

JANUARY  
1989  
NEWSLETTER



EDITOR:  
VICKY PETERSEN  
NE PORTLAND CHAPTER

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

### COORDINATOR'S CORNER

I want to thank the 1988 Board members for a job well done. Without you we wouldn't have come as far as we have in our goals and accomplishments. Two great accomplishments were that we formed 6 new chapters, Yamhill, Coos Bay, Central Oregon, Josephine County, Clatsop County and Columbia County. We also have our membership at the highest its EVER been. In 1989 let's shoot for 6 more chapters and 2,000 members!! Another major accomplishment, of course, was the defeat of the Seat Belt Law and the No Smoking Law.

The new officers for 1989 are:

Coordinator	Rotten Roger
Vice Coordinator	Dennis Jones
Treasurer	Joy Hoover
Membership Secretary	Reliable Old Mother
Secretary	Judy Jones
Newsletter Editor	Vicky Petersen
Ways and Means Director	Angie Beebout
State Run Coordinator	Rotten Roger

I am looking forward to working with the new Board. They are strong, dedicated people and we are going to accomplish a lot in 1989 working together.

Your chapters still have Citizens For Freedom Of Choice t-shirts for sale. We need to get these sold. The money from the t-shirt sales will go to CFFOC to fight the helmet law in the 1989 legislative session.

You also need to write your Representatives and Senators, letting them know that if the helmet law would have been voted on along with the seat belt and no-smoking laws in the General Election, the helmet law would also have been defeated, as these three laws pertain to an individual's freedom of choice.

Elsewhere in the Newsletter there is a complete list of your Representatives and Senators, along with an outline from Brian Stovall showing us the most effective way to write that letter to the Reps and Senators. It is very informative. Please take a minute to read it and use it as your guideline.

If we are going to be effective in getting the helmet off of our heads, we are really going to have to be united. Together we have accomplished a lot this last year. It's going to take a lot of hard work and dedicated people during 1989 to accomplish the goals we have set for ourselves. I know we can make a difference by all of us working together so that in 1990 we will again have the freedom to wear or not to wear a helmet. Let it be our choice. Thanks, see you next month....Rotten Roger

"Neither a man nor a crowd nor a nation can be trusted to act humanely or to think sanely under the influence of a great fear..." Bertrand Russell

CHAPTER	NOV 1 88	DEC 1 88	DEC 1 88
CENTRAL OREGON	25	2	27
CLATSOP COUNTY		15	15
COLUMBIA COUNTY		22	22
COOS COUNTY	32	0	32
DOUGLAS COUNTY	60	-2	58
INDIAN CREEK	40	2	42
JACKSON COUNTY	105	-6	99
JOSEPHINE COUNTY	51	0	51
KLAMATH FALLS	23	0	23
LANE COUNTY	37	-1	36
LINCOLN COUNTY	75	0	75
MT HOOD	51	-1	50
NE PORTLAND	128	-13	115
SALEM	68	0	68
SE PORTLAND	132	1	133
ST JOHNS	52	-3	49
WASHINGTON COUNTY	37	2	39
YAMHILL COUNTY	50	6	56
TOTAL MEMBERSHIP	966	24	990

### DECEMBER MEMBERSHIP REPORT

As you can see from the totals above we still aren't at 1,000 members, but we're sure working on it.

NEW MEMBERSHIP CARDS ARE TAN: If your membership expires in 1990, your membership card will be tan. If your card is orange your membership expires in 1989 and any other color, (unless you're a life member, blue, numbers from 1 to 50) your membership has expired and you probably won't be reading this.

More 1988 year patches just came in and for those 20 of you who didn't get yours, they will sent out soon after the first. Looks like we will have a few for sale. \$1.00 each and see me at the next State Board Meeting.

To all of our members, and especially our chapter membership secretaries, keep ABATE of Oregon growing. Let's break 1,000 in 1989 and keep it there!

Ride Free - Mother

### NEWSLETTER EDITOR'S ALLEY

Well, well, here I am again for another year. Thought I would write you guys a little something...

Not bad for Chapter input...Salem had one of their little members, Geoff Huff, who is 10 years old and in the 5th grade, bring up an interesting idea...He wanted to know if we could put some kid's stuff in the Newsletter, and I don't know why I never thought of the little bikers and bikerettes who are members out there...I mentioned in Salem's Newsletter Report (see after Geoff's comment) that maybe they could send me some little tidbit to put in the Newsletter. Cute little jokes, or a little paragraph telling us what they like to do, maybe a little picture or something...We are all banding together, so we can't forget each other...Thanks again Geoff for the great idea. I will be looking forward to hearing from you.

NEWSLETTER EDITOR'S ALLEY (continued)

One chapter had thought I didn't put their report in the December newsletter when it was hand-delivered at the December 10th Board Meeting, but don't forget that what you send in from the 1st up to the 15th of that month doesn't go in the newsletter for that same month. It goes in for the next month. December's newsletter was already done the end of November and on its way to the ol' trusty printshop. So the newsletter you hand-delivered on December 10th, was in PLENTY OF TIME for the January newsletter, seeing as the cutoff was December 15. We will all get it straight one of these days, I know.

Melvin G. Huettl, Legislative Director from Yamhill County, sent me a copy of "Letters to the Editor" that he sent to the Yamhill County Newspaper, the Oregonian, and the Salem Paper "Statesman Journal". I have retyped it in exact format for your reading pleasure...It is as follows:

December 6, 1988

Dear Editor:

The 1988 November election saw Oregon voters truly exercise their right to Freedom of Choice by defeating Ballot Measure #3 - CHOICE - rather than Law in use of seatbelts. Congratulations voters, for "FREEDOM OF CHOICE."

We hope that when the Ballot Measure comes forth to repeal the Helmet Law, Oregon voters will help give us back OUR Freedom of Choice.

Melvin G. Huettl  
Legislative Director  
Yamhill County Chapter  
ABATE of Oregon, Inc.

Very nice letter, Melvin. I think it will get the message across to the voters of Oregon that we NEED and DESERVE our Freedom of Choice also.

Elsewhere in the Newsletter, look for Brian Stovall's "Letter To The Editor" (in this case me) where he outlines how we can all write letters to our legislators, which is what we need to do if we want them to know how we feel about our freedom. Take a few minutes to read Brian's outline. It is very informative...And sit down and write that letter, or maybe in your chapters get a letter-writing campaign going...It will make all the difference in the world.

Not much new on the home front...The dogs are being their usual darling selves. Dingo Darling trips and bites me every chance he gets, and Sydney Sweets is as adorable and faithful as ever. He definitely lets Dingo Darling know that it is a no-no to bite Mama....We have a baby mouse running around the house and after Dingo quit jumping up on the couch every time he saw it, protecting me he thought, snarling and growling fearlessly (as long as he was on the couch and the mouse was on the floor), which was more likely the other way around with me protecting him, the big coward, he decided he would stalk it around every chance he got. This, of course, was AFTER Sydney Sweets practically nailed it the other night. Stalking, stalking, Sydney Sweets crept up on Tiny Tas The Terrible (which is what I have named it) and was just going to hit it with his paw, when Dingo Darling, The Great Mouse Coward sails in the kitchen pretending he's going to nail the mouse. Of course this was after the mouse caught sight of Dingo Darling and disappeared. Embarrassed that Syd Sweeties was stalking the mouse, Dingo decides for sport, he will nail his poor brother and chase him all over the house. Of course Tiny Tas was backed up against the wall, watching them, plotting...plotting... Then the other night, Dingo Darling was sleeping, snoring his head off having all sorts of romantic dreams, and the mouse, lo and behold, pops up out of nowhere (naturally he has to be the same

color as the wall) and sits about 6 inches from Dingo Darling's nose, and proceeds to sit up and wash himself, all the while keeping an eye out on Ding. Ding proceeds to snore his brains out and the air from his nose eventually blew the mouse over and of course, Tiny Tas disappeared to come out later and check on The Great Mouse Coward. This is the gosh-awful truth! You had to see it to believe it...These guys could star in their own cartoon...We could call it "Dog Day Afternoon with Tiny Tas The Terrible" starring TTTT and Dingo Darling The World's Greatest Coward, and Sydney Sweets The World's Greatest Tracker..... Howsomeever, we have not caught Tiny Tas The Terrible YET. But someday...I really know how to get Dingo Darling started on the prowl tho...I just keep repeating "where's baby mouse, where's baby mouse, where's baby mouse you big coward..." He has gotten off the couch tho, that's an improvement...

Well, that's about all for this month...Keep those reports coming in...Don't forget, let us know how you are doing, who your new officers are, just anything you can think of...1989 is Legislative Season and we are gunho!! So lets all pitch in and help..Just think, if we all work together, the wind will be blowing in our hair and beards in 1990...See ya!! Vick

#### LATE BREAKING REPORT!! NEWS FLASH!!

Tiny Tas The Terrible was seen leaving by the back door last night with his knapsack slung over his shoulder. Apparently its The No Fun Zone anymore for Tiny Tas. He was off to bigger and better things like finding a dog that's playing with a full deck upstairs in the brain department, and will give him a little competition...If he comes back, I will let you know next month. Watch for the continuing saga of Tiny Tas The Terrible and The Great Mouse Coward...

#### GOVERNOR'S ADVISORY COMMITTEE

At our December meeting Teresa reported that the State Agency responsible for border signs is the Oregon Department of Transportation. At almost 300 places it is possible to come into this state and ride almost through it before some kindly police-person stops you to tell you that you have to have your headlight and helmet on in this state because IT'S THE LAW and the warning you are given will probably get you through the state for that day! ODOT doesn't seem to think it's a problem. The State Police think it is and so does the Governor's Advisory Committee.

If you think a problem exists and feel like writing letters these cold, rainy, snowy days, write to: Robert N. Bothman, Deputy Director, Oregon Department of Transportation, 135 Transportation Bldg., Salem 97310 and Larry Rulein, State Highway Engineer, Oregon Department of Transportation, 102 Transportation Bldg., Salem 97310. If you really want to get into it, give Mother a call, I've got a few more names and you can get into practice writing letters before the legislative session begins.

1989 will be Education Year for ABATE of Oregon. I will be getting in touch with your chapter education director or chapter coordinator to get as many of our members through the TEAM Oregon classes as possible. We say, Educate NOT Legislate. How many of you have taken the TEAM Oregon classes? How many of you are going to in 1989? GREAT, we'll make it as easy as possible for you to sign up for a class. See you on the range in 1989. -- Mother --

## NEWSLETTER REPORTS

### CENTRAL OREGON CHAPTER

Not much happening over here except on December 10, 1988 eight of us went to the Christs Disiples Toy Run in Bend.

They had speakers from AMO, ROB and the Chairperson of the Governor's Committee on Motorcycle Safety. They were really encouraging the bikers of Central Oregon to get together so we can be hear in Salem.

It looks like because of the Toy Run we'll be getting some new members from Bend and Redmond. Thanks to the guy who gave Randy all the signup sheets. They really came in handy since a lot of the people in Bend and Redmond didn't know about our Chapter.

