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Freedom of the Road!*



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

AUGUST 1990 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

UNITED STATES BILL OF RIGHTS

Amendment 1

Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or the right of the people peaceably to assemble, and to petition the government for a redress of grievances.

Amendment 2

A well-regulated militia being necessary to the security of a free State, the right of the people to keep and bear arms shall not be infringed.

Amendment 3

No soldier shall, in time of peace, be quartered in any house without consent of the owner; nor in time of war but in a manner to be prescribed by law.

Amendment 4

The right of the people to secure in their persons, houses, papers and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

Amendment 5

No person shall be held to answer for a capital or otherwise infamous crime, unless on a presentment or indictment of a grand jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, nor to be deprived of life, liberty or property, without due process of law; nor shall private property be taken for public use, without just compensation.

Amendment 6

In all criminal prosecutions the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted by the witnesses against him; to have compulsory process for obtaining witnesses in his favor, and to have the assistance of counsel in his defense.

Amendment 7

In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury shall be otherwise reexamined in any court of the United States than according to the rules of the common law.

Amendment 8

Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

Amendment 9

The enumeration in the Constitution of certain rights shall not be construed to deny or disparage other retained by the people.

Amendment 10

The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

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

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

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	\$ 45.00 - 6 months		\$ 80.00 - 6 months
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1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
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**ABATE of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208**

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COORDINATOR'S CORNER

It is one of the most beautiful compensations of this life that no man can sincerely try to help another without helping himself. - Roger Waldo Emerson

I would like to take this time to say "thank you" to all of you who donated money at Fossil for the Fossil E.M.T.'s. We raised \$235.00 which will go to them to cover costs for coming to the aid of those who might not be fortunate enough to make all the winds and curves in the road.

By now I'm sure you realize that we did not get enough signatures collected in time to get in the November election. We collected a total of 12,324 signatures. Sad, but true. But non-the-less for all of you that went that extra mile to help gather signatures I want to applaud you and wish your enthusiasm would rub off onto the rest of the people that are either too busy, too lazy or plain don't care to defend their rights. Next months' Newsletter will have names of all our "Freedom Fighters" that did all the fighting for the rest of us.

At this time I also want to thank chapters that made a special effort to help BikePAC. Without your support for BikePAC we would not have had the money or the ammunition we were given to fight for our freedoms.

Listed are those chapters that cared:

Lincoln County	\$700.00
Salem Chapter	\$200.00
Mt. Hood	\$148.00
Yamhill County	\$100.00
N.E. Portland	\$91.04
Team Totem	\$18.00

Support and help for BikePAC at this time is of great importance. We need to defeat Ballot Measure #9, the Mandatory Seat Belt Law. This takes money.

**Make a difference.
Get involved
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.

A

A

B

BROTHERHOOD

The state of being a brother; an association of people of the same order; the mutual regard resulting from this association.

A

AGAINST

In contact with; opposite to; in opposition to; in preparation for; in exchange.

T

TOTALITARIAN

(TO-TAL-I-TAR-I-AN) Of or relating to a political regime based on subordination of the individual to the state and strict control of all aspects of the life and productive capacity of the nation by coercive measures.

E

ENACTMENTS

To make into law; the passing of a bill into law; a decree; a law.

MEANS FREEDOM

A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING
Minutes for July 14, 1990
No report this month.

CHAPTER REPORTS

CENTRAL OREGON

Central Oregon Chapter members, where are you???

Did you forget where and when we meet??? Well, let me remind you. We meet at K.C. Pizza in Redmond on the first and third Thursday of each month at 7:30 p.m.

That's about it.
Later, Terri

DOUGLAS COUNTY

Just a line from all of us down here sweating away in Douglas Co. I thought for awhile it was going to be spring all summer. But the last few days put me in my place. (Right in front of the fan!) We're in the preliminary stages of getting Windy Creek together. We'll have a dynamite band this year, as well as good food, cold beer and lots of games. Hopefully, all the Sturgis riders won't be too burnt out to attend, 'cause it will be the usual great time!

Due to our garage sale, we were able to send 6 people to Camp Easter Seals this year. Many thanks to the people whose efforts made this possible. If everyone put out the effort that those few do, we would be an awesome force indeed. Remember, apathy is deadly to any organization.

Well, this is my first time at this so bear with me and it'll get better.

Ride Free,
Ghost Writer

Well, it's close to 100 degrees and I'd much rather be riding, but duty calls so here I sit.

We had a good turnout at the last meeting, 38 people. Among them were four guests; Linda Buckle, Dean Sias, John and Mary Lou. Dean won the hat pass at the end of the meeting.

The Camp Easter Seals garage sale netted \$138.58. Thanks again to the people who donated their time to sit out in the sun and man the sale, and to Andy for donating the space. We were able to send Katie Newell, Ben Stokes, William McKay, Thomas Sparlin, Terry Akin and Paul Wilson. They will be back by the time this goes out so more on them in the next letter.

A motion was made and passed to do a fund-raiser to

NOTICE

**If your Chapter has no news in this column
or other columns in this section, get in
touch with your Chapter Coordinator and
ask why there is no report.**

purchase a generator for the Chapter. Any and all ideas on this subject would certainly be entertained.

The Sewing Bee is selling 2 sewing machines and donating the proceeds towards our Easter Seals effort, so anyone needing a sewing machine or knowing of someone who does should steer them in that direction.

Tentative committee's were set up for Windy Creek, however, more help is needed. We'll all have fun so let's all pitch in! We will have an E.M.T., and if my foggy memory serves me right we will have an ambulance, too. More next month. We still need to write to Big brother. Page 21 of this Newsletter has a list of addresses and a sample format, SO WHAT ARE YOUR WAITING FOR?

Anonymous

JACKSON COUNTY

Hello from Jackson County!

Well, we'uns in the Deep South have been cooking our brains in our helmets the past month. I like warm weather, but 100 degrees plus is too much. We've been holding roving meetings in the hills trying to get out of the heat.

Things are gearing up for the Southern Oregon Summer Run, and it looks like its going to be a great time. If you can make it, South Umpqua Falls is a great place to get together with us "Southern Folk".

August is going to be the month where very little gets done down here. About 75% of the Chapter is heading for Sturgis and it's going to thin out the work force. A good amount of folks are leaving right from the S.O.S. Run. Another good reason to come on down and join the crowd.

Our meetings are the first Sunday of every month at Angelo's Pizza in Phoenix at 11 a.m. The third Sunday we have a Poker Run or just a plain ride down to California to dump our brain buckets for a little while. If you in our area, stop on by, or call Dennis or Jeri at 773-6631.

Ride Safe,
Push Start

JOSEPHINE COUNTY

Sturgis is coming and we're primed. We had a Poker Run June 24th for one of our members who is very ill. We called it the Ruby Run and raised \$325 for her. We had our last meeting in Cave Junction at Woodland Echo's Campground. The owner has asked us to put on one run a year there. We decided to have a run there September 21-23. It will be called The Last Chance Run & Anniversary Party. We think this is the last run of the year and we're combining our anniversary party with it. You must be 16 or older to attend. There will be music Friday and Saturday night. They have hot showers, a beer garden and stage there. There are other facilities there that will be listed later. Everyone

is invited. Remember, the more people, the better the party. We will be having our 2nd Poker Run for Lovejoy Hospice. Date to be announced later.

On to Sturgis, Jim

LANE COUNTY

We're busy working on fund raisers, such as Casino Nights and Poker Runs to get organized for our Labor Day Run. We hope to see everybody there.

Harley

LINCOLN COUNTY

When this appears in print, Beaver Creek Run will be over for another year. Highlights next Newsletter.

We have been concentrating on getting the run planned and the construction done. Hopefully, once Beaver Creek and Sturgis are behind us we can start planning some new activities. We are looking for new ideas and more participation at the meetings.

See you after Sturgis,
Vicki

MT. HOOD

Howdy, from Mt. Hood again. Well last Newsletter I said I was going to let you know all about our Poker Run To The Sun of June 23 & 24. It was great. We had about 100 people and just had a blast. The ride over was nice and hot. At that time we were still looking forward to the summer. Now some wish it would be a little cooler. It's so hot out there.

Well, it was this hot over in Madras. People made a dash for the water as soon as they got there. Others just peeled off some or most of their clothes. We enjoyed each other's company. Ate as much as we could. All in all we had a wonderful time. Of course, there were two people that had a lot better time yet and that was Paul of Mt. Hood and a newcomer from Hillsboro, Nikki, who won \$75 each. One for high hand and the other for low hand. And all the people that won prizes were happy, too.

We also celebrated Rusty's birthday up there, and if you ask him if he enjoyed himself he might not know or maybe he just won't remember. Sorry, Rusty, we love you though. And guess what people, for those of you that weren't there, Roger and I rode on the bike over. I am still so thrilled after being grounded for so long. It's a great feeling.

Well, it looks like we did not get enough signatures to make a difference, but I hope that you don't feel that we will just take this and do nothing more. It's very important that you keep in touch with your Chapter now, because there will be things happening that are going to need your utmost important attention. So stay in contact, go to your meeting and participate. Be a part!

Well, for now I think that I have done enough yakking. But at this time I want to let Mother know that she did a wonderful job with the NARA Run. It was great and the NARA people were wonderful. All that good food and the most impressing entertainment with their drums and dancers. It was very, very nice. Mother, pat yourself on the back. Nice going!

Due to lack of participation, there will be no Chapter Meetings until September 6th at which time we shall decide to turn our charter in to the State.

'Til next time, ride safe, enjoy all this wonderful weather,
Adios, Angie

NORTH COAST ABATE

Howdy. Wanted to let you know the North Coast Chapter has changed our meeting place to The Bayside Gardens, Nehalem. Still the same time and days - 1st & 3rd Sundays at noon. We thought this might be better than once in Seaside and once in Tillamook, since it's halfway between the two. We hope this might get more members to attend. We'll see.

Thanks, Mr. Bill

N.E. PORTLAND

It's hard to believe, but summer's almost over already. I hope everyone has been out there riding safe and free!

Of course, we had the N.A.R.A. Run July 8th, which was very successful. The check points were especially nice spots, i.e. Crown Point, McIver Park and ending at Lents Park with a Pow-Wow. This run is particularly special to us, and again this year it was a great one!

As you know, N.E./S.E. Summer Run is August 17, 18 & 19 at McCovens Gulch. I hope everyone will be able to make it, as it should be a great ride, and good camping.

Well, that's all for now, so ride careful ...
Barbara

SALEM

To everyone that reads this, by this time we will have completed our first annual Poker Run. We are hoping for a good turnout. A great route has been planned with a potluck afterwards. This promises to be a great time for all who will have participated.

We now have some new officers and invite everyone to come meet them and help them as well as the others in making Salem Chapter a success.

FOX CREEK RUN NEWS: This year's run will be August 4 & 5 and it looks to be a good one. Come and join us for a great time and help us make it a real blowout, for all of you who are unable to make Sturgis. Tickets will be available at the gate without any increase in cost. Couples \$25 and singles \$15. This includes 2 meals, beverages, games, live music and lots of fun. For any of you who don't know how to get to Detroit Lake, just follow Hwy. 22 from Salem for about 22 miles and follow the signs to the site. We will be looking forward to all of you who can make it to make this year a great run.

Ride safe and free,
Dago and Stoner

S.E. PORTLAND

The NARA Run that took place on July 8th was successful in several ways. We all had a great ride on a wonderful summer day; we raised a fair amount of money for a worthy cause; and we got positive media coverage. Not bad for day's work, eh?

Our membership took a slight dip this month when 13 memberships lapsed at the same time, but we figure it will just take a bit of time to shake off the summer daze and those members will climb back on board in good time. What? Me, worry?

What else to report? Not much. Except this: Have you ever

known of a movie sequel to be worth even a fraction of the money it cost to produce it? Neither have I, and we have it from good sources that "Another 48 Hours" is worse than just another bad sequel. That's right folks. Yet another movie that depicts bikers in a less-than-favorable light. But I don't want to steal anyone's thunder. I understand this Newsletter will cover that subject much better than I can. Read on

Ride safe, free, happy!
Christine "Muffy" McClure
S.E. Portland Chapter Secretary

TEAM TOTEM

What a Run! The Mt. Hood/Team Totem "Run To The Sun" was a great success. Good weather, good road, good bro's. Thanks again to all. The help was given gladly and greatly appreciated.

For all of you that missed it --- to bad, so sad!

Due to the stepping down of Charles Littlejohn we now have a new acting Chapter Coordinator in the rather large form of Doug Roland.

Our Chapter is now meeting at "Tiny's" Restaurant and Lounge on Denver Avenue. In Kenton at 7:30 p.m. on Wednesday, the first and third Wednesday of the month.

Once again, back to the Demised Equine Bludgeoning, we could use some more support folks! That is all.

Ride safe & rubber side down,
Secretary, "Doc"

WASHINGTON COUNTY

(No Report, Fourth Time.)

YAMHILL COUNTY

(No Report, First Time.)

**"Men are born to be serviceable to one another,
therefore either reform the world or bear with it."**

— Marcus Aurelius

WHY SHOULD I WRITE?

Because Legislators respond much better to people's concerns when they know you care about their voting records all the time, not just during an election year. The best way to let them know YOU care is by writing.

Because Legislators are making decisions everyday which affect citizens and their families ... decisions on inflation, taxes, energy, education, transportation, fair wages, consumer and environmental protection. The best way to convey YOUR interest in these issues is by writing.

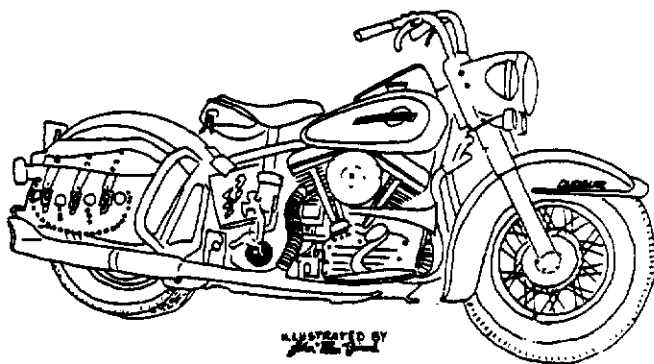
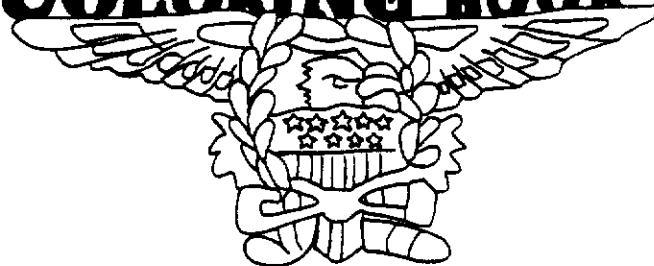
Because Legislators are hearing from the Chamber of Commerce, the oil industry, utility companies, bankers, real estate brokers and other interest groups who don't have YOUR best interest in mind.

The best way to defend yourself against this kind of lobbying is by writing. *END*

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BIKERS GO RIDING TO HELP AMERICAN INDIAN CHILDREN

by Keri Brenner

More than 100 members of Portland-area motorcycle clubs joined Sunday in an 85-mile ride through scenic back roads to help American Indian children.

The ride, to benefit the Native American Rehabilitation Association-Northwest, ended at Lents Park in Southeast Portland. At the park, more than 200 people enjoyed baked salmon and rice, an Indian pipe ceremony and traditional American Indian drumming and dancing.

"NARA is a family-oriented treatment center, and we bikers are very family-oriented" said Carolyn "Mother" Meerzo, event coordinator and a member of the Northeast Portland Chapter of A Brotherhood Against Totalitarian Enactments, a national motorcycle group that opposes helmet laws.

Other bikers, many of whom said they were recovering from drug or alcohol addictions, said the event supported their process because NARA provides addiction counseling and other services to American Indian families.

"NARA has a lot to do with recovery in the Portland area," said Dave D., road captain for the Vancouver/Portland Chapter of the Alky Angels, a motorcycle club for recovering alcoholics. In keeping with their pledge to remain anonymous, members don't give their full names.

In thanks for the bikers fund-raising efforts, NARA staff, led by spiritual counselor Rod McAfee, presented the motorcycle club leaders with a sacred eagle feather, a symbol of great honor.

"We're very grateful for their efforts," said Willie Brown, NARA

office manager. "It's a chance for two different types of backgrounds and philosophies to intertwine in a common effort."

In addition to the Alky Angels and five Portland ABATE Chapters, other biker group members on the ride included those from the Harley (Davidson Motorcycle) Owners Group and the 5th Chapter, another motorcycle club for those recovering from addictions.

