

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



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

APRIL 1990 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

**Stop and think how many freedoms
you've lost in the last 2 years.**



S.1007 HAS A COMPANION IN THE HOUSE ... H.R.3925

HERE WE GO AGAIN ...

The current "main" arguments in opposition to this measure are: It is not the job of federal legislators to take away the right of each state to decide for itself what is right (or not) for its people, there are only minimal provisions to include motorcycle rider education or motorist awareness programs as an alternative, and the legislation does not include, or even address, automobile head injuries (which is many times more than for motorcycles, even when wearing seat belts) or reduction measures. The Bill adds additional bias by only requiring seat belt usage to be 50% for compliance, but defines a motorcycle as a "motor vehicle mode of powered transportation with a seat and travels on not more than 3 wheels" (which would include all trikes). It is requested that all Freedom Fighters immediately call AND write your Congressman and voice opposition to this attempt to take away the individual states right to decide what is best for its people. See page 14 for sample of a way to write your letters.

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

BUSINESS CARD SIZE:	\$ 25.00 - 3 months \$ 45.00 - 6 months \$ 75.00 - 12 months	1/4 PAGE:	\$ 44.00 - 3 months \$ 80.00 - 6 months \$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months \$127.00 - 6 months \$200.00 - 12 months	FULL PAGE:	\$113.00 - 3 months \$213.00 - 6 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 EACH MONTH** in order to appear 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.
P.O. 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., P.O. Box 4504, Portland, Oregon, 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: Actions Printers, Inc.
3747 N.E. Sandy Blvd.
Portland, OR 97232**

CHAPTER ADDRESS AND CONTACT PERSON(S)

<p>CENTRAL OREGON 2520 N.W. Dogwood Madras, OR 97741</p> <p>For info: Jerry Brown, 475-2503</p> <p>COLUMBIA COUNTY P.O. Box 725 Rainier, OR 97048</p> <p>For info: Lee Hildebrand, 556-2733</p> <p>DOUGLAS COUNTY P.O. Box 61 Roseburg, OR 97470</p> <p>For info: Joy Hoover</p> <p>JACKSON COUNTY P.O. Box 1184 Medford, OR 97501</p> <p>For info: Peter Karpa, 776-4558 or Paul Warrender, 772-7344</p> <p>JOSEPHINE COUNTY P.O. Box 1385 Merlin, OR 97532</p>	<p>LANE COUNTY 34215 Meyer Road Cottage Grove, OR 97424</p> <p>For info: Harley, 935-2424</p> <p>LINCOLN COUNTY P.O. Box 665 Newport, OR 97365</p> <p>For info: Vicki Lechner, 563-3520</p> <p>MT. HOOD P.O. Box 13021 Portland, OR 97218</p> <p>NORTH COAST ABATE P.O. Box 468 Seaside, OR 97138</p> <p>For info: Jay Cooley, 325-4892</p> <p>N.E. PORTLAND P.O. Box 5792 Portland, OR 97228</p> <p>For info: Pat Gleason, 775-4593</p>	<p>SALEM P.O. Box 13957 Salem, OR 97309</p> <p>For info: Jim Stoner, 769-4402</p> <p>S.E. PORTLAND P.O. Box 86007 Portland, OR 97206</p> <p>For info: Ed Dahl, 771-0188</p> <p>TEAM TOTEM 3324 N.E. Killingsworth Portland, OR 97218</p> <p>For info: Charlie, 288-3658</p> <p>WASHINGTON COUNTY P.O. Box 1353 Hillsboro, OR 97124</p> <p>For info: Paul, 693-0938 or Tom, 662-4742</p> <p>YAMHILL COUNTY P.O. Box 1179 McMinnville, OR 97128</p> <p>For info: Cindy Butman, 472-0114</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

COORDINATOR'S CORNER

"A life spent in making mistakes is not only more honorable but more useful than a life spent in doing nothing." — George Bernard Shaw

Looking forward to the seminar coming up April 28th.

Reminding Chapter Coordinators to let me know the number of people from their Chapters that are attending.

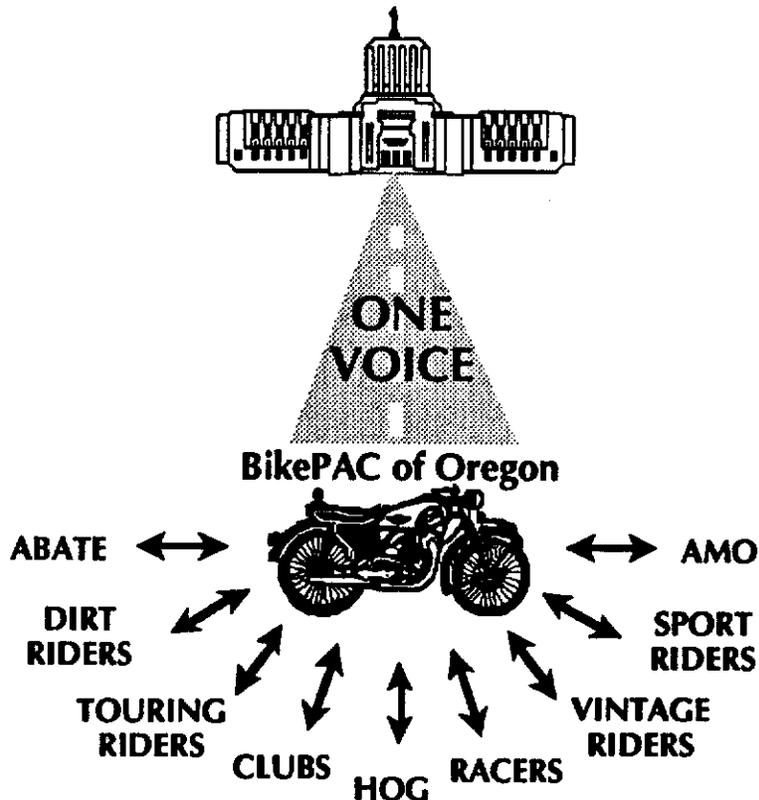
Remember you do not have to be an officer to participate.

ATTENTION: Contact new candidates in your district. Find out if they are for freedom of choice.

Communication and team work are essential for a strong organization.

Rotten Roger

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



**Join BikePAC today.
Together we can make a
difference.**

Membership form on page 10

The Beer Drinkers of America Party Smart® Education Project is designed to encourage moderation and responsibility among adults who make the personal decision to drink.

This advertisement offers some handy tips on how you can be a responsible drinker.

When Your Party Leaves Home

When you party away from home, it's more important than ever to "Party Smart" – to be responsible for your own actions and to watch out for your friends.

Party Smart guidelines fit most situations. Here are a few.

At The Big Game

For many people, nothing goes better at the ballpark than hot dogs and beer. It's an all-American combination. To keep the good times rolling, remember to "Party Smart."

Know your limit and stay within it

If your limit is two beers, remember that those jumbo stadium beer cups may equal two or more 12-ounce beers. On a hot day, you feel the effects more quickly. Enjoy some snacks to help slow the effects of alcohol on your body and switch from beer to soda at least an hour before leaving the event.

Your behavior affects those around you

Everyone has fun at the game when they and those around them stay in control. Remember – the kids are watching.

Be sure to designate a driver – ahead of time

After the game if you're not sober or not sure, don't get behind the wheel. And don't ride with anyone who's had too much to drink.

In the Great Outdoors

Americans find their fun everywhere – picnics in the park, barbecues at the beach, music festivals, sports activities and many others. Make Party Smart part of your plans.



Put some soft drinks in the cooler

Bring along plenty of soft drinks to give people an option if they choose not drink beer.

Have plenty of food on hand

Foods can slow down the absorption of alcohol into your system – The heavier in protein and carbohydrates the better.

Plan plenty of activities

But remember that physical exertion and too much alcohol may not be a good mix. Playing sports – even the casual variety like softball or flag football – when

you've had too much to drink can lead to injury.

If anyone in your group has been drinking too much, don't let them drive. Arrange a ride with a designated driver or call a cab. Taking away a friend's keys may not be easy but saving a life is worth the extra time and effort.

Out on the town

A night on the town with your friends at dinner, a club or the local tavern should be fun and worry free. With a little thought ahead of time, it can be both.

Decide in advance how to get home from your destination

Choose a non-drinking driver, bring money for a cab, or bring the phone number of a community "safe ride" program.

Plan an evening that includes a variety of activities

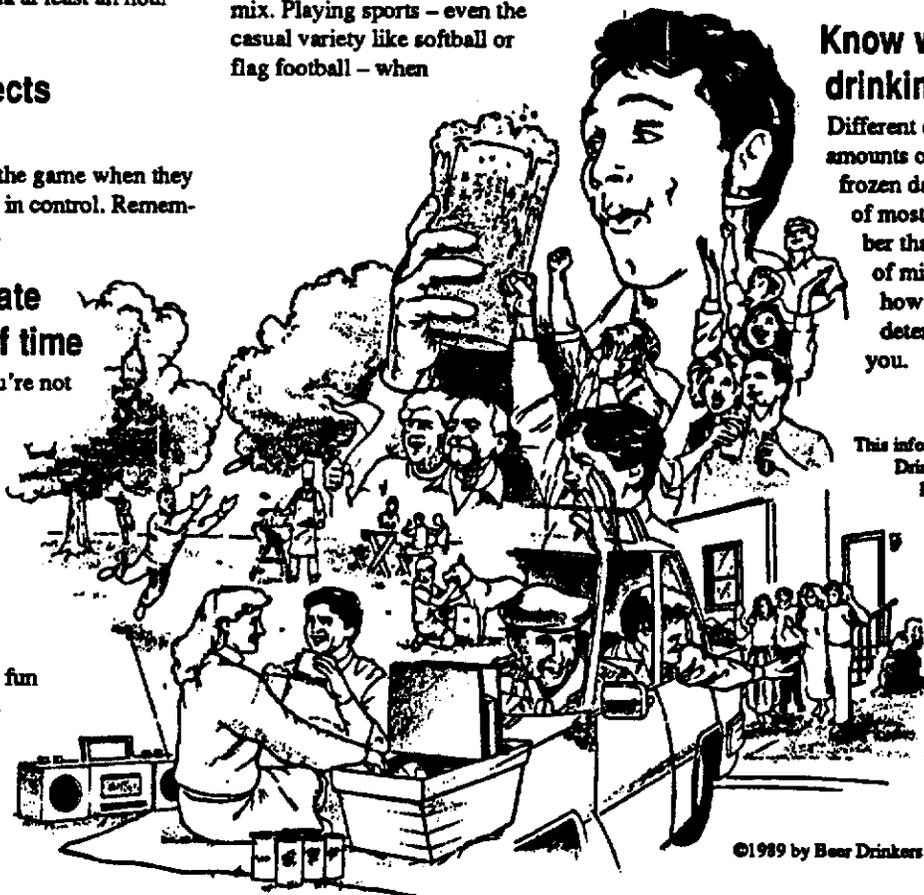
Dinner, dancing or games can give everyone a chance to pace themselves and spread out their consumption of alcohol. Remember, on average, your body processes a half-ounce of alcohol per hour.

Know what you're drinking

Different drinks contain different amounts of alcohol. For instance, a frozen daiquiri has twice the alcohol of most light beers. Also remember that your body weight, state of mind, physical condition and how much you've eaten can determine how alcohol affects you.

This information was produced by the Beer Drinkers of America Education Project. "Beer Drinkers of America is a non-profit consumer membership organization open only to persons over the age of 21."

For more information about the Beer Drinkers of America, call or write, 150 Paulino Ave., Suite 190, Costa Mesa, California 92626, (800) 441-2337.



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

Minutes for March 10, 1990

Chapter sign up was done before the meeting was called to order. The meeting was called to order by Coordinator Rotten Roger at the Sundown Station in Creswell. The minutes of last months meeting were approved as read.

Roll call of Chapters: Central Oregon - 2, Columbia County - 2, Douglas County - 1, Jackson County - 2, Josephine County - 2, Lane County - 1, Lincoln County - 2, Mt. Hood - 2, N.E. Portland - 2, North Coast - 0, Salem - 2, S.E. Portland - 2, Team Totem - 0, Washington County - 1, Yamhill County - 2. Total 23.

MEMBERSHIP SECRETARY: Membership is up 13 from last month. As of March 1, 1990:

Central Oregon	29
Columbia County	18
Douglas County	68
Indian Creek	84
Jackson County	60
Josephine County	56
Lane County	32
Lincoln County	80
Mt. Hood	40
N.E. Portland	121
North Coast	56
Salem	73
S.E. Portland	90
Team Totem	71
Washington County	31
Yamhill County	44
TOTAL	953

Coordinator Roger read a statement to enlighten people who have been misinformed about time spent talking about Fossil against time spent talking about other issues. The fact that Fossil Run is the only fund raiser the State has in order for the organization to run smoother and without too much hinderance financially throughout the year. He also awarded Dan Kerr of N.E. Portland Chapter with a certificate of appreciation for his generous donations to ABATE.

NEWSLETTER EDITOR: Several Chapters are still late in getting their monthly reports in. Once again, the deadline is the 15th of each month.

STATE RUN COORDINATOR: A letter was sent by Wheeler County stating that some improvements have been made at Bear Hollow. There is now water piped in, but it is not approved for drinking. Fossil tickets are ready and can be picked up at break. A 4,000 w generator is available for approximately \$140.00/week. One half of this amount is paid by Dennis Jones of Yamhill County. Angie gave a report on concessions available at Fossil this year.

ABATE PRODUCTS DIRECTOR: The raffle of a Pendleton blanket will be held today, and \$65.00 has been raised for BikePAC.

WAYS AND MEANS: Rusty has received three more orders for the coloring books, but each Chapter needs to work on selling them as well. He still needs some help with Casino Night at Fossil, also. Jackson County has loaned the state the use of some gambling tables for this purpose.

EDUCATION DIRECTOR: Team Oregon posters have been sent to every high school in the state. In their expansion of the program, one mobile trailer is finished and another one is on the way from Utah. There was quite a bit of discussion about the Zebra sticker for habitual drunk drivers. The next Governors Advisory Board Meeting is Thursday, May 10, at 6:30 p.m. at OSU in Corvallis.

LEGISLATIVE DIRECTOR: As we near elections, Chapters need to be informed about who is running for office in their individual areas

as well as state wide. Invite candidates to speak at Chapter meetings. So far we have only collected approximately 9,800 signatures!!! Not very good for us. We all need to get busy.

TREASURERS REPORT:

Checking	\$1,115.85
Savings	58.35
Postal Fund	.319.42
Total	\$1,493.62

HISTORIAN: Nanuck reports that he really needs some material. Maybe each Chapter could write a brief history of their Chapter and send it to him along with some pictures.

FINANCE COMMITTEE: Vicky gave a report on the findings of the committee. At this point it is obvious that we need to make some adjustments in the price of a membership. She will give a further breakdown next month.

OLD BUSINESS: Tri-fold displays; not all Chapters have donated money to help pay for these. Those of you who can, please do so. A vote was held to raise the lifetime membership up to \$250.00. Motion failed.

Chapters need to let Roger know how many people will be attending STEAM as soon as possible.

A vote was held for each Chapter to donate \$35.00 for renting a tent for Fossil. Motion passed. Yamhill County Chapter will purchase a tent that is 18' x 52' and said they would rent it to the State for \$50.00 cheaper than the other one.

NEW BUSINESS: A motion was made by Jackson County to donate \$500.00 for the use of Bear Hollow again this year. Motion passed. Roger will send a letter stating that we would prefer that the money be spent on improvements to Bear Hollow.

Yamhill County made a motion to raise membership up to \$17.50 for regular and \$25.00 for family memberships. The motion was tabled until the next meeting.

50/50 drawing was won by Jim Stoner. Wool blanket was won by Brenda Chancellor of Lincoln County.

The Fossil T-shirt contest was won by Gail of N.E. Portland.

There being no further business or announcements, the meeting was adjourned.

Respectfully submitted,
Judy Leemann, State Secretary

● ATTENTION ALL MEMBERS ●

A motion was made by Lincoln County to raise the lifetime membership to 10 times the amount of a regular membership (putting it on a sliding scale).

This will be voted on at the Chapter level this month, so attend your meetings and vote so your State Representatives can take the vote back to the State Board in May.

Thank you.

CHAPTER REPORTS

CENTRAL OREGON

Hello from Central Oregon. Sorry about last month. I must be getting drifty in my old age.

Not much happening here, just waiting for the weather to warm up enough to ride.

Until next month.
Terri

COLUMBIA COUNTY

(No report, third time.)

DOUGLAS COUNTY

(No report, second time.)

JACKSON COUNTY

Hi again.

Well, we're going to have a letter writing session next general membership meeting. Also, we are set to hold a booth at K-Mart for petition signing and giving A.B.A.T.E. information to the public.

Remember our meet and ride every 3rd Sunday at Angeloe's in Phoenix.