Since we only have the room at the Madras Pietros until December 20, we'll be moving to Pietros in Redmond so we'll be more centralized for everyone in that area.

Well, that's about it from here. Till next month...Terri

### CLATSOP COUNTY CHAPTER

Hi from Clatsop County!! Well, we pulled off our first run and it was successfull!! Big thanks to Columbia County, Portland and Tillamook for coming to ride with us and helping us out. For 4 weeks of planning, it was a pleasant surprise. Thirty-eight bikes turned out, it didn't rain and the only one stopped by the police was a guy in a truck who ran a red light.

Anyway, we collected bags and boxes of toys and food to make someone's Christmas happier.

Now it's time to rest for a while and plan the next project. This time we'll give ourselves more than 4 weeks tho.

For now, we're still meeting in the Astoria Post Office and our next meeting is on January 6 at 7 pm. Thanks again all, and a belated Merry Christmas!! Skye

### COLUMBIA COUNTY CHAPTER

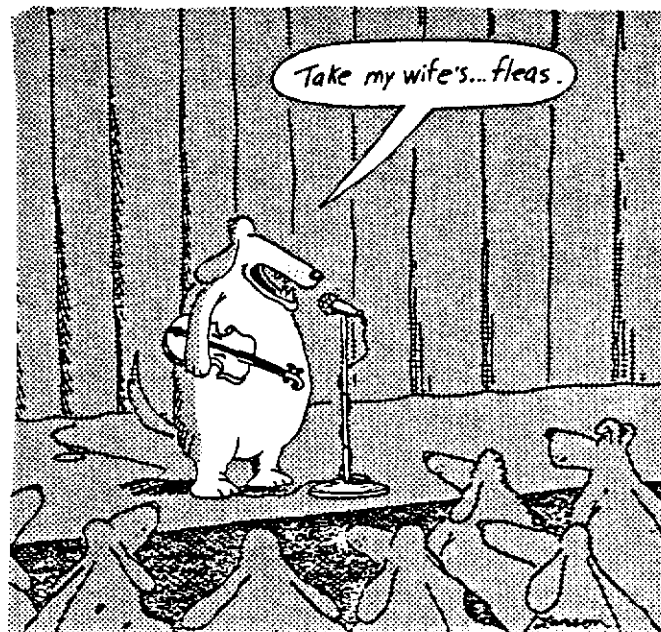
Are you out there?

### COOS COUNTY CHAPTER

What about you?

### DOUGLAS COUNTY CHAPTER

Are you there?



Canine comedians

### JACKSON COUNTY CHAPTER

Great things are happening in Jackson County! We've elected a new Board and the enthusiasm and morale is very high. There are quite a few things which we want to accomplish in the upcoming year so we're pretty jazzed. The preceeding month was really great also. The Elderly Feed was a major success with the Chapter volunteers feeding over 230 seniors. There was an impromptu bike show and plenty of chow. It looked like everyone had a wonderful time. The only negative factor was the complete lack of media coverage. Many of the elderly were disappointed about that as well, and several said they would write to the paper about it.

We also collected a pickup load of canned goods for ACCESS Food Share. Again, no media coverage. The Toy Run was a great success as well, and we did have media coverage. There were about 50 bikes and 10 cages, which resulted in a pile of toys and canned goods to be distributed by the Naval Reserve Toys For Tots Program. The donations are still rolling in, and an elementary school in Ashland is continuing the drive using our name!! (Lincoln Elementary Student Council in conjunction with ABATE of Jackson County.)

The membership drive brought in about a dozen new people. Jackson County will soon reach "pre-all-those-who-left-for-Josephine-County" level of membership in the near future. I could go on and on, but maybe you guys would like to come and visit sometime. (Like maybe at the upcoming Valentines Dance on Feb. 11!)

We have a great year planned!! Y'all have a good Christmas and don't forget to ride safe. PJK.

### JOSEPHINE COUNTY CHAPTER

Second month in a row...

### KLAMATH FALLS CHAPTER

Hope everyone will show up at a meeting. Now held at Ingas Cheese Haus on South 6th every 3rd Monday of every month at 6 pm. They have good food and beverages for all palettes. If you have ideas on any input, please write us a letter or bring your ideas to a monthly meeting, 2521 Link St, K Falls, OR 97601.

There will be more happening here in our Chapter when we have bodies. Myself, I get real fullfillment when I donate my time to something I believe in. Come and try it, or maybe you remember how good it felt when you were a volunteer before??

I hope all goes well for you and yours through the coming years. Murge!!  
(Margy Jane Gunter)

### LANE COUNTY CHAPTER

Second month in a row...

## LINCOLN COUNTY CHAPTER

Lincoln County ABATE is alive and doing well. We have been busy with our Holiday projects.

On November 20, we again held our Thanksgiving Dinner for Senior Citizens. This has become one of our favorite projects to do. It just keeps growing from year to year.

On December 4, we had our Annual Toy Run for Mrs. Santa Claus. We have a wonderful elderly lady who makes Christmas a little brighter for about 1,500 to 2,000 children in Lincoln County. Without her efforts and time, a lot of the children would have no Christmas at all. Different organizations help with donations and toys so that her job is a little easier.

We have elected our Board of Directors for the coming year. They are as follows:

Coordinator	Vickie Lechner
Vice-Coordinator	Randy Becker
Secretary	Millie Highfill
Treasurer	Joe Aldrich
Membership Secretary	Roni Anda
Legislative Director	Art Fisher
Historian	Pat Green and Terry Kingston
Ways and Means	Gary Lechner
Sergeant at Arms I	Doug Green
Sergeant at Arms II	Bear
Public Relations	J. R. Quarles
State Reps	Vickie and Gary Lechner
Alternate State Rep	Tom Harmon

It looks like a good year to come for our Lincoln County Chapter.

It won't be long til we are in the process of planning our Anniversary Party for March.

By the time that this is published, we will have had the drawing for our first meeting in January. The drawing item is/was an ABATE ring from Precision Performance Jeweler. Name may be wrong, but I'll correct that next month.

I forgot how hard it is to write this far in the future. Must be an easier way.

Hope that you all had a safe and Happy Holiday Season. Til next month...Millie

## MT. HOOD CHAPTER

Lots of good news from Mt. Hood...First of all we want to congratulate Scott Bergman for becoming Coordinator of our Chapter, and we would at this time like to thank Rod Kemp for the very good job he did as Coordinator and for all the help and input he gave our Chapter...We appreciate him.

Secondly comes our Care Run 88. All went terrific. We had lots and lots of fun. And remember, it was all donated to Community Action Center in Sandy. We want to express our very special thanks to all our friends who joined us.

## MT. HOOD CHAPTER (continued)

To our famous Troutdale Mayor, Sam Cox, we want him to know that to say thank you just does not seem adequate enough to show our appreciation for his help in letting us use the Grange Hall.

To our very helpful and loyal merchants who donated willingly...

St. Johns Honda	Beaverton Honda	A & J Custom Motorcycle
Portland Motorsports	Langlitz Leathers	Columbia Motorcycle Co.
Boring Burger	Boring Tavern	Brightwood Tavern
Pleasant Home Saloon	Springdale Tavern	The Elusive Pub
Eagle Repair & Custom	Whistle Stop	Totem Pole
Blue Bell Potato Chips	Tippy Canoe	Teletronics Furniture
Oregon Scooter & Cycle	Eastside Portland Mtrcy.	Titanic Ice Co.
Palace Meat Co.	Franz Bakery	Scott Bergman
Tracy Nehl	Quick Carls	Cobbler Bills
Thurlow Leather	Tiara Spas	RhineHard Wolf
Corrie Alexander	Dale and Angie	Lynn and Easy
Mike and Sharon	George and Sherry	

And we would like to give a special thanks to our friend Kevin "Teacher" from Sandy for the good job done on the bandanas. We had all different colors and they all were very nice.

To the people of the Northeast Chapter who volunteered to help, gosh, I guess we really are lucky. We sure had a heck of a nice bunch of people that made our famous Care Fun a complete success. Thank you all very much. Oh, I must not forget our State Coordinator, Rotten Roger, who sure helped by promoting and passing out our flyers. Thanks Roger.

Till next time, Merry Xmas and Happy New Year to all...Angie Beebout

## NE PORTLAND CHAPTER

Well, it's hard to believe that the end of the year is upon us. When I look back, I beleive, as a whole, that alot was accomplished in 1988, but there is still alot of work ahead of us.

December has been especially busy for our chapter, with the Toy Run Benefits, the Toy Run and the Camp Westwind Work Party. All were a great success.

The day prior to the Toy Run, "Crazy" Steve went down and now his arm is in a cast. (I guess the Low-Rider survived.) We wish Steve a speedy recovery. "Beeker" and Loraine announced they are expecting a baby in June. Gosh, that's 2 babies due in June. I hope it's not contagious. Also, Gary and Pat Martin adopted a wonderful 3 year-old boy, Andrew.

Well, I don't have a lot to add, except THANKS Mt. Hood Chapter for allowing that Chicken to Shit on my Number at your 1988 Care Run.

HAPPY NEW YEAR to everyone and ride careful!! Barb

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## SALEM CHAPTER

Salem Chapter is looking forward with eagerness to the 1989 year. It promises to be our best ever from a financial standpoint.

We have a very successful Toy Run for the kids at the Oregon State Hospital on December 24.

National Video, Mr. Mystics, Walker Cycle, Action Cycle, Print Right, Genes Tavern, Pilgrim Printers, Creative Imprints, Moniques Flowers, and S.T.O.P.A. Casey's Pizza, all of Salem and Kayes Tap Room in Independence deserve our thanks and participation for their great cooperation throughout the year.

We are hoping to have all of the above businesses become corporate sponsors in 1989. National Video is really interested in doing so and the groundwork has already been laid. The others have been contacted to become members later...Mel Yeager, Treasurer

Having just been elected as State Rep in Oregon ABATE, Salem Chapter, I find I am quite excited and look forward to each month's State Meeting at Creswell. I am becoming knowledgeable in just what ABATE really stands for and am quite content to be present and participate at those meetings. I feel a strong bond with all members throughout the State and the United States. We are all fighters of and for the freedom of choice, defenders of our Constitution....Sharon Yeager, State Rep

Happy New Year!! I am looking forward to the 1989 year for ABATE. As Membership Secretary, I'll be striving for a membership drive in January. I'm also Paraphernalia Officer for the Chapter. I have the time and the energy to help our new Coordinator with this year. See you on the road and ride safe...Shirley Huff, Membership and Paraphernalia Officer

Hi, I'm the new Secretary for Salem Chapter. The new year is upon us and it looks like it will be a good one. I'm especially anxious to get the helmet law overturned so I'll be doing everything I can to make sure it happens....Ro Dickinson, Secretary

I wanna do well (and he will, Ed.)...Joe Huff, Sgt. at Arms

Do you think that you can put more kids stuff in the Newsletter? Geoff Huff, 10 year old, 5th grade member. (Geoff, sounds like a fantastic idea. Since this is a family-oriented newsletter, why don't you see if you and some of the other younger members can come up with some clever little things to send me? Like maybe some of the projects you are working on in school, or a little essay (doesn't have to be long, just a paragraph of what you like to be when you grow up, and what you like to do during the summer, or a funny joke. I can always use a good joke, or a funny saying. You think about it and see what you can come up with...Vicky, Newsletter Editor.)

