

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



Oregon, Inc.
Let Those Who
Ride Decide!

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



NATIONAL POSTER CONTEST

In a joint effort to help with the promoting of riding straight and rider education, a National Contest has been put together to kick off the 1991 riding season. The MRF, representing in Washington, D.C., a significant number of motorcycle rights organizations and independent riders, the Motorcycle Industry Council (MIC) and the AMA, are working in a combined effort to kick off such a promotion.

The reasons for such a campaign are obvious, to keep you riding safe. A significant number of operators out there are making errors that end up with tragic results. Constant awareness of these errors, through posters, will help keep you, the motorcyclist, aware of the dangers out there. Such dangers as, other vehicles, excessive speed, riding outside ones ability and of course riding while under the influence are a few of the problems.

The participants of the contest are you, the Motorcyclist. The prizes are big; \$1,000.00 to the first place pick and \$500.00 to the second place pick. All posters must reach the MRF-AD office by August 31, 1990. Winners, when selected, will be announced at the 1990 MRF, Meeting of the Minds in Carlisle, Pennsylvania in September. Decision of the judges will be final.

Posters can be penciled, color drawing, photographic type or whatever it will take to get the job done. All art work for the reproduction of your poster will be necessary on request if selected. Size is not of importance but, should be considered for good visibility. Type of poster, in regards to people, bikes and scenery should be generic as they will be used throughout the country.

Who will receive these posters? Once again, you. They will be distributed to each and every motorcycle dealer and Rights group, as well as all safety organizations in the U.S. Anyone who does not receive one as a dealer or aftermarket company may do so on request. Any organization upon written request may also receive a set of the winners.

Your participation in this contest is another way that you can show your love for this fine sport of motorcycling and possibly save a friend from making a tragic mistake.

Send all entrants to:

MRF-ADS
P.O. Box 20963
Providence, RI 02909



All entrants become the property of the MRF. END

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

BUSINESS CARD SIZE: 1/2 PAGE:	\$ 25.00 - 3 months \$ 45.00 - 6 months \$ 75.00 - 12 months \$ 67.00 - 3 months \$127.00 - 6 months \$200.00 - 12 months	1/4 PAGE: FULL PAGE:	\$ 44.00 - 3 months \$ 80.00 - 6 months \$133.00 - 12 months \$113.00 - 3 months \$213.00 - 6 months \$333.00 - 12 months
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To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read Newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

ABATE of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208
Please make checks payable to ABATE of Oregon, Inc.

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

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3747 N.E. Sandy Blvd.
Portland, OR 97232

CHAPTER ADDRESS AND CONTACT PERSON(S)

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

"If we wish to be free, if we mean to preserve inviolate those inestimable privileges for which we have been so long contending. If we mean not basely to abandon the noble struggle in which we have been so long engaged, and which we have pledged ourselves never to abandon until the glorious object of our contest shall be obtained - we must fight!" - Author Unknown

I want to thank everyone for their cares and concerns in sympathy for the loss of my daughter who enjoyed our motorcycle rides together. We both believed very strong in our freedom and now she has found her freedom. Riding forever free.

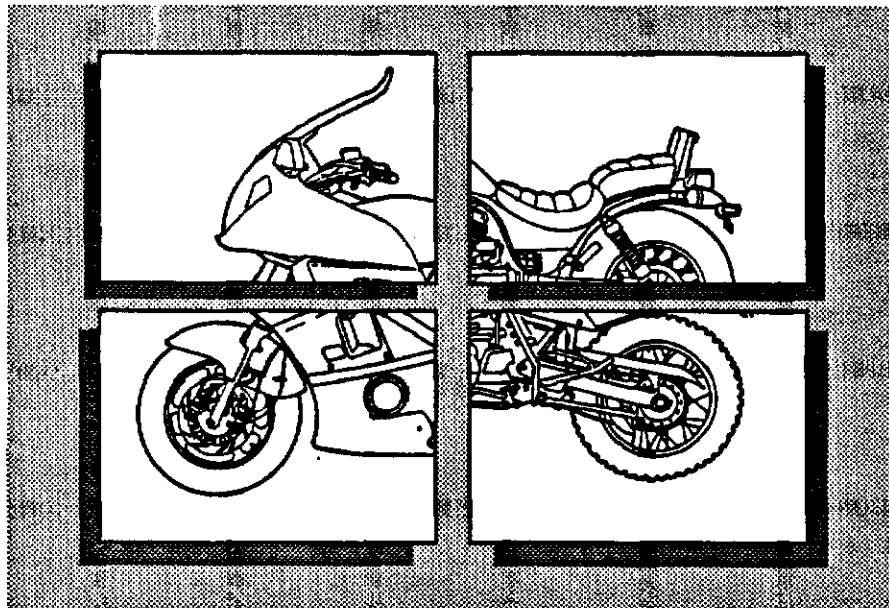
My second "thanks" goes to all the people that helped make Fossil possible. As Run Coordinator, I feel very proud to have worked with such dedicated members. Without this dedication and responsibility Fossil Run would not have been a success.