Ride Safe,
MA Pencilneck

JOSEPHINE COUNTY

With the beginning of the riding weather - just barely - in late February our Chapter decided to replace the second meeting a month with some sort of ride. February's ride consisted of a Poker Run (about 50 miles) with a split on proceeds of 50% to the winning hand and the balance to the Chapter. High hand (a flush) was held by Kevin and low with the prize of a Harley Davidson buckle courtesy of Siskiyou Buckle went to Joe.

Our March ride is still being planned and Gil has organized a scavenger hunt ride for April 22.

On a more sober note - we acquired a new member the day of the February Poker Run. Peter, from Vancouver, B.C. only to lose him two weeks later (not a motorcycle accident, but a firearm mishap). Wish we could have had him around longer. He was a special sort of person.

Till later - Ride Safe,
Mary

LANE COUNTY

If you missed our last Casino Night you missed a good time. For information on the next Casino Night call John at 726-2013 or Harley at 935-2424.

Let's get those signatures!
Harley

LINCOLN COUNTY

Our 7th Anniversary Party was great fun and very entertaining. A big thank you to all who attended and we enjoyed seeing those hardy souls that attended from out of town.

We're in the planning stages on several activities and getting the games together for Fossil. We hope to have a trap shoot some time in April, if the rain will let up enough for the creek to go down. The clay pigeon slinger is under water at the moment. One of our major projects

at the moment is working with the Newport Lyons Club on building our local Mrs. Santa a permanent home for her workshop. The ground has been broken and the cat work done by one of our members. We are thinking of having a Casino Night, planned and put on with other organizations in the community to raise money for the building supplies. Hoping the sun shines -

Vicki

MT. HOOD

Hi there. Due to nice weather we had a wonderful time at the Poker Run Saturday, March 17th. Shag and his committee worked hard and made good things happen and along the way were some happy riders when they saw that their card hands were getting better and better! Gordon of N.E. and Indy Pete had to split for 1st place. Total of \$48 each. Second place went to Shag of Mt. Hood winning him a big total of \$57.00 and low hand was Fracia of Vancouver winning a total of \$38.00. Congratulations to all and we hope all that joined us had a good time. We thank our friendly people that donated door prizes to us.

Team Totem
A & J's
Rustic Inn
Stage Coach Saloon
Brightwood Tavern
T. J.'s Restaurant
Columbia Motorcycle
St. John's Honda
Pleasant Home
Eastside Motorcycle
Iron Horse
Bears Bike Barn
Angie

All in all it was a blast. We're already on the works for our June 23rd & 24th Run and hope lots of you join us. Thank all of you that joined us Saturday, even if it was just to see Roger and I on the Honda 500. Believe me, it was great!

One thing missing though. I kept thinking how nice it would be if only we could have taken those helmets off. So the only thing is to get busy and work hard at getting our rears in gear to get all those signatures we need!

Until next month.
Safe Riding, Adios Angie

NORTH COAST ABATE

Well, it's already March, I find that hard to believe. We finally had a weekend with sunshine and many members took advantage.

To get to Chapter business, it's finally worked out, "The End of Summer Run" is going to be a tri county event again this year. Washington and Yamhill Counties will be joining forces to make this a great run. A committee has been formed and the first meeting was held the 4th of March after the regular meeting and the way the pencils were flying there was a lot accomplished. I'm sure there will be a report at the next meeting.

Recently, there's been a lot of discussion about what A.B.A.T.E. is aiming toward. It's been observed that all that seems to get done every year is the Fossil Run. Are we losing track of the objective?

We recently took advantage of an idea expressed at the State Meeting to use postcards to send our message to the senate and house. Monday, there will be postcards headed to Washington to let them know we are watching what's going on. It was a great idea and took a matter of minutes. It didn't even hurt.

That's about all from the coast.

Ride Safe,
Teresa, Chapter Secretary

N.E. PORTLAND

Greetings from N.E. Portland ...

Well, there's not much to report this month, other than the Toy Run Committee is underway, raising money and donations for the 1990 Run. Martin has organized his committee, and they are off and running.

We had a Chapter get-together March 10th, for our Chapter members, and anyone who wanted to become a member. It must have served it's purpose, as we did get quite a few new memberships and renewals of friends that have not been able to make our bimonthly meetings. We welcome them aboard!

Well, this year you won't be seeing the N.E. Chapter Concession Booth at Fossil. It was decided that it will stay home, and we'll just go and have a good time. However, look for our members working the Casino Tent! Thanks, Rusty.

Speaking of a Casino Night, April 21st will be our 2nd Annual Casino Night at the Stagecoach Saloon. If you came last year, then you already know how much fun it was. I hope we see you again.

Remember, get out there and get those signatures. Time is running out.

Ride careful,
Barbara

SALEM

Greetings from the Capitol.

Here we are in March and looking at a lot of good things to happen. By the time you read this our Casino Night (March 17th) will already have happened but you will have time to get in on our First Annual Bike Show, cosponsored by BikePAC. This will be at Gene's Tavern in Salem on May 6th from 11 am to 5 pm. Come and join in on the fun. There will be an auction and food and a great time for all.

We are having a tough time getting things going as not many members are showing up for meetings. We are averaging less than 20 per meeting and with over 70 members on roll that makes 20 a pretty poor showing. So, Salem Chapter members please come to the meetings and lend your support and have some fun. Without everyone taking part we can't do what really needs to be done. This organization is for your benefit not our personal glory.

By the way, we have some bad news. Joe Huff, our Sgt.-At-Arms, Public Relations Officer and coeditor for the Salem Newsletter had to resign his office for personal reasons. This loss will be greatly felt as Joe was quite an asset to us. He will be sorely missed. It will take a lot to fill his boots. So please, if you can, come to the meetings. We need everyone and **YOU ARE IMPORTANT!**

Well, that's enough for now. Everyone just needs to remember that **ABATE** is for all of us and **WE** are **ABATE**.

Nic "Dago" Oliver
Secretary/Salem Newsletter Editor

S.E. PORTLAND

Spring is near! S.E. Chapter's Anniversary Party takes place on March 24 at the River Road House. We'll have lots of door prizes, with a special prize for the member with the most petition signatures turned in. Come join us for a mere \$5.00 donation at the door for fun and live music by Flash Point.

At our March 4th meeting, we were visited by Sarge from the N.E. Chapter! We issued a friendly challenge to N.E. Chapter to join us in painting rooms at what used to be a nursing home for our Native American friends at NARA! Express yourself and get a room dedicated to your Chapter with a plaque made by NARA. They need the help -

are you up for it, N.E. colleagues? Anybody out there good at painting murals?

Ride safe, ride free, ride happy,
Christine McClure "Muffy"
S.E. Chapter Interim Correspondence Secretary

TEAM TOTEM

Fever is a condition occurring once a year at this time. A time of new life, new blood, new activity. When the motorcycle that has been stowed away in dark places is to be brought out into the light only to discover just how much has to be accomplished before a summer of trouble free miles can be enjoyed.

That's exactly where Team Totem is today. You can see it in the eyes and hear it in the conversation of our members. Our hope and aspirations are to ride and enjoy.

The sport of motorcycling to it's fullest.

Many of our people are initiating the preparations for Sturgis '90. We have some 12 souls that say they are going and seem excited enough to do it. Most of all lets ride, hats and all.

See you,
Justin

WASHINGTON COUNTY

YO! Long time no Newsletter input! Yes, Washington County Chapter is still alive and well. We're just not real organized at the moment.

Many thanks to all who attended our pool shoot! A good time was had by all. Hope we see twice as many of you there next year. We need the money!

Spring is almost here and good riding weather with it. But don't you wish you could go a ridin'

without that stupid hard hat? It's up to you, people! Go out and get those petitions filed! If you don't you can be damned sure no one else will.

Ride Free
Gizmo

YAMHILL COUNTY

We have 46 members, a healthy bank account, and plans for a summer run. We will be participating in the End of Summer Run with North Coast and Washington Counties. They seem very well-organized and it looks to be a great time.

We are gearing up for Fossil. We will be serving beer again and roasting a pig. We will also probably have a concession stand.

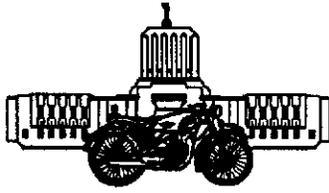
Our Chapter incentive for signature gathering has produced some results. The pot was \$64.45 this month. Debbie Falkner won with 34 signatures. Dave Hart had 19, and Clifford Maryon had 16.

Chapter elections are coming up in May. We will be holding elections the first meeting in May since our second meeting falls on the weekend of Fossil. We are considering a Saturday night "Elections Party" instead of a Sunday meeting so read your minutes for more information. Please seriously consider running for an office. We need your help and participation. Coordinator and Secretary are definitely looking for replacements!

Dave and Rebel will have had their baby by the time this is in print. Congratulations!

Cindy

**YOUR ATTENDANCE IS APPRECIATED
AT THE LOCAL MEETING. THE
HELMET ISSUE NEEDS YOUR ATTENTION.**



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

BikePAC Advisory Board Meeting Minutes March 3, 1990

Meeting was called to order at 11:30 a.m. Present: 3 Executive Board members, 2 Advisory Board members, 5 guests.

Minutes of last meeting were read and approved. Treasurer's report was approved as read. Income for February was \$299.91 and expenses were \$145.10, leaving a balance of \$320.91. Membership totals through February were as follows: Individuals, 90; Couples, 36 (72 persons); Business members, 2; Club/group members, 3. Total members 177. Advisory board members: 10.

Petition: 1471 signatures in February, total 9,655. Rate has been picking up with petitions coming in steadily.

OLD BUSINESS:

Signature Gathering: Feedback from ABATE members still indicates a lack of understanding of how BikePAC can work to benefit everyone. Roger and Mel will print the diagram from the new brochures in their newsletters. The Portland Chapters are communicating with each other and are trying to get a group with a spokesperson to go to Ron Wyden's town meeting at 4:00 today. Petitioners have been working every Saturday at Clackamas Town Center. Roger is trying to work up small groups to go to Freddy's for a few hours.

Other Events: Pete Karpa of Medford reports that their chapter has switched to one meeting per month, and on second meeting date going on a ride combined with a stop in a neighborhood to petition. In the Salem area there is little participation outside of Lee, Tina, Steve & Trish. Roger notes that many people have come into the organization just for the party, don't want to do the work. New members coming in are coming for the politics and are the ones who are getting the most signatures. Door to Door petitioning, precinct to precinct, is very effective. Steve noted the need to spend time courting other groups: HOG, other clubs, groups to contact the tiny percentage of those groups who will be the activists.

Upcoming Events: May 6 - Bike Show at Gene's Tavern, Salem, 11 to 5. Benefits to BikePAC. Tap Room, Independence - fund raising event for ABATE of Salem, St. Pat's day. April 1 AMO Swap Meet. March 24 - Central Oregon AMO Casino Night.

Discussion on membership rates led to revision of rates and addition of a new class of members: Supporting Member. The new fee structure will go in new brochure and will be effective April 1, 1990.

General Membership: Individual \$10, Couple \$15, Business/Group/Club \$50.

Supporting Membership: Individual \$25, Couple \$35, Business/Group/Club \$100.

Advisory Board Membership (MAB): Individual \$50, Couple \$75, Business/Group/Club \$200.

NEW BUSINESS:

Annual Meeting: According to bylaws, our first annual meeting will be second Saturday in May, May 12 (the same day as ABATE Board Meeting). It was suggested that the meeting be held at same place as ABATE Board Meeting, before that meeting. We are required to announce it at least one month in advance. It was suggested that it is

time for another Bulletin, to include an announcement of the opening of one executive board position (Executive Director), invite non-members to attend, etc. Every member will be sent a postcard, first class, to be sent by April 1. An announcement is to be sent to ABATE newsletter by March 15 for publication, also the AMO newsletter. 11:00 a.m. Sam will check to be sure we are observing all technicalities of conducting this meeting. Included in the order of business of the Annual Meeting will be: a report on our financial status, a report on activities, and an election for the position of Executive Director. Voting will be by card holders only. Brian was appointed to make final arrangements for meeting place and time, and will notify other board members.

Primary Election In May: A list of those candidates who had filed for state legislative offices was reviewed. Suggested topics for a questionnaire to be sent to candidates: search out attitudes about rider education, helmet law, difficulties on helmet/seat belts - state rights issue/blackmail; persuade them to be aware of motorcycle issues; and get them to take a stand on those issues. Insurance questions: Medical exemption from helmet use. Federal legislation/blackmail, helmet, seat belt, 55 mph, states rights. Toughen penalties for running over a motorcyclist. Adult self-determination. How do you regard representing your constituency. Do you practice an open door policy? Vote trading? It was suggested that a multiple choice format might encourage a reply. It was noted that a review of last year's legislation would be in order in making up the questionnaire.

People who have written to Hatfield about the S.1007 have been getting form letter back about contras in Nicaragua.

The Governor's Motorcycle Safety Advisory Committee does not exist in the eyes of the law, and the Committee would probably seek legislation in 1991 to remedy that. Some specifics of a possible proposal were discussed. It was requested that Team Oregon presenters put out a special effort to include the role that ABATE has played in establishment and growth of both the Gov. Committee and the rider ed program. It was suggested that emphasis be placed on appointments representing the areas of rider education, law enforcement, motorcycle businesses and motorcycle rights.

Banners: Roger has CFFOC banner, could be painted over for BikePAC use. Roger will get banner to Trish. Mel will check with Kathy about doing a couple of smaller banners with designs to be drawn up by Teresa.

Meeting Place: Discussion about the desirability of moving meetings to other locations led to establishing the following schedule of meetings: May & Nov. meeting will be held in Eugene. Aug. & Feb. in Portland. It was agreed that if possible meetings should be held in a place that does not serve alcohol. Mel noted that, to use a community college, set your meeting up as a class and register all your attendees as students; the college gets money for it and doesn't need to charge for use of the facility.

Meeting was adjourned at 2:15 p.m.

NEXT MEETING

April 7, 11:00 a.m. at King's Table West, Salem.

Reprinted from March 2, 1990
The Oregonian

JURY AWARDS \$5,000 TO ACTIVIST MARBET IN PACIFIC UNIVERSITY FALSE ARREST CASE

by Janet Christ, of The Oregonian Staff

HILLSBORO - Political activist Lloyd Marbet was falsely arrested while petitioning at Pacific University in 1988 and should be awarded \$5,000 in damages, a Washington County Jury decided Thursday.

The Circuit Court Jury deliberated about an hour before returning the 9-3 civil verdict in the courtroom of Judge Nancy W. Campbell after hearing two days of testimony.

Marbet, 42, said he was pleased with the verdict and the award.

"I really think the administration of Pacific University should be ashamed of the position they've taken on this," he said.

Ronald E. Rhodes, an attorney for the university, said he had not discussed with university officials whether to appeal.

"We feel pretty strongly about the principles we put forth in trial," said Rhodes, who had argued that a private institution had the right to make reasonable regulations regarding activities of the public on its property.

Rhodes said that recent court opinions had been altering previously accepted rights to private property owners.

Several trial and appellate court decisions involving the movements of political petitioners have been issued recently in Oregon. In January, the Oregon Court of Appeals ruled that criminal prosecutions of initiative petitioners for refusing to leave a Fred Meyer store sidewalk violated their state constitutional right to initiate legislation.

Marbet was arrested at Pacific University in Forest Grove on May 1, 1988, while gathering initiative signatures outside a university auditorium before the annual Tom McCall Forum. He testified he was asked to move several feet away off campus - where it would be difficult to petition - and that he refused.

University witnesses testified that Marbet was asked to move a few feet away from a sidewalk where many people would be walking to the debate.

A charge of second-degree criminal trespassing was later dismissed.

Marbet's attorney, Gregory Kafoury, had argued that because the university - an institution that should encourage the proliferation of ideas - invited the public to a political debate, Marbet's activity should have been allowed. He also claimed it was a matter of Pacific University's saying that "big politics," such as the forum, were OK but "little politics," such as petitioners, were not.

Marbet has a similar civil case against Fred Meyer Inc. pending in Multnomah County for alleged false arrest at a Northeast Portland Fred Meyer shopping center on April 7, 1988.

