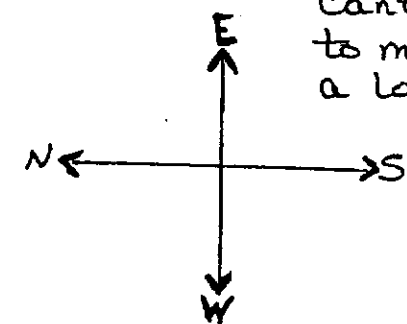
-25-
SNACKS
AVAILABLE

Box 13957
Salem 97306

585-6518



Going North or South bound, take the Santiam, Stayton, Highway 22 Exit. If you're South bound take a Right off the freeway (I-5) go to the Stop light and take a Left to Detroit. If you're North bound take a Right off the freeway (I-5) and Continue Right at the Light. In either case after you turn at the Light Continue on that road (Hwy-22) to Detroit... You'll See Signs Just as you cross the bridge in Detroit to turn Left, you Can't miss it... you Don't want to miss it... See you there! It's a long beautiful putt.



5TH

Lincoln Co.
A.B.A.T.E.

188
DONATIONS:
COUPLE \$5
SINGLE \$3

BEAVER CREEK RUN



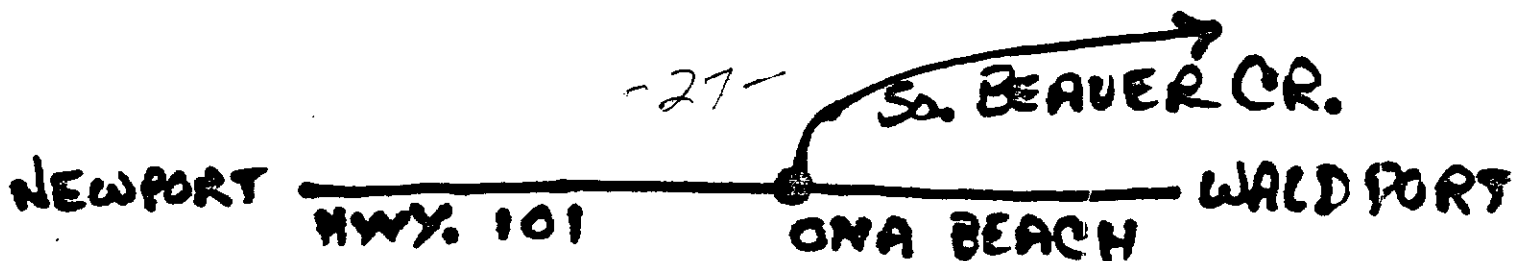
JULY 16TH + 17TH

LIVE MUSIC - CAMPING

FOOD

BEVERAGES - GAMES

FIREWORKS



FACTS YOU SHOULD BE AWARE OF WHEN CONSIDERING MIKE DUKAKIS FOR PRESIDENT

It is only fair to say that Mike Dukakis is honest, hard working, intelligent, self confident, tough, tireless and well meaning.

It is also fair to say that he is pious, arrogant and a liar!

He is something of a chameleon who gives new meaning to the terms, "situation ethics" and "political expediency"

Mandatory Mike is FOR gun control, seat-belts, helmets for motorcyclists, smoking bans for public employees and eliminating the National debt in his own lifetime. He is also FOR cradle to the grave health care for everyone, an expanded bureaucracy and higher taxes. (Someones got to pay for the National debt and National health care).

Mandatory Mike would have you believe that he is a hands-on, penny pinching manager when all the time he's been Governor, Massachusetts has held the record for growth in state government and spending, (1983-1988)

Under Mandatory Mike's leadership, Massachusetts now has the distinction of the nations highest housing costs, highest heating costs, and sewer costs. So much for the Massachusetts economy. You don't even want to know about our auto insurance rates.

In 1983, Mandatory Mike vowed to mass an all out attack to remove from Massachusetts from the distinction of being the "stolen car capitol of the nation". Seven years later we're STILL the stolen car capitol of the nation! Hands on management? Yea!

While claiming to have reduced taxes five times in seven years he has actually RAISED taxes - higher and more often than any other Governor in the history of Massachusetts. The only taxes he's repealed are the ones the voting public threatened to repeal for him via the ballot referendum.

Mandatory Mike has gone on record as being against the one-man, one-vote principle as well as being against legislation by voter referendum. He favors rule by devine right - HIS!

Mandatory Mike would have you believe that he is primarily responsible for the condition of the Massachusetts economy. The truth is that the Massachusetts boom happened IN SPITE of the Governor. The boom of the mid 1980s can be traced largely to tax cuts and federal defense spending - BOTH of which he OPPOSED! In spite of our perceived good fortune, job groth in Massachusetts, since 1984, has been 30% BELOW the National average - we should have done better!

While Mandatory Mike likes to point out the 100,000 new jobs created in his state, (mostly in the hi-tech field), he fails to point out the 74,000 manufacturing jobs he has lost in his state in the same period. But don't fret. The Governor has added 29,000 new workers to the STATE payroll!