Thank you all very much. For those of you that were looking forward to roving board meetings in your area, I'm sorry the Representatives voted them down. Although, if you want to set up a meeting in your area and invite the board we would be more than glad to come.

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.

NO MATTER HOW YOU PUT IT TOGETHER



They're STILL motorcycles.

**MOTORCYCLISTS  UNITE
DON'T DISCRIMINATE**

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

Minutes for June 9, 1990

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

Roll call of Chapters: Central Oregon - 1, Douglas County - 2, Jackson County - 2, Josephine County - 2, Lane County - 1, Lincoln County - 2, Mt. Hood - 1, N.E. Portland - 2, North Coast - 2, Salem - 2, S.E. Portland - 2, Team Totem - 0, Washington County - 1, Yamhill County - 1. Total 21.

MEMBERSHIP SECRETARY: Membership is down 21 from last month. Membership Secretary was absent. As of June 1, 1990:

Central Oregon	27
Columbia County	.0
Douglas County	63
Indian Creek	77
Jackson County	56
Josephine County	68
Lane County	25
Lincoln County	79
Mt. Hood	38
N.E. Portland	128
North Coast	44
Salem	63
S.E. Portland	101
Team Totem	70
Washington County	35
Yamhill County	42
TOTAL	916

STATE RUN COORDINATOR: Fossil made a profit!!! There is a detailed report following from Treasurer. Indian Creek concession booth made a profit of \$170.00 for BikePAC, Mt. Hood donated \$40.00 of their profit to BikePAC. Outside concessions made about \$1,250.00 and we made \$1,400.00 off of beer.

ABATE PRODUCTS DIRECTOR: Angie still has thermals from Fossil for \$15.00 each. She also has tickets for a plaque to be raffled off for the EMT's at Fossil.

EDUCATION DIRECTOR: Absent

LEGISLATIVE DIRECTOR: Roger gave a brief report on political happenings. Check this one; now they are trying to make a law that if you are disabled, you are not allowed to ride a motorcycle at all.

TREASURER:

Checking	\$3,748.55
Savings	59.06
Postal Fund	263.87
Total	\$4,071.48

Fossil Run 1990;

Total Income	\$11,968.56
Total Expenses	\$8,718.60
Profit	\$3,249.96

A detailed report was given to all State Reps. at this board meeting.

OLD BUSINESS: Columbia County is turning over their belongings to the State. Their charter has been pulled.

NEW BUSINESS: A vote was held to raise memberships to \$20.00 regular member, \$5.00 for household member (significant other), \$30.00 for family membership. Motion was passed. This is effective immediately.

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

Respectfully submitted,
Judy Leemann, State Secretary

CHAPTER REPORTS

CENTRAL OREGON

Where did the riding weather go? Was our summer in March and April? I sure hope not!

Not much happening here. Just waiting for the weather to warm up to plan a mystery ride soon.

Until next time.
Terri

P.S. Randy found an article in the Bend Bulletin while in the hospital. Thought you might like to read it. Find it on page ___ in this Newsletter.

DOUGLAS COUNTY

Nice riding weather!

Thanks to all who donated help for the Camp Easter Seals

swimming dock. Special thanks, not only to Douglas Co. members, but also to the people of Coos area for donations of materials and time! Lane Co. for their support and time! And to the folks from the prison and the man with the tractor. Many thanks!!!

A good time was had by all at Fossil. We're looking forward to Windy Creek, August 25th and 26th.

We of Douglas Co. send our deepest sympathy out to Roger Hendricks and his family for the loss of their daughter and loved one.

Summer (Yeah!)
Julie

JACKSON COUNTY

We are currently planning another Past Coordinators Party.

Last year we made \$300.00 and had a blast! Same place as last year, June 23rd. Call 773-6631 for more information or if you need a place to crash.

The S.O.S. Run is in the makings. Remember, it's the last weekend in July at South Umqua Falls.

See you in Sturgis!
MA Pencilneck

JOSEPHINE COUNTY

We survived! Cabin Fever and Fossil both. Had a great time at both. Now on to S.O.S. Run and Sturgis. We had a Fizzel Run for those not going to Fossil and it lived up to it's name. Guess we have some really sweet riders down here. The 24th of June we're having our Lovejoy Hospice Poker Run. Hope we get better participation than we've been getting for other things lately.