The bikers called the event Bikers Against Drugs - BAD for Kids.

Proceeds from the event will go toward NARA's campaign to build a \$7,000-\$10,000 child development center at the association headquarters in Gresham. The amount raised from the weekend event wasn't immediately available.

"The idea is children," said Meerzo. "NARA's slogan is just like ours - 'Without the children, there will be no tribe.'"

Ed Dahl, who planned the route for Sunday's ride, said the bikers at such events are far from the stereotypical bike gang member.

"Some of us ride noisy motorcycles and have long hair, but we're still your next door neighbors, and some of us are ministers and Scout leaders and on the PTA," said Dahl, a member of the Southeast Portland Chapter of ABATE. "We do care."

Gary Martin of the Northeast Portland ABATE Chapter said the bikers also sponsor a Toy Run in December to benefit Shriners Hospital for Crippled Children.

The ride Sunday was called a Poker Run, because the bikers picked up poker chips with numbers on them at five checkpoints along the way. Prizes are given later based on the chips.

Checkpoints on Sunday were the NARA headquarters, Crown Point on the Columbia River Gorge, Shorty's Corner near Sandy, McIver Park in Estacada and Lents Park. *END*



STEVE GIBBONS

Motorcyclists pull into Lents Park, the last checkpoint of their ride Sunday. The scenic ride was a benefit for American Indian children.

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ABATE of Wisconsin Newsletter

CREEPING TOTALITARIANISM

written by Lord Chesterfield in 1779, eight years before the United States Constitution was written.

"Let us consider that arbitrary power has seldom or ever been introduced into any country at once. It must be introduced by slow degrees, and as it were step by step, lest the people should see it approach. The barriers and fences of the people's liberty must be plucked one by one, and some plausible pretenses must be found for removing or hoodwinking, one after another, those sentries who are posted by the constitution of a free country for warning the people of their danger. When these preparatory steps are once made, the people may then indeed, with regret, see slavery and arbitrary power making long strides over their land, but it will be too late to think of preventing or avoiding the impending ruin."

These words are as valid today, perhaps more so than the day they were written. Mandatory seat belt laws, mandatory helmet laws, gun control laws, where will it all end?

Wake up before it is too late! Join A.B.A.T.E. Attend the monthly meetings. Write letters to your senators and assemblymen. At the very least, call the toll free legislative hotline in Salem and politely state your views.

Remember, if we don't begin to all work together we may lose not only our freedom of choice, but perhaps the privilege and freedom of riding a motorcycle altogether. *END*

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THE DEATH OF SOMEONE ELSE ...

We were saddened to learn this week of the death of one of our most valuable members, Someone Else. Some's passing created a vacancy that will be difficult to fill. Else has been with us for many years. Someone did far more than a normal person's share of work.

Whenever leadership was mentioned, this wonderful person was looked to for inspiration as well as results. "Someone Else can work with that group."

Whenever there was a job to do, a committee to chair, or a meeting to attend, one name was on everyone's list "Let Someone Else do it."

Someone Else was a wonderful person, sometimes appearing superhuman, but a person can do only so much. Were the truth known, everybody expected too much of Someone Else. Now, Someone Else is gone! We wonder what we are going to do. Someone Else left a wonderful example to follow, but who is going to follow it? Who is going to do the things Someone Else did?

When you are called on to do something, remember - we can't depend on Someone Else anymore! *END*

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PURCHASE OF
A GIANT
PIZZA

A GOOD WAY TO BE AWARE OF WHAT'S GOING ON IS TO BECOME A PART OF IT.



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HR 3925 -

WILL HISTORY REPEAT ITSELF?

by Cliff Rehead, Arvada, Colorado

Many years ago I worked for the data processing firm of Cooper and Goodwin, 1020-1/2 Main, Durango, Colorado. The owners of the firm were Jim Cooper and Don Goodwin.

Instead of desktop PC's the machines we used were desk-sized units like the IBM 403. Instead of setting up for a new task by changing a floppy disk, we had to swap a set of steel control panels which were about two feet high by three feet wide. We really needed a special shelf, called a panel rack, to store these control panels. Instead of buying a commercially available panel rack, Jim Cooper decided to make his own. He bought some lumber and spent a weekend sawing, gluing and nailing.

On Monday morning Jim proudly unveiled our new panel rack. But when we tried to put a panel in it the panel would not fit. Jim had built the rack one inch short. It was completely useless.

Jim's fun loving partner Don put a sign on the new rack which read "Cooper's Folly". For months around our office, "Cooper's Folly" was the wisecrack of choice.

For twenty five years seat belts have failed to make any significant contribution to solving the traffic safety program. For twenty five years seat belts have failed to help insurers offset the losses inflicted by a broken court system. For six years mandatory seat belt laws have failed to help auto makers avoid air bags. For thirty years highway improvements have saved lives in numbers seat belts and air bags could never match. For thirty three years, from the rejection of the seat belts Ford offered in 1956 to the 1989 voter repeal of the North Dakota mandatory seat belt law, the public has said 'NO' to crash protection. Seat belt use in America today is about 30%. The other 150 million people have more confidence in their own understanding of automobiles and safety than they have in Washington's Nader-based "understanding". Safety means crash prevention, not crash protection.

It only took Congress thirteen years to unlay the egg of Prohibition. Seat belts appear to have the title "Longest Running Congressional Blooper of the Twentieth Century" locked up. LBJ, Volpe, Claybrook and Dole are former unsuccessful champions of "Crash protection". After thirty years of failure the question is not who will be the next "champion" but who will be the last. Will the last guy get the blame for thirty years of failure? And maybe some ridicule too?

Especially if his name is Jim Cooper. After all, you never know when that fun-loving Don Goodwin may be lurking about. *END*

LEGISLATORS ARE PEOPLE; NOT MINDREADERS!

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HELMET LAWS FOR BICYCLISTS ARE GROWING

Scripps Howard News Service

State and local ordinances requiring bicyclists to wear safety helmets may start proliferating.

New York and California require the use of helmets when children ride in bike carriers - a situation that raises a bicycle's center of gravity and makes it more likely to fall over.

Now Howard County in Maryland has put helmets on the same plane as automobile seat belts.

If you ride a bicycle in the suburban county near Washington, D.C., you must also wear a helmet.

Some in the bicycle industry and community grouse that this will discourage bicycling.

But local officials are thinking about safety, and the rising health care tab the public often picks up.

Bicycle accidents have increased 27 percent in the past decade, apparently in response to the nation's growth in automobile traffic, according to the National Coalition to Prevent Childhood Injury.

The accidents kill about 400 kids a year, and 300 of those die as a result of head injuries.

Those who don't die are frequently disabled for life.

Helmets have been shown effective in preventing just those injuries, which is why more state and local officials are beginning to think of them as they think of motorcycle helmets or even auto seat belts. *END*

Reprinted from July 1990
ABATE NEWS, ABATE of Indiana, Inc.

BIKERS, MOTORISTS NEED TO DRIVE DEFENSIVELY

From the woman we all love to hate - Dear Abby

Dear Abby: Please remind drivers that the approaching warm weather means more motorcyclists like myself will be on America's roadways. My interest is both personal and professional. As a personal injury lawyer, I've seen the results of motorcycle accidents far too often. There are more than 100,000 motorcycle accidents every year. Tragically, many of these accidents could have been avoided if auto drivers and motorcyclists both drove more defensively:

It may surprise you to know that the stereotype of the biker boozing it up and racing down the highway is wrong. Most riders like myself ride safely and responsibly. In fact, many accidents occur because an auto driver violated the motorcyclist's right of way. According to National Safety Council statistics, 72 percent of all accidents involving a car and a motorcycle are due to negligent auto drivers.

Motorcycles are hard to see, which is the chief reason for many motorcycle accidents. On top of this, drivers often forget that motorcycles are on the road; their intention is riveted on the cars around them. Drivers can help reduce accidents by keeping a sharp lookout for motorcyclists, especially in heavy traffic.

Unfortunately, some motorcyclists don't ride responsibly. They use shortcuts such as riding in between traffic lanes to gain around when cars slow to a stop. Not only is "lane splitting" illegal in most states, it often puts the motorcyclist in the drivers blind spot.

Motorcyclists can help themselves by learning proper safe-driving techniques and wearing brightly colored clothing to make themselves more visible. Also, both riders and auto drivers can do their part by staying sober!

Boston Lawyer

Dear Lawyer: Good advice and it's badly needed. I hope it's heeded. Statistics show that a majority of motorcycle fatalities are due to head injuries that might have been avoided had the cyclists worn a helmet.

READ ON:

Dear Abby: Please dedicate this letter to the motorcyclist I drove behind yesterday who was not wearing a helmet. I am a registered nurse who works with brain injured adolescents and adults at a rehabilitation center - and yes, I know that you have rights. But let me take a few of the same minutes it would take you to put on a helmet to explain to you the side of "rehab" I do not want you to come to know. (I'd like to think of it as "preventative medicine.")

God knows I feel the anguish of the families of the patients I care for. I feel that strain and discouragement of slowly met goals - like feeding independently, pushing a wheelchair with limited movement or watching a patient not be able to turn over in bed. Some severe accidents result in death. Others keep the patient extremely challenged mentally and physically. After intense rehabilitation, some patients can go back into the home if the many supports and organizations can assist, depending on the funding and waiting lists.

So, allow me to make one plea to the person who hops on the bike without a helmet: you DO have rights. You have the right to eat the kind of foods you choose, the right to choose your own outfit, the right to have your hair styled or combed the way you want it. But when you are brain injured, impairment of speech, motor functioning and bodily elimination can occur. If you are brain injured, I will do my best to help you decide what to eat, what to wear and how to do your hair. But if you can't help me, I will do my best to give you the best level of care available.

This is not to scare anyone. It's just the way it is, and you have the right to know.

Nurse who cares

END

Reprinted from July 1990
ABATE of Arkansas Newsletter

MARYLAND COUNTY OKs BICYCLE HELMET LAW

Arkansas Gazette Digest

Ellicott City, MD - Bicyclists would be required to wear helmets under legislation passed by a Maryland county council, a law one safety expert said would be watched nationwide.

The legislation, which takes effect 150 days after it is signed by Howard County Executive Elizabeth Bobo, would be the nation's toughest helmet law. Howard County lies between Baltimore and Washington, D.C., and has a population of 180,000.

The council approved the legislation 3-2 Monday night. Bobo has indicated she will sign the legislation within the next 10 days. New York and California have limited helmet laws for children under 5. (AP) *END*

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ADVERTISERS LATELY?
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A.B.A.T.E. OF OREGON!**

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
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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

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

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
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WASHINGTON COUNTY CHAPTER

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

Independence Run Patches	\$ 3.00
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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.

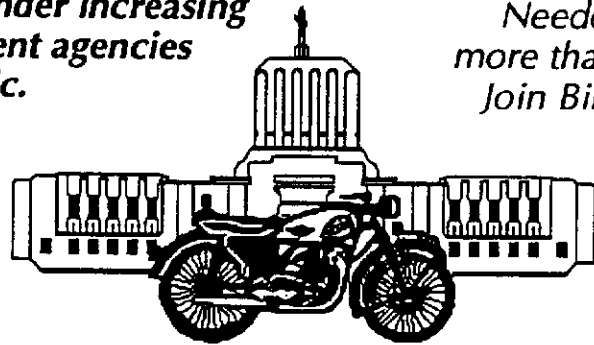
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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
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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 _____

WORDS FROM PAPPY

Where oh where does the time go? It seems as though I spend all winter waiting for summer, and it flies by so quickly. This was supposed to be the summer that I was going to do some serious riding, travel around and renew old acquaintances. When I "retired" last year, I made all those plans in my mind. Well, as most everyone knows, things have a way of sneaking up on our best made plans. I do not mean for this to sound like I am unhappy with what I am doing, as a matter of fact I love it!!! I am reminded of an old adage that says "Doing what you like is freedom, but liking what you do is happiness".

I am going to jump around again to various topics. Stay with me, and maybe there will be a tidbit or two that will hit a nerve, or cause the old thought process to grab an idea and expand on it.

There is a very thin line between confidence, and cockiness. Confidence is when you radiate success. Cockiness is when you tell everyone about it. Confidence is knowing that you make mistakes, but you can bounce back from them. Cockiness is assuming that you never make any. Confidence is being self reliant, self assured, and selfless. Cockiness is being self righteous, self satisfied, and selfish. **Beware**, success can give anyone a swelled head. So if you've gotten a bit cocky, about how far you've come in this world here's a humbling thought to always remember: Place your hand in a pail of water, keep it there for a minute, remove your hand. If you can see the imprint of your hand in the water, you truly have become great. If not!! Well, welcome to the real world!

1990 is another election year, and another chance for all of us to become active in the only system that gives us the opportunity to have some control over our own destiny. Some thoughts on choosing candidates ... We as motorcyclists must never fall into being a single issue voter. Granted we want someone who will help defend our freedom of choice, but not at the risk of selling out our great country. Look at all the issues. To protect, and extend freedom and human rights in this world, we need a strong defense, and the willpower to use it. To protect personal freedoms from criminals, both international and local, requires an effective police force. To defend economic freedom from centralization of authority, we need smaller government budgets. To defend civil freedom from government intrusion, we need to tell government to stop telling people how to lead their social and/or religious precepts. There is frustration in looking for the perfect candidate. No one is perfect. Compromise! Decide on some imperfect somebody, and you will win. Because the truest "truism" in politics is: you can't beat somebody with nobody.

This could probably have been included in the paragraph above, but something that always troubles me is the fact that our elected officials are always talking about how we need to be more involved in public education. And yet they send their children to private schools. As long as they choose to enroll their children in private schools, do you really believe they have a strong commitment to public education. The sheltering of upper income children in private schools not only accelerates the deterioration of public education, it hides the consequences from precisely the people who are in a position to do something about it. It follows, that schools who are attended by the children of the relatively powerless segment of society, will be powerless to improve. The vast resources will flow to wherever the powerful send their own children. Until this nations leaders admit that what they do with their children matters more than what they say, America's public schools can not, and will not be turned around. If they are not turned around, the continued success of our great nation will be in grave doubt.

I am sure by now that you have all heard the report on the U.S. Supreme Court decision that said that two men from Oregon could not smoke "Peyote" as part of the their religious ceremony. This decision overturned a State of Oregon Supreme Court decision on the matter. Some have argued that if you outlaw religious "Peyote", you could conceivably outlaw religious "wine". Not so, says Justice Scalia. "Christians in America will not be denied sacramental wine because they have enough political clout to prevent it. As far as you

members of minority faiths are concerned, too bad! It would appear that the constitution according to Justice Scalia would read "You have the right to worship as you choose, as long as you have enough votes". If you find any correlation here between this problem, and the one we fight everyday, go to the head of the class.

Ride forever free, and be real careful out there.

"Pappy"

ARE YOU REGISTERED TO VOTE?

X

**DON'T PUT IT OFF!
THE PEOPLE WHO ARE
MAKING THE LAWS AREN'T!**

Reprinted from July 1990
Northwest Shooting News

**A WSR&PA MEMBER WRITES,
"GET YOUR HEAD OUT OF THE SAND!!"**

by Ken Spring, Longview, Washington

To Don Manning, Past President, WSR&PA:

I just read your June NSN President's Message. I must say that I share the same frustrations as you when it comes to the head in the sand attitudes of many of my gun-owning peers. Two weeks ago two fellow workers came up to me and proudly announced that they had dropped their membership in the NRA because the NRA leadership is opposed to the banning of those stupid, good-for-nothing-but-people-killing assault weapons. Those were almost their exact words. They further flatly stated that the NRA had called them to explain their actions but they told the NRA off. This is truly unbelievable to me.

Then last week I attended a board meeting of our local Cowlitz Game and Anglers Club. We were talking about how Oregon's Senators Hatfield and Packwood had let us down when, lo and behold, one of our board members piped up and asked what was wrong with Hatfield and Packwood's vote. He went on to say that all assault type weapons should be banned as they were good for only one thing and that's to kill people. I just about dropped my teeth in my soup. How can any gun owner be so stupid as to believe the media or Handgun Control, Inc., propaganda? The media is doing a very good job of dividing gun owners, because if you tell some people something enough times some non-thinking ding-a-ling will begin to believe it. As for me, I am sick and tired of having to convince some gun owners and NRA members that so-called assault weapons are worth fighting to keep. Some people just cannot or will not see past the end of their noses.