Another Washington County civil case that was brought by Washington Square against Marbet and other petitioners for allegedly disrupting operation of the center and interfering with patrons was dismissed for lack of prosecution in December. *END*

**ARE YOU READY TO
FIGHT
FOR YOUR RIGHTS?**

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



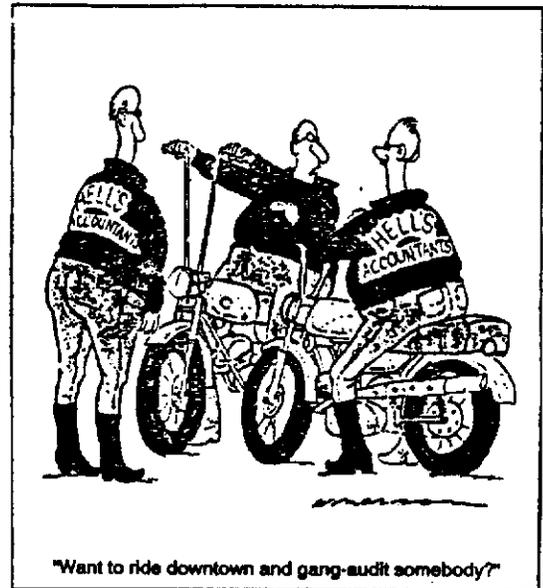
ALL PHASES

C & C Construction

"Built With Old Fashioned Pride And Quality"
Roofing Specialists

"BLONDE" JOHN FORSGREN
(503) 252-0827

Licensed • Bonded
Insured



Gino's

Since 1965

"MONDAY NIGHT FOOTBALL"

SPECIAL

FREE PITCHER POP WITH THE



A. B. A. T. E.
SUPPORTER

(503) 252-1418
10845 NE Halsey
Portland, OR 97220

PURCHASE OF
A GIANT
PIZZA

ABATE PRODUCTS
Angie Jensen
P.O. Box 4504, Portland, OR 97208

Attn: Members

Following is a list of products available through ABATE of Oregon, Inc. Products are another way of helping support ABATE. If interested, remember that you can order at larger quantities, also. Send your order to the address above, or the chapters listed below, depending on what you are ordering:

ABATE Supporter Pin	\$ 3.75
ABATE Eagle Pin	\$ 5.00
ABATE Eagle Pin (Wings Up)	\$ 3.75
ABATE #1 Pin	\$ 2.00
Fossil Pin	\$ 3.00
Year Bar (Indicate Year)	\$ 1.00
Chapter Rockers	\$ 3.00
Chapter Officer Rockers	\$ 3.00
ABATE Earrings (per pair)	\$ 7.00
ABATE Necklace	\$ 7.00
ABATE Logo Pin	\$ 5.00
ABATE Let Those Who Ride Decide License Plate Frame For Car	\$ 5.00
Stickers: Helmet Laws Suck	\$.50
Warning: ABATE	\$.75
Bumper: Helmet Laws Suck	\$ 1.00
10 Year Anniversary Pins	\$ 3.00
Courtesy Cards (50 for)	\$ 1.00
Indian Creek Patches	\$ 3.00

LINCOLN COUNTY CHAPTER

Joe Aldrich
536 S.W. 11th Street
Newport, OR 97365

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

WASHINGTON COUNTY CHAPTER

Stan Johnson
P.O. Box 1353
Hillsboro, OR 97123

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

We also have ABATE Shirts and Fossil Shirts left over for \$10.00 each. Contact your Chapter Ways & Means Officer if you are interested.

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

Needed now more than ever. Join BikePAC.

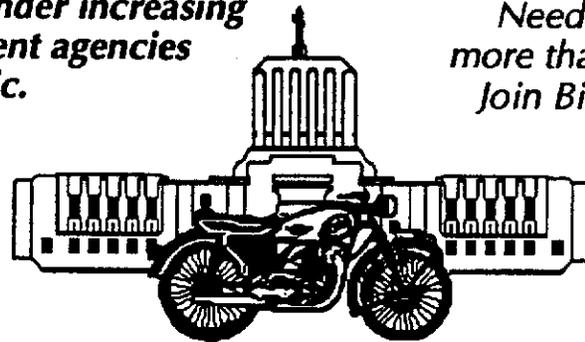
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall Executive Director (503)298-1317	Butch Harbaugh Legislative Director	Steve Benson Secretary/Treasurer (503)363-6106
-------------------------------------------------------------	-----------------------------------------------	-------------------------------------------------------------

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

Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

Address _____

City _____ State _____ Zip _____

1990 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

April 14	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858
May 12	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858
May 26-27-28	Fossil Run	Rotten Roger	284-9858
June 9	State Board Meeting To be announced	Rotten Roger	284-9858
June 15-16-17	Central Oregon Run	Jerry Brown	475-2503
June 23-24	Mt. Hood Poker Run Mt. Hood & Team Totem	Angie Jensen Dan	284-9858 287-6335
July 14	State Board Meeting To be announced	Rotten Roger	284-9858
July 21-22	Beaver Creek Run Lincoln County	Vicki Lechner	563-3520
July 28-29	S.O.S. Run Jackson & Josephine Countys	Marv Eastman Kevin Fieguth Jeri Bennett	826-6690 474-6843 773-6631
August 4-5	Fox Creek Run Salem	Jim & Alice Stoner Nic Oliver	769-4402 371-3427
August 11	State Board Meeting To be announced	Rotten Roger	284-9858
August 18-19	Summer Run N.E. & S.E. Portland	Digger Edd Dahl	1-206-696-2099 771-0188
August 25-26	Windy Creek Run Douglas County	Marty Gaughan	672-6573
September 1-2-3	Labor Day Run Lane County	Kurt & Lana Little	747-5746
September 8	State Board Meeting To be announced	Rotten Roger	284-9858
September 15-16	End of Summer Run N. Coast, Yamhill & Washington Co.'s	Paul Taylor & Cliff Myers Jay Cooley	693-0938 325-4892
October 13	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858
November 10	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858
November 24	Toy Run Washington County	Paul Taylor	693-0938
December 1	Portland Toy Run	Gary Martin	639-0873
December 8	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858

A GUIDE TO THE ROAD - TIPS FOR TOURING

CAMPING:

Finding the right night site

While making reservations at hotel and motel chains may be easy, trying to reserve a spot at a campground several states away is considerably more difficult. The primary reason is that there are very few national campground chains.

However, Kampgrounds of America (KOA) is a notable exception. And this nationwide chain even offers a 10-percent discount to participating campgrounds to AMA members who have purchased the KOA Value Card for \$3 from KOA, Dept. AMA, P.O. Box 30558, Billings, MT 59114. When you write for this card, be sure to request a copy of the KOA Directory. The company does not operate a national reservation service, but the guide will give you phone numbers and addresses so you can contact individual campgrounds to make reservations.

If you're staying at a KOA Campground, you can also reserve space at another down the road. Just purchase a \$15 voucher (or \$20 for a KOA cabin reservation). The host of the campground you are staying at will contact the next campground to make your reservation. From that voucher, \$13.50 (or \$18.50 for a cabin) will be used as an advance deposit at your next stop. These reservations can be made until 2 p.m. for use that night.

As with many motels, campgrounds may also require a deposit to hold your space for you. Many require a one-night deposit to hold space on a regular weekend, or a two-night deposit if you'll be there over a holiday weekend.

When you make your deposit, check on the cancellation procedure. Campground chains may require notification seven to 14 days in advance to issue you a refund, and some will subtract a small administration fee.

Also, it's best to tell the campground owner that you'll be arriving on a motorcycle when you make your reservation. Unfortunately, some campground owners refuse to offer spaces to motorcyclists and all of the nationwide chains leave such decisions up to individual campground owners. That sounds a lot like turning down good business to us, but some people continue to operate that way.

The alternatives to privately owned campgrounds are those operated by state or federal agencies. Each state operates its park system differently, but you can usually expect to pay a vehicle admission fee (good for the entire year or a set number of days) and then pay a nightly campsite fee. A number of these campgrounds fill up rapidly, so it's a good idea to contact the park rangers and see if you can reserve a spot.

FIRST AID:

The right kit can save lives

Accidents do happen. That's a rule proven thousands of times each year on American highways. Travel by motor vehicle - car, bus, truck, train, plane or motorcycle - can be dangerous. And ignoring the problem won't make it go away.

A first-aid kit, packed where you or someone else can get at it easily, could literally save your life. Here are some suggested items to include in your traveling first-aid kit:

Gauze: Pads and rolls.

Band-aids: Or spray-bandage products.

Butterfly closures: You can find these in many drug stores. They're the next best thing to stitches for closing wounds.

Adhesive tape.

Scissors: For cutting bandages.

Ace bandages: These are the stretch bandages used for sprained or sore joints. Combined with a few magazines, they even make a passable splint.

Tweezers.

Safety pins.

Calamine lotion: Great for bug bites and other skin irritations - even sunburn.

Wound cleansers: You can use a 3 percent hydrogen peroxide solution or you can buy individually wrapped disinfecting towels that look like those moist cleanup towels.

Snake bite kit: Particularly useful for campers.

Aspirin or equivalent.

Salt tablets: For use during long rides in very hot weather. Always check with a physician before using.

Using travel-sized containers of those items, you should be able to fit all of that into a container the size of a shaving kit. It's best to mark the outside in some fashion (just in case someone else has to find it) and pack it someplace handy. If possible, pack your first-aid kit in a piece of luggage that isn't locked - if you ever need it, you won't want to have to search for your keys.

Your own first-aid kit may include additional items. For example, if you have problems with different kinds of food or water, take along some stomach medication.

Another good idea is to pack some liquid designed to soothe your eyes. Avoid products that claim to eliminate redness, since they may actually dry out your eyes.

Two other problems that can confront motorcyclists are heat exhaustion and its opposite, hypothermia, both of which can result from prolonged exposure to the elements. They are dangerous enough by themselves, but combined with the demands of operating a motorcycle, they can be killers.

In the cold, a motorcyclist without adequate wind protection is a prime candidate for hypothermia, a severe lowering of body temperature. This results in a gradual physical and mental slowdown that may go unnoticed by the affected person. In cold weather, watch yourself or your riding partners for signs of clumsiness, irritability, confusion, sleepiness and slurred speech.

The best cure for mild hypothermia is a long stop at a restaurant for a cup of hot coffee. More advanced cases may require longer re-warming in a warm bath, or even a trip to a hospital or outpatient clinic.

During the summer, heat exhaustion is the enemy. It usually hits people who aren't used to hot weather and don't get enough liquids and salt into their systems. The symptoms of heat exhaustion include pale, clammy skin, dizziness, nausea, headache, muscle cramps and rapid pulse and breathing. The best treatment for mild cases is to lie down in a cool, quiet place with the feet raised slightly, loosen tight clothing and drink plenty of water with one teaspoon of salt added to each quart. More extreme cases may require medical attention. If you have any doubts, contact a physician at once.

To keep cool on a blistering-hot day, try soaking your shirt in water and wearing it beneath your jacket. The jacket will prevent wind from reaching your cloth air-conditioner, keeping you cooler longer. And whenever you're riding in the heat, make an extra effort to drink plenty of fluids - water or various sports drinks are best. Often your body won't give you any signal that you're dangerously low on fluids until you're already suffering some symptoms of heat exhaustion, so keep pouring down fluids all day. *END*

**LEGISLATORS ARE PEOPLE;
NOT MINDREADERS!**

Reprinted from April 1990
American Motorcyclist
Government Briefs
SPICE OF LIFE

A touring trip through Louisiana proved a bit too spicy for several New York members recently. When they arrived at Avery Island in Louisiana's bayou country for a tour of the factory that makes Tabasco sauce and the company's jungle Gardens, the riders were informed that motorcycles were not allowed on the island. Their only option, they discovered, was to park their bikes next to a guard station and hike across a causeway and along a road to get to the plant. The riders were told that the motorcycle ban, which also applies to ATV's, had been imposed to help rid the island's game preserve of poachers. Although touring bikes aren't exactly the ideal equipment for off-road riding in the bayou, the ban also applies to street bikes. AMA Legislative Affairs Specialist, Eric Lundquist, contracted by the riders after they completed their trip, was able to work out a compromise for future visitors. Motorcyclists will still have to park their machines off the island, but the Avery Island management has agreed to provide free shuttle service to transport riders from that point. *END*

Reprinted from April 1990
American Motorcyclist

Ed Youngblood, President
THE DARK SIDE OF 1992

I confess, I borrowed that headline from a mid-January issue of Forbes magazine that contained a feature on the European Community and its plan to drop economic barriers in the formation of a "United States of Europe" by 1992. Generally, the American press has applauded the concept of the European Community, seeing it as the emergence of a free-market system sympathetic to American values.

Whatever the original vision may have been, the Forbes article and others have recently warned that what is really evolving in Europe may be fundamentally the opposite. Ironically, as our news media are dominated by the exciting reforms in eastern Europe, where governments appear to be crying uncle after a 40-year experiment with planned, centralized economics, the European Community bureaucrats in Brussels and the members of the European Parliament in Strasbourg have been quietly assembling a political mechanism that may produce the most highly regulated and centrally planned international economy the world has yet seen.

Talk about your big government! This one will tower over 12 nations, and democratic process will play a very little role in the selection of its decision makers. To continue to characterize it as a "United States of Europe" is horribly misleading. Current trends suggest no similarity to America, where states may have widely different social programs, laws and tax structure, yet function within a single economic market.

About the time Forbes published its grim warnings about the dark side of the plan for a European Community, I was on my way to Europe for a board of director meeting of the FIM, the international motorcycling federation of which the AMA is the United States affiliate. During that meeting, representatives discussed, with considerable concern, proposed European Community motorcycle licensing standards that are currently on a fast track to approval by the Brussels bureaucracy. These rules could be in effect in 1992 or soon thereafter.

These and other proposals have moved quickly, largely because the European Community, being an "umbrella" bureaucracy over existing national governments, is one more step removed from democratic accountability. As a result, its leaders need to worry very little about such nuisances as voters.

In short, the licensing proposals that would take effect in all of western Europe are as follows:

Separate licenses would be required to operate motorcycles up to

400cc and motorcycles over 400cc.

A separate license would be required for operators of motorcycles up to 125cc.

125cc operators would have to be at least 16 years old, and 125cc to 400cc operators would have to be at least 18 years old.

You wouldn't be able to obtain an over-400cc license unless you had an under-400cc machine for at least two years.

Separate tests would be required for each of the three licensing categories.

You couldn't take your 125cc test on a vehicle smaller than 80cc; your under-400cc test on a vehicle smaller than 250cc; and your over-400cc test on a vehicle smaller than 500cc.

In a beautiful bit of understatement, our FIM briefing sheet on this legislation said, "There is no doubt that the introduction of these highly restrictive proposals ... will seriously discourage the use of motorcycles for economic transport and recreational purposes, (which must) inevitably adversely affect motorcycling sporting activities as well as the economic viability of the industry and its associated trades."

As I said, we discussed these proposals with considerable concern, and in the end the FIM took an important and unprecedented step. Though its historic role since 1904 has been strictly as a sport governing body, in January the FIM decided to expand into the government relations field as an information clearing house to mobilize national motorcycle user organizations for survival and self-protection.

In other words, the FIM has now taken a historic step on an international level similar to the one taken by the AMA on a national level in 1970 when it created the Government Relations Department. And the FIM has done so for precisely the same reasons. It recognizes that the future of the motorcycle as a personal recreational and transportation vehicle is in jeopardy.

I flew back from Europe with mixed emotions. I was elated with the FIM's decision to stop focusing solely on sport and begin to concern itself with the future of all motorcycling. I was also gratified that during the debate the AMA had been mentioned - and not be me - as a successful role model.

But I was also troubled by the realization that the threats we see to motorcycling in America are not isolated or unique. Powerful forces are working to diminish or demolish motorcycling not just in this country, but around the world. The notion that motorcycles are socially unacceptable and motorcyclists are a "public burden" is at work on all levels of government, from your local community to the European superstate that is currently being fashioned in Brussels.

While these are sobering thoughts, my optimism wins out. I've seen what resolute and concerned motorcycle owners, united behind a common cause, can do. And I'm glad the movement is growing throughout America and among our motorcycling friends in Europe. *END*



FRAN'S TAVERN

365 S. BROADWAY
COOS BAY, OR 97420

(503) 269-9961

"The best watering hole in town"

Bikers Welcome!

• Sample Letter to use as a format for writing a Letter to the U.S. Senators and Congressmen on the Committee for S.1007 and H.R.3925 •
 — WRITE THOSE LETTERS! —

The Honorable _____
 U.S. Senate
 (Street Address)
 Washington, D.C. 20510

Dear Senator or Representative:

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

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

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

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

Sincerely,
 Sign Your Name
 Print Your Name
 Print Your Address
 Print City, State and Zip Code

At right, is a list of the U.S. Senate Committee on Environment and Public Works; and their current stance on bill S.1007:

We STILL need you to keep writing letters to Senator Bob Packwood and Senator Mark Hatfield voicing your concern on S.1007!