Well hi there and happy new year!! I guess I'll be the new Coordinator, and I'm really jazzed about it. I hope I can live up to all the hard efforts that were put into making 1988 a very successful year for our Chapter. A big thanks to all the old officers who were always in high gear when it came down to putting on a run, helping with somebody else's run, throwing a party, or just lending a hand to a brother or sister in need.

## SALEM CHAPTER (continued)

We're right here in the State Capitol and we're all ready, so lets band together this year and get the damn helmet law repealed.

I'm looking foward to working really close with the old Coordinator and learning all the old tricks, maybe even some new ones.

To all the officers and members that worked so hard to make 1988 a good year to remember, pat yourselves on the back. Ride safe, but free, you deserve it!!  
Cyndi Hathaway, Coordinator and Historian

And finally from the old Coordinator and new Public Relations Officer and Newsletter Editor...Hi...As the outgoing Coordinator, I'd like to say thanks for all the moral support and backing of members. It's been a learning experience and for someone who works full time, it's also a time-consuming job. I thought the excuse of "quitting for personal reasons" was a cop-out, but believe me, it's very much true. Hi Cyndi.

1988 was an interesting year. We got a lot of new members, tried new avenues of Fund and P.R. Raising, had a successful and interesting(?) Chapter Run, learned some new lessons and relearned the old ones.

1989 is coming up with a lot of promises. We could use our old members back. You guys from the bygone era of 1984-1986, where are you?

We kicked the seatbelts out, bombed on the helmet bill, and kind of just sat on the insurance thing. But 1989 is just starting. Let's keep seatbelts out, start on the helmets again, and do something about our horrible insurance rates and coverage.

And by all means, keep those panheads going. There aren't to many of them left. Tally ho!! Russ Hathaway, Former Coordinator, Present Public Relations Officer and Newsletter Editor

## SE PORTLAND CHAPTER

By the time you read this, we will have already had our elections for new officers. I hope you'll give them all of your support and attend meetings so you know who they are. Just a few people can't do it all, it takes a group effort by the entire chapter to get our goals accomplished.

The newest member of our chapter is Jay Leno (the comedian). He was presented with an honorary membership at his December 8 show in Portland by Roger, myself, Cathy and Carolyn. He is an active supporter of motorcyclist's rights and sheds a positive image on us all.

Attendance at our meetings has been extremely low, but we are still having our drawing for a meeting attending member, and the prize is now \$50. You can't win if you don't attend...See ya on the road, Phil

## ST. JOHNS CHAPTER

Second month...I guess that musta been your arm laying on the floor that Dingo Darling was playing with last month!! The mail slot is now completely gone...

WASHINGTON COUNTY CHAPTER

Still sick? Hope you're better. Don't forget your report...

YAMHILL COUNTY

Didn't hear from you either...

SUMMARY OF MINUTES  
COALITION MEETING  
12/17/88  
SALEM OREGON

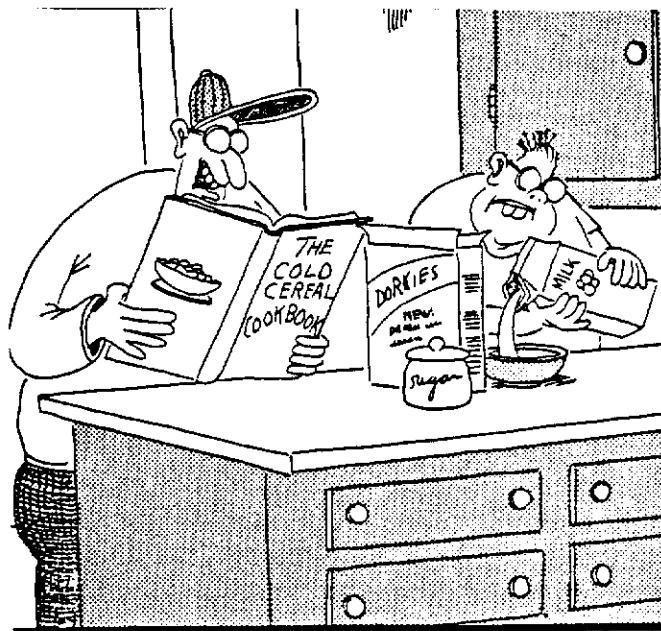
Review of 11/19/88 legislative proposal:

The draft was read to the group. Teresa explained that phasing in of rider education for all first time endorsements was not included in this draft due to some serious roadblocks that had cropped up since the 11/19/88 meeting. Steve Garets explained that it is impossible both monetarily and physically to meet this requirement. The legislature looks on fee increases as an undesirable form of taxation, wouldn't approve a \$2 increase in 1987 for Team Oregon.

Sheer numbers of first time endorsees would require more money than legislature will let us have. Even if we could come up with enough money, there are only so many people interested in becoming instructors, only so many motorcycles available to conduct classes with, and only so many weekends a year.

The next Coalition Meeting will be held on Saturday, January 21, 11:00 a.m. at King's Table West, Salem, Oregon.

Following this report are the proposals which will be introduced to the Legislative Session.



"Oh, wait! Wait, Cory! ... Add the cereal first and then the milk!"

December 19, 1988

**At the request of ABATE of Oregon, Inc., Association for Motorcyclists of Oregon, American Motorcyclist Association District #28, and Christ's Disciples**

**Section 1. Amending protective headgear requirements:**

All ORS sections referring to protective headgear use by motorcycle and moped operators and passengers shall be amended so that motorcycle and moped operators and passengers **under 18 years of age** are required to wear protective headgear.

An amendment shall be added which specifies that failure of a motorcycle passenger under 18 years of age to wear protective headgear is a Class C traffic infraction.

**Section 2. Motorcycle safety training required for 16, 17 & 18 year old motorcycle indorsement or moped license applicants:**

In order to be eligible for a Class I or Class II motorcycle indorsement, or a Class 5 license, any applicant who is 16, 17, or 18 years of age shall be required to successfully complete a motorcycle safety course established by the Traffic Safety Commission under ORS 802.320. The program shall include both classroom instruction and actual driving instruction in the safe operation of motorcycles and mopeds, as specified in ORS 802.320, Section 1 (c).

Fees: ORS 803.420 (2) and (3) shall be amended so that registration fees and registration renewal fees shall be as follows: Mopeds, \$6, plus \$4 for the Motorcycle Safety Subaccount; Motorcycles, \$6, plus \$4 for the Motorcycle Safety Subaccount.

**Section 2 of the bill hereby proposed shall be identical in wording and content to LC 1092-1, revised.\***

\*LC1092-1 is under revision at the request of the Governor's Advisory Committee on Motorcycle Safety. It is the intent of the requestors listed above that Section 2 of the bill hereby proposed conform exactly with that revision.

**Legislative Proposal: Medical Exemption from Helmet Use**  
**10/8/88**

ORS 814.290 and 811.220 shall be amended to read:

814.290 Exemptions from protective headgear requirements. This section establishes exemptions from the requirements and penalties relating to the use of protective headgear under ORS 814.260 to 814.280. A person is not in violation of ORS 814.260, 814.270 or 814.280 if the person is any of the following:

- (1) Within an inclosed cab.
- (2) Operating or riding within a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour.
- (3) Any person for whom a certificate is issued by the division under ORS 811.220.**

811.220 Certificates of exemption from child safety system *or protective headgear* requirement. The administrator of the division shall issue a certificate of exemption required under ORS 811.215 *or 814.290* for any person on whose behalf a statement signed by a physician is presented to the division. For a physician's statement to qualify under this section, the physician giving the statement must set forth reasons in the statement why use of a child safety system, or safety belt or safety harness by the child, *or protective headgear by the person*, would be impractical or harmful to the person by reason of physical condition, medical problem or body size.

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Motorcyclists of Oregon, American Motorcyclist Association  
District #28, and Christ's Disciples

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An amendment shall be added which specifies that failure of a motorcycle passenger under 18 years of age to wear protective headgear is a Class C traffic infraction.

Brian Stovall  
5224 Cherry Heights Rd. W.  
The Dalles, Oregon 97058

ABATE of Oregon Newsletter  
Box 4504  
Portland, Oregon 97208

To the Editor;

We know from other organizations in other states as well as our own experiences here in Oregon that the personal letter is still the most powerful tool of influence we have at our disposal. Legislators take the time to read personal letters and take them as indications of more than one person's opinion.

Many people think that since they don't have a typewriter, or aren't used to writing letters, or they misspell some words that their letter is unimportant or will be disregarded by legislators. This is untrue! Legislators count votes and they feel certain that anyone who writes to them is going to vote, whether their spelling or penmanship is perfect or not.

The next problem in writing to a legislator is how to go about making your point clearly and quickly. This article is intended to be of help to you in doing just that. What follows is, first, an outline for a letter, and second, a sample letter. If you use the sample, try some word changes that fit your usual talk (and keep it clean), or change the order of some of the parts. This is so legislators won't think they are seeing the same letter over and over again. If they think this they will discount the letter's value and we will be defeating our purpose.

#### OUTLINE

- I. Return address
- II. Greeting with the person's title (Governor, Senator, Representative, etc.)
- III. Identify yourself (give a piece of information which communicates why you are interested in the topic)
- IV. State the topic (specific Bill number and title) and your agreement or opposition in the same sentence
- V. Give one clear reason for your opinion
- VI. Ask for a reply (this will give you something to refer to if you need to write this person again)
- VII. OPTION: Repeat item IV in slightly different words as a closing

sentence.

EXAMPLE (words in parenthesis are some possible words for that place; dare to use your own words)

Norm L. Biker  
123 Some Street  
All Over, Oregon 97???

Representative \_\_-name-\_\_,

I am a resident of \_\_-city-\_\_ and I have been riding motorcycles for \_\_-number-\_\_ years. I am writing to \_\_-verb-\_\_ (urge, ask, influence, convince) you to \_\_-verb-\_\_ (support, pass, vote yes on, oppose, reject, vote no on) \_\_-specific Bill-\_\_ (SB or HB ???), \_\_-Bill title-\_\_. \_\_-reason for opinion-\_\_ (statistics show . . . , freedom of choice . . . , I believe . . . , or any of many reasons).

I would like to know where you stand on this issue, please reply to my letter. Informed voters can help informed legislators make effective decisions.

Please vote (yes, no) on (SB??? or HB???).

Respectfully,

*Norm L. Biker*

Remember to make each letter a little different. Think about including items that might increase your influence, like a good driving record, or being registered to vote for a long time. Even if you have registered for the first time you can make the point that you are voting now and looking at who to support.