Enough negativity. Ever since the Stockton thing I have written over 200 letters for the cause. I have signed up over 50 new NRA members. When I get depressed I sign a new member. I have written over 30 letters to the editor with most having been published. I have been on several TV and radio programs defending the pro-gun cause. I put my money where my mouth is, also. I contribute to the cause regularly. I also work for pro-gun political candidates on a regular basis. I spend nearly all my free time defending our gun rights. I have been an activist for some 20+ years. I don't intend to give up now. One thing that you can make book on is that this Washington State Rifle & Pistol Association member will work night and day seven days a week if necessary to take up some of the slack that is left by some of our nonparticipating members. Hang in there, as people like you and I can make the difference if we just don't give up. We can and will win in the end if we can just find a way to cure the affliction of apathy. **END**

Reprinted from AMA Riding Straight brochure

RIDING STRAIGHT ALCOHOL CONSUMPTION AND MOTORCYCLE SAFETY

It takes coordination and balance to ride a motorcycle safely, whether on the tough terrain of off-roading, or among the often unfriendly company of four wheel traffic.

All riders have no doubt tired of hearing about the "dangers" of motorcycling from well-meaning friends and relatives. Every good rider knows that motorcycling can be a safe and enjoyable pastime. The vast majority of riders will never experience a major problem because they know that taking an unnecessary risk doesn't make sense. The irresponsible use of alcohol is just such a risk.

ALCOHOL AFFECTS RIDING SKILLS

Alcohol can affect the vital riding skills that a safe motorcyclist takes for granted. Sense of balance, leaning, vision (especially night vision and red/green color differentiation), throttle control and shifting can be affected by too much beer, wine or spirits.

The ability to react to all of the outside factors that can face a rider ... slippery pavement, another vehicle ... is just as critical as reduced coordination when facing a dangerous situation. Even moderate amounts of alcohol can affect your judgement, alertness and peripheral vision.

ALCOHOL ACTS QUICKLY

Unlike other beverages, alcohol is absorbed very rapidly into the bloodstream. It can take just two or three minutes for the alcohol from a drink to be circulating throughout the body and affecting the brain.

A straight whiskey (.60 ounces of alcohol), will get into the bloodstream faster than a drink diluted by water, but sweet sodas and carbonated mixers may actually speed up the absorption of alcohol into the blood.

A beer (.54 ounces of alcohol) may not hit as hard as a martini (.99 ounces of alcohol), but only if you pace your consumption.

KNOW HOW ALCOHOL AFFECTS YOU

We all know that "too much" alcohol can get you in trouble ... but just how much is "too much"?

Alcohol affects each person differently. Most states define too much alcohol as .10% Blood Alcohol Content (BAC). That's enough to get you arrested, fined or worse. On a motorcycle, even lower levels of alcohol in the blood may affect performance.

The following chart shows how 12 ounce beers affect your BAC level. Of course, this chart provides only averages. Reactions will vary depending upon such factors as food in the stomach, medications taken, mood and fatigue.

12-Ounce Beers (Two-Hour Period)

Weight	1	2	3	4	5	6	7	8	
100	1	2	3	4	5	6	7	8	
120	1	2	3	4	5	6	7	8	
140	1	2	3	4	5	6	7	8	
160	1	2	3	4	5	6	7	8	
180	1	2	3	4	5	6	7	8	
200	1	2	3	4	5	6	7	8	
220	1	2	3	4	5	6	7	8	
240	1	2	3	4	5	6	7	8	
	BAC to .05%			.05-.09%			.10% & Up		

BAC to 0.05%

Be extra careful. Reduced attention span. Reaction time slowed.

BAC 0.05% to 0.09%

Chance of accident greatly increased.

BAC 0.10% & Up

Do not ride a motorcycle ... or drive a car!

FACTS ABOUT ALCOHOL

*Alcohol affects judgement. It may make you think you can ride better than when you are sober. In fact, alcohol affects your attention skills and even at moderate levels it can reduce your reaction time. Moderation and common sense should dictate how much alcohol is consumed.

*Hard liquor may hit a little faster or harder than beer or wine, but only on a per drink basis. Too much of any alcoholic beverage can be dangerous.

*Know how much you're drinking. The person who can't stand up after "only two drinks" may have had two tumblers of straight vodka or scotch. Even moderate drinkers may be consuming more than they think, if they aren't measuring their drinks. Keep a jigger handy ... and use it.

*Images can be deceiving. Some so called "ladies' drinks" pack a man-sized wallop. A daiquiri can have more than twice the alcohol of a beer, or a whiskey and soda.

Reduced Alcohol
Beer 12 oz.
= 0.28 oz. Alcohol

Beer 12 oz.
= 0.54 oz. Alcohol

Table Wine 5 oz.
= 0.55 oz. Alcohol

Whiskey Highball
= 0.60 oz. Alcohol

Gimlet
= 0.80 oz. Alcohol

Dry Martini
= 0.99 oz. Alcohol

Manhattan
= 0.99 oz. Alcohol

Frozen Daiquiri
= 1.20 oz. Alcohol

The Rural Oregon Biker

A publication generated out of a love for motorcycling and the need to preserve the freedom to continue to ride.

\$6.50 per year (six issues) - free sample on request.



5224 Cherry Heights Rd.W.
The Dalles, OR 97058

Brian Stovall, Editor

CHANGES, CHANGES, CHANGES

Last month we advertised the Poster Contest AMA, MRF and MIC was having all over our front page. Apparently, some of the information was incorrect. Following is the new flier we received with (we hope) the correct information. The consolation is that you HAVE MORE TIME!

POSTER CONTEST TO PROMOTE MOTORCYCLE SAFETY AWARENESS AND RIDING STRAIGHT Win \$1000.00 Get national exposure!

For the first time in the history of motorcycling, the Motorcycle Riders Foundation (MRF), American Motorcycle Association (AMA) and the Motorcycle Industry Council (MIC), are working in a collective effort to reduce motorcycle fatalities and increase motorist awareness through a national promotional poster campaign.

The MRF is accepting poster ideas in 4 different categories:

- Responsible Consumption
- Motorist Awareness
- Rider Education & Licensing Endorsement
- Proper Riding Attire

The winning selections will become part of a national advertising campaign. Posters can be in pencil, pen, color, black and white, photographed, etc. Remember, the poster ideas should be as universal as possible, to reach the entire motorcycling community. Grand Prize winner will be chosen by the MRF Board, for NATIONAL publication.

Grand Prize winner will receive \$1,000.00, each of the 4 category winners will receive \$500.00. This is an ideal chance for you and/or your organization to get national recognition.

Entries must be accepted by December 31, 1990.

Please send all entries to: MRF-ADS, P.O. Box 20963, Providence, RI 02909

Reprinted from August 1990
American Motorcyclist

Government Briefs SURPRISE ATTACK

Just when it looked like the state of California was making significant gains in motorcycle safety, there's a threat to the program that is leading that effort. Thanks to the California Motorcyclist Safety Program, motorcycle injuries in the state are at their lowest level in 10 years. Yet a group of so-called safety experts led by the California Medical Association has temporarily blocked a bill designed to keep the training program in operation. As it stands, the program faces a "sunset" clause that would eliminate it after 1991 unless it receives permanent funding.

Assembly Bill 55, sponsored by Assemblywoman Bev Hansen (R-Santa Rosa), has the potential to keep the program alive by requiring riders to continue paying an additional \$2 on their annual motorcycle registrations. Hansen's bill would also require riders under age 21 to wear protective headgear and complete the training program. But the California Medical Association has convinced the Senate's Transportation Commission to squelch that bill in hopes of getting a full mandatory helmet law on the books in 1991.

Meanwhile, time is running out for the rider-education program. A June 19 hearing was scheduled to discuss the pros and cons of both issues. We'll have more on this issue next month. *END*

Reprinted from August 1990
American Motorcyclist

RIDERS PUT ON CLASS ACT

It's been a long time since Rich Mastin was in high school, but last year he went back.

This time, however, Mastin, a member of the Detroit Lakes area chapter of ABATE of Minnesota, was in school not to be taught, but to teach.

Realizing that inexperience plays a major role in many auto accidents involving high-school-aged drivers, and that those accidents can result in injuries to motorcyclists, Mastin and his fellow ABATE members wanted to teach motorcycle awareness to young drivers. And, thanks to a far-sighted school system, they got a chance to do that as part of the school's regular driver-education classes.

Although his first classroom presentation before 24 students at Frazee-Vergas High School in Frazee, Minnesota, was somewhat nerve-racking, Mastin said he and other ABATE motorcyclists succeeded in reaching their young audience. In fact, as word of the presentation spread, the group received invitations from other driver-education instructors.

The ABATE members, with help from the Minneapolis-based Motorcycle Riders Foundation, have developed and refined their presentation over the past year. It now includes film strips and question-and-answer sessions in addition to personal experiences from the riders. And members have delivered their message not just in driver-education classrooms, but in all-school assemblies as well.

Gus "Pappy" Haag of the Motorcycle Riders Foundation says the instruction is important because many young drivers don't understand motorcycles very well.

"Most young people today don't share our love of machinery - they're more interested in electronic technology," he says. "But the mystique of motorcycling is still there for them, and that's why we're doing this. Our objective is not to encourage young people to ride motorcycles, but to help them be more aware of motorcycles when they take to the roads."

According to school authorities in the area, that message is coming through loud and clear.

"I feel these motorcyclist speakers make a big difference in my driver-education classes," notes Frazee-Vergas High School driver ed instructor Gary Krause. "The students' comments towards motorcycle riders became more positive. As one student told me, 'We learned more from them. They know more about motorcycling than you do.' Since I'm a non-rider, I had to agree."

ABATE of Minnesota and the Motorcycle Riders Foundation now have an information packet available to any club or organization interested in running a similar program.

"Everything is included," says Haag. "If the instructions are followed, your club members will be able to make effective, professional presentations that will help save lives."

For more details, write to Gus "Pappy" Haag, P.O. Box 11153, Minneapolis, MN 55411; or call (612) 522-8024. *END*

VOTE!
PEOPLE AROUND THE
WORLD ARE DYING FOR THE
RIGHT.

MOTORCYCLE FATALITY STATISTICS LOWEST SINCE 1975

The National Highway Traffic Safety Administration (NHTSA), an agency of the Department of Transportation that administers safety guidelines and compiles annual statistics, reports that motorcycle fatalities on U.S. Highways are at their lowest level since 1975.

According to NHTSA's Fatal Accident Reporting Systems, the number of motorcycle related deaths shrank to 3,143 in 1989, as compared to the previous low of 3,188 in 1975. In addition, the NHTSA report notes that motorcycle fatalities dropped more than 14 percent from 1988 to 1989. NHTSA also concluded that fatal motorcycle injuries have plummeted 38.9 percent since 1980, a year when motorcycle casualties reached an all-time high.

"This is welcome news in light of recent legislative attempts to regulate motorcycling," said Robert Rasor, AMA Vice President of Government Relations. "We fully expect this positive trend to continue because of our increased efforts in rider education and motorist awareness programs." Rasor also noted that motorcycles are the only vehicles to register such a dramatic decline in highway deaths during this time. *END*

MOTORCYCLISTS EMERGE VIC- TORIOUS AS BOARD REJECTS PROPOSED OHV BAN

Thanks to the swift action of motorcyclists, a proposed ordinance banning off-highway vehicles (OHV's) in Santa Cruz County, California has been stopped dead in its tracks. The ordinance, which had the potential to end all motorized recreation on private land, was squelched when the county's Board of Supervisors reversed their position after hearing testimony from nearly 300 off-highway enthusiasts.

A small group of residents had persuaded county supervisors to consider the OHV ban. And in April, the Board took action by directing the county council and planning departments to draft an ordinance to ban OHV's with the presumption that the measure would be approved.

The decisive battle ground was a public hearing held at the Santa Cruz County Supervisors Chambers on June 12. During the hearing, supporters of the ban alleged that operators of OHV's were violating existing noise laws. In addition, off-highway motorcyclists were accused of everything from trespassing and vandalism to drug use and damaging the environment.

AMA District 36 Legislative Officer Bill Dart countered that the proposed ban would not eliminate the illegal use problems. Instead, he said, it would only create a dilemma for responsible motorcyclists. "The ban is like using a cannon to solve a fly swatter problem," Dart told the board. He added that the ban would penalize all law abiding riders for the careless actions of a few.

As a result of the testimony presented by motorcyclists, the Board recognized the discriminatory nature of the ban and voted to drop the ordinance in favor of adopting a motion that included a four-point plan.

First, county officials were directed to devise a strategy to spend OHV registration fees to mitigate any environmental damage. Second, officials were also directed to work with the local sheriff's department to increase the enforcement of noise ordinances and raise OHV enforcement priorities. Third, the county council was

asked to consider amending existing noise laws to include stiffer penalties for violators. And lastly, county officials and law enforcement personnel are to report back to the Board next year to review the effectiveness of the plan.

By approving this motion, the Board tightened the laws regarding noise and damage to the environment, but stopped short of an outright ban. And according to Dart, the outcome could have been different had off-highway enthusiasts not joined forces. "It was very gratifying to see the huge turnout of local residents," he said. "Without the support of concerned riders, the ban would have been enacted."

In an effort to deal with land use issues in the future, local OHV enthusiasts have formed a new organization, called the Santa Cruz County Off-Road Association. *END*

AMA COMES OUT ON TOP IN LAW- SUIT, BARSTOW-TO-VEGAS RACE BACK ON COURSE

Motorcyclists have scored a major victory in the dispute over the annual Barstow-To-Vegas desert race. In May, federal court Judge J. Spencer Letts ordered the Bureau of Land Management (BLM) to reconsider AMA District 37's permit application for the 1990 Barstow-To-Vegas event.

That decision came on the heels of a lawsuit jointly filed by the AMA and its District 37 organization (Southern California) to overturn a policy by the BLM, which could have ended all point-to-point racing in the California desert. The BLM had announced that it would no longer accept race applications for Barstow-To-Vegas, and then reinforced that announcement by using an official policy to reject the application for B-to-V, as well as the AMA's Check Chase event.

Under the court ruling, the BLM was ordered to accept the application with the presumption that the permit would be issued and the race would be held. In addition, the ruling denied the Sierra Club and other preservation groups from entering the case. However, it doesn't guarantee that the event will be back in 1990. Instead, it offers the possibility that a race could be held. And with that in mind, race organizers are working to turn that possibility into a reality. *END*

HARLEY-DAVIDSON EXPANDS TRAIN- ING EFFORTS

Harley-Davidson has announced that its 115,000 member owners club, called the Harley Owners Group (H.O.G.), has mounted a motorcycle safety campaign which rewards its members for participation in rider education activities. In addition to H.O.G.'s existing rider education training program, which reimburses members up to \$25 in tuition costs for completing a Motorcycle Safety Foundation (MSF) course, all H.O.G. members who pass a certified MSF course will receive a HOG "Safe Rider" pin. Under the expanded plan, the company will also reward H.O.G. chapters, which have 12 or more members who successfully complete the rider training course in 1990, with a special plaque. Also, H.O.G. chapters that conduct a course for their members will be rewarded with an official certificate. To aid in this campaign, H.O.G. has appointed additional personnel to assist chapters with the rider education programs. Motorcycle safety seminars and skills tests will be offered at each major H.O.G. rally this year. *END*

BROCKTON PARK BIKE BAN MAY BE ON THE WAY OUT

You wake up on a gorgeous summer morning. The sun is shining. The air is warm. There's not a cloud in the sky. It's a perfect day for a picnic in the park.

You load a blanket and picnic supplies in the saddlebags, pick up a friend, and head across town to the park, looking forward to a relaxing day. The breeze is fresh and clean as you cruise along.

The park is just ahead. You lean smoothly into the entrance road. Then you hit the brakes hard. Why? Because a sign at the public park entrance reads: No motorcycles allowed.

You stop and stare at it. They can't do that, can they? After all, you pay taxes to support this park. And your motorcycle is a legally licensed vehicle. They have no right to treat you like some lawbreaker just because you ride, rather than drive, to the park, do they?

Now you know how motorcyclists in Brockton, Massachusetts, feel.

For the past three years, the Brockton Park Commission has blocked motorcyclists from enjoying D.W. Field Park, a 700-acre park surrounding a natural lake. How? By making it illegal to ride a motorcycle on public roads within the park. That's right, public roads. The kind of roads built and maintained through tax money. The kind of tax money paid by motorcyclists as well as non-motorcyclists.

The motorcyclists of Brockton could have accepted the new law. They could have recognized that they represent only a small group that might be ignored by politicians. But they didn't. Instead, they banded together and called on the AMA for help.