We're having a membership drive with some great prizes for the winner. Till the next time, right side up. S.O.S. Run, July 27-29 at South Umqua Falls

S.O.S. & Sturgis
Jim

LANE COUNTY

Our Chapter is going strong once again, with 10 new members and many more on the way. Our Chapters officers are as follows:

Coordinator - Alan S. Foster
Vice Coordinator - Archie Churchill
Secretary - Gina Collins
Treasury - Kathy Churchill
Membership Sec. - Gina Collins
Public Relations - Jack and Virgil
Legislative - Jack Robert
Education Dir. - Jack Robert
Ways & Means - John Ware
State Reps. - Archie Churchill and Paul Kavanagh
Alt. State Rep. - John Ware
Historian - Scott MacDonald
Newsletter Editor - Harley Gronsdahl
Sgt.-At-Arms #1 - Harley Gronsdahl
Sgt.-At-Arms #2 - Virgil Cook

NOTICE

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

LINCOLN COUNTY

(No Report, First Time.)

MT. HOOD

Greetings from Mt. Hood.

Sorry for not having a note from us last month. Just busy and

forgetting some of my responsibilities. Our Poker Run to the Sun of June 23 and 24th should be a complete success. I hope I have nothing but good stuff to write about it next month.

We shall see you on the road and guess what! Not only in the little white car but on the bike as Roger's got the bike running now. It's great.

See you in the wind
Adios, Angie

NORTH COAST ABATE

(No Report, Second Time.)

N.E. PORTLAND

(No Report, First Time.)

SALEM

Here is the monthly report again from the Salem Chapter. Our Fossil Run food trailer lost us money this year but we had a great time. We would like to say that we appreciated all of the help that we got from all of our members in keeping up with the Food trailer and with Security. Special thanks goes to Sonney, Mel, Kurt and Shirley, and to our new members who really pitched in.

Salem Chapter is having a Poker Run on July 15th. The starting time is 10am-noon at Mickie's Tavern (formerly Gene's Tavern) on South 12th Street here in Salem. There will be prizes and a lot of fun.

Also, a reminder to everyone that our Fox Creek Run is still on for August 4th and 5th at Detroit Lake. This is the last year at this location and we need help getting it together and we want everyone to help us make this one a real blowout. There will be a new location next year, so this is the biggest and best that Detroit Lake or we have seen. Help us by coming and making it bigger and better every year.

Well, I guess that I have said enough for this letter. Hope everyone will join us for our Poker Run and for Fox Creek. See you there.

Ride safe and free!
Dago and Stoner

S.E. PORTLAND

Not much in the way of news this month. S.E. Portland Chapter has been growing slowly but steadily. We just ordered and received a supply of Chapter T-shirts that look quite classy - thanks Angie! We also recently voted to increase dues following the state's finance committee report. We have tentative plans to take an informal chapter run after our July 15 meeting. I'm looking forward to that so the members can get to know each other a little better. Could it be? Is summer really here? It's beginning to feel that way ... so ride safe, free and happy y'all! See you on the road.

Christine "Muffy" McClure
S.E. Portland Chapter Secretary

TEAM TOTEM

(No Report, Second Time.)

WASHINGTON COUNTY

(No Report, Third Time.)

YAMHILL COUNTY

We have 42 members, a healthy bank account, and new officers elected at our tentatively new meeting place, the Log Cabin in Carlton. We will now be meeting once per month on the 2nd Sunday (following the state board meeting on Saturday). New officers are:

Coordinator - Dave Hart
Secretary - Steve Dodds
Treasurer - Debbie Jones
Membership Sec./Historian - Sandy Sharrar
Ways & Means - Kraig Markusen
Vice Coordinator - Steve Dodds
State Reps. - Kraig Markusen and Steve Dodds
Sgt.-At-Arms - Sal Eramo

We will also have an Alternate State Rep. chosen from the general membership by one of the Representatives in case he cannot attend. Some of you others Chapters might consider this, too, because being under represented at the State Board Meeting limits the local membership's will from being implemented.

Many of our members went to Fossil and we had a good time. Our pig roast essentially broke even, financially. Damn that was a big pig and damn it took a long time to cook, but damn it was sure good, both days. Thanks everyone for being patient enough to wait 'til 11:00 pm to "pig" out. Next time, we'll probably do a smaller one.

Steve

AMA
H.O.G. *The Salem H.O.G. Chapter*
2nd ANNUAL POKER RUN
TO BENEFIT ABUSED CHILDREN

SUNDAY
JULY 15TH

SIGN IN
8 am - 10 am

\$8 per person

Wilsonville Rest Area
(south bound exit)

Trophy For Largest AMA Chapter
Trophy For Largest H.O.G. Chapter

WILSONVILLE
I-5 north
Charbonneau
Exit
for turn around

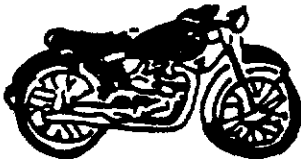
DOOR PRIZES !!!
TROPHIES !!!
RUN PINS !!!