U.S. Senator Bob Packwood-Oregon
 259 Russell Building
 Washington, DC 20510

U.S. Senator Mark Hatfield-Oregon
 711 Hart Building
 Washington, DC 20510

SUPPORT

John H. Chafee (R-RI)
 567 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2921

Daniel P. Moynihan (D-NY)
 464 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4451

OPPOSE

Harry Reid (D-NV)
 324 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3542

Steve Symms (R-ID)
 509 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-6142

Dave Durenberger (R-MN)
 154 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3244

UNDECIDED

Joseph I. Lieberman (D-CT)
 502 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4041

Max Baucus (D-MT)
 706 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2651

John Warner (R-VA)
 225 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2023

James M. Jeffords (R-VT)
 530 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-5141

Gordon J. Humphrey (R-NH)
 532 Hart Senate Bldg.
 Washington, DC 20510
 (202) 224-2841

George J. Mitchell (D-ME)
 176 Russell Senate Office Bldg.
 Washington, DC 20510
 (202) 224-5344

Quentin N. Burdick (D-ND)
 511 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-2551

Frank R. Lautenberg (D-NJ)
 717 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4744

John B. Breaux (D-LA)
 516 Hart Senate Office Bldg.
 Washington, DC 20510
 (202) 224-4623

Alan K. Simpson (R-WY)
 261 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3424

Bob Graham (D-FL)
 241 Dirksen Senate Office Bldg.
 Washington, DC 20510
 (202) 224-3041

AND



We STILL need you to write letters to Congressman Peter DeFazio, Congressman Ron Wyden and Representative James Cooper on H.B.3925

Peter DeFazio
 Public Works Committee
 1729 Longworth House Office Bldg.
 Washington, D.C. 20515
 (202) 225-6416

Ron Wyden
 Energy and Commerce Committee
 2452 Rayburn House Office Bldg.
 Washington, D.C. 20515
 (202) 225-4811

The Honorable James Cooper
 125 Cannon Bldg.
 Washington, D.C. 20515

TEAM OREGON CLASSES

Whether you're an experienced rider or just starting out, TEAM OREGON has your TICKET TO RIDE. The TEAM OREGON Motorcycle Safety Program offers motorcycle rider training programs for beginning and experienced riders throughout Oregon. All courses include classroom and hands-on training, and we'll even provide the motorcycle for you to learn in the beginners' course! All this and more for only \$30 for the 19-hour beginners' course and \$20 for the 8-hour experienced rider course.

Preregistration for all courses is required so that we know we have the minimum of six students to hold the class.

1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
APRIL				
MRC:RSS	5,7,8,12,14	5,7,8,12,14	-	5,7,8,12,14,19, 22,26,28
ERC	1 & 21	28	14	1
MAY				
MRC:RSS	3,5,6,10,12	-	3,5,6,10,12	3,5,6,10,12,17, 19,21,22,26,28
ERC	20	19	-	13
JUNE				
MRC:RSS	7,9,10,14,16	7,9,10,14,16	-	7,9,10,14,16,21, 23,24,28,30
ERC	3	23	2	17
JULY				
MRC:RSS	12,14,15,19,21	-	12,14,15,19,21	5,7,8,12,14,19, 21,22,26,28
ERC	22	28	-	15
AUGUST				
MRC:RSS	2,4,5,9,11	9,11,12,16,18	-	2,4,5,9,11,16, 18,19,23,25
ERC	-	-	4	12
SEPTEMBER				
MRC:RSS	6,8,9,13,15	-	6,8,9,13,15	6,8,9,13,15,20, 22,23,27,29
ERC	16	15	-	16
OCTOBER				
MRC:RSS	4,6,7,11,13	11,13,14,18,20	-	18,20,21,25,27
ERC	-	-	6	14
NOVEMBER				
MRC:RSS	8,10,11,15,17	-	8,10,11,15,17	-
ERC	-	-	-	-
DECEMBER				
MRC:RSS	-	13,15,16	-	6,8,9,13,15
ERC	-	-	-	-

If you are under the age of 19 and want an endorsement - a TEAM OREGON class is the place to start. You need to pass our class to become eligible to get an endorsement. It's the law!

To obtain a TEAM OREGON brochure or additional information, call

1-800-922-2022

Continued

TEAM OREGON CLASSES CONTINUED

Brochures are also available at local motorcycle dealerships and at your local Motor Vehicles Division offices.

CLASS DATES	SOUTHERN ROUTE	EASTERN ROUTE	COAST ROUTE
<u>April</u> 6,7,8 20,21,22 27,28,29	Medford Grants Pass	Bend Burns	
<u>May</u> 4,5,6 11,12,13 18,19,20	Roseburg	Baker City Ontario La Grande	Florence North Bend
<u>June</u> 1,2,3 8,9,10 15,16,17 22,23,24 29,30,31	Klamath Falls	Pendleton The Dalles Lakeview	Brookings Astoria Newport Tillamook
<u>July</u> 6,7,8 13,14 20,21,22 27,28,29	Medford Medford Grants Pass	Bend Bend Burns	
<u>August</u> 3,4,5 10,11,12 17,18,19 24,25,26	Roseburg	Ontario Baker City La Grande Pendleton	Florence North Bend Brookings
<u>September</u> 7,8,9 14,15,16 21,22,23 28,29,30	Klamath Falls Grants Pass Medford	The Dalles Lakeview	Astoria Tillamook Newport
<u>October</u> 5,6,7		Bend	

Many insurance companies offer reduced rates to course graduates.

TEAM OREGON INSTRUCTORS

If you are concerned about the welfare of your fellow motorcyclists and have a desire to give something back to the sport, then becoming a TEAM OREGON instructor might be for you. If you or someone you know is interested in becoming a member of the TEAM, contact:

TEAM OREGON MOTORCYCLE SAFETY PROGRAM
OREGON STATE UNIVERSITY
CORVALLIS, OR 97331-6404
754-2459

**THE MORE YOU KNOW
THE BETTER IT GETS
TEAM OREGON MOTORCYCLE SAFETY PROGRAM**

MOTO CRITIC

"Well Made in America: Lessons from Harley-Davidson on Being the Best," by Peter C. Reid. McGraw-Hill Publishers.

In general, business histories are boring, written and read by economists ("the dismal science," as it was labeled in the 19th century). But there are exceptions, particularly when the book focuses on a flamboyant personality such as Lee Iacocca or Henry Ford, rather than on sales figures and graphs.

"Well Made in America: Lessons from Harley-Davidson on Being the Best," has an equally strong personality at its core. But instead of being a person, that personality belongs to Harley-Davidson itself, which is not just any corporation. It's a cult, religion, following, mass movement (choose one) whose success, as author Peter C. Reid points out, is due to more than just the economic laws of supply and demand, price and profit. Thus, lurking within this business story is the recent saga of a phenomenon in American culture.

The story of Harley's ups and downs from the 1960s to the mid-1980s is reasonably well-known to motorcyclists. Unable to compete with Japanese motorcycle manufacturers, Harley faced a hostile takeover in 1968, from which it was saved by American Machine and Foundry (AMF), which, in hindsight, knew more about bowling balls than motorcycles. AMF wanted Harley to take advantage of the boom in motorcycle sales by increasing production. But company officials quickly discovered a huge obstacle: antiquated factory equipment in Milwaukee that just wasn't up to the demands of a mass market.

AMF poured money into Harley to make it more competitive. Volume increased to 27,000 units in 1969 to 60,000 in 1972, but the quality, as Reid puts it, "was going down as fast as production was going up." At one point, quality was so poor that fully 50 percent of the new Harleys coming off the assembly line were defective.

Inside the company, there were feuds and squabbles between the AMF newcomers and the old-timers, left over from Harley's years as a family business.

In 1982, a group of 13 Harley executives, led by Vaughn Beals, negotiated a leveraged buy-out from AMF. Harley was a "family" once again, but its problems hardly disappeared. Bankruptcy was on the horizon.

Reid details the behind-the-scenes maneuvers by Rich Teerlink and Beals, as well as their self-doubts and anguish, and, sometimes, their sheer luck at being in the right place at the right time. He examines the modern business methods - just-in-time inventory, employee involvement and statistical operator control - that helped pull the company out of its doldrums. And he points out that many of those changes came about only after Harley officials toured the plants of their Japanese competitors.

At one point, Beals comments, "We were being wiped out by the Japanese because they were better managers. It wasn't robotics or culture or morning calisthenics or company songs - it was professional managers who understood their business and paid attention to detail."

If there is a human personality behind this story, it is Vaughn Beals. Harley's chief executive officer emerges in Reid's book as the dominant person, the leader who calls the shots. It was Beals who prompted the initial meeting among Harley executives to consider a buy-out, did the negotiating with AMF and, with Teerlink, walked the length of Wall Street talking to investment bankers who could help them raise much needed capital.

Another hero, as might be expected is the Harley enthusiast. Through the bad times, Harley riders by and large stuck with the product. And when Beals and Teerlink went looking for help, they found enthusiasts in all kinds of unexpected places. Steve Deli of Dean Witter Reynolds and Bob Koe of Heller Financial were loyal Harley fans, and played pivotal roles in securing the company's financial success. In late 1985, Harley was within seven days of being forced to file for protection under Chapter 11, and it was Deli and Koe who made

the deals to keep Harley solvent. Later, in 1986, it was Deli's idea to sell stock in Harley.

As will be obvious from this review, Reid's book is not an ordinary motorcycle book, nor is it an average business story. The sheer drama of it would make an interesting story even if the subject was Wisconsin Widgets, rather than a powerful symbol of American motorcycling.

Reid is probably as objective a story-teller as you'll find concerning a company that inspires love and hate and little in between; and it is the credit of Harley officials that they commissioned an outsider to tell their story.

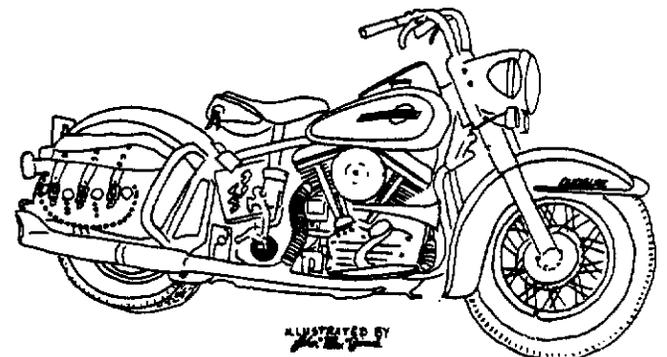
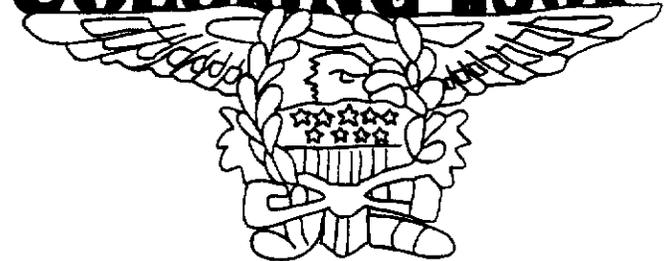
It is a story that continues to unfold - Robert G. Lowery

"Well Made in America" is published by McGraw-Hill and sells for \$19.95. Introduction by Malcolm S. Forbes, Sr. Available at bookstores and Harley-Davidson dealerships.

END

A·B·A·T·E·

OF OREGON COLORING BOOK



**ABATE COLORING BOOKS
ARE NOW ON SALE FOR
\$3.00 EACH PLUS \$1.50
POSTAGE AND HANDLING.
SEND ORDERS TO:**

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

FIVE YEARS LATER, HEADLIGHT MODULATORS STILL IN LIMBO

by Tracey Powell

Remember headlight modulators?

Contrary to popular belief, these inexpensive safety devices, which rapidly "modulate," or pulsate, a motorcycle's headlight during daytime use, haven't disappeared in the last few years. But complex issues of legality continue to hold up their widespread acceptance.

Headlight modulators were designed to draw more attention to motorcycles in traffic by rapidly varying the intensity of the headlight beam. The idea was to reduce one of the leading causes of motorcycle accidents - the all-too-familiar refrain from an automobile driver that he "just didn't see" the motorcyclist he hit.

Studies supporting the effectiveness of modulating headlights led officials with the National Highway Traffic Safety Administration (NHTSA) to approve the use of the devices on motorcycles five years ago. And it appeared that many street bikes would soon be equipped with them.

But in the years since, little has happened. Even though some motorcycle manufacturers joined with motorcyclist groups in lobbying for approval of modulation headlights, no street motorcycle sold in this country currently comes equipped with such a device. Worse yet, several states continue to ban the use of modulating headlights, in contradiction to the federal ruling.

Admittedly, there hasn't exactly been a groundswell of demand for modulating headlights from riders. But the AMA has continued the fight to at least bring state laws in compliance with the federal regulation - so that motorcyclists who see the value in these devices can use them.

"While modulating headlights are not all that common on motorcycles," said Robert Rasor, AMA Vice President of Government Relations, "it's the AMA's goal to publicize the fact that they are legal under federal regulations and should be permitted in all states."

So far, that's been an uphill fight.

In 1986, a year after the NHTSA ruling, the AMA conducted a study of regulations in all 50 states and determined that only 28 had followed through by bringing their state laws into compliance with the federal regulation.

Late last year, the AMA's Government Relations Department did a follow-up study to see what progress had been made in the meantime. After letters and phone calls to highway safety officials in each state, the AMA found that eight states - Florida, Hawaii, Kansas, Kentucky, Maine, Maryland, Massachusetts and Rhode Island - still prohibit the use of the safety devices.

In addition, the status of headlight modulators remains uncertain in several other states. In Oklahoma, for example, two state agencies provided the AMA with conflicting information. The state's Public Safety Department told the AMA there is a specific law that prohibits motorcyclists from using modulating headlights. But officials of the Department of Transportation said they were not aware of such a law. The question of modulating headlight legality remains equally murky in Iowa, Mississippi and West Virginia.

In those states where the devices are illegal, it's usually because they are considered flashing lights, which are prohibited on anything except emergency vehicles. However, the federal ruling clearly defines the difference between a headlight modulator, which is legal, and a flashing light, which is not.

Headlight modulators are electronic devices that change the intensity of a headlight three to four times per second. However, the light does not flash on and off. Instead, it varies in intensity from about 10 percent of the bulb's maximum output to around 90 percent. That modulation is designed for use only in daytime, and the device must

switch back to a steady beam at night.

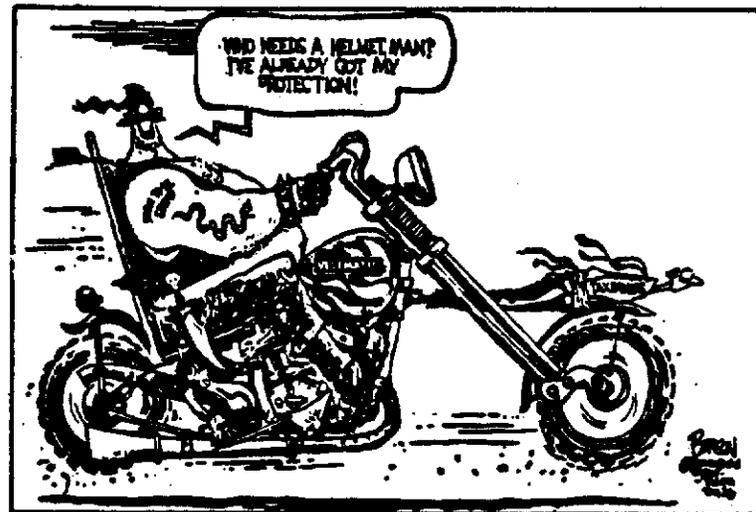
A federal ruling on vehicle equipment is supposed to override state laws in such areas. However, police in states that prohibit modulating headlights can still write tickets under the state law. At that point, it would be up to the motorcyclist to undertake the time-consuming and potentially expensive process of getting the law removed from the books.

So, as a practical matter, it makes more sense for motorcyclists in those states where modulating headlights remain illegal to lobby their state representatives to get the law changed.

How? The first step is to get a copy of your existing state law. Just call your state's department of highway safety and request a photocopy of the Revised Vehicle Code section on motorcycle headlights.

When you receive your copy, write to your state representatives and senators (you can get the addresses from your local library or League of Women Voters chapter). Send them a copy of the state headlight law and mention the NHTSA ruling, officially known as the modulating headlight amendment to Federal Motor Vehicle Safety Standard 108. Then, politely ask why your state has not complied with this federal ruling. Conclude by telling your elected representatives that you want the right to use safety devices that have been approved by the federal government.

"By delaying action on this issue, states are denying motorcyclists the opportunity to improve their own safety," notes Rasor. "We will not stop pursuing this issue until all states have adopted the NHTSA ruling."
END



Provided by March 1990
ABATE/The North Dakota Motorcyclists

NOTICE:

The above so-called "comic" appeared in the Bismark Tribune, on Monday, February 19, 1990, Vol. 117, No. 50. Ted Quanrud, the Editorial Page Editor, placed this on page 4A.

Watch for things like this. With the two Federal Helmet Bills in Congress (S.1007 & H.R.3925), there will be more so-called "funnies" and articles coming out that are derogative to motorcyclists.

When you see articles like this, write to the newsletter editor and let him or her know your point of view. Be polite, but let him or her know what motorcyclists really like. *END*

To: All Motorcycle Clubs
From: Dennis L. Hoisington, Mobile Program Specialist
Subject: Experienced Rider Courses for 1990

A new riding season is rapidly approaching, as you well know. Most of us do not ride much during bad weather, so our riding skills tend to rust a bit. That is a common malady in Oregon. An excellent way to peel the winter's accumulation of rust off of your riding skills is to take an Experienced Rider Course (ERC) early in the season. Consider the following information for a moment.