Shortly after the Park Commission posted signs saying, "No motorcycles allowed," at the park entrance, the Association, working with local motorcyclists, filed a lawsuit. But a judge sided with the Park Commission and the signs remained in place.

However, the AMA and Brockton motorcyclists didn't give up. And now, after a long wait, it appears victory may be just around the corner.

The battlefield this time is the Massachusetts Appeals Court, which agreed to accept the case after the lower court rejected the AMA lawsuit. The Appeals Court has heard arguments from both sides and is now considering its ruling.

Representing the interests of motorcyclists in the Appeals Court hearing was attorney Donald Harwood, accompanied by Robert Rasor, AMA vice president of government relations.

Harwood told the three-judge panel that the Park Commission's policy is in violation of state motor vehicle laws. As long as motorcycles are recognized by the state as legal motor vehicles, they cannot be restricted from use on public roads, including those in D.W. Field Park, Harwood said.

In addition, Harwood noted that the park ban unconstitutionally discriminates against law-abiding riders. When the five-member Park Commission first proposed the ban, it alleged that motorcyclists posed a threat to pedestrians by speeding through the park and creating disturbances. However, the commission presented no evidence of disturbances caused by motorcyclists - no records of police citations issued; no reports of damage; not even

any complaints from other park users.

If the Park Commission truly had a problem with disturbances in the park, the obvious solution would have been an enforcement plan to arrest lawbreakers, whether they arrive by car, motorcycle, bicycle or on foot. But such a plan was never proposed. Instead, motorcyclists were singled out as the source of the alleged problem.

"It's obvious that the park ban contains unnecessarily sweeping restrictions," said Harwood. "Even though a motorcycle operator complies with the law, he's still forbidden from riding through the park."

"Clearly, the park ban provides for unequal treatment of two classes of individuals: operators of motorcycles and operators of other motor vehicles."

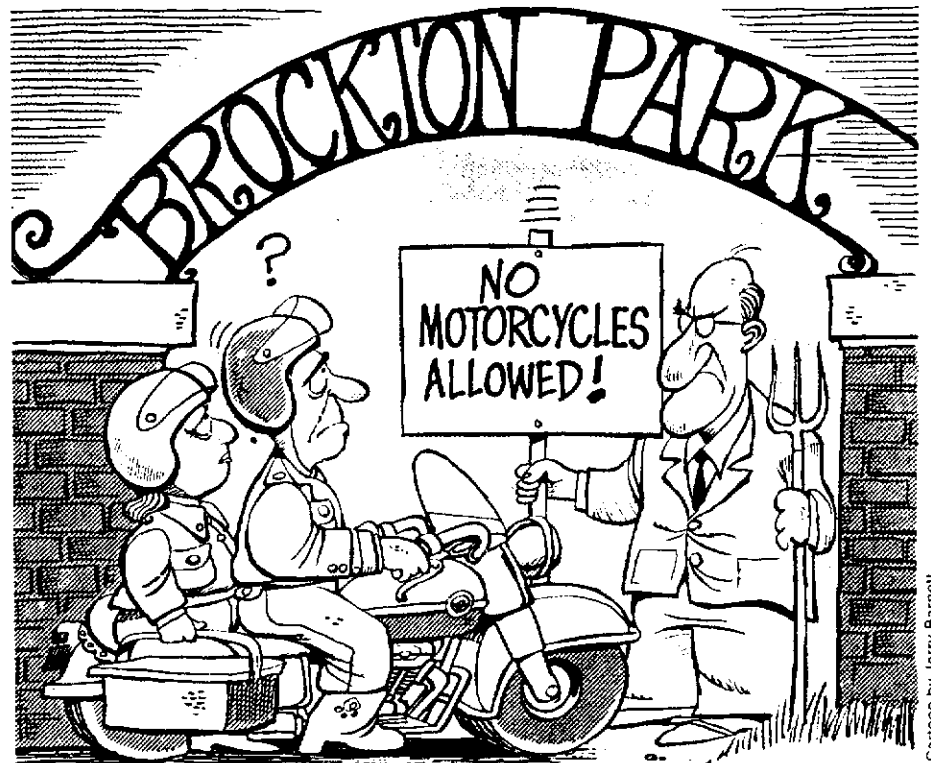
Now the fate of the Brockton park ban is in the hands of the Appeals Court. Based on the reception of the arguments presented at the hearing, it appears the court may look favorably upon the AMA's lawsuit. However, there's no guarantee about the outcome.

"It's still too early to tell," notes Rasor, "but the judges seemed to understand our position."

Unlike many issues the AMA faces, the park ban in Brockton, Massachusetts, affects only a handful of riders. It's not the sort of high-visibility national campaign that brings together motorcyclists from coast to coast. But a victory in Brockton is important nonetheless.

"Winning the appeal would mean more than just getting this one park ban lifted," notes Rasor. "It would send an important message to other communities considering similar bans."

A final decision on the appeal should be reached by mid-September. Stay tuned, we'll have the outcome in an upcoming issue of American Motorcyclist. END



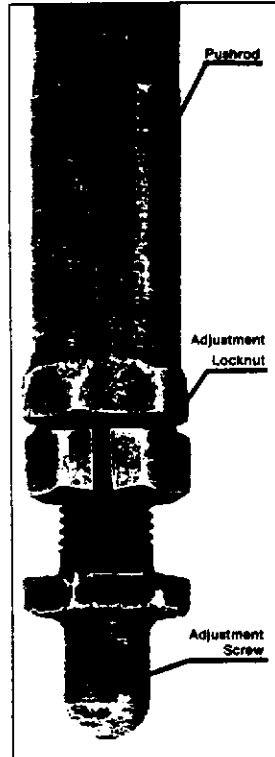
Cartoon by Jerry Barnett

HYDRAULIC LIFTER ADJUSTMENT

Adjusting hydraulic lifters is on par with raising the dead. Being about half dead myself, I looked up Dave Presley, an old wrenching partner of mine who has made a couple of trips to the H-D college in Milwaukee. After half an hour of my sniveling about hydraulic lifters, he broke down and enlightened me on the mysteries of adjusting the damn things in my not-so-tip-top 74. Now I'm gonna enlighten you. So sit back and pay attention.

First, to make the entire effort easier on yourself, remove the spark plugs from both cylinders so the engine will turn over easily. Starting with the front cylinder, remove the pushrod cover clips so you can get at the adjustment nuts. Turn the engine over until the front piston is on the compression stroke. There are a couple of ways to determine the compression stroke. One is to see if the intake valve is closed. If it is, the piston is on the compression stroke. The other is to check out the points cam. When it is just beginning to open the points, you know the compression stroke is coming, because the points fire on the compression stroke. The small lobe on the points cam is for the front cylinder; the wider lobe is for the rear cylinder.

Okay, so you've got the piston on the compression stroke. This means that both the intake and the exhaust valves are closed. You must adjust both pushrods for each cylinder at the same time. Loosen the locknut on the pushrod and turn the adjuster up until there is some up-and-down play in the pushrod. Then turn the adjuster down just to the point where there's no up-and-down play in the rod. There is a cut made through the adjustment locknut. Turn the nut



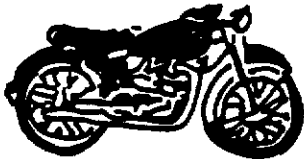
around till the cut faces you. Turn just the locknut, not the adjustment nut. Using this cut-mark on the locknut as a guide, turn the adjusting nut down four full turns.

This sounds like the H-D manual, doesn't it? But hold on - turn the adjusting nut down one-half-turn more. This extra half-turn will compensate for the slack when you lock down the pushrod adjustment nut. After you have locked everything down, you will have the correct four full turns. Don't move anything, don't touch anything, after you have adjusted the front two pushrods, because what you have just done was open the valves. Since there is oil already in the lifters, this adjustment had to move something, right? Well, it moved the valves off their seats. What happens now is that the valve-spring pressure will pull the valves closed, which pushes the unnecessary oil out of the lifters. Kick back for a couple of minutes and take a brew break. Then, when you can spin the adjusted pushrods between your fingers, you will know that the excess oil in the lifters has drained out. If you try to turn the engine over before this excess oil drains, you can bend a pushrod or a valve. Just be sure that both the pushrods spin freely between your fingers before turning over the engine.

All right, you're half adjusted. Now repeat this same procedure for the rear cylinder. Replace the pushrod covers and clean and check your spark plugs before sticking them back in the engine. Don't forget to let the rear pushrods sit until the excess oil drains and you can spin them before cranking over the engine.

- Wrench

*MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS



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Reprinted from August 1990
American Motorcyclist

FORECAST

by Ken Weingart

American Motorcyclist usually doesn't publish poetry, but this isn't a usual poem. It was written by AMA member Ken Weingart, a New York state resident, way back in 1965. He recently sent us the poem, updated slightly but still on the original yellowed paper. The poem may be 25 years old, but the message is still up to date.

"What is that thing?" the child asked.

"What lies beneath that cover?

Why have you shrouded it? Please tell me and brother!

Mommy tells me it has wheels.

Mommy said you used to ride it.

Mommy says she rode it, too. Why do you have to hide it?

Please tell us, Dad. Please tell us! Why avoid the subject so?

It can't be bad if you both rode. Why can't you let us know?"

"Well, boys, I hesitate to pull back the dusty tarp,

And I'd rather not reveal - but you kids do harp -

Here, give me a hand. Don't breathe in all that dust!

Don't get grease all over you, you know your Mom will bust.

Don't touch it kids, just stand back a bit ...

Let me describe what it is, or rather, what's left of it."

"It is what remains, for me, of memories and fun,

Of something I used to do when the week's work was done.

It is called a motorcycle, boys. There were more than a score

in this very neighborhood ... and in the state, thousands more,

We would kick it 'there' and twist it 'here' and it would roar

with life.

And we would ride them in these very streets and cut traffic

like a knife.

People rode them daily then -

commuter and weekend sport.

And great ships brought thousands in from every foreign port.

There were even great big stores, kids, with parts and

accessories

For us to buy at the slightest whim

... Ah, those memories."

"But, in Albany, a group of 'Peers'

knew the best for us.

They passed a whole set of rules ... and we raised not a fuss.

They told us how to dress and how to ride ... and when.

They banned us from major roads and then -

They closed up the stores, forbid all repairs, hid all vital parts,

Broke up our clubs, sealed garage doors and virtually

broke our hearts.

We were young and foolish then. We let them do it all.

We were too busy having fun. We heeded not the call."

"We realized too late, kids, the power of The Law.

If you didn't like the rulings, why, you had to speak before.

We couldn't get Albany to reverse their silly rules.

We couldn't make them heed.

They were concerned with other things, for they had done

their 'good deed.'

I hid this machine so long ago. They are illegal now.

Why, if they knew I had it, there would be an awful row.

We were supposed to burn them on a certain day one year,

But I couldn't do that to something I once thought so dear."

"Yes, that is a tear, my son, come on, let's go away.

Mom and I will try to show you it again, some day.

We'll show you pictures of when we all had lots of fun.

Such fun.

When was it ... you ask? Oh, oh, way back in 1991." END

Reprinted from The Oregonian

APATHY, INDIFFERENCE LEAVE LOVER OF FREEDOM PUZZLED

by Samuel K. Tse

My country, 'tis of thee,

Sweet land of liberty,

Of thee I sing:

Our father's God, to Thee,

Author of liberty,

To Thee we sing:

Long may our land be bright

With freedom's holy light;

Protect us by Thy might,

Great God, our King!

- "America"

Today I sing these words with joy from the depths of my heart. Many might wonder why this song should mean so much to me. Why is liberty so sweet? Why can its music not be squelched? It is because I lived the first 16 years of my life without knowing the term "freedom" or its author.

I was born and raised in China. During the height of the Cultural Revolution, I was sent to a commune, where I was expected to work willingly for the rest of my life - no more education, no choice of life work, no choice period. The commune was near Hong Kong, and for the first time in my life, I learned there were alternatives to living in a commune with my life orchestrated by the state.

With the foolish determination of youth, I started a journey that would change the course of my life. A friend and I plotted our escape to Hong Kong, across the mountains and through an inlet of the South China Sea. In our quest for liberty, we were young and reckless enough to risk anything. Unknown to us at the time, that "author of liberty" was guiding and protecting us along the way. We arrived in Hong Kong with only the clothes on our backs, and those dripping wet. Yet we were free, for the first time in our lives.

Those first years of freedom certainly were not easy - being separated from family, having to find a job and place to live, finishing high school. But these hardships were eased because of that one reality - freedom.

It was while I was in Hong Kong that I was introduced to the song's "author of liberty" - who frees the soul as well as the body and mind. I realized that geography or political institutions had nothing to do with true freedom of the soul.

I came to the United States in 1979 and became a proud citizen of this country in 1984. Freedom took on greater meaning as I pursued my dream of going into the medical field, as I voted for the first time to have an active part in the shaping of my new country, and as I established my own family in the Portland area.

But in the 11 years here, I have noticed a subtle, yet definite, apathy seeping into the fabric of America. Americans seem to want all the benefits of freedom without taking the responsibility that same freedom requires. License to do as one pleases with no interference has become confused with the self-control of freedom that works toward the good of others rather than for self.

Why are Americans so apathetic when it comes to their freedom? Why do they hold such a costly privilege so lightly? I think it is because they have never breathed the choking air of a totalitarian state. They have neither risked anything nor suffered any kind of deprivation for the sake of their liberty.

Others in the dusty past fought for the freedom they now hold in contempt by their uncaring attitudes. Maybe one week transplanted in another country where freedom is an unknown commodity would help to shake some of the cobwebs of apathy that have collected. Unfortunately, people do not usually listen to words as readily as experiences.

In the song "America," many would want to discard the last verse. Recognizing that our liberty has its source and sustenance in God rather than man, it is difficult for most of us Americans to accept.

Each celebration of my adopted country's birth is deeply meaningful to me, but this year more than ever. One month ago today, June 4, there was another anniversary in my heart - that of the struggles in my birth country for the same freedom that I enjoy here every day. Instead of firecrackers on that day a year ago, there was tearing gunfire; instead of laughter and celebration, there was crying and death; instead of love, hatred. My fear is that we in America who are so blessed will let this precious freedom slip through our fingers unaware because we are so engrossed in ourselves.

My family still lives in China, and I long for them to know the same freedom that I know today. Maybe the best way I can help in the process is to never take for granted the privileges I have here, to always treat this liberty as the precious gift it is, and to pray that all men will recognize the liberator of their souls no matter where they live. *END*

Reprinted from October 1990
Biker Magazine

BIKER NEWSMAGAZINE FIRST IT WAS HIDDEN MIKES ...

First it was hidden mikes - now it's Candid Camera. Mike Tortosa of Jersey ABATE has clued us that Willingboro police are now using cameras to videotape arrests, an idea that is feared to catch on in other municipalities around the state. The miniature cameras mount on the dashboard and are connected to an eight-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. So far, three of the patrol cars in their 13-vehicle fleet are set up for lights ... sound ... action! Watch yer ass, men, because The Man sure as hell is. *END*

Reprinted from
PEOPLE Weekly Magazine

WITH JACKIE HANSEN AT THE WHEEL, LANGLITZ LEATHERS SHIFTS INTO OVERDRIVE AS MOTORCYCLE MEAN VROOMS INTO STYLE

Not since Marlon Brando brought the leather motorcycle jacket to a surly sort of fame in *The Wild One* in 1954 has it been so chic to look tough. One after another, from Johnny Depp in *Cry-Baby* to Tom Cruise in the upcoming *Days of Thunder*, Hollywood's hunkiest are going the way of Hell's Angels and donning biker black. But to be hip, not just any zip-sleeved belted bomber will do. For bikers or for those just playing the part, if it's leather, it has to be Langlitz. "Anyone who's really into leather, who's not just a poser in a bar, knows the name," says Bob Sterne, the road manager who talked Neil Young into having some 50 band and crew members custom-fitted in Langlitz jackets for his most recent tour.

At the Hollywood boutique Leathers & Treasurers owner Dennis Pollicino sells vintage Langlitzes, at up to \$900 each, to the likes of Bruce Springsteen (who owns five), Sylvester Stallone (who has three), Bruce Willis, Kiefer Sutherland, Michael J. Fox, Jeff

Goldblum, Geena Davis and Winona Ryder. "Each jacket has a character and a soul," says Pollicino. "Ross Langlitz was a legend."