(south bound exit)
REST AREA
SIGN IN

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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>JULY</u>				
MRC:RSS	12,14,15,19,21	-	12,14,15,19,21	5,7,8,12,14,19, 21,22,26,28
ERC	22	28	-	15
<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>JULY</u>			
6,7,8	Medford		
13,14	Medford	Bend	
20,21,22	Grants Pass	Bend	
27,28,29		Burns	
<u>AUGUST</u>			
3,4,5	Roseburg	Ontario	
10,11,12		Baker City	
17,18,19		La Grande	Florence
24,25,26		Pendleton	North Bend
<u>SEPTEMBER</u>			Brookings
7,8,9	Klamath Falls	The Dalles	
14,15,16		Lakeview	Astoria
21,22,23	Grants Pass		Tillamook
28,29,30	Medford		Newport
<u>OCTOBER</u>			
5,6,7		Bend	

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

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

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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

THE PLAN

Anonymous

In the beginning was The Plan;
and then came the assumptions.
And the assumptions were without form,
and the plan was without substance.
And the darkness was upon the face of the workers,
and they spoke amongst themselves, saying,
"It is a crock of shit, and it stinketh."
And the workers went unto their supervisors and sayeth,
"It is a pail of dung, and none may abide the odor thereof."
And the supervisors went unto their managers and sayeth
unto them
"It is a container of excrement and it is very strong,
such that none may abide by it."
And the managers went unto their directors and sayeth,
"It is a vessel of fertilizer, and none may abide its strength."
And the directors spoke amongst themselves, saying
to one another
"It contains that which aids plant growth,
and it is very strong."
And the directors went unto the vice-presidents and
sayeth unto them
"It promotes growth and is very powerful."
And the vice-presidents went unto the president,
and sayeth unto him,
"This new plan will actively promote the growth and efficiency
of the company, and these areas in particular."
And the president looked upon the plan,
and sayeth that it was good, and the plan became policy.
"This is how shit happens."

END

**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.

Reprinted from May-June 1990
Philip Morris Magazine

CENSORSHIP STIFLES CHOICE

Advertising probably conveys more raw information about the world around us than all the self-conscious techniques of education combined. More people have learned to read through advertising than through any other information source. As an expression of shared values, advertising dwarfs any other kind of communication.

Precisely because advertising is such a potent medium, elitists seek to denigrate or silence it. While criticism of the excesses of a mass consumer society is valuable - and occasionally valid - it can never justify censorship.

Mass communication media can function without advertising. The government could, as many countries do, declare a monopoly on the media and operate them "in the public interest." But in many cases, governments end up protecting the people from "harmful" or "tasteless" speech that just happens to threaten the political or cultural elite. These governments don't like advertising precisely because it transfers ultimate power over the media and their contents to the public.

Attempts to limit the flow of information about economic or political decisions are simple covert means of controlling behavior. Manipulating free speech to control behavior is a far greater threat to individual autonomy than regulating it. Nothing could be more inconsistent with - and more corrosive to - this country's commitment to individual dignity and free choice than a regime of censorship that assures people that they are free to choose, while secretly stacking the information deck to manipulate their choice.

Banning speech about lawful choices - whether economic or political - treats people like rats in a laboratory maze. Seeking to guide behavior patterns that seem "wiser" to the elite and rationing the flow of public information, is an Orwellian process that has no place in our system of political and economic democracy.

Burt Neuborne is a professor of law at the New York University School of Law and was formerly national legal director of the American Civil Liberties Union. END



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Attn: Members

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

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

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
Tanks - Beaver Creek	\$ 6.00
Long Sleeve T-S - B.C.	\$ 9.00
Sweatshirts, Hooded	\$16.50
Sweatshirts, Crewneck	\$11.50
T-S - Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

WASHINGTON COUNTY CHAPTER

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

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

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.

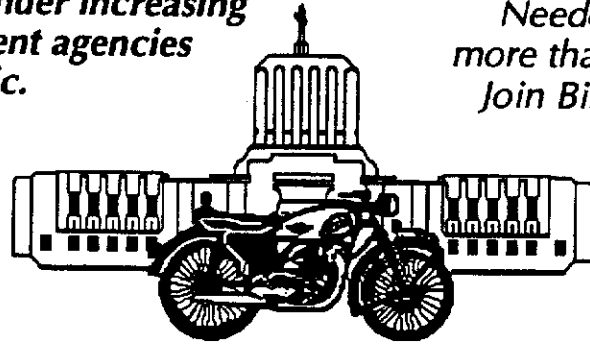
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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.

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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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CHECK THE FACTS

Why are regulations and laws going on the books forbidding smokers to consume a legal product anywhere someone else might see them?

The answer is very simple: Anti-smokers think laws will make us quit. America's closet Puritanism always has had some influence on our political system. We have seen it manifest itself in America's experiment with alcohol prohibition and the Sunday blue laws still on the books in a few communities. The people who brought us these laws were no different than the anti-tobacco crusaders of today. They have created a controversy around a legal activity and have mustered the political will to "protect" society from itself.