If even one person uses this to write, who hasn't done so before, we will all be closer to our goal of freedom for motorcycle riders everywhere.

Power to the Pen,

*B. Stovall*

Brian Stovall

Prepared by  
BARBARA ROBERTS  
Secretary of State  
Elections Division  
January, 1989

STATE SENATORS  
1988

<u>NAME</u>	<u>ADDRESS</u>	<u>PARTY</u>	<u>DISTRICT</u>
-Braabury, Bill	P.O. Box 1499, Bandon 97411	Dem	24
Brenneman, John	2780 NE Jackson Pl., Newport 97365	Rep	2
Brockman, Peter M.	70825 Indian Ford Rd., Sisters 97759	Rep	27
Bunn, James	8157 SW Riverbend Rd., McMinnville 97128	Rep	15
Cease, Jane	2625 NE Hancock St., Portland 97212	Dem	10
Cohen, Joyce	580 First St. #4, Lake Oswego 97034	Dem	13
Dukes, Joan	Rt. 2 Box 503, Astoria 97103	Dem	1
Fawbush, Wayne	5000 O'Leary Rd., Hood River 97031	Dem	28
Gold, Shirley	4828 SE 35th Ave., Portland 97202	Dem	7
Grensky, Ronald D.	139 S. Keeneway Dr., Medford 97504	Rep	25
Hamby, Jeannette	952 NE Jackson School Rd., Hillsboro 97123	Rep	5
Hannon, Lenn L.	240 Scenic Dr., Ashland 97520	Rep	26
Hill, Jim	4584 12th Place S, Salem 97302	Dem	16
Hill, Larry	174 West K St., Springfield 97477	Dem	21
Houck, C. T. (Cub)	1390 Valley View Ave. NW, Salem 97304	Rep	17
Jolin, Peggy (Peg)	31251 Joe Geer Rd., Cottage Grove 97424	Dem	22
Kennemer, Bill	14105 SE Matilda Dr., Milwaukie 97267	Rep	12
Kerans, Grattan	1015 Willa St., Eugene 97404	Dem	20
Kintigh, Bob	38865 E Cedar Flat Rd., Springfield 97478	Rep	14
Kitzhaber, John A.	1033 W Brown, Roseburg 97470	Dem	23
McCoy, William (Bill)	6650 N Amherst St., Portland 97203	Dem	8
Otto, Glenn E.	23680 NE Shannon Ct., Troutdale 97060	Dem	11
Phillips, Paul	15075 SW Dawn Ct., Tigard 97224	Rep	4
Roberts, Frank	11609 NE Klickitat, Portland 97220	Dem	9
Shoemaker, Bob	4837 W. Burnside Rd., Portland, OR 97210	Dem	3
Springer, Dick	7624 SE 13th Ave., Portland 97202	Dem	6
Thorne, Michael (Mike) G.	Holdman Route, Box 505, Pendleton 97801	Dem	29
Timms, Eugene (Gene) D.	1049 N Court, Burns 97720	Rep	30
Trow, Clifford W.	1835 NW Juniper Pl., Corvallis 97330	Dem	18
Yih, Mae	34465 Yih Lane NE, Albany 97321	Dem	19

Democrats 19  
Republicans 11

WADRLIST:33:10



Prepared by  
BARBARA ROBERTS  
Secretary of State  
Elections Division  
January, 1989  
Amended

STATE REPRESENTATIVES  
1988

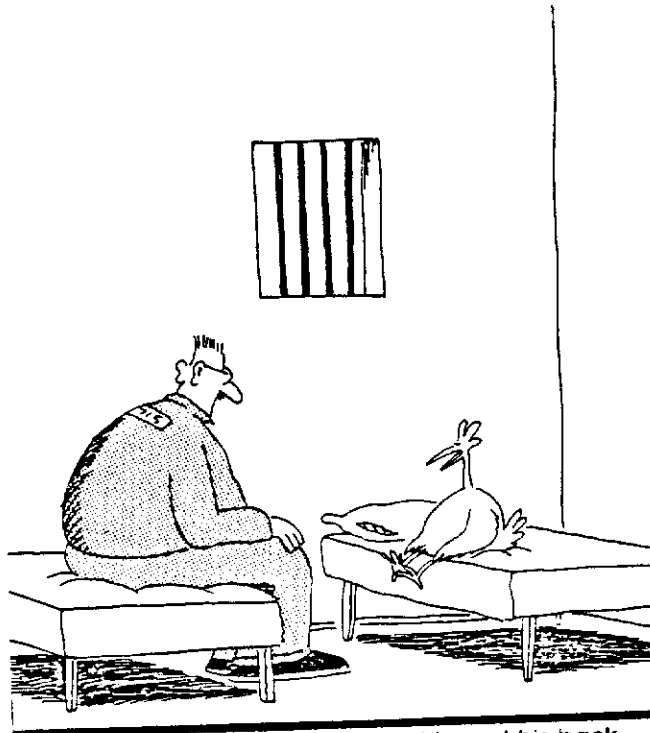
<u>NAME</u>	<u>ADDRESS</u>	<u>PARTY</u>	<u>DISTRICT</u>
Agrons, Bernie	1401 Pine Grove Rd., Klamath Falls 97603	Dem	53
Baum, Ray	605 'F' Ave., LaGrande 97850	Rep	58
Bauman, Judith C.	5527 SE 54th, Portland 97206	Dem	13
Brian, Tom	7630 SW Fir, Tigard 97223	Dem	9
Bunn, Stan	13000 Locks Loop Rd., Dayton 97114	Rep	29
Burton, Mike	6937 N Fiske Ave., Portland 97203	Dem	17
Calhoun, Ernie	715 W Jackson St., Medford 97501	Dem	50
Calouri, Ted	14785 NW Bonneville Ln., Beaverton 97006	Rep	7
Campbell, Larry L.	2435 Wilson Dr., Eugene 97405	Rep	43
Carter, Margaret L.	2948 NE 10th Ave., Portland 97212	Dem	18
Cease, Ron	2625 NE Hancock, Portland 97212	Dem	19
Clark, Kelly	6320 Failing St., West Linn 97068	Rep	27
Clarno, Beverly A.	901 Breitenbush Ln., Bend 97702	Rep	55
Courtney, Peter	2925 Island View Dr. NE, Salem 97303	Dem	33
Derfler, Gene	1408 34th Ave. NW, Salem 97304	Rep	31
Dix, David	1784 Cal Young Rd. #213, Eugene 97401	Dem	41
Dominy, Sam	43 N "K" St., Cottage Grove 97424	Dem	44
Dwyer, Wm J. (Bill)	5558 Thurston Rd., Springfield 97478	Dem	42
Edmunson, James	1460 Oak Drive, Eugene 97404	Dem	39
Ford, Mary Alice	6620 SW Hickman Lane, Portland 97223	Rep	8
Gershon, Norm	1658 SE Kendall, Roseburg 97470	Dem	45
Gilmour, Jeff	3483 Buena Vista Rd. S, Jefferson 97352	Dem	30
Hanlon, Tom	595 N Antler St., PO Box 429 Cannon Beach 97110	Dem	2
Hanneman, Paul A.	35010 Resort Dr., Cloverdale 97112	Rep	3
Hayden, Cedric L.	46300 Big Fall Crk. Rd., Fall Creek 97438	Rep	38
Hosticka, Carl	1515 Polk, Eugene 97402	Dem	40
Hugo, Bruce	32847 NW Peak Rd., Scappoose 97056	Dem	1
Johnson, Eldon	3650 Ross Lane, Medford 97502	Rep	51
Jones, D. E. (Denny)	1461 NW 3rd Ave., Ontario 97914	Rep	60
Jones, Delna	1625 SW Pheasant Dr., Aloha 97006	Rep	6
Katz, Vera	2068 NW Johnson, Portland 97209	Dem	10
Keisling, Phil	3782 SE 11th Ave., Portland 97202	Dem	12
Kotulski, Rick	38815 SE Gordon Crk. Rd., Corbett 97019	Dem	22
Mannix, Kevin L.	375 18th NE, Salem 97301	Dem	32
Markham, Bill	Rt. 1, Glenbrook Loop Rd., Riddle 97469	Rep	46

WADRLIST:33:11

<u>NAME</u>	<u>ADDRESS</u>	<u>PARTY</u>	<u>DISTRICT</u>
Mason, Tom	5814 SW 59th Court, Portland 97221	Dem	11
McTeague, Dave	10854 SE 72nd Ave., Milwaukie 97222	Dem	25
Miller, Randy	4129 Glacier Lily, Lake Oswego 97034	Rep	24
Minnis, John M.	1161 NE 143rd, Portland 97230	Rep	20
Nelson, Michael	Rt 1, Box 548, Baker 97814	Dem	59
Norris, Charles R. (Chuck)	725 E Highland Ave., PO Box 121, Hermiston 97838	Rep	57
Oakley, Carolyn	3197 Crest Loop NW, Albany 97321	Rep	36
Parkinson, Fred	301 W. Main, Silverton 97381	Rep	28
Peterson, Nancy	367 Maple St., Ashland 97520	Dem	52
Pickard, Bob	19190 Pinehurst Rd., Bend 97701	Rep	54
Repine, Robert R.	1709 Beverly Dr., Grants Pass 97526	Rep	49
Rijken, Hedy L.	PO Box 576, 1250 NW Lake St., Newport 97365	Dem	4
Roberts, Lonnie	15815 SE Mill, Portland 97233	Dem	21
Sayler, Gene	6425 SE Yamhill, Portland 97215	Rep	15
Schoon, John	7090 Zena Rd., Rickreall 97371	Rep	34
Schroeder, Walt	95102 Rogue River Hts., Gold Beach 97444	Rep	48
Shiprack, Bob	22610 S Forest Pk. Rd., Beavercreek 97004	Dem	23
Sowa, Larry	18438 S Holly Lane, Oregon City 97045	Dem	26
Stein, Beverly	1625 SE 44th, Portland 97215	Dem	14
Van Vliet, Antone (Tony) C.	1530 NW 13th St., Corvallis 97330	Rep	35
VanLeeuwen, Liz	27070 Irish Bend Loop, Halsey 97348	Rep	37
Walden, Greg	1504 West Sherman St., Hood River 97031	Rep	56
Wehage, Rodger	3105 NE 60th Ave., Portland 97213	Rep	16
Whitty, Jim	HC52 Box 658, Coos Bay 97420	Dem	47
Young, Al	917 NW 7th Ave., Hillsboro 97124	Dem	5

Democrats 32  
Republicans 28

WADRLIST:33:12



"So then, when Old MacDonald turned his back,  
I took that ax, and with a whack whack here  
and a whack whack there, I finished him off."

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We still need volunteers to help us on the following Committees during our 1989 Legislative Session. Please help. We need you!!