Langlitz, the father of the motorcycle jacket in biker lore, died last year at 70, but the legend lives on. Fanning the flames in the tiny Portland, Ore., shop that Langlitz opened in 1947 is his daughter, Jackie Langlitz Hansen, 40. Jackie doesn't share her parents' love of motorcycles - her mother, Pinky, now 65, tagged along with Ross on her own Harley - but that hasn't stopped her from catering to the biker trade. With her husband, Dave Hansen, 41 - who owns 15 cycles - Jackie holds to the high and costly standards set by her father. Each jacket is custom-fitted and then built (motorcycle jackets are built, not sewn) by a seamstress (the company employs six) at the rate of only six a day. "Some companies sell in one day what we sell in a year," says Dave.

Originally called Speedway Togs, Langlitz Leathers was founded by Langlitz - an avid biker who continued to ride even after he lost his leg in an accident at age 17 - when he decided he wanted a better bomber. Like most bikers at the time, Langlitz wore what was available: a variation on the aviator jacket. But the design left bikers - who ride leaning forward - with the wind whistling through their knit cuffs and up their backs. Ross started to tinker. He designed cuffs with zippers, made the sleeves and back longer to accommodate a biker's reach and replaced the straight front zipper with a weather-resistant diagonal. He also chose a leather heavy enough to protect shoulders and elbows when a biker hits the pavement. Little did he know that the jacket he designed, which he call "Columbia" and sold for \$38.50 was to revolutionize the motorcycle jacket market.

"Nowadays there is such a status thing with Harleys and leathers," says Hell's Angel Robert Sandy, whose own red-and-white death's-head patch adorns a custom-made Langlitz vest, "but for quality workmanship and a fit that's right for riding a motorcycle, not just walking around on the street, it's Langlitz."

A small supply and eager demand makes for an unrelenting backlog of requests for the Company's five jacket designs. From bikers to police agencies (Langlitz outfits officers in 40 police departments in Oregon, Washington and Nevada) to celebs, customers place orders knowing they will have to wait up to nine months for delivery. And, at prices ranging from \$350 to \$600, pay for deary. No one seems to mind. As John Hartung, owner of a Portland vintage clothing store and 20 Langlitz jackets says, "It's one of the few delayed gratifications left."

As orders pile up and cutlike fame mounts, the family that Langlitz left behind is doing its best to keep the faith. "Our philosophy is still that you make the best you can possibly make with no thought to money," says Dave. "We'll never get rich making six jackets a day, but we live comfortably knowing we'll never run out of work." *END*

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How To Write Your Congressman

by J.J. Solari

THIS IS NO JOKE.

By the time you get done reading this you will know how to write to your congressman. Not only will you know how to write to him, you will look forward to it. Not only will you be looking forward to it, you will actually do it. Then you will actually mail it. And then you will have this feeling of awe, because instead of you just being a *result* of American history, you will have become one of the *causes* of it. Wouldn't that be nice? Because this is the great gift the Founding Fathers *really* left to us: They gave each of us an idiot known as a congressman for us to do with what we want.

Since all this may be very new to you, I will start out by telling you what sort of a country you live in. You people in other countries; read and be astounded.

1. The Nature of Our Government

Unfortunately, we live in a democracy. This means that if enough people vote you should die, you're gonna die. And nothing will happen to the person that kills you.

Fortunately, we don't live in a *complete* democracy. We live in a republic. Republic is a word tossed around a lot by communist countries. They all call themselves republics. Actually, they are Neanderthal campfire meetings, with civilized countries providing the matches for the fires because they can't make any of their own. But they call themselves republics because they sense that this is high falutin' and noble. Whereas they (themselves) are not. So they call themselves something that is.

The USA is a *real* republic, perhaps the first, maybe the only.

Republics have *representatives*. These *representatives* do *most* of the voting. You? You vote, what? Every four years? Every four decades?

These *representatives*, however, vote all the time. They vote all night, they vote all day, they vote in the shower, they vote on the shitter, they vote in their sleep, they vote constantly, and you can't get them to *stop* voting because they are friggin' voting maniacs, and if you tie up their hands, they friggin' scream their votes out loud at the tops of their voices.

In other words, they are the *real* voters in this country.

The political nature of America is not understood by many people because school teachers make a point of dragging a five-minute instruction course on what is really going on in this country into a nine-month borefest, with textbooks written by successful writers.

I'm not going to tell you in detail how our government works because, frankly, I'd bore you to death, too.

So I'll tell you instead what you can actually *do* about things.

2. The People Who Vote For You

Your representative works in Washington, D.C. — the dirtiest, most crime-ravaged cesspool in America. In fact, everybody's representative works there. Washington, D.C. has the highest density of bureaucrats per square foot on earth. That's why it's such a hell-hole. From this trashbin they run the country. They can't straighten up their own living rooms, but they want to tell you how to straighten up yours.

You — yes, you reading this now — have *three* representatives

in Washington: two senators, and one congressman.

Senators vote (rain or shine, day and night, drunk or sober, 1000 times per second) in the *Senate*.

Congressmen vote (rain or shine, etc.) in the *House*.

You can write to your senators, but they're usually so pumped up with joy at being a senator, that mail has no effect on them.

You have one chance, and one chance only, of ever getting your own way, and that is by writing your *congressman*.

Congressmen love mail. They don't care if it's good, bad, tells them they're geniuses, or tells them to stick a garden hose up their ass; they love mail. You know why they love mail? Because they are so inferior to senators that when a letter comes to a congressman, he leaps on it. They don't even let their secretaries open it. "Gimme that! It's mine!" They scream when they see their name.

3. The "Mind" Of A Congressman

You have *one* congressman. He represents everyone in your small locality, and he does this in Washington, D.C. He only handles federal nonsense. (You also have state and city reps that only handle state and city nonsense. But the state and city bureaucrats have long since knuckled under to the federal bureaucrats, so they don't matter anyway. They're kind of like small vultures who eat whatever the Washington pythons leave dangling out of their mouths as you go down.)

This congressman of yours — who you probably don't know the name of — is your guardian angel. A kind of demonic version of one, at least. Your *real* guardian angel tries to protect you all the time. Your demonic one in Washington, like a mad dog, will try to bite big chunks out of you until you, like you would a mad dog, kick him in the face.

You do this by — are you ready for this? — by actually writing him.

Now, you have to understand that communicating with this moron actually works. He is a wishy-washy buffoon who blows anyway the wind does. And if the wind ain't blowin', he does whatever he damn well pleases.

He's also very stupid: for example, if there are 100 *constituents* in his *district* and 95 of them do not want a helmet law, and 5 do ... *and only the five who do want one write and tell him they do ... he will vote for a helmet law! After all, he got five letters! ... He got letters!*

All this works in your favor! Because the people who *don't* want a helmet law — people like you — are much more agitated than the people who *do* want one. In fact, the only people who *do* want one are congressmen! Why? Because they are supposed to protect peoples' *rights*. But they *think* they are supposed to protect *people*. How come they don't know this, being mighty congressmen, and I do? Like I told you before, they're stupid. They are stupid and I am not. It's really very simple.

Now ... the vast, vast, vast majority of people have never written to their congressmen. Why?

They don't know who he is.

4. How To Find Out Who Your Congressman Is

The way you do this is to go to any individual who lives *in your immediate area* and say, "Excuse me; who is our congressman?" He will say, "Gee, I don't know." Then the two of you go to a third person who lives *in your area* and you say, "Who is our congressman?" He will say, "Gee, I don't know." Then the three of you ...

Eventually, when the crowd is around 20 you will encounter someone who will say, "I know who *might* know..." (This will turn out

to be some local political watchdog who spends his whole life writing his congressman, hanging flags on his front door, and using his house as a polling booth.) You all go to this guy's house and you will know who your congressman is because this fanatic will tell you in no uncertain terms. He'll also proceed to tell you a zillion other things, so hang around at your own risk.

5. What Do I Say When I Write This Clown?

My advice to you is: Say anything you have the courage to sign your name and address to. If this includes blasphemy, profanity, and actually calling him a clown, go to it. If you are a technical person — with an armload of facts — write a technical letter. If you are a dummy — write a dumb letter. Remember, no matter how dumb you may think you are, you won't be stupider than he is.

But under no circumstances should you send an unsigned or unaddressed letter. If he gets thousands of unsigned, unaddressed letters that say, "Helmet laws suck and so do you," he is going to think, "Only psychotic lunatics don't want helmet laws." But if he gets thousands of signed and addressed letters that say "Helmet laws suck and so do you," he is going to stare at all those names and addresses and say, "Shit, these are real people. Real people vote. I'm living like a parasite off these people, real people who are paying my salary, and they sound pissed. My job could be at stake in the next election if I don't coddle and appease them. Shit, I'd sell my own mother to do that."

You think I'm joking. This guy is a leeching parasite feeding off your paycheck. This is how parasites reason.

6. But Gee: Won't He Get Even?

This is the meat of it, isn't it, friend? You're afraid that this guy might try and get even. After all, he's the government, right?

You are the government. This moron does your will. He knows that. Why don't you?

But to answer your question: No. He won't get even. What does he have to gain by putting you out of commission while you're sending him one third of your paycheck every week? And if you *ain't* sending him your paycheck, he doesn't know that. And he isn't going to bother to find out. That would be work. The very worst he will do will be to send you a letter back, at your expense, telling you that he doesn't agree with you, and try to bring you around to his way of thinking. Can you believe that? They actually do this! They try to talk you out of it! Especially if they are "philosophically committed." As a rule, Democrats are philosophically committed to imposing helmet laws, and Republicans are philosophically opposed to them. So if your congressman is a Democrat you are likely to get a return letter from him explaining that while he appreciates your views, "Statistics show ..." and then he will go on and on and blather for two pages about why he wants a helmet law. A Republican will generally answer you with "Thanks for your views. I will do everything in my power ..." and so on and so forth. But both Democrats and Republicans will react to sheer numbers — usually of any amount. Because regardless of how philosophically committed they are, they all still blow with the wind. And since non-riders will not be pushing for helmet laws, you will be the only wind blowing.

But you actually have to do it. You have to physically write a letter to this pageboy-nuzzling, alcoholic freeloader. If you don't then just be sure as Sophia Loren has great big tits, when the Congressional American Eagle flies over you as you sail down the road, he'll shit on your head — and it's gonna splatter off plastic.

So write him your first letter. Write him your first letter *now*. END

**FREEDOM OF CHOICE ...
Working together to preserve it.**

Reprinted from Summer 1990
Gazette, Portland Sport/Touring Center

HEY, BROTHER, CAN YOU SPARE A WAVE?

There are all kinds of them. The ones with the chains and belt buckles; the ones with frayed, studded jeans jackets; the ones with red bandanas and mirror sunglasses; the ones who ride two up with motorcycle mamas in tight leather pants. Ones like the guy seen on Highway 9 walking the yellow line: bearded, wearing a sleeveless vest, hairy gut hanging over a mega-size buckle, both arms in the air, giving the bird to all motorists who passed. Ones like the Apache dancer who hung out at the Silver Moon.

Ones like the rider who pulled up outside a tavern in Sandy, Oregon on the sweetest Harley you could ever hope to see. Everything in sight chromed, six coats of black with seven coats of clear. Black so deep it looked like obsidian. Ones like those who lobby for many of us through ABATE. Ones like those who devotedly support the toy runs despite cold, rain and snow.

If people in general public were asked to describe the average Harley rider, most would describe him in the negative. Hardly a one would mention the bikers who take pride in their machines, who are politically active, who support charities.

Much of this can be attributed to our all too human inclination to remember negative images. But a lot of it belongs on the backs of the Harley riders themselves.

We're reminded of Butch Cassidy's question to the Sundance Kid as they were relentlessly tracked by a sheriff's posse: "Who are those guys?" His question was filled with a respectful wonder because the men chasing them were, for the most part, exactly like themselves.

So, who are those Harley riders? Most are your average citizen who plunks down his money or calls upon the credit gods and rides away. Just like us. Most are law-abiding Joe Blows. Just like us. All throw a leg over a bike the same as we do. So, why won't they wave?

Pull up next to one at a red light. Nod and try to make contact. What happens? Nothing. Meet one on the highway. Lift a hand in an I-know-where-you're coming from gesture. What happens? Nothing.

Mystique and image are great. We all court individuality. But what is wrong with acknowledging our common bonds? Freedom. The thrill of horsepower. The whining rpm's. The maneuverability. The control. The feel of speed in the open. The people we meet. Surely, these are common to all bike lovers. So, why won't they wave?

We're not crying here. We can get along with out that nod, without a wave. But we do wonder why you want to fool yourselves. Like it or not, we're brothers under the leather. END

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• 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

Submitted by Eric Dickman
Oregon State Shooters Association (OSSA)
FEDERAL LEGISLATION

As this is written, the U.S. Senate has voted narrowly to include the DeConcini Semi Automatic weapons ban, S.B. 747, in Senator Biden's sweeping "Anti-Crime" package, S.B. 1970. The crucial vote was 50-48. The entire S.B. 1970 was passed by an overwhelming 94-6, and sent to the House of Representatives for action.

S.B. 1970 includes provisions for the death penalty for 23 Federal offenses provided that executions are racially balanced, allows Federal prosecutors to use evidence illegally seized "in good faith", establishes procedures to regulate money transfers and "laundering", as well as banning the importation, sale and possession by private citizens of "any firearm designated as an assault weapon". BATF and the Attorney General may recommend additional guns to be "designated as assault weapons" by Congress. Presently owned guns would be recorded (registered) in a dealer's book, a new Form 4473 would be completed, and the owner would receive a copy which would have to be kept by all subsequent owners, each of whom would have to be recorded on the form. Anyone selling a listed gun would be required to obtain and keep forever a completed Form 4473 from the seller. Failure to obtain the Form 4473 would subject the buyer to a 6 month sentence, and the loss of the right to possess any gun forever. A mandatory 2 year sentence for theft of any firearm "which has moved in interstate commerce" is included. Also included is a mandatory revocation of "supervised release" for possession of a firearm provided it was specifically prohibited as a condition of release. A 30 month "study" of the effect of the bill by the Attorney General is mandated, and repeal of major provisions of the bill at the end of 3 years is provided. (The test for repeal is, "Have fewer of these listed weapons been confiscated?" Care to bet on the answer?)

The vote in the House of Representatives could happen at any time. The House has it's own bills, particularly H.R. 4225, which prohibits sale, possession, etc. of certain semi-autos, as well as parts! For those in the East Portland area, Representative Ron Wyden has been generally supportive of our position, and introduced H.R. 1654, which increases the "penalties for the use of a semi-automatic firearm during a crime of violence or a drug trafficking crime. Ron Wyden has received an "A" rating by the NRA. However, Wyden has also stated that if an anti-firearms section is included in a bill which he otherwise supports, he would vote for the bill. He needs to hear from YOU TODAY!

You may call or write to:

Ron Wyden
U.S. House of Representatives
Rayburn HOB, Room 2452
Washington, D.C. 20515
202-225-4811

The NRA has established a "900" number that will provide an overnight letter to your Representative, stating your opposition to both the DeConcini S.B. 747 and Hughes H.R. 4225 legislation. There is a \$3.00 charge on your phone bill for this. The number is:

900-820-2672

It is not at all certain that President Bush would veto the crime bill just to stop the firearms portions. The White House public opinion line can be used to register your opposition to S.B. 1970. That number is:

202-456-7639

Please call as often as you can, until he can read your lips.

**MULTNOMAH COUNTY "SAFE STREETS"
ORDINANCE
"THE LAWSUIT"**

Local attorney John DeLorenzo has been retained to help us fight the recently passed Multnomah County ordinance. Mr. DeLorenzo is considered to be highly competent and effective. He has prepared the necessary briefs, and is ready to go to court. Currently he is only waiting for us to complete and finalize our funding of the case. Partial funding has been received from several individuals, local gun clubs, the 2nd Amendment Foundation, and the NRA. However, while we have raised many thousands of dollars, more is still needed.

Donations are particularly encouraged from those who felt the Bauman RECALL was an inappropriate way to deal with this problem.

Your check, in any amount, should be made out to "O.G.O., Inc." and noted "For Lawsuit". Please send to:

Oregon Gun Owners
P.O. Box 4585
Portland, OR 97208

**CITY OF PORTLAND - FEE FOR
"BACKGROUND" CHECKS**

Emboldened by the recent County ordinance, and the opportunity for a "fee"ding frenzy, the City of Portland has jumped in. On July 18th, City Commissioners passed an ordinance adding a \$15 fee to the transfer of ANY handgun sold within city limits. (Those who felt their "revolvers" were safe, pay attention! There are no firearms that can be sacrificed to save another group. These folks are anti-GUN, all GUNS.)

The future of the City ordinance, and additional ones to follow, will hinge on the outcome of the lawsuit against the County. One of the items at issue is whether additional fees may be collected.