In the mid-1970s, when the "quit smoking" crusade was least effective, "secondhand smoke" was "discovered." The first Clean Indoor-Air Act went on the books in Minnesota in 1975. With the taste of victory and a firm belief that legislating smokers out of mainstream society would persuade them to quit, the anti-smokers pressed on.

During the late 1970s and early 1980s, 19 studies sought to establish a relationship between secondhand smoke and lung cancer in nonsmokers. The results were disappointing for the anti-smokers. Six of those studies were so poorly executed that not one scientist would look at the results. The findings of the remaining 13 studies differed greatly. Only six produced anything "statistically significant"; the results of the other seven did not support the theory that secondhand tobacco smoke is linked to cancer. In addition to these studies, there was a complete failure, after thousands of trials, to induce lung cancer in laboratory animals that had been exposed to large volumes of tobacco smoke.

But that didn't matter; more smoking restrictions went on the books.

In 1985, Surgeon General C. Everett Koop reported that no basis for the concern about secondhand smoke could be found in the research. In 1986, the National Academy of Sciences reached the same verdict. Yet late in 1986, Koop changed his mind and proclaimed that secondhand smoke was harmful, despite an obviously inconclusive scientific case.

We should note that current attempts to speed the decline of tobacco consumption in the United States are backfiring. Forcing smokers out of the public eye has not made us quit; it has simply made us angry. We live in a country that glorifies freedom - in all forms - but at the same time wants to deny the personal choices that make that freedom complete.

Perhaps we should check the facts before recreating America in C. Everett Koop's image.

Dave Brenton is cofounder of the Mesa, Arizona-based Smokers' Rights Alliance, a nonprofit organization dedicated to defending the rights of adult tobacco consumers. *END*

BIKER'S LAW

- Her old man will always be bigger than you are.
- Your brothers will always give you the lead two miles before a speed trap.
- Anything dropped from a moving bike will always be run over by a truck.
- The less time you have, the longer the detour will be.
- Your insurance will always expire at the same time as your luck.
- Winter will always start on the same day your car quits.
- Your bond will always be ten dollars more than you have.
- The odds of dropping your bike will be in direct proportion to the number of people who are watching.
- Throttle cables will break only in heavy traffic.
- The part that requires no modification will.
- The part on back order will arrive the same day you spent the money.
- No matter what bike you buy, it will be discontinued the next year.
- No matter what exotic color you paint your bike, you will see three more the same color the first day.
- The judge you get will come to court with a hang over.
- The best place to build a gas station will be twenty miles from where you ran out of gas.
- The shortest distance between two points will be directly through a radar trap.
- The spare part you didn't bring will be the first one you need.
- The cop who stops you will always be the one who didn't get any last night.
- You will always reach the biggest puddle of water within ten miles at exactly the same time as a semi.
- If you slow down, so will he.
- If you speed up - ditto.
- The truck that sells forty weight oil will only stop in stations bike don't.
- Tires will only go flat when you're riding along.
- The only time your bike will ever start on the first kick is when it's being stolen.
- Interstate highways will only go where you're not.
- Gravel roads always will.
- The only thing a bike shop will never misplace is your check.
- Chrome plating will peel only in places where it shows.
- The gas jockey you wouldn't let put gas in your bike will always be standing there to hand you a rag to wipe off the gas you spilled.
- You will have a buyer for your bike on the first day it won't start.
- Your vacation will always come on the first day of the monsoon season.
- It will never rain in the closet where you left your rain gear.
- Bungee cords will always be two inches too short.
- The jerk in the truck ahead will chew tobacco.
- Your new ape hangers will always be one inch over the legal height.
- All parts marked "rush special order" will be shipped by slow camel from Tibet.
- Repair bills will be figured at a cost per hour equal to the gross national debt.
- Custom fit will mean a big hammer is required.
- Your bike will only fail to start when it's at the bottom of a hill.

END

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Reprinted from June 1990
ABATE of California Newsletter
SONG TO STURGIS

by Glenn Powell

On a highway to Sturgis, hair blowin' free. American Rider, yeah that's me. See the road flying by. See the wondrous sky. My, oh my, oh my. Adrenaline it surges, on a highway to Sturgis.

On a highway to Sturgis, heart pumpin' fast. A real life adventure, hope it lasts. Hear the engine humming, here I am a'coming. My, oh my, oh my. The natural urges, on the highway to Sturgis.

Far away from home - party bound, party bound. Folks are coming from all around - all around. Smiles and laughter, fun's what we're after. Sturgis bound.

On a highway to Sturgis, head feelin' fine. A true Harley biker, that life's mine. Feel the Wind going strong, feel the road and it's song. My, oh my, oh my. Heart and Soul merges, on a highway to Sturgis.

That about says it all. See you there.

END

**HAVE YOU SUPPORTED OUR
ADVERTISERS LATELY?
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A.B.A.T.E. OF OREGON!**

Reprinted from June 1990
ABATE News, ABATE of Indiana, Inc.