Special Committees:

Legislative Bill Writing:	Mel:	1-928-9939
	Teresa:	1-298-1317

Fund Raising:	Ed:	1-673-6120
	Julie:	1-466-5767

Information Gathering (Statistical):	Brian:	1-298-1317
	Carolyn:	255-7793

Publication and Media Contact:	Roger:	289-0153
	Lois:	775-4593

Public Speaking:	Mike:	1-928-7235
	Bob:	1-466-5767
	Roger:	289-0153

## STATE WAYS AND MEANS

If there are any corrections, PLEASE send them in to me so we can get this updated. Do any of you chapters listed have any corrections to this? If so, send them to me...Vicky

State Ways and Means Officer  
Angie Beebout  
PO Box 4504  
Portland, OR 97208

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

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Depoe Bay, OR 97341

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Cindy

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K Falls Chapter  
2521 Link Street  
Klamath Falls, OR 97601

Marv Eastman  
2789 Avenue A  
White City, OR 97503

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CHAPTER ADDRESSES AND CONTACT PERSON:

After elections of new officers, please submit (in writing) any corrections to this list...Vicky

Clatsop County  
PO Box 191  
Warrenton, OR 97146  
For info: Dave, Skye 861-1281  
(after 7 PM before 10 PM)

Washington County  
PO Box 1353  
Hillsboro, OR 97124  
For info: Earl Frank, 640-5638

Jackson County  
PO Box 1184  
Medford, OR 97501  
For info: Frank Way, 664-1475 (evenings)

Yamhill County  
PO Box 141  
Amity, OR 97101  
For info: Dave Nelson, 835-9742

Josephine County  
PO Box 1385  
Merlin, OR 97532

Klamath Falls Chapter  
2521 Link St  
Klamath Falls, OR 97601

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

Mt. Hood Chapter  
PO Box 13021  
Portland, OR 97218

NE Portland Chapter  
PO Box 5792  
Portland, OR 97228  
For info: Mike Ritchey (Whoops, I forgot the #!! I will put it in next time.  
Sorry Mikey...Vicky)

Salem Chapter  
PO Box 13957  
Salem, OR 97309  
For info: Cyndi Hathaway, 585-6518, Joe or Shirley, 363-8247

SE Portland Chapter  
PO Box 06027  
Portland, OR 97206

St. Johns Chapter  
PO Box 03506  
Portland, OR 97203

For info: Barbara Gallaher, 289-2250

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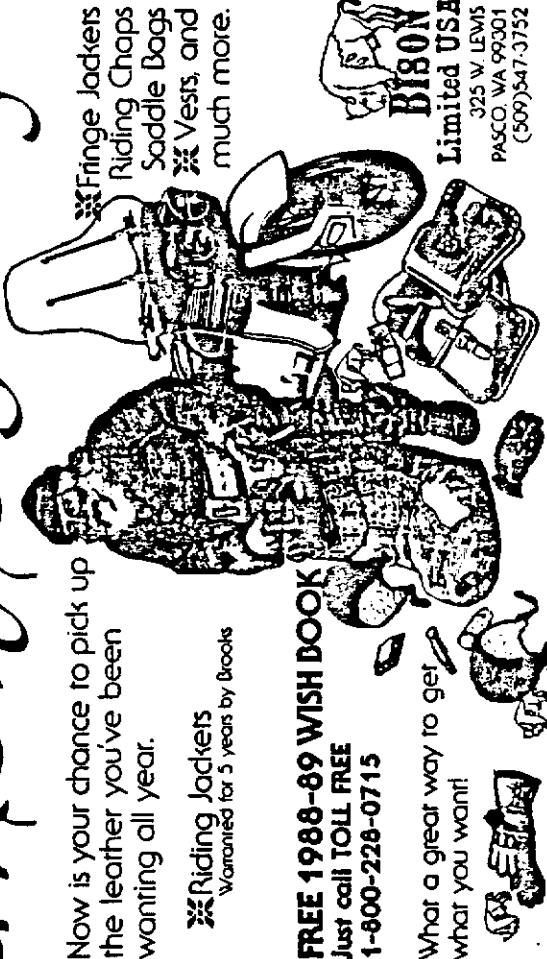
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## Ed Youngblood

President

### Which insurance crisis?

The insurance crisis. It's become a part of nearly everyone's vocabulary in the '80s. But the next time you hear someone refer to the insurance crisis, it might be wise to ask, "Which insurance crisis?"

Starting in late 1985, we faced the liability insurance crisis. In almost no time, premiums for liability coverage increased on the order of 400 percent, and some forms of protection became unavailable at any price. The insurance industry went to great lengths to blame it all on greedy and unscrupulous lawyers. At best, that was only part of the problem, and there are those who remain convinced that the entire "crisis" was orchestrated on an industry-wide basis.

Whatever the cause, that so-called crisis hit organized motorcycling hard during 1986. Many organizing clubs and promoters, facing substantially higher premiums to protect themselves from lawsuits, simply cut back on the number of events they ran or went out of business entirely.

While liability insurance rates have remained at their inflated level, the AMA seems to have put that crisis behind it with a lot of hard work and an effective risk management program. Although premiums are not likely to de-

8 AMERICAN MOTORCYCLIST

cline in the foreseeable future, riders have become acclimated to the higher fees, and this year the number of sanctioned events has returned to pre-1986 levels.

Just about the time we were getting the liability crisis under control, along came the Insurance Institute for Highway Safety (IIHS) and its study condemning so-called "race-design" motorcycles. Although the AMA discredited that study from the outset and was generally successful in blunting its effectiveness as a scientific report, the IIHS hasn't backed away from its negative media campaign against motorcycling. The Insurance Institute has continued its efforts to sour public opinion toward sportbikes, and several of its funding members, the insurance companies, have based major policy decisions on that flawed study.

One such company is State Farm Insurance. While State Farm doesn't necessarily see itself as a motorcycle insurance provider, the fact is that it writes more motorcycle policies than the three largest motorcycle specialty carriers combined. And, by simply ripping a page out of the IIHS report last spring, State Farm "blacklisted" all of those sportbikes that the IIHS had decided were dangerous. In the process, State Farm also shut out a significant number of its long-time car, boat and home insurance customers. With one sweep of an executive pen, based on flawed information, that com-

*It appears we aren't  
through with insurance  
crises yet.*

pany decided not to write coverage for what may be the largest segment of motorcycles currently being sold in the American market.

We tried to find out why, but State Farm was not very hospitable. You'll find all the details in a feature article beginning on page 24, but apparently a fear of litigation caused company spokesmen to be very guarded in their responses to our questions. And, while we had to obtain our information through secondary sources, we were able to confirm that the company has abandoned the IIHS blacklist in favor of its own blacklist. This may represent a step in the right direction, but it appears that the State Farm list has no more evidence to support it than the IIHS contrivance.

Whatever the outcome of the sportbike crisis perpetrated by the IIHS, we can presume that, like the liability crisis, it will have a lasting effect on the cost of coverage and insurance availability on certain models of motorcycles.

But it appears that we aren't through with insurance crises yet. We are advised by our insurance consultants that the next great crisis, on track to hit our pocketbooks full-blast in 1989, will be in health insurance. Notwithstanding everything you heard a couple of years ago about revolutionary and cost-effective new health insurance schemes, that industry has fallen on hard times and will inevitably turn to its premium-paying policy holders for a remedy.

Of course, a crisis in the health insurance industry will affect us all, but we're seeing signs that it will affect motorcyclists more, since it is certain to be aggravated by the hysteria about personal safety that is being stimulated these days by members of both the insurance and medical industries.

Example: Florida Rock Industries, a mining, manufacturing and trucking company with annual sales of over \$275 million, has announced a "wellness" program for its employees through which they can earn discounts on their group health costs—a noble goal. The program lists eight items: good-sense things such as staying within 10 percent of your ideal weight, knowing and periodically checking your blood pressure, exercising 15 minutes a day, and having annual medical and dental checkups. In fact, all of them seem to be logical, well-established physical fitness techniques, except item No. 8, which simply says, "Stay off motorcycles." That's right. You can be Arnold Schwarzenegger, but if you ride your scooter to work at Florida Rock, you can forget your health coverage discount.

Example: Even more alarmingly, the Central Pennsylvania Teamsters Health and Welfare Fund has just announced medical coverage changes that withhold disability coverage, accidental death and dismemberment benefits or major medical coverage on any injury resulting from a motorcycle or ATV accident.

Watch your personal and group medical coverages closely, because you are probably going to see more of this kind of thing.

For motorcyclists, there seems to be a common thread that runs through this recent series of insurance crises. Whether it's liability, vehicle or medical insurance, we haven't dodged one bullet yet. And I can see no good reason to expect that situation to change. I believe that all the motorcycle sales and marketing experts in America and all the engineers in Europe and Japan are going to have less say about what you ride in the near future than the insurance executives will. In fact, it may well come down to a question not of what you ride, but whether you are allowed to ride at all.

AM



# The Insurance Blacklist

Like a good neighbor,  
State Farm is there?

The facts are pretty simple, yet the implications are enormous.

The country's largest insurer of motorcycles has decreed that thousands of motorcycles—the most popular models currently on the market—are no longer eligible for insurance. In doing so, that company, State Farm Insurance, has fallen perfectly in step with the Insurance Institute for Highway Safety (IIHS) in deciding that the vehicle, not the operator, is the determining factor when it comes to safety on two wheels. And together, State Farm and the IIHS have taken a giant step toward determining the future of motorcycling in America.

## Background:

In April 1988, State Farm Insurance sent a bulletin to all its agents nationwide advising them of what amounts to a "blacklist" of 38 sports-styled motorcycles with 500cc or larger engines from five manufacturers: BMW, Honda, Kawasaki, Suzuki and Yamaha. It banned agents from writing insurance policies for everything from a Kawasaki Ninja to a BMW K100RS. In addition, the policy ruled out coverage for any motorcyclist with less than three years experience.

Two factors made that policy particularly significant:

1) State Farm is no ordinary insurance company. Founded in 1922, it currently insures 30 million automobiles and half a million street motorcycles, making it the largest car and motorcycle insurer in the nation.

2) The basis for State Farm's blacklist was the fatally flawed study of motorcycle accidents commissioned by the Insurance Institute for Highway Safety (IIHS) in 1987. In fact, the bulletin sent to State Farm agents contained one page of information copied right from the IIHS report, and uses the IIHS' terms "bullet bikes" and "racing-design" motorcycles for the sportbikes banned from coverage.

Within days of the announcement of that new policy, things got complicated. By the time the AMA secured a copy of the bulletin from a State Farm agent (the company has consistently refused to release a copy of the policy or to officially acknowledge any details regarding it—all company memos noted in this story were obtained from agents who voluntarily sent them to the AMA), there was an outcry of protest. State Farm's customers, and apparently some of its agents, were wondering why the company was abandoning the fastest-growing segment of the motorcycle market.