CALL TO ACTION

There may still be some of you out there that have not come to realize that we are involved in a fight for our way of life and our most cherished beliefs: the right of law abiding people to keep and bear arms to protect themselves and their communities from those who would wish them harm, be it from criminals, or government.

Others may feel uncomfortable or intimidated about calling on their Senators and Congressmen, or local officials to explain our point of view. Keep in mind that these people asked for YOUR vote, in order to represent YOU. They are our EMPLOYEES, and they need to know what the boss wants.

These fights can be fought and won, but only if you help NOW. Please don't wait for someone to ask you personally, or to do it for you. If you would like pointers on how to talk to these folks, or what to say in a letter, call one of your Officers.

Whatever you do, take action. The time to act is NOW! END

See Dick drink.

See Dick drive.

See Dick die.

Don't be a Dick!

PLEASE don't Drink and Drive.

SAFETY ADVOCATES LAUNCH CAMPAIGN TO BACK BILL FOR SAFETY BELT AND MOTORCYCLE HELMET USE LAWS

Washington, D.C. - In a move to reduce the massive injuries, death and spiraling health costs associated with car and motorcycle crashes, Advocates for Highway and Auto Safety, an alliance of consumer, safety and insurance organizations, today launched a campaign to support national legislation urging every state to require all motorcyclists to wear safety helmets and front seat auto occupants to wear safety belts.

On the eve of the first day of summer, the most dangerous season on the nation's highways, Advocates called on the Congress and President Bush to enact pending legislation that could save billions of dollars and thousands of lives each year.

At a news conference held at the U.S. Capitol, the chief sponsors of the National Highway Fatality and Injury Reduction Act (S.1007 and H.R.3925), Senator John Chafee (R-RI) and Representative Jim Cooper (D-TN), were joined by Joan Claybrook, president of Public Citizen and co-chair of Advocates; Robert Vagley, president of the American Insurance Association and an Advocates' board member; actor/screenwriter Doug Barr (Designing Women, Spaced Invaders); Mary Price, founder and president of Californians for Safe Motorcycling, whose helmetless son was killed in a motorcycle crash; Michael Gemma, who almost died in a motorcycle crash in which he was not wearing a helmet; and Toney Lineberry, who was paralyzed from the chest down in a car crash in which he was not wearing a safety belt.

Advocates is part of a broad-based coalition that has endorsed the Chafee-Cooper legislation, which calls on the states to adopt safety belt and motorcycle helmet laws covering persons of all ages. The bill provides incentive grants from existing highway safety funds to states with both safety belt and helmet use laws, up to one-third additional safety money based on current grant programs. Three or four years after passage of the legislation, states without both lifesaving laws would face losing a portion of their federal aid highway funds.

Transportation Secretary Samuel K. Skinner recently released the National Transportation Plan, which encourages all states to enact these two kinds of laws and makes safety "the top priority" of the U.S. Department of Transportation.

"Only 15 states and the District of Columbia currently have both safety belt and motorcycle helmet laws," said Senator Chafee. "36 states plus D.C. require safety belt use and only 23 plus D.C. have motorcycle helmet laws for all-aged riders."

"Highway crashes cost more than \$70 billion annually," Vagley noted. "Government estimates show that approximately \$10 billion of this annual total is paid for by taxpayers through federal and state funds, in both direct payments and lost revenues."

A recent medical study confirmed that head injury is the primary cause of death among fatally injured motorcyclists, and that helmet use is the single most important factor in preventing death and head injury in motorcycle crashes. The study, conducted by San Francisco Injury Center for Research and Prevention, funded by the Center for Disease Control, concluded that the most effective method to prevent head injuries is to mandate use by all motorcyclists.

Vagley noted that if safety belt laws and all-rider helmet use laws had been in effect in all states in 1988, conservative estimates say that nearly \$1 billion could be saved in medical costs alone. Safety belt laws in all states, given current use rates, would save an additional 4900 lives each year; helmet laws in all states would save 650 lives and prevent 2000 serious head injuries.

According to Claybrook, "The real issue here is social responsibility. Our society can no longer afford the luxury of allowing a small but vocal minority to block passage of lifesaving helmet laws while the taxpayers and American families pick up the tab and heartache for unnecessary, preventable injuries and death.

A recent Maryland study showed that the average cost of acute care for non-helmeted crash victims was more than twice that for helmeted riders (\$7,500 versus \$3,400). It also showed that non-helmeted riders are far more likely to be uninsured (40 percent versus 20 percent). In that state alone, non-helmeted motorcyclists cost the public \$1,355,042 annually, compared to just \$80,025 for those who wear helmets.

A Louisiana study found that re-enactment of that state's helmet law decreased motorcycle fatalities by 30 percent and cut hospital costs by 48 percent.

"The tragedy is not only that our nation is paying an enormous price in dollars, human suffering and lost productivity," said Representative Cooper, "but that so much of this personal and financial trauma is preventable. The tide is now turning; the states are beginning to move in the right direction. This legislation will provide appropriate incentive to the states to continue this momentum."

Since 1984, 36 states and the District of Columbia have enacted safety belt laws, and belt use has climbed from 12 to 48 percent, creating an annual saving of 4,500 lives. President Bush has set a national goal of 70 percent belt usage by 1992.

After nearly two decades of helmet law reversals, three states have adopted new laws in the past two years, and five others are considering passage in the next legislative session. Advocates will be working aggressively with local safety leaders in these five states: Maryland, California, Rhode Island, Oklahoma and Iowa.

"A major reason for this new trend is cost," said Vagley. "Ten years ago, the issue was portrayed solely as a matter of individual liberty. Since then, we've seen clearly that society pays dearly for the right of bikers to feel the breeze in their hair. With escalating medical costs, it's time for all motorcyclists to strap on their helmets and for the rest of us to buckle our safety belts."

Avid motorcyclist Barr agreed, and he challenged the entertainment industry to portray helmet use more responsibly. "Last year, my wife and I became the proud parents of a little boy. My wife suggested that riding around without a helmet might limit my chances to see him grow up," said the former co-star of *The Fall Guy*. "This was brought home when I participated in a Christmas program at a rehabilitation hospital, where I saw countless young men in the prime of their lives, severely disabled with head injuries as a result of not wearing motorcycle helmets."

"The entertainment industry has enormous influence on how Americans live their lives, what we buy, what we wear and how we act," Barr continued. "This powerful force has both the opportunity and the obligation to support helmet laws and portray responsible helmet use in all programming. I'm here in Washington today to help get these laws passed, and to show my support for groups like Advocates who take a strong stand for what's right."

Citizen activist Mary Price, founder and president of Californians for Safe Motorcycling, told of her personal tragedy. "My son, Jimmy, was 18-years-old when he took his last motorcycle ride. I'll never know why he didn't wear his helmet that day, but when I arrived at the hospital, his face was unrecognizable. His head was swollen to the size of a pumpkin. The doctors said that Jimmy's skull tried to act like a helmet, but it wasn't strong enough to take the blow. After three days in a coma, he died without regaining consciousness."

"Since that day, I've worked with lawmakers, doctors and other concerned citizens to try and get a law passed in California. Now, I'm joining Advocates' national effort because this is too important an issue. We need these laws in every state. Without mandatory helmet laws, there will be plenty of mothers out there like me, and plenty of Jimmys who will take their last motorcycle ride this year."

Also joining Advocates at the news conference were Michael Gemma, 21, of Rockville, Maryland, who almost died in a motorcycle crash in which he was not wearing a helmet; and Toney Lineberry, 30, of Richmond, Virginia, a former high school wrestling champ turned safety belt activist after becoming paralyzed from the chest down in a car crash in which he was not wearing a safety belt. Lineberry talked specifically about his medical and long-term care costs, which have totaled nearly \$300,000 in the twelve years since his accident. Lineberry projects a minimum of \$1.2 million in care costs associated with his paraplegia until age 65.

"The future of our nation depends on how well we manage resources," said Senator Chafee. "Health care costs are rising far faster than any other costs in our society. The taxpayers and the voters want their government representatives to find ways to control these costs. Helmets and safety belts are two easy, available ways to do the job. Experience has proven that safety belts and motorcycle helmets save lives and money."

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Virginia Head Injury Foundation

Janine Jagger, Assistant Professor of Neurosurgery,
University of Virginia

[*For identification purposes only]

END



If you're 18 or under and want to ride a motorcycle, you must first pass the TEAM OREGON Motorcycle Rider Course. It's the law. And it shows DMV that you are eligible for a motorcycle endorsement on your driver license.

Four community colleges and a mobile training unit offer the course around the state. Call 1-800-922-2022 for a brochure with course locations and schedules. Take the course and get ready to roll.

**IF YOU WANT TO RIDE, YOU HAVE TO PASS.
OREGON TRAFFIC SAFETY COMMISSION**



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MORE WORDS FROM "PAPPY"

There are so many things going on all over the country that it is almost impossible to start this month's column.

First and foremost, Representative Jim Cooper has gathered a total of thirteen (13) cosponsors for his H.R. 3925 Bill. The single biggest change is the makeup of these cosponsors. With the addition of the last two, it has become a bipartisan group, and now includes two Republican Reps. from Non-Helmet-Law States (Kansas and South Carolina). The people in these two states should start a dedicated effort to reach their Representatives.

A must read article for all freedom fighters is "Head Injuries" appearing in the upcoming issue of "Easyriders". There is enough data in this piece to arm everyone involved in the fight for rights. Start asking questions of your elected officials. Ask them "If they are really concerned about reducing head injuries in all traffic accidents?" (Look at the figures, we are a small percentage of the total.) "Why is it that insurance companies who proclaim "Helmets" to be our salvation, grant no discounts to those who voluntarily wear them?" (They grant discounts to nonsmokers.) "Why is it that only one (1) insurance company in America will cover the replacement cost of your helmet, leather jacket, chaps or pants, goggles and gloves at no additional cost to you?" (Dairyland is the only one at this time.) There has been a lot of research and just plain hard work put into this study. USE IT!!!

I had intended to do an entire column on this particular subject, but as I stated earlier, too many things need to be covered. This does not in any way diminish the importance of what I am getting into ... The salvation of the motorcycle rights movement in America. The key word is "WOMEN"!!!! There are so many super talented women involved in this fight that I am not going to attempt to mention them by name. But you all know who they are in your area. Women can open doors that have never been opened to rights groups. They are less threatening, and less intimidating to elected officials, and bureaucrats. Consequently they are more effective. There is not a senator or representative (male or female) that is not

more comfortable with a well mannered, articulate and intelligent woman. Women are much better at getting the attention of news and T.V. reporters for the same reason. This has been proven in several states already. We must learn to use our best resources.

I know that I am not going to change the "double standard" thinking of a lot of insecure macho types, but it has to start somewhere and it must change quickly. There are many men who will not allow a woman to lead in this fight because of their own insecurities and many women who will be the first to put another woman down, for no other reason than envy. We must recognize the fact that we are going to have to avail ourselves of every possible bit of talent available in order to survive, and we have a great untapped resource in women.

One of my personal pet-peeves is the damaging gossip. I am sick of hearing people tear others down for doing the same thing that they do. What a man and a woman choose to do together, is their private business and should remain that way. However, when the stories get told, everyone thinks he is a stud and she is an easy mark. The sad part of all this is that we all lose it. We keep many super talented women away from the rights fight because they do not want to put themselves in the position to be abused verbally and their reputations damaged. It has been my experience through the years that the ones who talk the most usually do the least. However, this type of activity has been going on for generations, and it probably will continue to do so. But we must stop being our own worst enemy. We must stop driving away the very people who can help us the most.

A word to the ladies. Remember that when you assume the role of a leader in any organization, you also assume the responsibility to portray that organization at it's best. You must be above approach. This may not be fair, but it is still a fact of life. Just maybe we can live long enough to make a difference in this "double standard".

Ride forever free, and be real careful out there.

"Pappy"

Your Motorcycle Accident Lawyer

SAM HOCHBERG

Attorney at Law

Dedicated to Serving Those Who Ride

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*Member of ABATE of Oregon
Legal Counsel for BikePAC of Oregon*

A.I.M. Attorney - Aid to Injured Motorcyclists

Authorized Oregon Representative for the Law Offices of Richard M. Lester

STATEWIDE

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

August 11	State Board Meeting Sundown Station, Creswell	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	Alan	369-2999
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

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)

FOR SALE: Moto-Guzzi Cycles - 1969 V-7 parts. 71 750 Ambassador - complete, runs, w/bags & trunk. 71 850 Eldorado - may run ex-PD. Mike 826-5219 (9-90)

FOR SALE: 1 Keihin Pan Manifold \$120. 1 Screaming Eagle Shovel Manifold \$150. Hippy Bob or Vicki 669-1114 (8-90)

HOMELESS?: '62 GMC Motor Home Bus. V6/4-sp., Refrig, Stove, AC, Stereo, Shower/pot. 12' living space/8' scooter-pickup box. Runs great, good brakes. \$3500 OBO. 630-7768 (8-90)

FOR SALE: 48 Long Harley Davidson Jacket, 38 Long trousers, \$250.00. Like new. Call Wade 543-3200 (9-90)

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

A TALE OF TWO HELMETS

by Teresa

Well ... it seems as though this feller went for a ride in his new helmet. It was one of those puddin' bowl-types that stops above the ears. After a couple of hours he got pretty tired of feeling like he was about to part company with his head, and the strangling effect wasn't too popular either.

When he got home, he examined the critter and found it was put together with rivets. One thing led to another, until he became the proud possessor of a new kind of helmet - light, streamlined, and entirely untested by any government agency.

He was, of course, soon stopped by the local constabulary when wearing his new headgear on his motorcycle. Ticketed. Marched off to court.

When he made his statement to the judge, he contended that his helmet could not be declared "unapproved" unless it was tested. This set the legal system aback (not every court has helmet-testing equipment in the back room), and the judge declared he would take the case under advisement. The verdict came by mail, and is shown in Dan's hand.

The verdict? The city of Albany failed to prove its case. Case dismissed. *END*



Dan Cox, wearing his 2-oz helmet, was charged with failure to wear protective head-gear.

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.

"The helmet is a metaphor for something deeply wrong in America ... a sign we've entered the era of the Hardhead. A Hardhead is one who seeks to protect us not only from others, but from ourselves ... America is being smothered by safety."

— Gregory Bayan, Newsweek

BikePAC OF OREGON ANNUAL MEETING

by Brian Stovall
Executive Director, BikePAC of Oregon

BikePAC's first year has come to a close. The first Annual Meeting was held in Eugene on May 5th. The attendance was very poor.

The required annual reports were presented. Membership stands at 188, including Advisory Board. The income for the year was \$5,471.82, and the expenditures amounted to \$5,413.51.

Areas of effort targeted for the next year included membership expansion on all levels, dealing with a greater range of issues relevant to a greater range of motorcyclists, establishment of an office, election activities, and effective presence in the 1991 legislature.

Various members pointed out that our intense concentration on the helmet issue makes it difficult for other motorcyclists and the public to understand that we are active in issues of concern to all types of riders. During the last legislative session, BikePAC monitored and lobbied for motorcyclists' interests in 16 different bills, including PIP insurance, rider education, ATV bills, bicycle education, adding motorcycles to the Lemon Law, vehicle equipment and registration and operator licensing bills, as well as the ever-present helmet law. Now we want everyone to realize that this is true, and to join us with opinions and interest to help make biking better for everyone.

Helmet Law Petition

During April, 815 signatures were turned in to bring our current total to 11,708. This is a very long way from the target of 100,000 we were looking for to assure our place on the ballot. The current number isn't even enough to turn in to the state. We have two months left to gather signatures. It will only happen if a lot of folks get out there and hustle, now.

Election Information

Prior to the primary election, we sent questionnaires to 25 individuals in races that might be of importance to our member groups. The results were sent to the appropriate local groups. Now that the primary is over, we will be doing the same with even more races around the state and sending the results to our members and member organizations to help with election activities and voting.

Questions asked covered mandatory laws, individual rights, and other motorcycle issues. Look for more coverage here and in mailings from BikePAC, ABATE and AMO. *END*

TEAM OREGON CLASSES

To obtain a TEAM OREGON brochure or additional information, call
1-800-922-2022

1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
<u>AUGUST</u> 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
<u>SEPTEMBER</u> 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
<u>OCTOBER</u> MRC:RSS	4,6,7,11,13	11,13,14,18,20	-	18,20,21,25,27
ERC	-	-	6	14
<u>NOVEMBER</u> MRC:RSS	8,10,11,15,17	-	8,10,11,15,17	-
ERC	-	-	-	-
<u>DECEMBER</u> MRC:RSS	-	13,15,16	-	6,8,9,13,15
ERC	-	-	-	-

1990 TEAM OREGON MOBILE PROGRAM MRC COURSE SCHEDULE

CLASS DATES	SOUTHERN ROUTE	EASTERN ROUTE	COAST ROUTE
<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	

Helmet law getting you down? Having trouble finding insurance for your new ride?
Has your employer told you yet that your health insurance won't cover you if you get hurt on a motorcycle?
UNLESS WE STAND UP AND FIGHT FOR OURSELVES, IT WILL ONLY GET WORSE.