**Kidd's Stuff!
REGULATED TO DEATH**

by Kidd Curry

How much regulation can the American Citizen put up with? It appears that everyone with ideas to regulate a personal choice of freedom is pushing hard at the same time. If you think about it, it all makes sense. With Legislators so overloaded with issues, some will pass these issues without even reading them. What we have are the Legislators' Aids reviewing and advising them which way to vote on an issue. Some of our members are even getting letters back with comments that are not even related to the issue they wrote about.

People want us to wear helmets on our heads rather than to educate us. If the Insurance Industry believes helmets would save lives and money, why don't they put an incentive in their policy that would encourage usage. It only makes sense that they could reveal a rider who was involved in an accident who had all the proper protective gear on. At the very least they could offer to buy new gear after the accident. Ironically though, many companies will not even pay the cost to replace a damaged helmet, much less your damaged leather jacket, gloves, boots, etc. The money saved by wearing a leather jacket over paying expenses to cleaning up a severe road rash would most likely pay for several jackets. It only makes sense, you save me a thousand dollars, I'll give you a hundred every time.

Another thing most people are overlooking is the equipment (helmet) that people are wearing in mandatory states. I'll use Florida for an example. During Bike Week this year I made the observation that almost half of the people riding were wearing a half helmet that

resembled a German war helmet, I even purchased one myself. Upon returning from Florida, I sent the helmet to the Snell Memorial Foundation to have it tested. The helmet was of such poor construction that the engineers would not test it on their equipment; they stated that their equipment would be damaged if a test was made. This helmet even had a couple of popped rivets on the sides that lined up with your temples. In the event of an accident, those could cause serious harm to a rider. The point here is that people are wearing these to pacify the law officers of the state and in so doing they are threatening their own lives at the same time.

The argument with this would be restricting the helmets to be worn to meet certain standards. Everyone knows law enforcement has plenty to do without pulling over every biker and checking their helmet. Some will then say the extra money saved on medical costs from mandatory laws could be funneled back to law enforcement. How much will it cost to make the entire law enforcement forces across the country experts on helmet construction? All this will do is open up a huge market for people to sell bogus DOT, Snell or whatever stickers. Now, what does the law officer do? I guess he could confiscate your helmet and send it somewhere to be tested. Of course this leaves you riding home without one, which will guarantee you a ticket before you get there.

I'm sure that everyone would agree that if a mandatory law would reduce fatalities down to zero we would be in favor of it. In reality, that will never be the case. Reducing deaths on our highways is no easy task and mandating people to certain articles of clothing will not make them safe.

On the news this morning, Little League Baseball is coming under fire. An unfortunate accident happened where a boy was struck in the chest with a baseball and later died. Now they want all the players to wear protection that looks similar to a life jacket. Next, I'm sure they will have an entire plastic suit of armor for them to wear.

Cyclists are coming under fire as well. Laws are being introduced to require them to wear helmets also. Now people are discovering that some of these types of helmets are putting tremendous stress on the neck, increasing the injuries. Apparently, the foam outer shell is gripping the pavement and twisting the head instead of sliding on the pavement. I can see my own son leading the gang in helmet protest for bicyclists already. I'm sure groups like these will be more ruthless than anything law enforcements have tangled with yet.

Legislators are trying to regulate many other things that effect us as well. Regulating who can use public property, what kind of insurance you have, what kind of animals you own, type of guns you own and even what you eat. The list of other items could probably fill a book. Most mandatory legislation seems to be pushed by special interest groups. Their only interest is to force the will of their minority upon the majority of the population. Let's not forget the reason this country was formed. Our country's fathers were looking to enjoy freedoms that were taken away from them in their home countries. Many have died for this country to protect those freedoms. It is now up to all of us to ensure that the American people don't become their worst enemy.

Keep It Alive and Free. END

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



MOTORCYCLE SAFETY PROJECTS, INC.

5224 Cherry Heights Road West
The Dalles, Oregon 97058
(503)298-1317

H.H. "Butch" Harbaugh
President

Carolyn Meerzo
Secretary

Teresa Hepker
Treasurer

Board of Directors
ABATE of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208

June 15, 1990

Members of the Board,

Many of you are probably unfamiliar with the background of Motorcycle Safety Projects, Inc., or MSP.

In 1984, when the Team Oregon motorcycle safety program first began operation, the Board of Directors of ABATE of Oregon approved a proposal by several ABATE members to apply for a grant from the Oregon Traffic Safety Commission to conduct motorcycle training courses for experienced riders. The program was known as the Mobile Better Biking Program.

Under the grant guidelines, ABATE was required to provide a certain amount of "matching" funds and volunteer time; the majority of costs were covered by the grant. Because reimbursements from the state usually took a couple of months, the Board committed ABATE funds to get the bills paid on time, knowing that the money would be reimbursed.