Team Oregon is committed to providing an ERC on any date that you can guarantee enrollment of eight participants. We have several fixed training sites in Oregon, and a new mobile training program as well. All we now are clubs willing to sponsor ERC's in their areas.

What does your club get in return for its sponsorship? Your participating members become safer riders. Your public image improves because you are safety conscious and willing to put some effort into it. You could gain new members as your communities become more aware of you. You could be responsible for providing the opportunity for people to learn skills that could save their lives. You become an active part of Oregon's motorcycle safety team.

What does Team Oregon get from your sponsorship? We get the opportunity to teach the skills that can save riders' lives, maybe your lives. We get the opportunity to provide the training mandated by our State, and funded by your motorcycle endorsement fees. We get your help.

Our calendar fills up fast, so please do not delay asking your club to sponsor an ERC as soon as possible. Contact our officers for more information. *END*

10% discount for cash



LORIN W. RICE, DMD
Dentistry For
Adults and Children
3502 N.E. Broadway
Portland, OR 97232
284-3575

ACCIDENT?? ATTORNEYS WHO RIDE

**RIDE FREE
RIDE
PROTECTED**



Local Oregon Offices
➤ To Serve You

Law Offices of

Richard M. Lester

A Law Corporation

- Free legal consultation
- Founder of Aid to Injured Motorcyclists
- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
- Financial Sponsor of National Coalition of Motorcyclists

24 Hours - Toll Free

CALIFORNIA

**(800) ON-A-BIKE
(800) 531-2424**

EDITORS NOTE FOLLOWING INTERESTING NEWS FROM ACROSS THE COUNTRY

Some interesting questions were asked during this fight that can be asked of the helmet law fight, too. Such as: Social Burden? - If you're killed because you wore the seat belt (or helmet), will the government pay then? Or this: Why haven't insurance costs gone down where they have seat belt laws? Or this: Why don't insurance companies give a discount for wearing seat belts (or helmets), like they do for people who don't smoke? Think about it and then ask these questions of your legislators, neighbors, coworkers, or do a "man on the street" interview in a busy mall. Raise public awareness!!! **END**

THE GATHERING CLOUDS

by Roger Hull, submitted by Mike Farabaugh

The following article was written by Roger Hull over 10 years ago. The MRF feels that many things written here still apply today and deserve some thought and reflection from all of us.

In "The Year Of The Bull" two years ago, I said that efforts to promote an anti-motorcycle campaign, which could lead to an eventual ban, would become "much smoother, less obvious and more insidious." That's been happening, mostly behind the scenes, and now the storm clouds are gathering. The cloudburst will come suddenly and when it does, we will be deluged in a flash flood of anti-cycle propaganda. It will be timed to give us as little time as possible to react and counterattack - so we sure as hell better be ready for it.

The first cloud - almost unnoticed at the time - came with the 1970 act of congress which established something known as RICO (Racketeer Influenced and Corrupt Organizations) as a part of the Federal Criminal Code. To oversimplify, it made it a crime to associate with an organization which profits from "a pattern of racketeering activity." What it means is, if you are a member of an organization which is declared RICO because of the actions of any of its members, you can be prosecuted, too - just because you belong to that group. You don't have to have committed a crime. It amounts to legalized guilt by association, a revival of McCarthyism at its worst.

In those days, however, we had no "illegal organizations." Today the Federal Government is attempting to create the first one: they're trying to outlaw the Hells Angels. This issue, however, is not the Hells Angels per se, it's the precedent which would be established. RICO would then bypass the First Amendment and its powers would be limited only by the whims of government officials.

RICO, in turn, fits in with House Congressional Resolution 220, introduced at the end of 1979 and now in congress. What is 220? Well, it's an outgrowth of those congressional hearings into motorcycle gangs. It calls for the President to establish a Federal "strike force" to deal with "motorcycle gangs" which it claims are "a major criminal element in our society ... with a single network of leaders ... which through their size, power, and ability to cross state boundaries, pose formidable and overwhelming problems for local and state law enforcement officials." Need more? Okay, it continues, urging that "all immediate effort be made on the federal level to recognize outlaw motorcycle gangs as an organized criminal threat throughout the United States." If passed by congress, it will have the effect of selecting one segment of our population - motorcyclists - as a special target of the federal government ... and, in effect, bypass the Fourteenth Amendment.

By relating the severity of the crime to one mode of transportation, bigotry, not justice, becomes the determining factor in how a crime may be prosecuted. "Outlaw motorcyclists" is not defined, therefore it applies to any motorcyclist the feds may choose.

Another little cloud: In Colorado, repeal of the helmet law is being blamed for an "outlaw motorcycle gang invasion" of the state. The official stance seems to be that an "outlaw motorcyclist" is one who does not wear a helmet; and that the best way to rid the state of such undesirables is to reinstate a helmet law. That gives us our definition and takes us beyond the Hells Angels to put the various ABATEs in line. And, of course, ABATE groups have been visibly active in attempts to repeal helmet laws. Now we've moved beyond criminal activities into political motivations.

Now is also the time to remember that a spokesman from the EPA publicly declared all motorcyclists to be "Hells Angels" - and a spokesman from the DOT was quoted nationwide as saying all cyclists opposed to helmet laws are, among other distasteful things, "the dregs of society." The Department of Energy tries to counter the fuel conservation capabilities of motorcycles by tagging them "recreational vehicles," and plans to restrict allocations to cycles in their proposed gasoline rationing plans. In other areas, the BLM already has all but put an end to off-road cycling.

More clouds on the horizon - the EPA has delayed announcement of motorcycle noise standards and the DOT has procrastinated in delivering NHTSA's report on the effect of helmet law repeals. Word has leaked to the motorcycle industry that the EPA would settle on reasonable and attainable noise level standards. Other leaks indicated that the NHTSA report might represent a reversal of a stand against rider education. But, why the delay in making such things public? Could it be the leaks were intended to lull the industry - and the rest of us - into a false sense of security; a feeling that we were making progress by cooperating with these agencies?

Consider, then, the exploitation of the media managed by NHTSA a year ago when representing the results of the Hurt study (which was also delayed at that time). The report was finally delivered, strangely enough, shortly after congress reconvened. The delay wasn't merely a result of inefficiency or procrastination - it was political manipulation.

So when will we get the new NHTSA report and the EPA noise standards? I think we'll get them - and in a much more severe form than we've been led to expect - shortly before congress considers the upcoming Highway Safety Act of 1980.

NHTSA established deadlines for public comments on the helmet law report in such a way as to make it impossible for motorcycle publications to get word to readers in time for them to respond (while notifying anti-cycle and/or pro-helmet law advocates well in advance, thus biasing the report). I think it likely the same technique will be used here. We will have the "outlaw motorcycle gangs" reports coming in along with stringent noise proposals, restrictions on the size and power of motorcycles, sanctions (or incentive grants; one is blackmail, the other bribery) for DOT power to force passage of helmet laws (or, perhaps, a national helmet law) and so on. The public - and our congress - will receive word of all this in concert with a deliberate campaign to discredit all motorcyclists; a coalition of bigots.

It will come abruptly - and before we are aware of what is happening, bureaucratic recommendations will be passed into law by congress. Attempts to follow this up with an all out effort to ban cycles won't be very far behind.

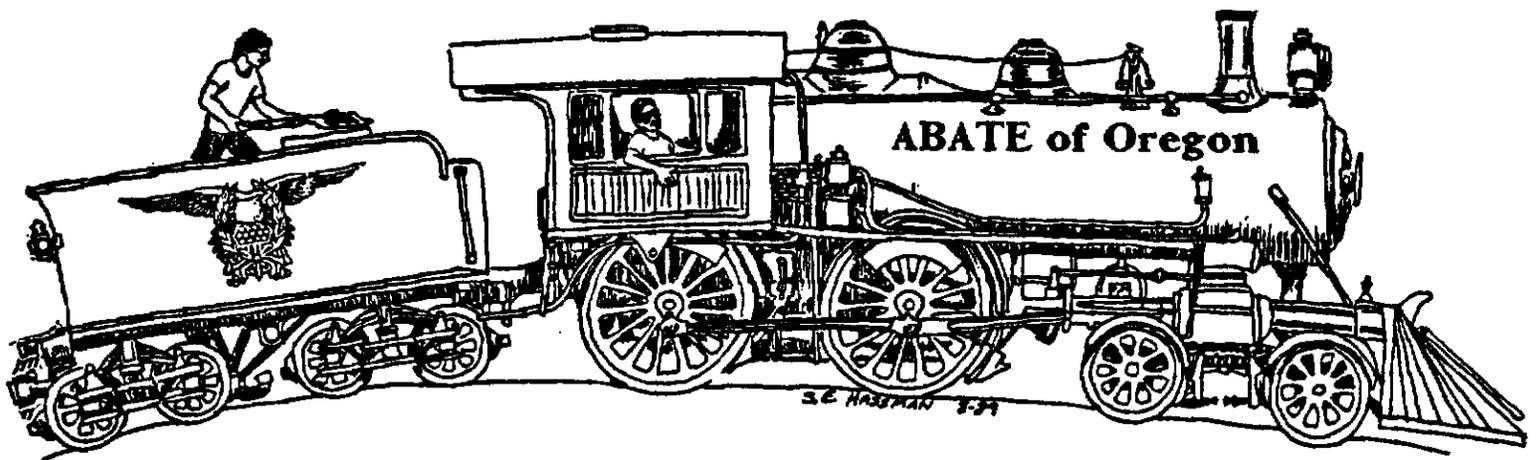
Perhaps I'm wrong (my reputation for paranoia is well known). I hope I am. But, if I'm right, each of you better remain alert and ready to act immediately. Considering lead time, if you wait for cycle publications to alert you, you'll be too late. We'll be too late. IT will be too late.

The clouds are gathering and the worst is yet to come.

END

**WRITE TO RIDE
REMEMBER
FREEDOM IS NOT FREE!**

Seminar To Educate And Motivate S.T.E.A.M.



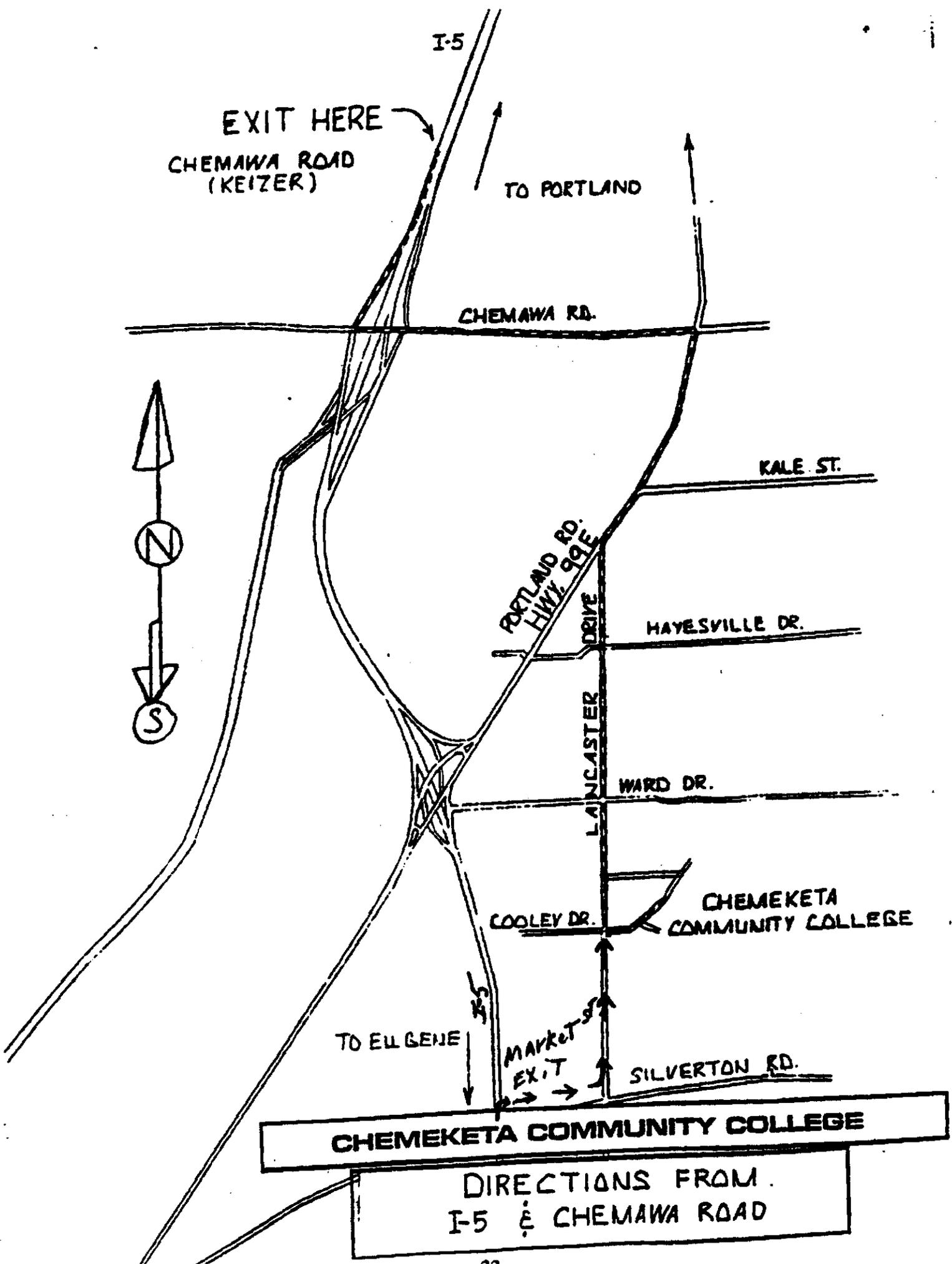
GETTING ON TRACK

April 28, 1990
Saturday, 11AM to 7PM
Chemeketa Community College

GUEST SPEAKERS PLUS 9 WORKSHOPS:

CHAPTER COOR. & ASS'T. COOR.
SECRETARIES
MEMBERSHIP SECRETARIES
TREASURERS
LEGISLATIVE DIRECTORS
WAYS & MEANS OFFICERS
SERGEANT-AT-ARMS
STATE REPRESENTATIVES

Mail registration form to
ABATE of Oregon, Inc.
Roger Hendricks
P.O. Box 4504
Portland, Oregon 97208
(503) 284-9858



CHEMEKETA COMMUNITY COLLEGE

**DIRECTIONS FROM
I-5 & CHEMAWA ROAD**

Reprinted from March 1990
ABATE of New Jersey

SMILE ... YOU'RE ON CANDID CAMERA

by Mike Tortosa

Police in the Burlington County community of Willingboro are using video cameras to record drunken driver arrests, and the idea may soon catch on in municipalities around the state. It is believed that Willingboro is the first municipality in New Jersey to use video taping to capture on film the entire process. Last month three patrol cars in the 13 vehicle fleet of Willingboro, were equipped with miniature video cameras, recorders and monitors.

The cameras, which measure about 5 inches long and 3 inches wide, are mounted on the dashboard and connected to a 8 millimeter recorder stored in a fireproof container in the vehicle's trunk. The officer wears a wireless microphone with a range of up to 150 feet.

"I definitely think it has possibilities," said Lt. Richard Toux, a state police spokesman. "It just reinforces your police report and gives you more information to go to court with."

HEY! Lets be careful out there,
"Big Brother" is really watching.

END

Reprinted from March 1990
American Bikers Journal

CRASH TESTS RATE CARS ON HEAD- INJURY

by Dan Boyd

Washington (AP) - The Dodge Colt gives drivers the least protection from head injury among seven subcompact automobiles crash-tested by federal regulators this year, the National Highway Traffic Safety Administration said. The Agency released test results for 10 vehicles, bringing to 25 the number tested in 1988.

The potential head injury was reported as an index, the head injury criterion, based on data recorded by instrumented dummies during a 35mph frontal collision into a fixed barrier. "The Colt four-door station wagon produced a head injury criterion of 1,354 on the driver's side," the agency said. The previous high among subcompacts tested this year was the Nissan Pulsar NX two-door hatchback, which produced a driver's side head injury criterion of 1,134.

Only one vehicle of each model was tested, and NHTSA cautioned that further tests on the same type of vehicle could produce different results. The purpose of the tests is to "provide comparative data for consumers to use in their vehicle purchasing decisions when comparing vehicles of similar size and weight," NHTSA said. The tests "do not result in pass or fail scores."

The dummies were wearing seat belts during the test crashes.