BikePAC of Oregon needs YOU. Join today.

Membership Information: P.O. Box 5612, Salem, OR 97304



Brian Stovall, 298-1317
Executive Director

Butch Harbaugh, 363-6106
Legislative Director

Steve "Indian Charlie" Benson, 399-7514
Secretary/Treasurer

Reprinted from June 27, 1990
Bikers Against Manslaughter Press Release

SCENIC MULHOLLAND HIGHWAY REOPENS TO MOTORCYCLISTS

California's picturesque Mulholland Highway, famous for its twisty canyon roads, scenic vistas ... and road racing, was barricaded during weekends last summer and closed to all nonresident traffic in an effort to prevent speeding motorcyclists from crashing on the curvy mountain route.

"We were dedicating 10% of our available CHP forces to patrol a two-mile stretch of Mulholland," explained California Highway Patrol Captain Joseph Ruggiero, "and we're responsible for thousands of miles of California roads ... it wasn't an effective utilization of manpower. Squad cars weren't effective anyway because the motorcyclists would outrun them. Road closure was the only viable option."

This summer, however, motorcyclists will be given a second chance thanks to the combined efforts of the AMA, ABATE of California and Bikers Against Manslaughter. Ed Waldheim (AMA), Paul Lax (ABATE) and Bill Bish (BAM) met with Capt. Ruggiero to dissuade him from closing Mulholland and to give the motorcycle groups an opportunity to address the problem themselves.

"Hundreds of motorcyclists ride Mulholland Highway every weekend," said Bish, BAM National Director, "and only a handful are there to race. We're hoping that peer pressure, combined with stricter and more stringent law enforcement, will deter the 'canyon carvers' from using Mulholland as a raceway."

In exchange for Capt. Ruggiero's promise to leave Mulholland open, "unless we see a continuation of the racing problem," AMA, ABATE and BAM agreed to distribute fliers, put up posters and help spread the word that the road WILL BE closed again if racing doesn't stop.

"Bikers have to start policing their own or we'll lose one of our best riding areas," said BAM founder Russ Brown, continuing; "If it means keeping Mulholland open, we'll have people up at the Rock Store (a well-known motorcycle gathering point on Mulholland) every weekend to pass out fliers and help discourage the racers."

Not overly-optimistic, Capt. Ruggiero added that, "One major accident and we'll go back to shutting down the road!"

The ball's in our court. *END*

Reprinted from June 27, 1990
Bikers Against Manslaughter Press Release

GOOD BIKERS PROTEST BAD IMAGE IN "ANOTHER 48 HRS."

Hollywood, CA - Eddie Murphy and Nick Nolte battle bad bikers on the silver screen in *"Another 48 Hrs."*, but they'll also be battling to get good bikers into theaters to see their latest Paramount release. Bikers Against Manslaughter (BAM) and other motorcycle groups are calling for a nationwide boycott, "because the movie exploits the negative Hollywood stereotype of 'bad guy' bikers and promotes the misconception that all motorcyclists are renegade outlaws who deserve to be treated like second-class citizens."

In addition to the boycott, BAM and ABATE of California (the American Brotherhood Aimed Toward Education) picketed the movie's Hollywood premiere at world-renowned Mann's Chinese Theater on Friday, June 8. The protest quickly turned into a media circus, with nearly every television and radio station in Southern California reporting on the event. CBS network and Cable News Network (CNN) provided national network feeds, while AP and UPI sent the story over the wire.

The motorcyclists say they are protesting the entire entertainment industry's attitude about portraying bikers as villains, but they are targeting *"Another 48 Hrs."* because Paramount Pictures ignored

their concerns even as the movie was being filmed; "We were in contact with Paramount for months prior to the movie's release, while it was still being scripted, but the studio refused to alter their characterizations of the bad guys being bikers," said BAM National Director Bill Bish, an organizer of the protest.

"This movie is not the most reprehensible 'biker film' ever made," Bish continued, "but it's the first time we've had an opportunity to work with a studio in advance of a movie's release, yet been denied any consideration. We even asked Paramount to air a disclaimer stating that the characters in the movie were not representatives of the general population of motorcyclists, but they declined to do even that."

Latest demographic studies by the Motorcycle Industry Council indicates that the typical motorcycle rider is a mid-30's married male with a child and enough disposable income to own and operate a motorcycle as a second vehicle ... a far cry from Hollywood's scruffy outlaw image.

Russ Brown, BAM's founder, claims that biker-type movies may be on the increase because of the popularity of motorcycles in Hollywood. Many celebrities, such as Tom Cruise, Sylvester Stallone, Cher, Jay Leno, Mickey Rourke, Kareem Abdul-Jabbar, Billy Idol and even Liz Taylor, are riding these days.

"We see a trend toward biker films," said Russ Brown, "and we're putting the entertainment industry on notice that motorcyclists are tired of being portrayed in a negative manner."

According to Paul Lax, State Coordinator for ABATE of California, it isn't just bikers' feelings being hurt: "Hollywood's stereotype contributes to a more intense day-to-day riding environment because drivers don't treat us with the same respect they give fellow car drivers. The negative image also stymies our legislative efforts when our political representatives develop a predisposition that we are not credible."

Motorcyclists across the country are encouraged to boycott *"Another 48 Hrs."* and write the producers to protest the continuing exploitation of the Hollywood "biker" stereotype: Paramount Pictures, 5555 Melrose Avenue, Hollywood, Calif., 90038 or call (213) 956-5503. *END*



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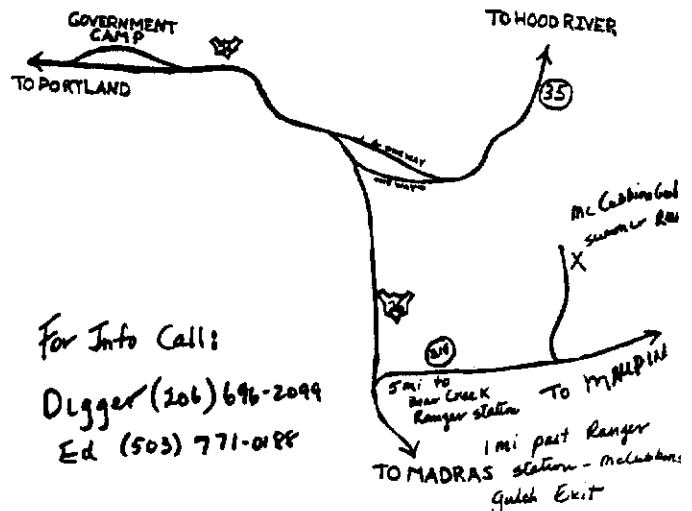
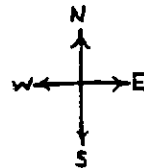
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Reprinted from
Bikers Against Manslaughter
**HELMET LAWS ARE
UNCONSTITUTIONAL?**

In the months that have followed the introduction of national helmet legislation in Congress (S.1007 and H.R.3925), I can't recall how many motorcyclists I've heard make the statement, "They can't do that, it's unconstitutional!"

Many people falsely believe that the nationwide helmet requirements that existed between 1966-76 were ruled unconstitutional. In fact, the Highway Safety Act of 1976 simply took away the Secretary of Transportation's authority to withhold highway funds from states that failed to enact helmet laws. By revoking the fiscal sanction power that Congress gave the DOT Secretary in 1966, 29 states eventually repealed or amended their helmet laws without fear of losing millions of dollars in federal funding.

Since the wording of both S.1007 and H.R.3925 are similar to that of the original 1966 Act, a lot of riders believe that either bill would meet the same fate. Perhaps, but it should be noted that it wasn't a ruling by the U.S. Supreme Court that brought about the Act's demise, but a subsequent legislative bill. Simply stated, the original bill was superseded by another Congressional measure.

Similarly, many riders believe that it was NOT the helmet provisions of the Highway Safety Act of 1966 that were ruled unconstitutional, but rather the authority of the federal government to coerce states into passing laws through the use of "blackmail" was ruled to be illegal. Again, this is not true.

As a matter of fact, a federal District Court recently ruled just the opposite. In a case brought by the state of Nevada questioning the authority of the federal government to withhold highway funds from states that failed to enact 55 mph speed limits, the court found that threatening to withhold funds was simply a passive way for the federal government to encourage states to pass laws that Congress has the authority to enact themselves anyway.

While many motorcyclists feel that they have a constitutionally protected right to ride without a helmet, it is important to note that such a privilege has not historically been upheld by the court system.

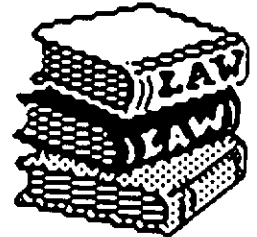
One glaring exception to the above was the 1969 Illinois Supreme Court ruling that a helmet law violated Illinois' State Constitution, resulting in the helmet law being repealed in that state. However, a more recent Illinois Supreme Court decision upholding the state's seat belt law had the effect of overturning that 1969 ruling and opening the door to further helmet legislation in the Land of Lincoln.

In 1972, during the height of nationwide helmet law compliance (every state except California, Utah and Illinois had a helmet law) the U.S. Supreme Court upheld Massachusetts' authority to enforce a helmet law. The court ruled in *Simon v. Sargent* that, "We cannot agree that the consequences of such (motorcycle) injuries are limited to the individual who sustains the injury. From the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors provide him with unemployment compensation if, after recovery, he cannot replace his lost job, and, if the injury causes permanent disability, may assume the responsibility for him and his family's subsistence. We do not understand the state of mind that permits plaintiff to think that only he himself is concerned."

Obviously, in upholding the constitutionality of Massachusetts' helmet law the High Court's rationale was largely based on "social burden" outweighing the individual's "right to be let alone." Some attorneys believe that with today's sophisticated statistics and research data that they can successfully pursue a "constitutionality" case against helmet laws based on discriminatory enforcement - that it should be equally applied to both motorcyclists and automobile drivers ... or not at all.

Unfortunately, the U.S. Supreme Court last year declined to review a case involving Florida's helmet law, letting stand a lower court decision that the State has the authority to enforce helmet legislation. Although the High Court's refusal to hear the case is not the same as affirming the decision, it effectively upholds the constitutionality of the law.

Almost certainly, if S.1007 or H.R.3925 become law of the land, lawyers will again have an opportunity to test the United States Constitution to see if "We the people ..." includes bareheaded bikers.
END



Reprinted from Oregon Department of Environmental Quality
A CHANCE TO COMMENT ON ...

CONTROL OF VAPORS FROM GASOLINE DISPENSING STATIONS NOTICE OF PUBLIC HEARINGS

Who is Affected:

Gasoline dispensing stations in Clackamas, Multnomah and Washington Counties.

What is Proposed:

The Department of Environmental Quality is proposing to amend OAR 340, Division 22.

What are the Highlights:

- 1) Gasoline vapors contribute to the formation of ozone air pollution. The proposed rules address the control of gasoline vapors at gasoline dispensing stations.
- 2) Gasoline station owners would be required to install stage I vapor recovery systems (if they have not already done so) and the underground piping portion of State II vapor recovery systems.
- 3) The vapor control changes would need to be done within 24 months or at the time of Underground Storage Tank (UST) compliance work, whichever occurs sooner.

How to Comment:

Copies of the complete proposed rule package may be obtained from: Air Quality Division, Department of Environmental Quality, 811 S.W. Sixth Avenue, Portland, OR 97204 or the regional office nearest you. For further information contact Meryn Hough at (503) 229-6446.

What is the Next Step:

After public hearing (held July 18, 1990) the Environmental Quality Commission may adopt rule amendments identical to the proposed amendments, adopt modified rule amendments on the same subject matter, or decline to act. The adopted rules will be submitted to the U.S. Environmental Protection Agency as part of the State Clean Air Act Implementation Plan. The Commission's deliberation should come in September 1990 as part of the agenda of a regularly scheduled Commission meeting. **END**

AMA Government Relations ISSUES '90

If you care about the future of motorcycling, then you should know the AMA Government Relations Department is working with your interests in mind, and that by renewing your membership you can share in the victories and know you did not stand by, doing nothing. Your membership renewal can keep these efforts alive.

We know what's important to you, and we know what to do about it. The AMA offers the only service in the nation dedicated to the sole purpose of protecting riders' rights on the local, state and federal level.

Imagine if the AMA Government Relations Department did not exist, the following laws could be in effect today:

- Mandatory helmet laws in almost every state.
- Expensive no-fault insurance nationwide.
- Unavailable rider training.
- Greatly reduced access to land for off-road riding.
- Motorcycle bans on commuter lanes, parks, and other areas.

Are these issues important to you?

We think so.

The American Motorcyclist Association Government Relations Department is monitoring the bills listed below and hundreds of others. Legislation regarding rider education, speed law reform, free choice in helmet use, and expanded land use gained our support. The AMA fights land closures, expensive no-fault insurance for motorcycles, unfair or overly expensive regulation of ATVs, park access restrictions singling out motorcycles, to name but a few. Our job is to act upon these issues in an effective, professional manner that will bring benefits to you, the AMA member. Here are just a few of the bills you should know about:

- Alabama – land use
- Alaska – landowner liability
- Arizona – motorcycle handlebar requirements
- Arkansas – did not meet in 1990
- California – lane splitting/HOV lanes
- Colorado – motorcycle safety education program
- Connecticut – three head lamp requirements for motorcycles
- Delaware – mandatory helmet use for all riders
- Florida – adult helmet use
- Georgia – recognizes Motorcycle Awareness and You Month
- Hawaii – insurance
- Idaho – OHV registration for public highway use
- Illinois – protection of private property access for motorized recreation
- Indiana – radar detector ban
- Iowa – OHV streambed use regulations
- Kansas – motorcycle safety education program funding
- Kentucky – radar detector ban
- Louisiana – helmet use
- Maine – ATV use in state parks/antique motorcycles
- Maryland – catastrophic health insurance/no-fault insurance
- Massachusetts – raising speed limit/radar detector ban
- Michigan – strengthens OHV trail fund
- Minnesota – OHV registration
- Mississippi – exempts motorcycles from export sales tax
- Missouri – eye protection and headlight use requirements
- Montana – did not meet in 1990

- Nebraska – resolution to study motorcycle safety education
- Nevada – did not meet in 1990
- New Hampshire – repeal of motorcycle safety education program
- New Jersey – exempts motorcycles from insurance surcharges
- New Mexico – land use regulations
- New York – ATV regulations
- North Carolina – prohibits OHVs on all public lands
- North Dakota – governor's proclamation for motorcycle awareness month
- Ohio – ATV liability
- Oklahoma – motorcycle safety education program and insurance premium reduction
- Oregon – did not meet in 1990
- Pennsylvania – motorcycle exemption from CAT fines
- Rhode Island – comprehensive no-fault insurance program
- South Carolina – motorcycle safety education program
- South Dakota – landowner liability
- Tennessee – motorcycle renter requirements
- Texas – did not meet in 1990
- Utah – approval for a motorcycle rider education study
- Vermont – exempts ATVs used for agricultural purposes from registration
- Virginia – noise ordinances
- Washington – exempts riders of antique motorcycles from mandatory helmet law
- West Virginia – motorcycle licensing/safety education program
- Wisconsin – licensing exam waiver for motorcycle safety education graduates
- Wyoming – no relevant legislation affecting motorcyclists
- U.S. – national mandatory helmet use for all riders/multiple wilderness legislation closing numerous OHV motorcycle trails

Renew your American Motorcyclist Association membership today!

The Government Relations Department (GRD) is currently following approximately 500 state-level bills; listings are updated daily on a computer time-sharing service. The GRD also works with the U.S. Forest Service and the Bureau of Land Management to provide areas for off-road riding and maintain those already provided. In Washington, D.C., we consult with the Federal Highway Administration and the National Highway Traffic Safety Administration to monitor national safety and highway-design issues for motorcyclists.

It works for you. It works for all of us.

END

FREEDOM ISN'T FREE

**The Government assumes
'we the people'
are a bunch of idiots.**

Reprinted from
National Coalition of Motorcyclists

AID TO INJURED MOTORCYCLISTS

In a recent article, you were introduced to A.I.M., a program designed to help motorcyclists with their biggest problem: TRAFFIC ACCIDENTS.