It would be difficult to find a student of economics that thinks that Dukakis's policies had more than a marginal impact on the Massachusetts economy. It is quite possible that in the absence of Proposition 2½, which the Governor adamantly opposed, that Massachusetts would be well on its way to becoming a "banana republic"

Our 46% high school drop-out rate in Boston say a lot for the Massachusetts miracle.

This "hands-on" Governor would have us believe that he was unaware that his own wife was addicted to drugs for 26 years! If we believe that then we would have to believe that the man has a sensitivity-level of about zero!

He also says he "didn't know" that his family trust fund had heavy investments in South Africa. He also had no idea that his campaign was breaking federal campaign laws or running a "dirty tricks" operation against one of his rivals.

Hands on indeed!

It's a sad state of affairs when a favorite son candidate can only garner 17% of the eligible vote in his own state's primary. The Duke would have you believe that the low voter turnout was due to voter apathy. We think the low turnout was due to rejection of the candidate himself.

We would never buy a used car from this man and certainly wouldn't let him date our daughters. WE DAMN SURE AREN'T GOING TO VOTE FOR HIM FOR PRESIDENT!

-28-

Concerned Citizens of Massachusetts

O (oil & fuel)	leaks (engine & forks)*	weepage — OK, seepage — OK, leakage — NO; also check rear drive leakage.
	levels*	check when warm on center stand.
	air filter	no blockage; clean; not torn; seals tight when installed.
	fuel lines	not bent, cracked, excessively long; fuel filters clean; fit tight on spigots and/or secured with clamps or clips.
	hydraulic fluid*	correct levels; no leakage; no hose deterioration.
C (chain & chassis)	chain/belt wear & tension*	correct slack at tightest point; lubrication on side plates of chain when hot; check master link clip.
	sprockets*	not peaked and worn; teeth not hooked; sprockets securely mounted.
	chain guard*	securely mounted.
	foot pegs	should fold up; securely mounted; have rubber covers when fitted; don't droop down.
	steering head bearings*	no detent in the middle from worn bearings; no tight spots; check with front wheel raised and from lock to lock; grab front brake and pump forks hard, should be no click or shift forward or backward.
	swing arm bushings*	check for movement at swing arm pivot.
	accessory mounts*	securely mounted; no missing bolts; all gear does not contact, limit, or interfere with suspension, steering, or controls.
	cotter pins & clips*	no missing clips; check cotter pin in brake torque arm bar as well as axles; check where mechanical brake cables attach.
	frame*	check for cracks at gussets, accessory mounts, front down tubes, under steering head, engine cradle; look for paint lifting.
	shocks*	check suspension; smooth damping and return; air pressure for air shocks; check for oil leaks; preload same on both.
	forks	check fork travel; smooth return; check alignment by sighting along front edge.
K (kickstand)	center stand	not bent; retracts fully; spring still has a bit of tension; ground clearance.
	side stand	spring wear and lubrication; not bent; check attachment secure at pivot; retracts fully.

*critical areas for BBP

MOTORCYCLE INSPECTION CHECKLIST T-CLOCK

MRC SESSION 20
BBP SESSION 1

STATUS CHECK		COMMENTS
T (tires & wheels)	tire condition*	tread depth, weathering, evenly seated, bulges, imbedded objects, uneven wear.
	air pressure*	normal loss is a pound or two a week; check when cold, 10-15 percent rise when HOT; increase for passengers.
	spokes*	bent, broken, missing; check at top spokes to test for a "ring" when tensioned, or "thud" when loose: set 1/2 turn at a time.
	rims*	maximum out of round, out of true = 5 mm (1/2 thickness of a dime); spin wheel with index against stationery pointer.
	wheel bearings*	grab top & bottom of tire and flex; no freeplay (click) between hub & axle; no growl when spinning.
C (cables & controls)	clutch*	correct free play from lock to lock; no fraying, smooth operation; no excessive pull required.
	throttle*	check from lock to lock; correct free play; must return; operates smoothly.
	shifter*	securely mounted; operates smoothly through gears; lies comfortably under foot.
	front brake*	operates smoothly, no grabby spots: if brake is mechanical, correct freeplay; does not drag.
	rear brake*	if brake is mechanical, correct freeplay; operates smoothly; does not drag; lies comfortably under foot.
	engine cut-off switch	shuts engine off only when fully in off position.
L (lights & electrics)	battery	levels; terminals tight and clean; battery secured properly by straps, breather hose routed correctly; no sulfation.
	wiring	no frayed, pinched, bare wires; routing correct; especially check at steering head bend and under rear fender.
	switches	horn button works consistently; brake light switches operate.
	signals	function correctly; no sharp broken lenses; attached securely.
	headlight	high and low beams; aimed correctly (left to right and height).
	tail & brake lights	rear brake light switch adjustment.
	horn	mounted appropriately; works properly; point out horn adjustment screw if model has one.

*critical areas for BBP