[Ed. - The above information was printed in early 1989 and included many other brands and models of cars and trucks, but I thought you wouldn't mind if I spared you that reading. The point to all this is that the agency specified that the dummies were wearing seat belts, but didn't say if any were wearing a helmet! Why would such a study be done on 25 different types and models of vehicles if there weren't a risk of a head injury in a cage? Why, then, are these vehicles being left out of the legislation for mandatory helmet laws? Why are we not demanding of our legislators to include "all" vehicles if head injury safety is such an issue? Think about this and then ask your legislator to provide an answer. If people are going to argue safety and public burden, then do it all the way and don't just stop with motorcycles! Include these other vehicles in the legislation and see how long people let that law stay on the books! When legislators are asked to include "ALL" vehicles, don't be surprised if you get a "less than favorable response."] END

Reprinted from March 1990
American Bikers Journal

A WORD FROM PAPPY

by Gus "Pappy" Haag

I am probably going to catch hell for this one, but the time has come to take a very hard look at where we are, and where we are going.

Motorcyclists in this country generated over three (3) million dollars last year for M.D.A. alone. Many other charities benefited from the efforts and contributions of the American Bikers. What did it gain us?

If you got a warm feeling from being a part of this, that is great, do it again. But if you did it to be a part of what was happening, or because you thought you could upgrade the image of motorcycling, you were sadly misled. When you spend your time and effort to be a part of a large national event, you become lost in the masses. Other than the publicity that Harley-Davidson Motor Company gets from M.D.A., when was the last time anyone sent you a thank you note. Did it make one bit of difference to any elected representative or senator? This may seem like a mercenary attitude, and it probably is, but we must face the reality that we must re-channel our efforts toward survival. When we were in Washington, D.C., fighting against passage of "S.1007", not one charitable organization came forth to help, or to tell the Senators that we are great people. We have fallen into the habit of doing things the way they have always been done, and therein lies the problem. The state of Maryland is faced with a catastrophic health care bill, which would require all motorcyclists to carry large amounts of medical, and disability insurance. The Baltimore "Toy Run" is one of the largest in the country, but it did not do a thing to help the riders of Maryland change the attitudes of the proponents of mandates. Washington State has been "blindsided" by a mandatory helmet bill hidden as trauma cost reduction (using the old tired "Harborview Medical Study" as evidence). Utah is fighting a proposed helmet law for all riders, but not one group or individual has come forth and said "These people do a lot of charity in this country, and we should get out of their faces." Not one! Think about it!!

I am not advocating the discontinuation of charity work, but I do believe it is time to reevaluate how we spend our time and efforts.

As I travel around the country, I hear the same story in each state, "We never have enough money to do the things we need to do, to reach our elected officials." We need to lobby, we need to mail to our members, we need to run some ads depicting statistics to prove our arguments, support our state organizations, and to provide them with the tools and money to do what is necessary, but we don't have the money. Why? Because we spend our time and efforts making some other organization look good.

The old adage that "charity begins at home" applies to us, too. Get involved in your community, donate time instead of money. Clean up a park, or lake shore, visit the V.A. Hospital, and the State Hospitals for the Handicapped. Get involved with other civic organizations in bettering your own town. Have a food shelf drive, adopt a Boy Scout Troop. These are all positive image builders, and they do not cost a cent, only time, and the rewards are fantastic. You not only establish motorcyclists as citizens, you get the direct satisfaction of knowing that you are really involved, and helping. And unlike national "charities" 100% of the effort goes to the people who need it, and not into hiring national promoters and administrators at \$100,000 per year salaries. Call your State Attorney General, and ask them what percentage of money collected for any national charity actually goes to the needy. Think about it!!

Go ahead and have fund raisers, but put the money toward your own preservation, generate the money to continue the freedom fight in this country so that we can all ride forever free.

It is time we started taking care of our own, and started working towards protecting "Toys for big boys, (and girls)."

Ride forever free, and be real careful out there.
"Pappy"

END

Reprinted from March 1990
American Bikers Journal

LEGISLATION WOULD REMOVE MOTORCYCLES FROM CAT FUND

In Pennsylvania, state lawmakers are currently debating two bills which would reach the same goal - exemption of motorcycles from the state's Catastrophic Loss Trust Fund, or CAT Fund, a program that helps pay the costs associated with injuries caused by uninsured motorists. Currently, the CAT Fund requires all traffic offenders to pay an additional fee on top of the regular fine in order to bail out the state's pool for uninsured motorists, which is in debt to the tune of \$365 million. Although the CAT Fund is reserved only for automobile drivers, motorcyclists have been sharing equally in the costs of bailing out the fund without being entitled to any of the benefits. Now, lawmakers may remove motorcycles from the CAT Fund by passing H.B. 2015, sponsored by Rep. Michael Veon (D-Beaver Falls) or H.B. 2038, sponsored by Rep. Gerard Kosinski (D-Philadelphia). *END*

The Rural Oregon Biker

"The Northwest's Biggest Little Motorcycle Magazine"

Featuring the most comprehensive road riding event calendar available in Oregon and Washington, plus political commentary, fiction, current events, tech tips and motorcycling history.

\$6.50 per year
(six issues)

Free sample on request.



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

EASTSIDE MOTORCYCLES



Kawasaki Kawasaki Kawasaki
Let the good times roll! Let the good times roll! Let the good times roll!

- SALES
- SERVICE
- PARTS
- ACCESSORIES
- TOURING EQUIPMENT
- LEATHERS

WE BUY
AND CONSIGN
MOTORCYCLES

HARLEY-
DAVIDSON



747-1033

1440 South A * Springfield

Summer Hours: Mon - Fri 9:00 AM - 8:00 PM
Winter Hours: Tues - Fri 9:00 AM - 6:00 PM * Department Store in The Northwest
Sat 9:00 AM - 5:00 PM

*One Of The Largest Motorcycle

Reprinted from
The Manchester Mission Church of Bikers
P.O. Box 1854, Manchester, CT 06040

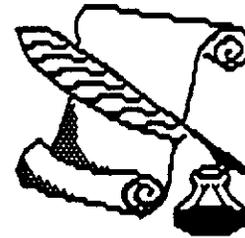
THE PRICE THEY PAID

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died. Twelve had their homes ransacked and burned. Two lost their sons in the Revolutionary Army, another had two sons captured. Nine of the 56 fought and died from wounds or the hardships of the Revolutionary War.

They signed and they pledged their lives, their fortunes and their sacred honor. What kind of men were they? Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners, men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.



Thomas McKeam was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers, or both, looted the properties of Ellery, Clymer, Hall, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the Battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. The owner quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his grist mill were laid waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart.

Norris and Livingston suffered similar fates.

Such were the stories and sacrifices of the American Revolution. These were not wild-eyed, rabble-raising ruffians. They were soft spoken men of means and education. They had security, but they valued liberty more. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with a firm reliance on the protection of the Divine Providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor."

They gave us a free and independent America. We intend to keep it! Will you make that commitment, too? *END*

Mike Balsley RAH Productions

has Toy Run 1989 Video
Cassettes available now.

Call 538-7712
to place orders.

**HAVE YOU SUPPORTED OUR
ADVERTISERS LATELY?
LET THEM KNOW YOU ARE FROM A.B.A.T.E
OF OREGON!**

BIKE GIVE-AWAY SPONSORS

The following is a list of the contributing sponsors for the MRF "One-Of-A-Kind" Motorcycle Give-Away. This list is posted as of February 21, 1990. The bike is completed and on the road [SOON TO BE SEEN AT A LOCATION NEAR YOU], but that doesn't mean you can't get in on this history making effort! If you would like to become sponsor, please contact:

Gus "Pappy" Haag, P.O. Box 11153, Minneapolis, MN, 55411, (612) 522-8024.

Please remember, these people have made an effort to help defend YOUR RIGHTS. Please make an effort to support these businesses, and let them know that you appreciate their participation.

H.D. of Trenton - Trenton, NJ
H.D. of Waterloo - Waterloo, IA
Salem Co. H.D. - Elmer, NJ
Kosco H.D. - Pompton, NJ
H.D. Long Branch - W. Long Branch, NJ
T/A H.D. at Edison - Edison, NJ
Rochester H.D. - Rochester, MN
C-C Custom Cycle - Russell, IA
Worth H.D. - Belton, MO - North
Worth H.D. - Belton, MO - South
Cycle Stop - Rochester, NY
Durham H.D. - Durham, NC
Fischer, H.D. - Elgin, IL
Bill's H.D. - Bridgeport, CT
H.D. Of Erie - Erie, PA
Skip Fordyce M/C - Riverside, CA
Cycle City - Honolulu, HA
TwinCity H.D. - Blaine, MN
Ocean State H.D. - Warwick, RI
Cycle World - Athens, GA
Andy's Cycle Box - Grand Forks, ND
Heritage H.D. - Concord, NH
Freedom H.D. - Lakewood, CO
Walkers Cycle - Salem, OR
Faribault H.D. - Faribault, MN
H.D. Sales & Service - Bettendorf, IA
Apol's H.D. - Raymond, MN
McDaniels H.D. - South Bend, IN
H.D. of Elkhart - Elkhart, IN
Kersting Cycle Center - Winamac, IN
H.D. Sport Center - Duluth, MN
Walker's H.D. - Red Oak, IA
Ehlerding Cycle - Fort Wayne, IN

Daniele Chiropractic - Matawan, NJ
Monarch H.D. & Honda - Orem, UT
Wilwerts, Inc. - Dubuque, IA
Ernie Williams - Algona, IA
N.A.C.M. - Las Vegas, NV
Cecils Custom Cycle - Las Vegas, NV
Yankee M/C Traders - Las Vegas, NV
Nevada H.D. - Las Vegas, NV
A.B.A.T.E. of Pennsylvania - Harrisburg, PA
Metro Suzuki/H.D. - Cedar Rapids, IA
Chosa's H.D. - Tempe, AZ
Clinton Cycle Sales - Clinton, IA
Mann's H.D. - Columbus, IN
American M/C Supply - Cambridge, MN
Custom Cycle Assc. - Council Bluffs, IA
Scooter Works - Las Vegas, NV
Brunswick H.D. - Brunswick, OH
H.D. Specialties - Wichita, KS
Biff's H.D. - New Cumberland, PA
Ames Cycles - Ames, IA
Fort Wayne H.D. - Fort Wayne, IN
Freedom H.D. - S. Massillon, OH
Carlton H.D. - Mantua, OH
Liberty H.D. - Akron, OH
Hartford H.D. - Hartford, CT
G & W H.D. Sales - Galesburg, IL
Big River H.D. - Wapello, IA
L.A. Cycles & Acc. - Whitestown, IN
Brewster H.D. - Brewster, NY
Rodney's Cycle Shack - Little Rock, AR
Hells Angels Motorcycle Club of Salem, Massachusetts
Twin City H.D. - So. Savage, MN
Ray Price H.D. - Raleigh, NC
M & T Food - Eldorado, KS
Glow's Fun Foods - Wichita, KS
Pawnee Power Plant - Wichita, KS
Truett & Osborn Cycles - Wichita, KS
Mid-Continent H.D. - Wichita, KS
Newton Cycle & Leather - Newton, KS

ATTENTION MEMBERS: Coordinator Rotten Roger has raffie tickets for the Harley Davidson that will be raffled off at Sturgis '90. You do NOT have to be present to win. The tickets are \$2.00 each. Call Roger at 284-9858.

11701 S.E. 82nd Ave., Portland, OR 97266
Open 7 Days A Week

P & J Auto Parts

659-8636

Machine Shop Service
Domestic & Foreign

THE FIRST LETTER IN AUTO PARTS™



PORTLAND MOTORSPORTS

HARLEY- DAVIDSON

249-8653

At N.E. 75th & Sandy Blvd.

1-800-446-2525

Courtesy Discount to ABATE Members

DARE TO CHANGE YOUR ATTITUDE!

There are those who see us as "rebels" even within the motorcycle community!!!

Because we vow to be free to choose what we ride, and what we wear when we ride;

Because we refuse to bow blindly to mediocre minds;

Because our freedom(s) may be judged, guided and made valuable only by those who have the courage to up-hold them;

FREEDOM ISN'T FREE

These are those who can not retrieve that sort of freedom ...

They may regard it with bewilderment, even resentment or a lack of foresight.

They keep their distance and say they are different;

They are quick to make judgement of an individual or issue by its cover and not its contents;

Rarely do they seek a true accounting much less a challenge;

Freedom of Road Riders, Inc.

END

IT DOESN'T AFFECT ME ANYWAY

by Terry Crock, Northwest Ohio

They harassed and prosecuted all the "biker types" for the men who did not like the image these people projected; But I did nothing, as I do not like the biker life-style anyway.

They forced us to wear helmets, claiming this would prevent injuries, And I did not protest for I always wore a helmet anyway.

They banned off-road riding on all public lands, claiming damage to the environment; But I stood idly by, as I did not care for this type of riding anyway.

They banned all motorcycle clubs, claiming them all to be outlaw organizations; And I did not protest, as I am not a member of a club anyway.

They raised speeding fines to outrageous levels, more in an effort raise revenue than to save lives; But I spoke not a word, as I don't ride like that anyway.

They outlawed all high horse-powered "race-type" motorcycles, claiming the powerful bikes dangerous; I just shrugged by shoulders for I did not own that type of bike anyway.

They prohibited all large touring motorcycles, claiming them grossly overweight; And I laughed as I do not like that kind of bike anyway.

They tried to regulate ME, MY bike, and MY riding style, and I cried to others for help; But I heard the reply, "Why should we care, it doesn't affect us anyway." END

COUPON

(206) 895-8831

COUPON



Columbia Motorcycle

KAWASAKI - HARLEY DAVIDSON

Save 10% on Parts and Accessories

Not good with
any other offer.

3312 E. 4TH PLAIN BLVD.
VANCOUVER, WA
SINCE 1945

COUPON

N.E. CHAPTER FUNDRAISER

1990 Motorcycle Calendars
Complete with area Motorcycles
at their finest.

\$5.00 each
contact: Dan Kerr
771-1181

REMEMBER,
MOTORCYCLES
RUN ON
GASOLINE.
NOT
ALCOHOL.

There's no future in mixing alcohol or drugs with motorcycling.

But even riding sober doesn't mean you're riding safely. That's why you need to check out your local TEAM OREGON class schedule.

Responsible motorcyclists take the time to really understand their machines by reading their owner's manuals. And they never ride without a motorcycle license.

So remember, ride straight. Or don't ride at all!

See TEAM OREGON class schedules elsewhere in this Newsletter issue.

Join A.B.A.T.E.
of OREGON
for the

13th
Annual

Fossil Run '90

May 26, 27, 28th

DOOR PRIZES
+
BEVERAGES
+
CONCESSIONS
+
YEAR BARS
+
GAMES

Advance Member \$8.00
Advance Non-Member \$13.00

Member at Gate \$10.00
Non-Member at Gate \$15.00

Under 14 FREE

Parents are responsible for
children at all times!