A.I.M., a free program, is sponsored by and totally financed by the Law Offices of Richard M. Lester.

So that you know what A.I.M. will be doing to help motorcyclists in the United States and Canada, we will explain a different section of the program in each month's article.

ROAD HAZARDS

All of us who ride, know the streets and highways can be dangerous - even if all four-wheeled vehicles were removed from the road.

What are we talking about? Chuckholes, rain grooves, oil spills, loose gravel and other road hazards which cause single vehicle accidents to motorcyclists.

What can you do to get these road hazards repaired?

Well, in order for the government to be liable for such accidents caused by such hazards, they must have notice and time to correct the dangerous conditions.

Until now, motorcyclists who managed to go around that hole and avoid an accident, have just grumbled to friends and fellow riders. But as we all know, that does not do any good at all, as far as getting that hole fixed. It also does not help other riders.

What, in effect, the grumblers are saying is "I missed the hole, so the hell with brother or sister riders who may be two minutes, two days, or two weeks behind me."

A.I.M. is trying to change that. Stamped postcards will be available at motorcycle meetings through our A.I.M. volunteers, the responsible public agency will be notified of the hazard and warn them that the Law Offices of Richard M. Lester have also been notified of the condition. This informs the public agency that if there is an accident caused by this hazard, they will be held responsible.

We will accomplish two things:

- 1 The streets, roads and highways will be repaired and bettered; and
- 2 If they are not repaired, the public agency can be held liable for injuries caused by the existing road hazard.

Once again, this program will only work if the organized motorcyclists of the United States and Canada participate.

Report the hazard at your meetings, so A.I.M. volunteers will be able to find the responsible agency and mail in the postcards.

The results will be written up in newsletters and other publications so all riders may see the progress - and/or know of the danger. And those who have already been injured will know they have a possible lawsuit for damages.

**THE A.I.M. PROGRAM CAN ONLY WORK IF
WE ALL PULL TOGETHER. JOIN NOW!**

**RIDE FREE
KNOW YOUR RIGHTS
RIDE PROTECTED
Richard M. Lester
Founder**

MPMVA

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Victimized by her P.M.S.?**

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Be sure to include with your check or money order name to go on certificate, return address and shirt size.

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Allow 4-6 weeks for personal checks

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ADDRESS: _____

PHONE _____ SIZE _____

WHAT WAS MY CRIME?

I WAS A LEGITIMATE SEMI-AUTO GUN OWNER BEFORE THEY BANNED THEM ALL. I DIDN'T THINK THEY WOULD COME FOR MY 22 RIFLE OR MY TRAP SHOTGUN. I WAS WRONG!!

I GUESS I SHOULDN'T HAVE RELIED ON OTHERS TO LOOK AFTER MY RIGHTS. IF I HAD WRITTEN MY STATE AND FEDERAL REPRESENTATIVES, I MIGHT NOT BE IN THIS MESS.

Get involved ...
Before it's TOO LATE!



Reprinted from a letter by the
**OREGON VETERANS MOTORCYCLE
 ASSOCIATION**

P.O. Box 12754
 Salem, Oregon 97309-0754

At a meeting of the Vietnam Veterans Of America, Chapter 271, in Salem, on 10 July 1990, Mr. Mike Kopetski addressed the gathering. During the question and answer period of his address, Mr. Kopetski was asked a question by Walt Allegar, a member of ABATE, AMO, and Oregon Veterans Motorcycle Association. The question was, "Mr. Kopetski, in view of your support for freedom of speech and expression issues, how do you feel about the national proposed mandatory motorcycle helmet law, and the present mandatory helmet law in this state?"

Mr. Kopetski first responded by saying that this was the first time he had been asked that question. He then went on to say that he felt that all motorcyclists should wear helmets, but that he felt that the laws robbed adults of the right to freedom of choice in whether they wanted to wear them or not. Mr. Kopetski then stated that he felt that under-aged riders should be required to wear helmets.

This is not to be construed as a political endorsement for Mr. Kopetski, but only as a report on his views as expressed in a public meeting. Whether or not we should support him as a candidate should be based on more than just the answer to this one question since there were other questions asked of Mr. Kopetski. But this was the single most important questions asked of him concerning the motorcyclists in our organization. I hope that this information will be of some benefit to our brothers and sisters who ride, and are concerned about this issue.

Feel free to contact me if you have any questions about this information.

Sincerely, Walt Allegar • Secretary, OVMA • Phone: 363-4727

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2ND ANNUAL
LABOR DAY RUN
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 OTHING BUT FUN!!! ANIMALS**

**REMEMBER,
 MOTORCYCLES
 RUN ON
 GASOLINE.
 NOT
 ALCOHOL.**

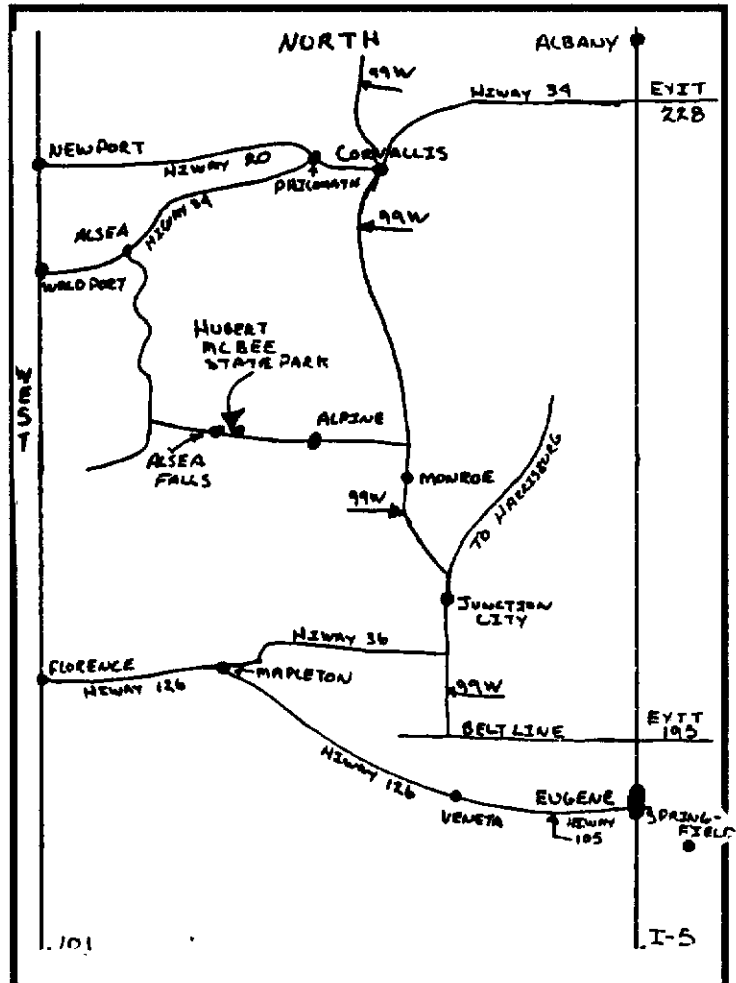
There's no future in mixing alcohol or drugs with motorcycling.

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.



THE 11th ANNUAL
WINDY CREEK RUN

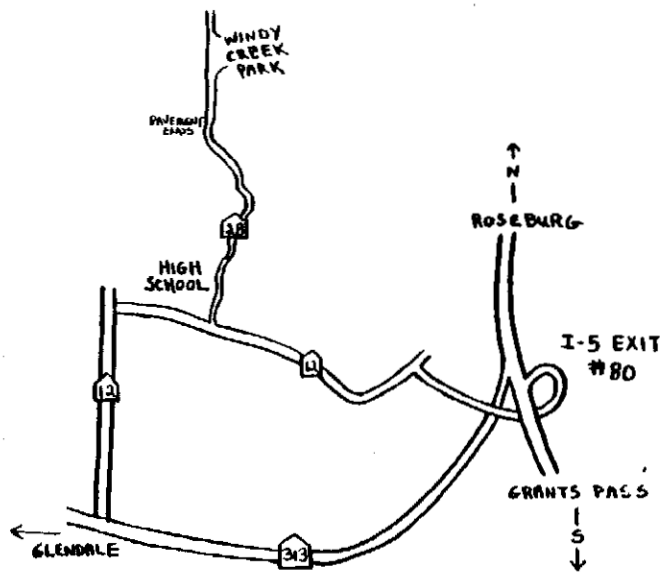


MAP ON BACK OF FLIER

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EVERYONE ELSE IS WELCOME

WINDY CREEK RUN MAP



35

TRI-CHAPTER SEPT 15th and 16th
2ND ANNUAL

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ABATE

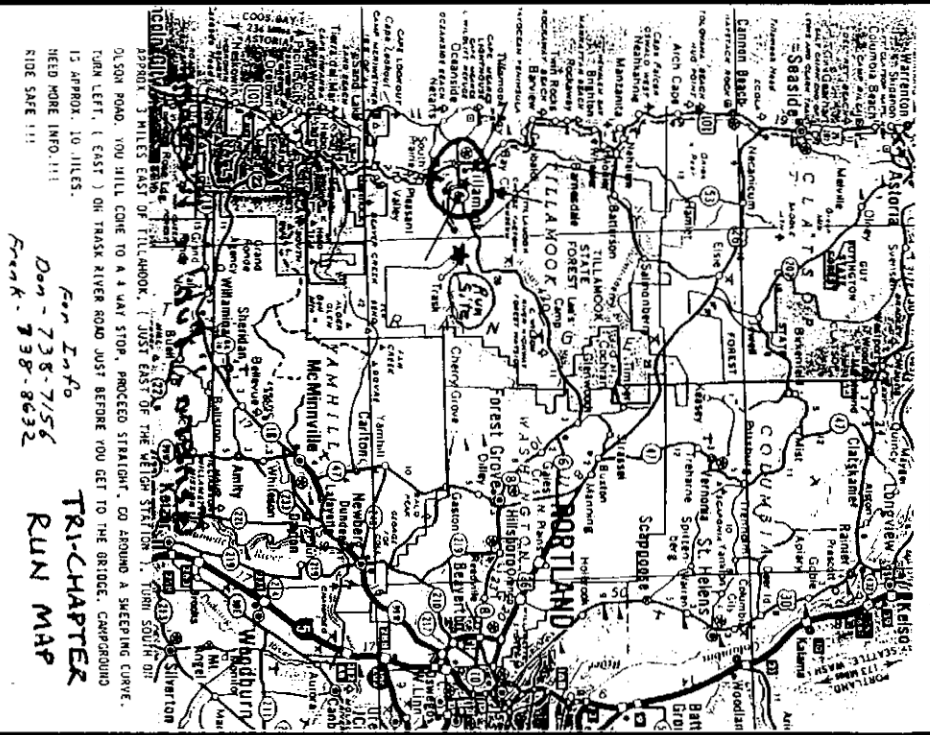
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OREGON

WASHINGTON CO.
NORTH COAST
SUMMER END RUN
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 MISC

NO FIREARMS
 NO FIREWORKS
 NO ATTITUDE

Trask River Park, Tillamook



APPROX. 3 MILES EAST OF TILLAMOOK, (JUST EAST OF THE VETERAN STATION 1. TURN SOUTH ON OLSON ROAD. YOU WILL COME TO A WAY STOP. PROCEED STRAIGHT, GO AROUND A SWEEPING CURVE, TURN LEFT, (EAST) ON TRASK RIVER ROAD JUST BEFORE YOU GET TO THE BRIDGE. CAMPGROUND IS APPROX. 10 MILES.
 NEED MORE INFO !!!
 RIDE SAFE !!!
 For Info Don - 738-7156
 Frank - 738-8632
TRI-CHAPTER RUN MAP

VERMONT VIETNAM VETERANS MC

A few years ago, a friend of mine asked me to join the Vermont Chapter of the Vietnam Veterans Motorcycle Club, as I am a veteran of Vietnam. I was told that the only requirements for being a prospect were that I be a Vietnam veteran and that I ride a machine of 700cc or more. I declined, as my job would not leave me time to be an active member.

Sometime last summer, the Vermont Chapter held some kind of gathering at the Guilford Fairgrounds (I think it was a swap meet - open to the public.) A good friend of mine went to the event with intentions of possibly joining the Vermont Chapter. (He is a two-year veteran of Vietnam as a combat engineer, with the USMC.) He was informed that he was not eligible to join, as the Vermont Chapter had voted to exclude anyone not riding a Harley, and he rides a 750cc Honda. Needless to say, this policy is totally ridiculous, as the name of the club is The Vietnam Vets Motorcycle Club, not The Harley-Riders Club.

At least one member of the Vermont Chapter, and very likely more than one, owns a Japanese car. Probably every member owns at least one thing made in Japan. What's the difference? A Jap bike, a Jap car, a Jap TV or VCR, it's all the same to me. For the Vermont Chapter to accept these members and exclude a man who spent two years in Vietnam totally on the basis that he rides a Japanese bike is total hypocrisy. Hypocrites are on the same level with people like Jim and Tammy Bakker and Jimmy Swaggart which is just about one level above whale shit!

I wouldn't join the Vermont Chapter of the Vietnam Vets MC if I owned a dozen Harley-Davidsons, and had nothing better to do with my time!

Donald E. Tracy, Jr., Homosassa Springs, Florida. *END*

Salem, July 1990

BikePAC's CAPITOL UPDATE

First of all!! A big "THANK YOU" to all the "Freedom Fighters" who worked so hard throughout the year to gather signatures. Unfortunately, we fell short and were unable to make the November ballot. But the fight will still go on to regain our "Freedom of Choice". On to current affairs! Update, July 17, 1990, Salem, Oregon.

Initiative Petition:

Requires the use of Safety Belts - Dr. John Tongue was successful in his attempt to gather the required signatures to once again put the question to the vote of the people. Now is the time to stand up and be counted!

With the help of Roger Hendricks, ABATE Coordinator, and Carolyn Meerzo, ABATE Membership Secretary, BikePAC of Oregon's Legislative Director, Butch Harbaugh was appointed by the Secretary of State to serve on the committee to prepare an explanatory statement for the voters pamphlet for the 1990 November general election. This is a great honor for the motorcyclists of Oregon and a direct credit to the never ending pursuit of ABATE of Oregon and BikePAC of Oregon. We've come a long way folks! We now need your help more than ever.

Vote NO on Ballot Measure #9.

You must become active!

- Tell everyone you know to vote no on #9.
- Contact your elected official and find out where they stand.
- Attend your chapter meetings and help make lawn signs stating your opposition.
- Get the word out.

By defeating the seat belt law, we will gain momentum to once again regain our freedom. We need your help. Please give us a call.

Butch Harbaugh
Legislative Director, BikePAC of Oregon, 503-363-6106

A MEASURE OF IMPORTANCE

Author Unknown

Someday when you're feeling important,
Someday when your ego's in bloom,
Someday when you're feeling you're the most important
man in the room.

Take a bucket and fill it with water,
Stick your hand in up to the wrist,
Pull it out, and the hole that remains
is a measure of how much you'll be missed.
You may splash all you wish when you enter,
Splash the water around galore.
But you find when you finally leave it,
It's exactly the same as before.
So, as you follow your daily agenda,
Always do the best that you can.
Be proud of yourself, but remember,
There is no indispensable man.

END

Reprinted from June 1990
R.I.M.A. Monthly Newsletter

POEMS

TONIGHT, I TRADED WORDS

Tonight, I traded words
with a biker
and he said,
"It's just me and my cat
and that's how I like it."

And I could relate
'cause it's just me and my dog
and that's how I like it.

If we want to party-hardy
if we want noise and sensory -

bombardment
we go out-of-doors
away from the niche, the nest.

We go to other people's places
the bars and saloons,
and when all the partying
is out of our system
we go home:

him to his cat
me to my dog.

and we breathe a sigh of relief:

"Ah! it's good to be home."

One receives only that which is given.
The game of life is a game of boomerangs.
Our thoughts, deeds and words, return to us
sooner or later, with astounding accuracy.

by Florence Scovel Shin

END

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

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CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

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NAME: _____ NAME: _____

NAME: _____ NAME: _____

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Remember to mail your membership renewal today.

Chapter Meeting – Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
1st & 3rd SUNDAYS	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	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. - Poker Run.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd SUNDAY	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd & 4th MONDAYS	YAMHILL COUNTY	3 pm, The Log Cabin, Carlton.
	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.
	TEAM TOTEM	7:30 pm, Tiny's Restaurant and Lounge on Denver Avenue, 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.