By May 6, a memo sent to Ohio agents noted, "The recent change in motorcycle eligibility rules is causing a great deal of concern. . . . It also suggested that State Farm might allow some flexibility

APPLICATION FOR STATE FARM AUTOMOBILE INSURANCE APPLICANT'S COPY

NAME: John Doe ADDRESS: 123 Main St, Anytown, OH 45678

DATE OF BIRTH: 01/01/1950 SEX: M OCCUPATION: Engineer

VEHICLE INFORMATION:

VEHICLE	YEAR	MAKE	MODEL	TYPE	COLOUR	VEHICLE IDENTIFICATION NUMBER (VIN)	VEHICLE REGISTRATION STATE	VEHICLE REGISTRATION NUMBER
1	1987	BMW	K100RS	Motorcycle	Black	123456789012345678	OH	12345678

APPLICANT'S SIGNATURE: John Doe DATE: 05/01/1988

AGENT'S SIGNATURE: [Signature] DATE: 05/01/1988

STATE FARM INSURANCE COMPANY

in writing coverage for mature motorcyclists. But the basic policy of refusing coverage to anyone owning a sportbike didn't change.

As the furor grew, State Farm officials even approached the AMA for help. In a June meeting at AMA headquarters in Westerville, Ohio, they told AMA President Ed Youngblood that the sportbike blacklist was simply the result of a lack of information about motorcycles within the company.

AMA officials responded that the blacklist approach was entirely inappropriate, since it completely ignored the qualifications of the rider and there was no hard evidence to suggest that the blacklisted bikes were any more dangerous than any other style of motorcycle. They noted that AMA members, with an average of 17 years of riding experience, have a proven track record of riding ability that makes them good insurance risks, regardless of the style of motorcycles they ride.

The AMA also criticized the use of the discredited IIHS study as the basis for any company policies, pointing out that Harry Hurt, the leading researcher in the motorcycle safety field, had called that study "fatally flawed."

Ben Parr, senior auto industry liaison for State Farm's research department, claimed his company was in need of more data in order to make intelligent decisions about motorcycle insurance. He said State Farm regularly receives vast amounts of data from the automakers, and tracks the repair and replacement costs of 3,000 individual parts on cars. As a result, he said, the company is in a good position to set appropriate insurance rates for all types of cars, including high-performance models.

Parr said he had requested the same information from the motorcycle manufacturers, but had been unsuccessful in getting it. Without that information, he said, the company had no way to categorize motorcycles and no way of knowing whether one style of motorcycle really was responsible for a higher percentage of insurance losses.

State Farm officials asked the AMA to help track down that information, saying that receipt of that data would speed the process of getting motorcycles removed from the blacklist.

Based on those assurances, the AMA approached the manufacturers and was initially successful in encouraging three manufacturers to send data, including product brochures and the VIN numbers assigned to each model. (By press-time for this issue, all five of the manufacturers affected by the blacklist, plus Harley-Davidson, had supplied at least some of this information to State Farm.)

Through July and August, we awaited word that the blacklist had been with-

drawn. During that time, hundreds of letters went to State Farm's headquarters in Bloomington, Illinois, from AMA members incensed by the company policy.

For their part, State Farm officials refused to discuss the policy, saying that matters pertaining to the company's rate-setting policies must remain secret under the provisions of federal anti-trust laws.

Finally, by September, we decided that we'd waited long enough. It was time to find out exactly what was going on at State Farm. We called to set up an interview with the company officials who had been responsible for the policy—in particular, James Edmondson, vice president of underwriting and service, and Alan Curry, vice president of the actuarial department—and were told they would be unavailable.

Instead, Bill Wood, managing editor of American Motorcyclist magazine, and Jim Bensberg, legislative affairs specialist with the AMA's Government Relations Department, were offered an interview with James Stahly, from State Farm's public relations department. We told Stahly we didn't think he would be in a position to answer our questions. Apparently, State Farm agreed, because when, after several delays, we finally got an interview at the State Farm office, Stahly was accompanied by Cranford Ingham, vice president and general counsel for the insurance company. In fact, it was Ingham who ended up fielding nearly all our questions.

Why did the company feel the need to have an attorney on hand for a magazine interview? Because, we were told, issues might come up that could concern federal anti-trust regulations.

All this talk about anti-trust laws made us wonder what State Farm was so concerned about. So we asked Eric Lundquist, legislative affairs specialist for the AMA and a licensed attorney, to explain it to us.

He noted that insurance companies have been protected from many types of anti-trust legislation since 1945 under the terms of a law known as the McCarran-Ferguson Act. That law exempts insurance companies from anti-trust regulations except in cases that involve "boycott, coercion or intimidation."

In other words, insurance companies can share information in ways that would be illegal in other industries. If all of the motorcycle magazines got together and decided to jack up advertising rates across the board, that would be illegal. But if a group of insurance companies did the same thing with premiums, that would be just fine under the terms of the McCarran-Ferguson Act.

However, if a group of insurance companies, perhaps joined together in

## The list

The following is the current State Farm Insurance Company blacklist of sportbikes. This revised version of the blacklist, which contains 29 motorcycle models, was sent to agents in early October.

If you own one of these motorcycles and it was insured with State Farm prior to April 1988, your policy will not be canceled on that bike. But if you try to get a new policy on any of these bikes, either as a replacement for an existing insured bike or as an addition to the vehicles you currently have insured with State Farm, it will be refused.

An asterisk after the model designation indicates a bike that is a part of its company's 1989 model lineup.

### Honda

CX500 Turbo  
CX650 Turbo  
VF750F Interceptor  
VFR750F Interceptor  
VF1000F  
VF1000R Interceptor  
CBR1000F Hurricane  
CB1100F

### Kawasaki

ZX750 Turbo  
ZX750\*  
ZX900  
ZX1100  
ZX1000\*

### Suzuki

GSXR750\*  
GS750S Katana  
GS750E  
GS1000SZ  
GS1100FJ Katana  
GSXR1100\*  
XN85 Turbo  
GS1100SD Katana  
GS1100E  
GS1150E

### Yamaha

FZ750  
FZR750RT  
XJ900RK  
FZR1000\*  
FJ1100  
FJ1200\*

an association like the Insurance Institute for Highway Safety, decided to boycott (or "blacklist") one type of coverage, that might be illegal.

So that's why State Farm wanted an attorney on hand!

It was obvious from the opening mo-

Continued  
JANUARY 1989 25

26

ments of our interview that State Farm's overwhelming concern about anti-trust issues would influence the entire interview. As you'll see, preoccupation with that topic prevented any real discussion of the facts.

For instance, we attempted to start a discussion about the qualifications of the rider and how they figure into determining an insurance risk. When we said that those qualifications are ignored by the State Farm blacklist, Ingham said the company engages in the same sort of blacklisting when it comes to cars. Then we tried to obtain specifics concerning that blacklist, and here's the way the discussion went:

**AM:** What is it about the purchase of this particular style of motorcycle that suddenly turns a good insurance risk into a bad insurance risk?

**Ingham:** I don't know.

**AM:** But State Farm has made the decision that it does. Doesn't it go outside of your established procedure to simply decide that without regard to the person involved, and without regard to what you thought about their risk, that you're not going to write insurance for that vehicle—as though the vehicle will, in some fashion, put that person in a different class of risk?

**Ingham:** We've done the same thing with automobiles.

**AM:** Can you give us an example of what you're talking about there?

**Ingham:** No. Because that goes to our anti-trust concerns—which vehicles we don't insure.

**AM:** But you've banned a fairly substantial percentage of the marketplace in the motorcycle industry. Did you do that with cars?

**Ingham:** Percentage-wise? No.

**AM:** How many cars? We don't need names, but how many cars will State Farm currently not insure that are legal in the United States?

**Ingham:** I don't know that.

**AM:** Is it more than 10?

**Ingham:** I don't know. I can't tell you that. It's not a major problem.

**AM:** Who might be able to tell us that?

**Ingham:** No one.

**AM:** No one at State Farm could tell us the number of cars that you won't insure?

**Ingham:** No one will. You see, you're getting back to the thing that's off-limits, and that is what we won't insure.

We subsequently checked with other sources and found that State Farm will insure virtually any car that is legal for use on U.S. highways. The new Corvette ZR1, with a guaranteed 200 mph? No problem. Lamborghinis? Testarossas? Sign on the dotted line, sir. The only possible exceptions are a few "kit cars," which are essentially homebuilt vehicles. But when it comes to high-performance cars, State Farm will insure any and all. They just won't touch any of the motorcycles banned for being "bullet bikes."

Obviously, very little hard information came out of our interview with Ingham, so there's little point in reproducing all of the questions and answers. However, some segments are interesting for what they say about the attitudes of State Farm officials, and for the confusion they reveal within the company.

Here, for instance, is a part of the discussion concerning the origins of the State Farm blacklist, which bears more than a passing resemblance to the results of the infamous IIHS study:

**AM:** Did anybody in the company study whether these bikes actually represented a greater pattern of (insurance) losses than other bikes?

**Ingham:** Yes.

**AM:** Can we ask how that study was conducted?

**Ingham:** No.

**AM:** Was it done within State Farm itself?

**Ingham:** Yes.

**AM:** Was there any outside assistance in that study?

**Ingham:** I don't know.

**AM:** And your study just happened to coincide precisely in its results with what the IIHS came up with?

**Ingham:** I don't know. I can't tell you that.

**AM:** The memo your company sent out even included a page copied directly from the IIHS.

**Ingham:** We do disseminate IIHS data, their publications. There's no point in being in the safety business if you don't put the information out.

**AM:** But it was also used to determine which motorcycles you would insure and which you wouldn't insure.

**Ingham:** I don't know that that's true.

**AM:** (Showing Ingham a copy of the State Farm memo including the page copied from the IIHS) We can assure you that this same list was sent to your agents.

**Ingham:** Can I ask a question? What's your point?

**AM:** Our question...

**Ingham:** No, I want to ask really what you're up to here. Number one, you think you should be able to tell us which motorcycles we will or will not insure.

**AM:** We don't think we should, but we don't think anybody else should, either. And it strikes us that somebody has, in particular, the IIHS.

**Ingham:** And I gather from looking at your recent things that you think their studies are flawed?

**AM:** We're not going to say that we think so. We're going to say that the leading researcher in the field of motorcycle safety said it was flawed.

**Ingham:** I've read all that stuff. Let me put it directly to you fellows. There's no nice way to put it. You're not going to influence who State Farm does or does not insure. You can have input in the process; if you have data that's valid on that subject it would be something to be considered. But you're not going to make the decisions for us.

**AM:** We would like to point out that the data you received from the IIHS is flawed—not just in our opinion, but in the opinion of many respected researchers who are engaged regularly in this business.

**Ingham:** Well, let me say this: We have our own research department and



*'There's no nice way to put it. You're not going to influence who State Farm does or does not insure.'*  
— Cranford Ingham, vice president and general counsel, State Farm Insurance

## It's your move

"I have customers who have three motorcycles, a couple of cars, a house and a boat all insured with me. If I have to cancel his motorcycle coverage, he's going to take all his business from me, and I can't blame him."

That's how one State Farm agent described the predicament his company has placed him in by instituting a blacklist of sport motorcycles. The agent, who asked not to be identified in case State Farm should decide to retaliate against him, said the company's policies have made his job considerably harder.