After a year and a half of operation, the Board agreed that it would be a good idea to form a separate corporation to operate the program, to take advantage of 501(c)3 tax status as an educational organization, and to ease the administrative demands of the program. The new corporation was called Motorcycle Safety Projects, Inc. The ABATE Board at that time voted to allow the new corporation to keep the funds that were in its bank account, thereby committing it to use in motorcycle education activities only.

When MSP ceased conducting rider education classes, the MSP officers agreed to hold the remaining funds in an interest-paying account until an appropriate project should arise. Because of the differences in tax status between MSP and ABATE, the money could not simply be returned to ABATE.

The money has remained in the account until MSP officers learned that Team Oregon has been desperately short of

training motorcycles this season. Negotiations with Team Oregon staff resulted in MSP providing funds for the purchase of a 1982 Honda CM200T motorcycle, which has been donated to the Team Oregon motorcycle safety program. The bike had 3400 miles on it, and cost \$575.

I'd like to mention that Bill Spencer, the Team Oregon staff member who located the bike, volunteered to pay for it out of his own pocket on my assurance that he would be reimbursed. This is just one example of how committed many of the Team Oregon staff are to the success of the program.

After purchase of the bike, \$616 remains in the MSP account. It is our intent to purchase either a second motorcycle or other needed equipment for use by Team Oregon, as determined by the program's needs. When that money is entirely spent, the account will be closed and the MSP corporation will be dissolved.

We would like to thank ABATE for the support given to MSP activities over the years, from the financial support of the Board to the many hours donated by individual members to help the Mobile Better Biking Program succeed. The Mobile BBP demonstrated that a mobile training program was a workable idea, and laid the ground work for the Team Oregon mobile program that is in use across Oregon today.

There is still room for ABATE involvement in the motorcycle safety arena! The program needs more instructors today than ever before; and if you haven't yet taken a rider ed course you are missing out on a world of knowledge that could save your life. Many organizations offer member incentives to complete a course: AMO will reimburse the cost of a course for any member, and H.O.G. offers a similar deal. Maybe it's time for ABATE to consider the idea.

Think about it. The more you know, the better it gets.

Sincerely,

Teresa Hepker
Teresa Hepker

cc Carolyn Meerzo
Butch Harbaugh

MOTORCYCLE SAFETY PROJECTS, INC.

5224 Cherry Heights Road West
The Dalles, Oregon 97058
(503)298-1317

H.H. "Butch" Harbaugh
President

Carolyn Meerzo
Secretary

Teresa Hepker
Treasurer

Stan Porter
Director, Team Oregon Motorcycle Safety Program
Oregon Traffic Safety Commission
400 State Library
Salem, Oregon 97058

June 15, 1990

Dear Stan,

We take great satisfaction in being able to present you with a 1982 Honda CM200T motorcycle for use in the Team Oregon motorcycle safety programs. We hope it will help to alleviate the shortage of bikes you have been experiencing this season. You will find the title and bill of sale enclosed.

I want to commend Bill Spencer for his prompt action on our offer to purchase a motorcycle. Within just a few days of my conversation with him, he found a suitable machine and volunteered to pay for it with his own money on my promise that we would reimburse him. His initiative allowed the motorcycle to be put into use in Portland the weekend following its purchase.

Now for a little background information: Motorcycle Safety Projects, Inc. (MSP) was an outgrowth of the ABATE of Oregon, Inc. Mobile Better Biking Program which conducted courses for experienced riders from 1984-1986 under grants from the Oregon Traffic Safety Commission. MSP was formed in order to gain a more advantageous tax status as an educational organization, and to ease administrative tasks.

The funds which MSP used to purchase this motorcycle were provided entirely by ABATE of Oregon, Inc. for use in furthering motorcycle safety education projects. Since MSP is no longer directly involved in conducting rider education courses, our officers feel that this purchase is an appropriate use of the money entrusted to us by ABATE of Oregon, Inc. I encourage you to give ABATE the recognition it deserves for the commitment made by its Board of Directors several years ago.

Sincerely,

Teresa Hepker

cc Bill Spencer
Roger Hendricks, ABATE of Oregon, Inc.
Carolyn Meerzo, Butch Harbaugh

A.B.A.T.E.
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RIDING IN GROUPS

by Dale C.

With all the group riding planned this summer, concern is high to do it right. But if you start talking about group riding at an AMO gathering, you're likely to see some sparks fly! Group riding can be one of the most enjoyable aspects of the family of motorcyclists. It can also be one of the worst!

There are two major problems with group riders. (1) Safety. (2) Group compatibility. If you plan for both (and expect neither!) then your ride can be a high point you'll talk about for years.

I won't get into a big discussion about hand signals and bike-to-bike communication. YOU work that out among yourselves BEFORE you ride! Also, discuss what to do if separated. I have my own guidelines, but I'd rather address the safety issues. The main thing is TALK BEFOREHAND! If you do not tell your fellow riders what irks you, do NOT expect them to know.