ADVANCE TICKETS

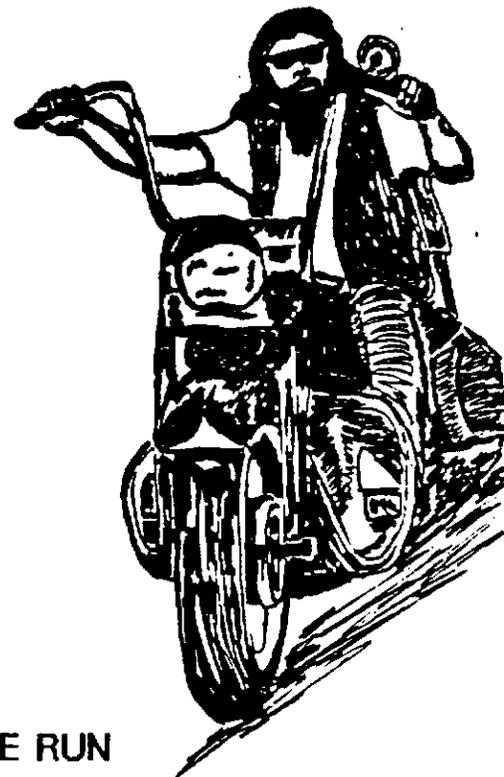
A.B.A.T.E. of OREGON, INC.
FOSSIL COORDINATOR
P.O. Box 4504
Portland, OR 97208

DEADLINE - May 13th

MONEY ORDERS ONLY



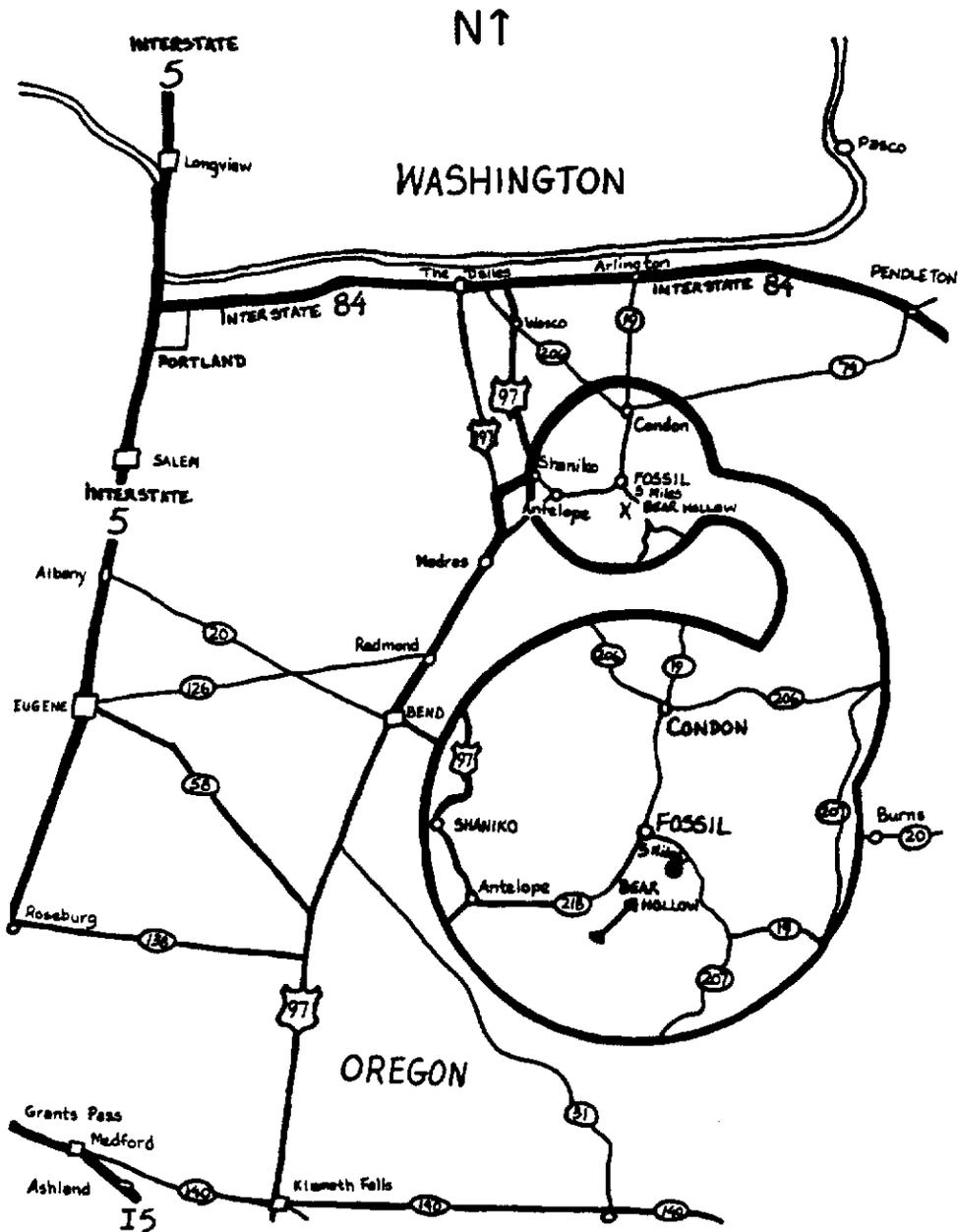
LIVE MUSIC
Continental with
The Hell Benders
King Wah featuring
"Stevie Zee"



BEER AND POP WILL BE SOLD AT THE RUN

BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10:00 P.M.!



Halfway between Fossil and Shelton Wayside

Reprinted from March 7, 1990
AMA Government Relations News

MARYLAND MOTORCYCLISTS FREED FROM CATASTROPHIC HEALTH INSURANCE BILL

Through the efforts of the AMA and a host of other motorcycling groups, a bill that would have forced Maryland riders to purchase special catastrophic health insurance has gone down in defeat. House Bill 1193, proposed by the Maryland Department of Health and Mental Hygiene, was dropped when the House Economic Matters Committee voted 21 to 1 against the bill following a public hearing recently in Annapolis, Maryland.

Leading the AMA's charge against the bill during the hearing was AMA Legislative Affairs Specialist Jim Bensberg, who sharply criticized the discriminatory nature of the bill. Bensberg testified that motorcyclists should not be singled out as states seek to reduce their health care costs since 39 million Americans do not have adequate health insurance. "The Department of Health and Mental Hygiene has chosen to examine this issue with a microscope when a wide angle lens is needed," he told the committee.

In addition, Bensberg also testified that the bill would bring a severe economic hardship to thousands of otherwise law abiding citizens. "This bill would do nothing to lower insurance costs, taxes or administrative expenses," he said. "What it would do is raise the cost of motorcycling such that only the wealthy would be able to afford a motorcycle."

According to Bensberg, a conservative estimate of the cost of a policy worth \$500,000 would have required riders to shell out as much as a \$1,000 annually. "Not only would the costs of catastrophic health insurance be prohibitively expensive, it's not even available to riders," he said.

Joining Bensberg were representatives of ABATE of Maryland, the MRF, the BMW Bikers of Metropolitan Washington, the Gold Wing Riders Association, the MIC and scores of dealers and other concerned riders, who presented testimony in opposition to the bill.

"This is a tremendous victory for motorcyclists," said Bensberg. "When the committee realized how discriminatory the bill was and saw the high costs of this type of insurance, HB 1193 was doomed." He added, "However, we have not seen the last of this kind of anti-motorcycle legislation." *END*

Reprinted from March 8, 1990

AMA Government Relations News

The AMA reports that two federal legislators from Idaho have introduced a bill that would encourage states to develop and improve off-highway vehicle (OHV) recreation programs. Sponsored by Sen. Steve Symms (R-Idaho) and Rep. Larry Craig (R-Idaho), the legislation, called the National Recreation Trails Act of 1990, would provide states with the necessary funds to construct and maintain trails, acquire easements for public recreation and build trailside facilities.

Under the provisions of the legislation, the federal government would be required to redistribute gasoline taxes paid by OHV trail users to a national trail development and maintenance program. As it stands now, these taxes are allocated to fund the construction and maintenance of highways and other roadways, not OHV recreational programs. The bill would, for the first time, make funds available for non-highway purposes. "Motorcyclists and other off-road recreation enthusiasts already pay an excise tax on their fuel," noted Rep. Craig. "So why can't a portion of those funds be used to keep up the trails they use?"

According to Sen. Symms, the legislation not only benefits the OHV trail user, but protects the environment as well. "Our recreational trails are not receiving the attention they deserve," said Symms. "This act will take the taxes paid by the trail users and put them to work to keep the trails safe and environmentally sound."

In addition, the legislation would also create a National Recreational Trails Advisory Council representing the interests of ATV riders, cross country skiers, horseback riders, mountain bikers, snowmobilers, trail bike riders and four-wheel drive enthusiasts. Appointed by the Secretary of the Interior, the eight-member committee would administer grants under the program, establish criteria for trailside facilities and make recommendations to the Secretary on establishing federal policies.

That committee would distribute funds to states for trail improvement projects. States with an existing OHV program, such as California's Green Sticker program, would be able to apply annually for money to fund the program. States without an OHV program, on the other hand, could request grants to fund specific projects.

"This bill gives the recreation segment of the U.S. a chance to go on the offensive and pass legislation that will make a positive difference for our sport by enhancing the network of trails, while protecting the environment," said Clark Collins of the Blue Ribbon Coalition. In 1989, the Idaho-based coalition worked closely with the MIC to formulate the legislation.

The AMA, a member organization of the Blue Ribbon Coalition, enthusiastically supports the bill's concept. "We're eager to work with Sen. Symms and Rep. Craig on their proposal," said AMA Vice President of Government Relations Robert Rasor. "There are aspects of the bill that may need some adjustment, but it's time to open discussions." *END*

Reprinted from March 9, 1990
AMA Government Relations News

BILL TO OUTLAW LANE SPLITTING ON CALIFORNIA HIGHWAYS POSTPONED

California Assemblywoman Gwen Moore (D-Los Angeles) recently introduced a bill in the state Assembly that would outlaw the popular practice of lane-splitting on the state's highways, but after considerable opposition from motorcyclists Assemblywoman Moore has "removed the bill from calendar" in the Assembly Transportation Committee. The bill, designated as Assembly Bill 2560, had been scheduled for a March 5 public hearing, but was postponed at the request of the sponsor.

Assemblywoman Moore is heralding the bill as a step in the direction of enhanced safety on California highways, but according to AMA Legislative Affairs Specialist Jim Bensberg, motorcyclists are in a much better position to assess the risks involved in traffic situations.

"Motorcycles should be encouraged as a viable alternative to automobiles to reduce traffic gridlock on California's crowded highways," added Bensberg. "If A.B. 2560 is approved, gridlock would increase as more cars replace motorcycles on the highways." In addition to the AMA, the California Highway Patrol (CHP) also opposes the bill, according to CHP spokesman Pat Harrington.

Meanwhile, Assemblywoman Marian La Follette (R-Northridge) has introduced a similar bill in the state Assembly. Like the Moore bill, Assemblywoman La Follette's measure, known as Assembly Bill 3007, would make lane-splitting a misdemeanor. Bensberg noted, "Now that motorcyclists have voiced their opposition, neither bill is expected to pass without substantial amendments." *END*

NEWSLETTER EDITOR'S SOAPBOX

This month my report comes to you in combination with Ed Dahl, the Coordinator for S.E. Chapter. I appreciate his input and hope you will gain some fuel for thought while reading it.

WHAT'S YOUR STAND ON FREEDOM ISSUES?

Some believe you can make a difference by showing up. Three from S.E. Chapter, one from Mt. Hood Chapter and three from N.E. Chapter felt we could.

We went to a Town Hall Meeting with 3rd District Congressman Ron Wyden on March 4th. Our subject of interest being H.R. 3925, The National Traffic Fatality and Injury Reduction Act of 1990. introduced by Congressman Jim Cooper.

Mr. Wyden is a member of the Energy and Commerce Committee, which is one of two committees reviewing this bill. We felt it only natural to ask "Where do you stand on this Bill?" Lo and behold, Mr. Wyden had to say U-H-H-H. He knew nothing of this bill. He asked if we had any information or could we explain the bill to him.

A.B.A.T.E. members enlightened the Congressman. Then, as he wanted to move on, he asked a retired gentleman for his question.

Mr. Ted Schoen told Mr. Wyden he doesn't like helmets either. No, I'm not with that group. I just can't hear with it on and it's hot and cumbersome!" You meet some of the nicest people when you mix and mingle.

- Congressman Wyden requested information from us. We are obliging him. He also requested copies from the house document room of the bill. He sent me a copy. I have given a critique of same to him.
- We also spoke with Dorothy Gage. She is anti-seatbelt and is providing information on that side of the issue. Also will have people at the next meeting with Mr. Wyden.
- Having not taken the time to talk to a politician, he could have gone off half cocked. He still may. At least he has two sides to the story and we have a chance that he will come down on our side. More than we had before the contact.

Please take the time to visit with a public official or potential public official and sway their thinking.

Thank you for your time. See you "In the Wind".

Edd Dahl, S.E. Coordinator

Back to me - I was at that meeting also. I have to say Edd, I couldn't have said it better myself. I would like to add, even though Mr. Wyden is a true politician, he seemed to want to be very fair. He would not let any one person speak twice until all others in the room had at least spoken once, and he would not let any one person run the meeting. He does, however, need to be urgently educated about motorcyclists and their life-style. Write him letters. He will respond, and much quicker we are told if you write to his address in Portland which is:

500 N.E. Multnomah
Suite 250
Portland, OR 97232
or call:
(503) 231-2300

He mentioned he was interested in any statistics we could give him that would help him see our reasoning. He has left the door open. We shouldn't be the ones to shut it. Shake out those cramps in your hands and write another one ... this time to Congressman Ron Wyden!

Ride Safe, and thank you Edd!
Donna

ATTENTION: Chapter Officers:

Are you receiving information from your State Reps after a State Board Meeting? They receive important handouts at each State Board Meeting. Ask for them!

CUSTOM
PARTS
ACCESSORIES

A&J CUSTOM MOTORCYCLES

CATALOG
SALES

"THE DISCOUNT STORE"

FOR
HARLEY DAVIDSON

CONSIGNMENTS
WELCOME

Discounts For
H.O.G. & A.B.A.T.E.

1018 S.E. WOODWARD
1 BLOCK NORTH OF POWELL
PORTLAND, ORE. 97202

PAT & DON
(503) 232-6526



Sundown Station Restaurant and Lounge

Creswell, Oregon
895-4708

LIVE MUSIC
Thur. - Fri. - Sat.

ALL CONCESSIONS



FOR FOSSIL

ABATE Chapter concessions
15% of gross.

All other private enterprizes
\$150.00

For Reservations call:
Angie Jensen 284-9858

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

U-PICK UP.

Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pickup time contact: Boyd or Sandy Sharrar, 835-9201 - Evenings, After 5 pm (Indefinitely)

WANTED: Front Fender for FL Springer. Call Lee at 588-2290.

(4-90)

FOR SALE: King size Waterbed, frame with headboard, mattress, liner. \$65.00 588-2290.

(4-90)

FOR SALE: Franklin Woodstove. Decorative brass, screen, claw feet and folding doors. \$70.00. Call Russ or Donna 256-2713.

(4-90)

FOR SALE: 1964 BMW R50. '88 Beaver Creek Run - 1st for Best Stock Bike. \$1600. Contact Gary or Vicki Lechner at 563-3520 (Seal Rock).

(4-90)

WANTED: Deperately need help trying to revive a 1975 850 Norton Commando. Parts needed too numerous to list. Contact Ron, 285-5612.

(4-90)

WANTED: FL Springer. 588-2290

(6-90)

TRADE: Panhead Top End for Shovelhead Top End. Butch: 363-6106

(6-90)

FOR SALE: 1/2 Walker Hound, 1/2 Pit Bull Puppies. \$25.00 Born 2/13/90. Ready Now. 556-0426 after 2:30 pm.

(6-90)

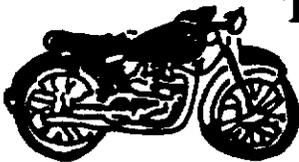
FOR SALE: 1985 FXRS Low Glide, good tires, fairing, runs good, uses no oil. Wild

Cherry Maroon Metallic. 30,000 miles. \$4,000. Also, Langlitz Leathers, Jacket size 40-42, pants waist 36. Clark 265-2151 (Newport).

(6-90)

**BUY!
TRADE!
SELL!
WANT!**

***MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS**



You need JOEL GRAYSON

- FREE Legal Consultation
- Over 19 years solid experience protecting our rights
- Cash settlements, no recovery, no fee
- No charge for talk
- A.B.A.T.E. Member

You deserve help and \$ when you need it most.

**JOEL GRAYSON
MAYLIE & GRAYSON
7959 S.E. Foster Road
Portland, Oregon 97206
(503) 771-7929**

OREGON EVENTS CALENDAR

Following is a calendar of events taking place all over Oregon. The Calendar is reprinted from BikePAC of Oregon and is intended to give you area events where you can go to gather petitions. **GOOD LUCK** and get those signatures.

PORTLAND TICKET CENTERS

MEMORIAL COLISEUM, go to Coliseum Lobby, 1401 N. Wheeler, Portland OR write P.O. Box 2746, Portland, Oregon 97208

CIVIC STADIUM, go to N.W. 20th & Morrison, Portland, Inside Gate 12A

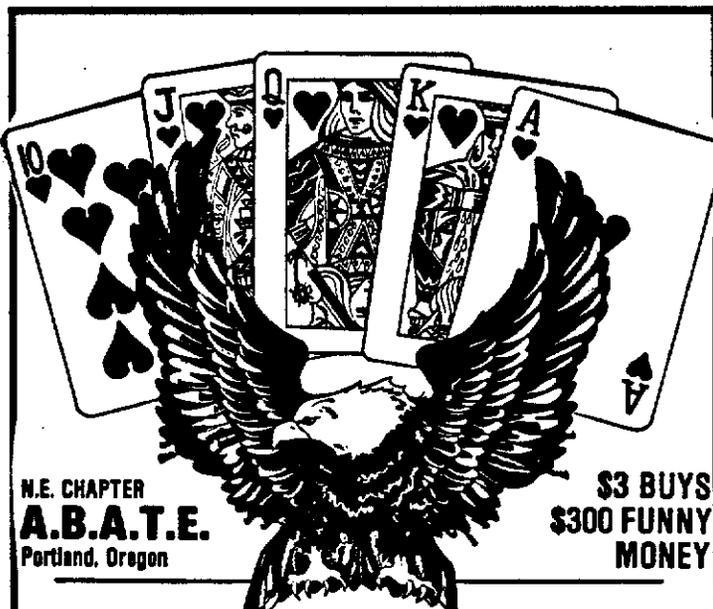
Tickets to many Coliseum and Stadium events also available at Civic Auditorium and Performing Arts Center.