The problem that State Farm agents face is that, unlike many other insurance agents, they are exclusive State Farm representatives—they aren't allowed to represent any other companies. So if State Farm bans your motorcycle, or if State Farm's policies make you dissatisfied enough that you decide to take your business elsewhere, your agent can't just find you another company and continue to receive his commission. He loses that business completely.

"In the case of that guy," said the agent we talked to, "I have to write five or six new policies just to stand still. People like that don't come through the door every day."

That means a motorcyclist has a powerful weapon: he can use to communicate his feelings concerning State Farm's sportbike blacklist. All he has to do is tell his agent that the company's policies regarding motorcycle insurance have convinced him to shop around for a new insurance company. And you can bet that the agent involved will make sure company officials back in Bloomington, Illinois, get the message.

No, one complaint from an agent isn't likely to make any difference at all. But State Farm insures half a million motorcycles. And those half a million motorcycle owners also own cars, houses, boats and other insurable items. All told, that adds up to several million insurance policies with State Farm that are controlled by motorcyclists.


One bit of advice: If you do plan to look elsewhere for insurance, shop around. We called four insurance agents to get quotes for a 1988 1,000cc Honda Hurricane. Based on ownership by a 38-year-old married man living in Westerville, Ohio, those quotes ranged from a low of about \$300 a year for full coverage to a high of \$1,500. In our case, the lowest quote came from State Farm's

biggest competitor, Allstate, but your experience could be different.

Cost aside, not one of the agents we contacted refused to cover the Hurricane. In fact, one AMA staff member who holds an existing State Farm auto policy even got a firm quote for insuring the bike from a State Farm agent. He went in and filled out the proper forms and was given a binder on coverage of the machine. We can only assume that the State Farm agent, in violation of his own company's rules, is going to try to find some way to slip it through the red tape.

There is one other way you can register your feelings with State Farm. You see, unlike some other insurance companies, State Farm is what is known as a "mutual" company. That means the company is owned by its policyholders. If you have a State Farm insurance policy, you're a part owner of the company.

So, if you see anything on the past few pages that disturbs you, you might want to pass that message along to your agent. And while you're at it, you might want to write to Edward Rust, President, State Farm Insurance Companies, 1 State Farm Plaza, Bloomington, IL 61710, and tell him that you're shopping around. Ask specific questions, and ask for a personal reply that answers those questions.

After all, it's your company. 

they do look at the IIHS data, not just in this area, and they think (the IIHS) does excellent research.

So what we learned from that exchange was that State Farm did its own research before issuing its blacklist, in spite of the fact that representatives of the company's research department had told us back in June that they didn't have enough information to do that research. And why was that IIHS material included in the memo to State Farm agents? Just as a little safety reminder—nothing else.

Most importantly, no group of motorcycle users is about to influence State Farm's decisions—not when the IIHS is out there doing that "excellent research."

At another point, Ingham told us that State Farm isn't even interested in being in the motorcycle insurance business—this in spite of the fact that he had told us earlier: "Our marketing goal would be to insure the needs of a typical American family—their automobile and home, their motorcycle, their life insurance and health insurance."


In any case, Ingham hinted during the interview that State Farm might have, once again, revised its policies regarding motorcycle insurance. Of course, when we asked if we could see a copy of that revised policy so that we could discuss it, he refused. As before, we quickly obtained one through a State Farm agent.

The bad news is that State Farm still has a blacklist of uninsurable motorcycles (see list on page 25). The fact that the new list contains 29 motorcycles, rather than the 38 that appeared on the earlier version, may represent some progress, but not a lot. Essentially, this blacklist contains nearly every bike with a 750cc or larger engine and every turbocharged bike that was on the previous list, but allows coverage of smaller sportbikes.

The new policy also backs away from the earlier ban on motorcyclists who had been riding for less than three years. Under the terms of this policy, any person who has been licensed to operate any vehicle for three years can insure a motorcycle with State Farm (as long as they meet the company's other stand-

ards). And young riders who haven't had a driver's license for three years—sons and daughters of existing State Farm customers, for example—can be insured on a motorcycle, although they will have to pay somewhat higher rates.

Why did State Farm change its policy? Maybe it's because of all those letters written by AMA members and other dissatisfied customers. Maybe the information sent by the motorcycle manufacturers had some effect. And maybe the company decided that its strict adherence to the IIHS party line really could get it into trouble with anti-trust laws. Given the company's paranoid approach to any discussion of this issue, we'll probably never know. If the previous blacklist was a knee-jerk reaction to the IIHS study, then this policy appears to be a knee-jerk reaction to everything that's happened since.

Whatever the reason for the change, State Farm's new policy still refuses to consider the qualifications and previous record of the rider when it comes to insuring an entire class of motorcycles. And that makes this policy, like the IIHS study, fatally flawed. 

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FOR IMMEDIATE RELEASE  
December 1, 1988

**SNELL WARNS MOTORCYCLE HELMET MAKERS OF  
USE OF VELCRO ON HELMET CHIN STRAPS**

The use of Velcro on motorcycle helmet chin straps could cause serious head injuries or fatalities in the event of an accident, according to A. Marshall Irving, director of engineering for the Snell Memorial Foundation. Snell is a world leader in development of standards and guidelines for protective headgear in recreational sports.

In a warning letter to all manufacturers of Snell-certified helmets, Irving notes that Velcro patches can be used to improperly secure chin straps. Because Velcro is easy to fasten, helmet wearers might fail to properly thread the chin strap through the "D" ring closure or buckle.

When a helmet is improperly secured, Irving adds, the chin strap can be released by virtually no force at all, offering no protection to the user.

Because it is far easier to use the strap incorrectly, the mere inclusion of a warning or instructions may not be enough to correct this unsafe condition. Notes Irving: "Adding Velcro to a chin strap in this manner violates good engineering practice, since it unnecessarily provides an incorrect and life-threatening mode of use."

Irving stresses that the Snell Foundation will not certify helmets that can be improperly secured using Velcro as the prime fastener. "Helmets with this design found in random testing will be recommended for decertification and/or recall," he warns.

"Snell has an obligation to the helmet-using public to provide exacting standards for head and neck safety, and to monitor compliance," Irving concludes. "We are committed to that obligation and will fulfill it with vigilance."

Based in St. James, New York, the Snell Memorial Foundation was founded in 1957, when an amateur racer, Pete Snell, died of head injuries due to a faulty helmet. It issues voluntary standards for helmets used in motorcycling, automobile racing, bicycling, equestrian sports and skiing. Each set of standards is revised approximately every five years.

The foundation conducts a random testing program to ensure the continued safety of Snell-certified helmets. Testing laboratories are maintained in St. James, New York, Sacramento, Calif., and Farnham, England.

# # #

This information is distributed as a service of the Motorcycle Riders Foundation, Inc.



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## CALIFORNIA HELMET LAW TO INCLUDE AUTO DRIVERS?

SACRAMENTO, CA -- "Where will it end?," many of California's mandatory motorcycle helmet law opponents were asking themselves as they listened to Assemblyman Dick Floyd (D-Hawthorne) tell a radio audience in Los Angeles that he also favors a helmet law for automobile drivers.

Floyd's comments came during one of his rare public debate appearances concerning his proposed helmet law for all California motorcycle riders and passengers, AB8, which he re-introduced in the Legislature on December 5 following Governor George Deukmejian's veto of an identical bill earlier this year. Floyd's opponent in the KFI-AM Radio debate, Bikers Against Manslaughter founding attorney Russ Brown, was challenging Floyd's claim that motorcyclists' head injuries were costing California taxpayers \$100 million annually in unpaid medical bills when a caller asked Floyd, "Why don't we pass a law requiring car drivers to wear helmets (since there are more than 10 times as many head injuries associated with automobile accidents)?"

"That's a good question," responded Floyd. "I don't know. It's probably a good idea...If a group of citizens out there wants to put

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together a bill to that affect and bring it to me, I'll sponsor it."

Perhaps someone should point out to Mr. Floyd that wearing a helmet inside an automobile is illegal in many states because, ironically, their Legislatures have determined that the helmet would impair a driver's vision and hearing (similarly to audio headphones).

"Floyd knows that such a bill would be laughed out of committee," said Russ Brown after the debate, "but it also reveals just how discriminatory this piece of legislation really is."

Helmet laws have received a great deal of national attention in the aftermath of actor Gary Busey's unfortunate motorcycle accident in Culver City, CA on December 4. Although Busey is expected to make a complete recovery from the head injury he sustained, Floyd has capitalized on the incident and the fact that the actor is a helmet law opponent to propel the issue into the national spotlight.

Friends of Busey's say that he has not changed his position on mandatory helmet laws and that he is expected to soon be back in the front lines of opposition to AB8.

Busey is also expected to support and help promote a decision made by the major California motorcycle groups; the California Motorcyclists Association, ABATE of California, BADL, Bikers Against Man-slaughter, the Modified Motorcycle Association and the AMA, to not oppose an alternative bill sponsored by Assemblywoman Bev Hansen, AB55, which shifts the focus to training, education, public awareness and stricter licensing standards. In keeping with a promise made to Governor Deukmejian in return for his veto of Floyd's bill last June, the proposal includes a helmet requirement for operators and passengers under 21 years of age.





## LEGAL FORUM

### IS IT LAUGHABLE, OR IS IT LIBELOUS?

Motorcycles have been in the news a lot lately. If you took all the TV film footage from the past 18 months and laid it end-to-end, along with all the newspaper column-inches, you'd cover more miles than the Four Corners Tour. Between the media hype over superbikes and ATVs, and legislative show-downs over helmet laws in more than a half-dozen states, two- and three-wheeled vehicles have received lots of press attention; and not much of it has been good.

Once public interest in a news item builds to a fever pitch, it seems a natural progression for the story to evolve from the news briefs, past the opinion section and inevitably onto the desk of the editorial cartoonist. It is this person's job to sketch a social, political or economical commentary that will amuse, delight and, invariably, offend a great deal of the public.

Recently, we've seen a lot of these types of cartoons aimed at motorcycling; and so has George Deukmejian, the California governor who vetoed a hotly debated mandatory helmet law. Likewise, Michael Dukakis has seen his caricature associated with cartoons depicting his actions as governor of Massachusetts when he authorized thousands of dollars of motorcyclists' license fees to be diverted from the state's motorcycle safety program to help balance the state budget.

Most of us can appreciate political humor, but sometimes public figures aren't the only ones who are afraid to open the morning paper. Those of us who deal with motorcyclists on a daily basis, and whose livelihood depends largely upon the atmosphere created by the public's perception of motorcycling find nothing funny in an illustration of black leather-clad "bikers" intimidating the legislature, or a freckle-faced kid aiming a rocket-powered motorcycle over a cliff.

That's when I start getting calls and letters from both riders and dealers who are not only unamused, but downright insulted and offended. These people feel slandered and libeled, and want to know if the cartoon in question is legally actionable.