EVENT INFORMATION LINE PHONE: 238-4636

CHARGE-A-TICKET: 248-4496

- MAR 1-
DEC 31** **Saturday Market**
Weekends only! This delightful market is held under the Burnside Bridge every Saturday and Sunday in Portland. See information booth at the Market before 9 p.m. to sign up for a booth to collect petitions.
- FEB 1-
MAY** **Special Coastal Indian Exhibit**
Showing the people and resources of the Oregon Coast. Klamath Falls (503) 783-4208
- APR 9-
16** **U.S. Bank National Junior Olympics**
A field of the best young racers in the U.S. will compete for the national alpine title. Mt. Bachelor (503) 382-2442
- APR 13** **Salem Pops Orchestra**
Salem (503) 585-7012
- APR 14** **Terrier Training Match**
Portland Coliseum Exhibit Hall

- APR 19** **OSAE Trade Show**
Portland Coliseum Assembly Hall
- APR 29** **KXL Health and Fitness Fair**
Portland Coliseum Assembly Hall
- MAY 4-
6** **Children's Fair**
Portland Coliseum Exhibit Hall and Convention Center.
- MAY 12** **New riders school & Open Practice**
Portland International Raceway,
Portland
- MAY 13** **Sprint Races**
Portland International Raceway,
Portland
- MAY 19** **United Grocers**
Portland Coliseum Exhibit Hall



N.E. CHAPTER
A.B.A.T.E.
Portland, Oregon

**\$3 BUYS
\$300 FUNNY
MONEY**

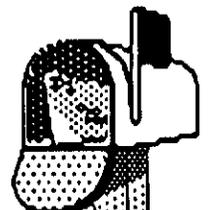
CASINO NIGHT
Saturday, April 21 7:00 PM / Auction @ 11:30 PM
STAGECOACH SALOON
20101 N.E. Sandy Blvd., Troutdale, Oregon

BLACK JACK POKER TABLES
WHEEL OF FORTUNE POOL TOURNAMENT

URGENT!
Completed petitions
laying around your
home are not doing
us any good! Please
mail them today to:

BikePAC of Oregon
P.O. Box 5612
Salem, OR 97304

Don't delay,
mail them
today!



CUTTING THE RED TAPE WITH SARCASM

by Glenn Simpson

Summary: Dale Lowdermilk has waged a sarcastic war against society's preoccupation with safety. As the founder and president of NOTSAFE, the National Organization Taunting Safety and Fairness Everywhere, Lowdermilk is using humor to get people to resist governmental bureaucracy and take responsibility for their own lives.

The world is a dangerous place these days. Take air travel. For one thing, too many gruesome plane crashes, scaring everybody. What can we do?

Dale Lowdermilk has a modest proposal. "Naturally, we require all aircraft to taxi to their destination," he says. "Get 'em out of the sky. We clip the wings off all the 747s, put 'em on the interstate freeways, and we send 'em to New York or L.A. or wherever. It'll take a few days, certainly. But it's gonna be safer. Right? Isn't that the idea here. We want safety at all costs? It's gonna cause some traffic jams - but hey, there aren't any airplanes flying, there won't be any collisions."

If that is too drastic, he has another opinion. "We could allow airplanes to fly, but only one at a time," he says. One jet doesn't depart L.A. until the preceding jet lands in New York City. OK, that'll create some lines and other problems, but again, safety at all costs."

And when it comes to hijacking, the solution is obvious to this one-man Federal Aviation Administration: "Require the passengers to fly naked, so that they can't smuggle on a bomb or a gun." Inconvenient? Perhaps. But since when is safety convenient?

Actually, if these ideas seem patently impractical, the ruminations of a regulator run amok, they are meant to. Lowdermilk is a rebel with a clause in the age of the great governmental nanny. For nine years, the 41 year-old air traffic controller from Montecito, California has waged a sarcastic rear action society's preoccupation with safety as founder and president of NOTSAFE, the National Organization Taunting Safety and Fairness Everywhere. In sarcastic letters to the editor and in radio, television and print media interviews, the modern-day Jonathan Swift recklessly and ruthlessly satirizes the prescriptions of our politicians for a peril-free utopia.

A favorite tactic is to expand on someone else's bright idea. One of the more convincing arguments in favor of restricting cigarettes, Lowdermilk notes, is that the taxpayer often ends up footing the bill when their deleterious health effects land a smoker in the hospital. "Well, the same logic can be applied to fat people," he reasons. "We should have a special requirement for a license for anyone who works in a supermarket, especially at a checkout stand, so they could screen fat people as they walk by. I mean, an overweight person that goes into a supermarket and buys five banana cream pies deserves to be apprehended, don't you think? So if we're gonna keep the heart victims off the tax rolls, we need to start at the grocery store and make sure that they are not allowed to buy food that makes them fat."

The obese are not the only ones at risk. "Milk is dangerous," Lowdermilk warns, "because a study was done on milk about three years ago in San Diego at a juvenile detention center. All these bad kids were being observed by a sociologist. He observed that they consumed 10 times more milk than the average nondelinquent. And his conclusion was, maybe milk causes crime. OK, now let's think for a minute. If you really take this to an extreme, there may be some truth to this. Because in the big cities, New York and Los Angeles, and the other big cities in the country, in the summertime, what happens? Crime rates increase. Well that's because of the heat, congestion and stifling poverty. It's because people are eating too many ice cream bars, and ice cream bars are a milk product!"

Along the seemingly benign shelves of our local supermarkets lurk other threats as well. "One-half of all fatalities that occur to children under the age of 3 are from strangulation, and one-half of those are from hot dogs. And one-third of that remainder is from peanut butter!"

he says. "So what's the solution? Well, we could abolish peanut butter. Or we could require that peanut butter be canned in whole peanut form only, so you wouldn't choke to death on it." Lowdermilk is on a roll. "We could require square hot dogs," he suggests. Better yet, "predigested hot dogs! The parent could be responsible for chewing it up and spitting it into the child's mouth so he wouldn't choke to death."

One of his favorite agencies is the Food and Drug Administration, which has proposed putting warning labels on everything from vanilla ice cream to bubble bath.

He is not, however, the FDA's favorite correspondent. "They won't even answer my letters. In fact, I had to use a phony name to get back on their mailing list, because once they found out who I was and what I was doing, they took me off," he says. "The FDA is supposed to be there to assure us that everything is safe. But you can't do that. I mean, aspirin alone kills 900 people a year ... but there's no warning label on it. You can buy it over the counter. So the bottom line of course: Everything has its down side."

Outside the food store, other threats abound, such as backward Satanic subliminal messages on rock and roll records. "One of our assemblymen here in California tried to require a warning label on records, because he felt there were Satanic messages being transmitted to teenagers, and thought it was a great idea," he says. "I even suggested that the reason there's so much marijuana use in America is because there are too many stop signs. You know, every time you come to a stop sign you're getting a reverse subliminal message, right? And this guy wouldn't even answer my letter." Lowdermilk plants his own reverse subliminal on NOTSAFE press releases: livellafotoorehtsitnemnrevog.

Among the myriad solutions proposed to the drug abuse epidemic is the suggestion of a New York Democratic congressman, Rep. Thomas J. Manton, that \$100 bills will be outlawed to make life tougher for drug dealers. The NOTSAFE solution is less timid: "If we're going to get rid of the hundreds, we have to get rid of the fifties and the twenties and the tens also," Lowdermilk declares. "And that way you could recognize a drug dealer because he'd be carrying a wheelbarrow down the street waiting for a buy or a sell. And then you could really give the word pusher a new definition."

We have heard so much about safety, but what of fairness? One of Lowdermilk's favorite subjects is animal rights. "I think animals have rights.. And I think that insects are animals. They're living creatures of God, and therefore insects have rights also. Now, I suggest that we reduce our national speed limit to 15 mph to prevent the slaughter of insects on our highways."

"Seriously," he says, "I think that's an issue that's been taken a little bit too far. And the idea of bringing insects into the picture, I think, brings it into perspective a little bit. Now, when someone talks about a fuzzy, furry kitten or harp seal, they very seldom include fish or lobster. Those are not insects. You can't tell me when you drop a lobster into boiling water that doesn't hurt. Give me a break. Just because they're ugly - Now, maybe that's the factor. The ugly factor is what we have to consider. If it's cute, it gets rights; if it's ugly, it doesn't. And then we can apply that same logic to people."

"I get carried away on that animal rights thing. In fact I've had a lot of heated conversations ... If we spent half the amount of money on dog food to feed people around the world, there would be no hunger," he says. "There are 40,000 people a day that starve to death. And what I've suggested is that we send the animals that are in our shelters to foreign countries to be eaten by the people that are starving. And animal rights advocates jumped all over me, saying that is inhumane. What is inhumane about saving a human being?"

NOTSAFE has about 1,400 members worldwide, half of those in North America. The group's membership fee is \$15, but honorary memberships are given to anyone who has a sarcastic letter to the editor publishing ridiculing safety and fairness proposals and mentioning the organization.

Another way to get in is to run for office on a platform that includes three of NOTSAFE's five serious proposals: Limit congressmen to one term; bar congressmen from introducing more than one bill a year; include a five-year sunset provision in all bills passed by less than a

two-thirds majority; allow all taxpayers to earmark \$1 of their taxes annually to go to the government agency of their own choosing; and include a "none of the above" space on ballots in every federal election. Lowdermilk says the proposals are meant to shackle, divert and confuse Congress to the extent that it has little capacity to pass new laws.

NOTSAFE is an outgrowth of Lowdermilk's hobby of ridiculing politicians and their proposals in letters to the editors of his local paper. He finds running the group preferable to alcohol abuse as a way to relieve tension. His wife and kids think he is nuts.

"Every proposal," he says, "has a sarcastic option. The very scary part, of course, is that some of these sarcastic proposals become reality. Five years ago I wrote a letter to our local paper suggesting that we have a buckle-your-seatbelt-or-go-to-jail law. Well, by golly, we've got it now in California."

As a member of the Libertarian Party, Lowdermilk delights in pointing out safety ironies, such as the recently identified "risk compen-

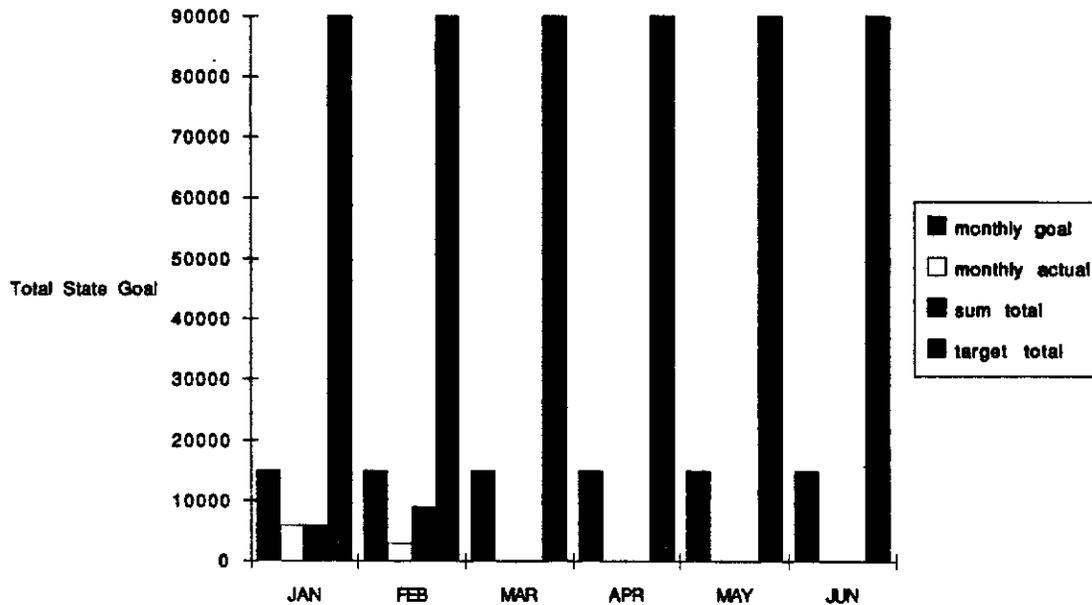
sation factor": When people put on a seatbelt because they have to, they take greater risks, resulting in more crashes and more pedestrian fatalities. Similarly, "After 35 years of crosswalk markings in California, they have decided, finally, that there are more injuries and accidents and fatalities at intersections that are marked than at unmarked intersections," he notes. "And why is that? The little old lady crossing the street inside the white lines, she thinks she's protected by, you know, a dome or something, and the car plows right over her."

Through sarcasm and humor, the goal "is to get people involved and let people see that we can be responsible for our own lives," he says. "When you're treated like a child, what happens? You act like a child. You're treated like an idiot, you act like an idiot."

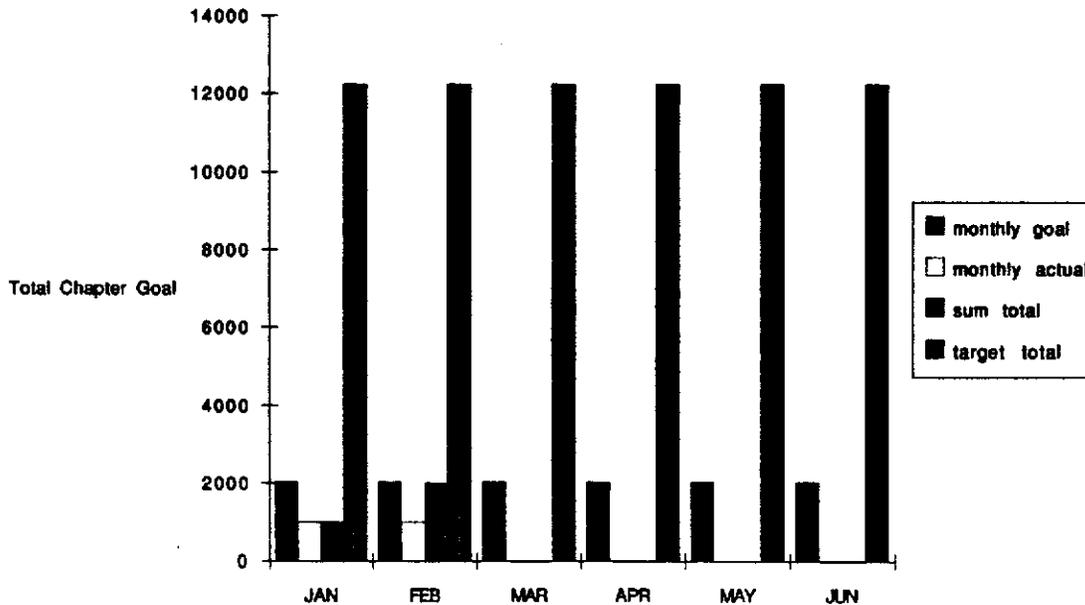
The idea "is to let us screw up a little bit. We're a free country," he says. "Let's remember that this is the land of the free and the home of the brave. You've got to be brave to be free. That's the bottom line."

END

State Signature Status



NE Chapter Signature Status



WARNING

At Action Printers, we'll produce your work accurately,
quickly and inexpensively.

Let us simplify your printing and copying needs . . .
COME TO ACTION PRINTERS

We Do:

- Photocopying - Self Service/Full Service • Multi-Page Reports •
- Manuals • Computer Printouts • Catalogs • Brochures •
- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

We Offer:

- Typesetting • Pasteup and Layouts •
- One or Multi-Color Offset Printing • Complete Bindery Department •
- Facsimile Transmission • Pickup and Delivery •

**So come in and
let us solve your
printing problems!**



ACTION PRINTERS, Inc.

3747 N.E. Sandy Blvd. • Portland, OR 97232
287-8321 / FAX 282-2980

1222 S.W. Morrison • Portland, OR 97205
222-4913 / FAX 222-4907

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

NEW: _____ RENEWAL: _____ If Renewal, Card #: _____ EXP. DATE: _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$15 FULL MEMBERSHIP: _____ \$6 EACH ADDITIONAL MEMBER: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

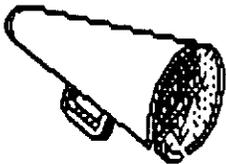
RECEIVED BY: _____

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

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

ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638



Make your voice heard, your needs known.
Renew your membership today and get involved!

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
1st & 3rd SUNDAYS	COLUMBIA COUNTY	2:30 pm, The Rod & Gun Club, Rainer.
	JACKSON COUNTY	1st Sun. - 11 am, Angelo's Pizza, Phoenix, Oregon. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
		3rd Sun. - Ride
	NORTH COAST ABATE	1st Sun. - 12:00 noon, Cedar Bay Restaraunt, Tillamook
		3rd Sun. - 12:00 noon, The Pizza Harbor Restaurant, 15 N. Edgewood, Seaside.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd & 4th MONDAYS	YAMHILL COUNTY	3 pm, Dominico Pizza, McMinnville.
	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Sunshine Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
3rd WEDNESDAYS	LANE COUNTY	7 pm, Round Table Pizza, 6th Street, Eugene.
1st & 3rd THURSDAYS	CENTRAL OREGON	7:30 pm, K.C. Pizza, Redmond.
	MT. HOOD	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.
1st & 3rd SATURDAYS	TEAM TOTEM	10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.