First of all, slander is a spoken defamation uttered to a third party. When a defamatory remark appears in print, it is called libel. Secondly, I can't recall ever seeing an editorial cartoon that would be considered libelous in

today's courts.

That's not to say that there have never been any libelous cartoons, but, by today's legal standards, which weigh heavily in favor of the First Amendment and a free press, even a cartoon found libelous in the past would not likely be so judged now. There are several reasons why.

Strictly speaking, a cartoon is supposed to be judged against the same legal yardstick as print copy. Words, pictures or cartoons that expose a person to public contempt, ridicule, shame or disgrace, or induce an ill opinion of a person are generally considered libelous, and can be actionable for civil libel. Public figures must further prove that the information was known to be false, or printed with reckless disregard for the truth (actual malice).

In reality, though, the courts have afforded broad protections to libel defendants precisely by not holding cartoons and humorous content to the same strict standards.

In a 1985 libel suit against comedian Robin Williams, Williams went so far as to claim that all comedy is a form of irreverent social commentary that does not affect reputation in a manner that is actionable in defamation. He further maintained his statements could not be reasonably understood as any serious or literal statement of fact, and that jokes are purely an expression of opinion that is not actionable. (Fair comment and criticism is one defense against libel, and the case of *Gertz v. Welch* set the standard for the prohibition against imposing liability for ideas—"There is no such thing as a false idea."—and therefore statements of opinion are absolutely protected.)

The court rejected Williams' contention that comedy is a form of expression categorically protected by the First Amendment. It ruled that al-

though opinion is always protected, humor—in and of itself—is not protected because not everything uttered in jest is merely opinion.

In the case of an editorial cartoon, which may or may not be funny (depending on which side of the issue you're on), the courts will usually consider such criteria as:

1) Does the cartoon maliciously present as fact defamatory material that is false? 2) Is the cartoon an expression of opinion or a comment on a public official (which is protected)? 3) Would a reasonable person assume the cartoon is a presentation of actual fact?

Based on the above criteria, you can see that political and editorial cartoons are, by their very nature, typically protected from libel suits.

As hard as it may be to accept the real-world application of the libel standard toward cartoon commentaries, especially when you're greeted face-to-face with a repulsive and offensive drawing, you must realize that the U.S. Constitution affords protection for a reason.

Even in its most extreme, the courts have recently been compelled to find in favor of the defendants. In *Falwell v. Hustler*, The Reverend Jerry Falwell brought a libel action against *Hustler* magazine and publisher Larry Flynt for depicting Falwell in a liquor ad parody as saying, among other things, that he'd lost his virginity in an out-house with his mother.

Delivering an eloquent dissenting opinion was Circuit Court Judge James Harvie Wilkinson III, who said he shared the court's profound repugnance for the parody, and went on to say, "*Hustler* magazine is a singularly unappealing beneficiary of First Amendment values and serves only to remind us of the costs a democracy must pay for its most precious privilege of open political debate."

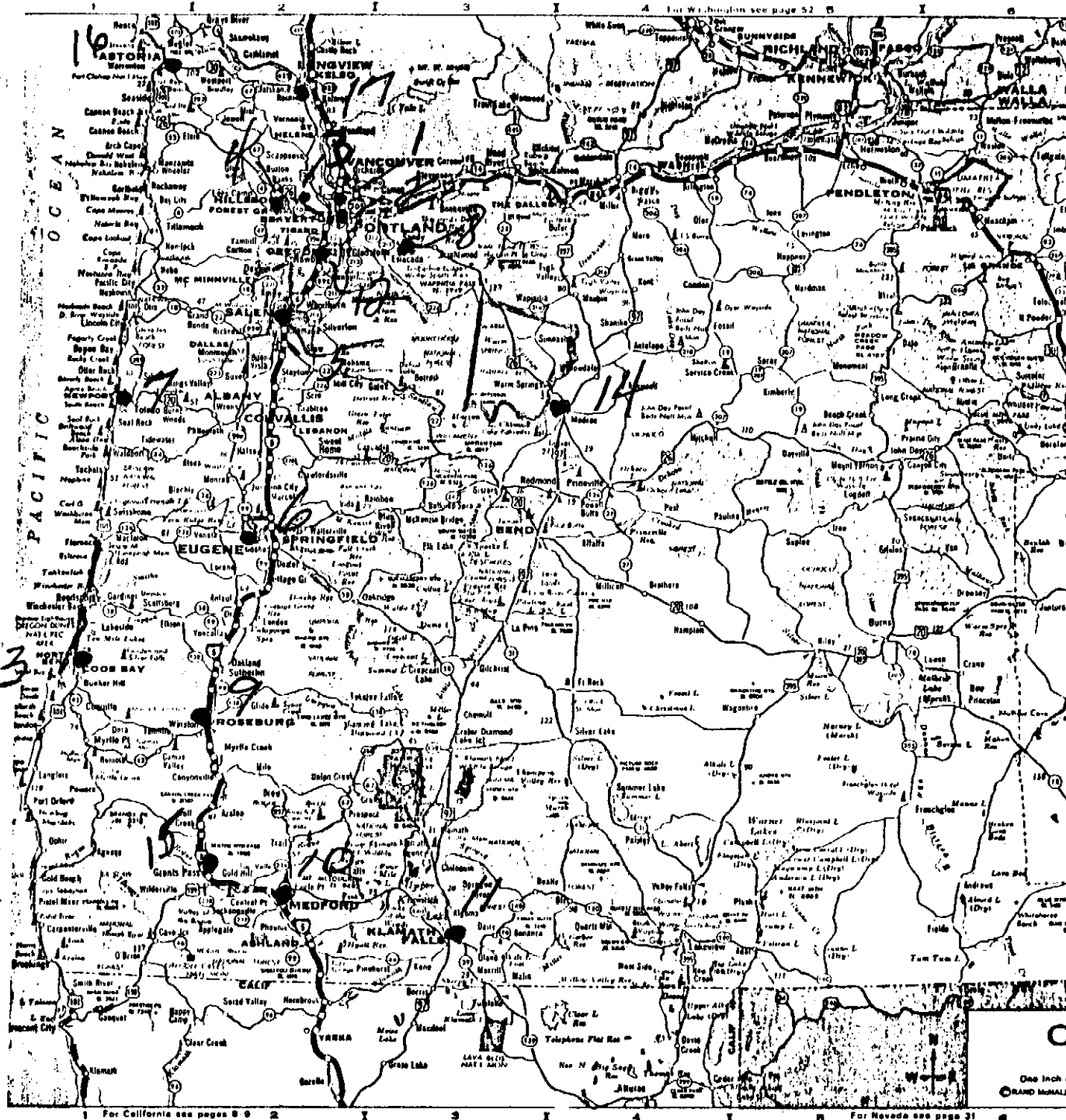
Perhaps those of you who contacted me inquiring about avenues of legal recourse against insulting cartoons, ads and commentaries, only to find there is little real chance of recovery, will find some solace in Judge Wilkinson's reasoning:

"Political satire and parody aim to distress. This genre of commentary depends upon distortion and discomfort for its effect. Either the First Amendment protects speech that makes someone uncomfortable, or it protects nothing at all.

—Russ Brown

Russ Brown is a Los Angeles-based motorcyclist and practicing attorney who has founded *Bikers Against Manslaughter* (B.A.M.), which has developed a network of nationwide legal services for motorcyclists across the country.

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- 9 Douglas Cty
- 10 Jackson Cty
- 11 Klamath Falls
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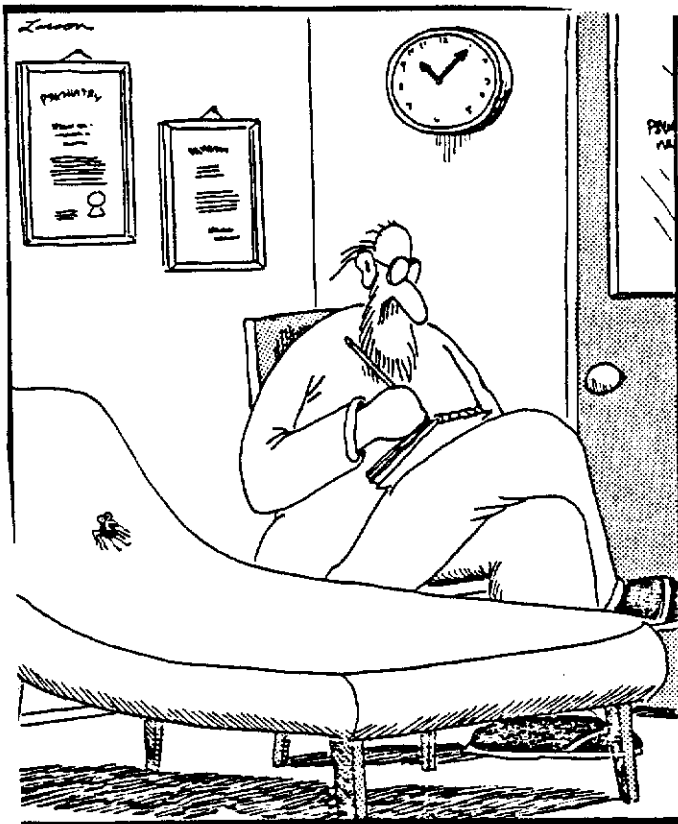
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"You know, it was supposed to be just a story about a little kid and a wolf ... but off and on, I've been dressing up as a grandmother ever since."



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	DOUGLAS COUNTY:	At 11 AM, Round Table Pizza, Roseburg.
	JACKSON COUNTY:	At 11 AM, Angelo's Pizza, West Main Street, Medford.
	LANE COUNTY:	At Noon, Bev & Ed's Pizza, Hwy 99 at Royal, Eugene.
	YAMHILL COUNTY:	At 5 PM, Dominico Pizza, McMinnville.
1st & 3rd Mon:	SE PORTLAND:	At 8 PM, The Pizza Barron, SE 122 & Division.
3rd Mon:	KLAMATH FALLS:	At Inga's Cheese Haus, 4023 S 6th, 6 PM. Call Preston at 882-7070 or Bob at 884-9709 for info.
2nd & 4th Mon:	SALEM	At 7 PM, Casey's Pizza, S Commerical. Call Cyndi 585-6518 or Joe or Shirley 363-8247.
1st & 3rd Tues:	CENTRAL OREGON:	At 7 PM, Pietro's Pizza in Madras.
	ST. JOHNS	7:30 PM, Prefettos Pizza.
2nd & 4th Tues:	WASHINGTON CTY:	At 8 PM, Sunshine Pizza, Cornelius.
1st & 3rd Wed:	NE PORTLAND:	At 7:30 PM, Gino's Pizza, 108th & NE Halsey.
1st & 3rd Thurs:	MT. HOOD:	At 7:30 PM, TJ's Lounge & Rest., 39024 Proctor Blvd, Sandy, OR. Call 668-4979 for info.
1st & 3rd Fri:	LINCOLN COUNTY:	At 7:30 PM, Moby Dicks Restaurant, Newport.

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