Some safety guidelines are:

LANE POSITION: Avoid riding side-by-side. In the rider courses we teach a "space cushion" to manage time and space around you. Riding side-by-side takes that away. (It is okay to wait at a stoplight side-by-side.) Ride staggered in the left or right hand portions of the lane, two or more seconds behind the person in your portion of the lane.

CORNERING: Cornering is done single-file, and just as if you were riding by yourself. Be advised this will now increase the length of the bike string, which means the riders in the back will have to ride faster to catch up once the string goes back to riding staggered. Put riders who are comfortable with that idea near the back of the pack.

PASSING: Passing is an individual responsibility. Once you've passed a slower vehicle, keep on the power and move to the right to allow a rider who may be following you to move back into your lane. Make clean, wide, well-signalled passes, even passing someone in your own group.

GETTING PASSED: Forget the idea of not breaking a string of bikers. Give idiots driving too fast some room to pull in if they can't pass your whole line in one pass. If not, they will simply make room, and the Law of Tonnage says you'll lose. Don't hold up traffic!

This list is too brief, but space is limited. Really, these are about the only safety issues in group riding. Everything else, including riding speed, when to leave, potty breaks and breakdowns, group size, etc., becomes individual choices. Ride with a group which has similar attitudes to yours. Talk with each other beforehand. Of course, we're going to ride differently in a group - that's the beauty of having your own machine. If we didn't want that freedom we'd all pile into a station wagon together. But somehow, Sturgis just wouldn't be the same!

The only one of my personal non-safety guidelines I will share with you is my cardinal rule for enjoyable group rides. Despite how annoying anything or anyone on the ride may be, as long as it's not unsafe, shut up and endure it. Things may get uncomfortable, and I don't really want to be reminded of that. That is: NO WHINERS! Ride Safe & Free. END

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.

FOR WHAT IT'S WORTH ... POLITICIANS OR PROSTITUTES?

by Don Smart

Back in the mid-seventies, I was living in San Diego completing a tour with the "National Canoe Club". One of the local bikers at that time had a sticker on his chopper which read "Give me liberty or give me head". This statement was his way of telling the world just how much he cherished his freedom. Short and to the point. At the time I got quite a laugh out of that sticker whenever I saw it. I seem to remember him telling me that the words politicians and prostitutes both began with "P" and ended with "S" and the only difference between them was that a prostitute could look you in the eyes when she talked about the business deals she made. At the time, this all seemed pretty funny as state after state was rescinding their helmet laws and it looked like the government was finally going to back off a little.

Looking back, maybe old Junker was a VISIONARY! Here we are, 15 years later and it seems our legislators are unable to drop their pants fast enough for the Federal Government. Just like a room full of streetwalkers, it appears each of them in state after state are willing to give away whatever they can offer (which in this case just happens to be a trivial matter called the freedoms of their constituents) for a flashy red dress and a handful of baubles. (Or more accurately, a bridge here or a stretch of highway there.) Unfortunately, just like a prostitute taken in by a pimp, the time will come when they wake up and find that the red dress wasn't worth what was given up. If every motorcyclist in America vanished overnight, it would not make a noticeable dent in the motor vehicle accident picture in this country. Likewise, you can bet your granny's false teeth that just like a pimp who gets what he wants, the government will be back ... demanding MORE!

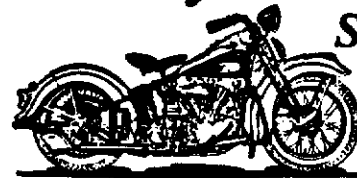
In this time of budgetary crunch and economic cutbacks it must seem an acceptable choice for many legislators to give in to the Feds for the sake of gaining highway funds for their states. After all, it's not their freedom that they're giving away and it's a lot easier than creative, constructive leadership. Hell, that takes actual thought and what does the public expect for the paltry salary our legislators receive anyway?

I believe what these people should be asking themselves is just what the price of their hour of pleasure is going to be, because NOBODY RIDES FOR FREE!!!

Ben Franklin, with eloquence, once said "A person willing to give up a freedom, no matter how small, to gain a small measure of safety, deserves neither freedom nor safety." Well, I'm sorry to say I'll probably never have the flair for words old Ben had so I guess I'll just follow an old tramps lead and put a sticker on my bike. Not world shattering but I feel a lot better for having done it! END

Body Blues

Stylize

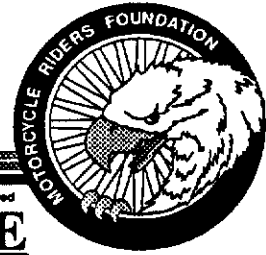


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MOTORCYCLE RIDERS FOUNDATION, INC.



WASHINGTON, D.C. UPDATE

By: Wayne T. Curtin

June 12, 1990

S.1007

Title - The National Highway Fatality and Injury Reduction Act of 1989

Sponsor - Senator John H. Chafee (R-RI)

Co-Sponsors - Senators Pete Wilson (R-CA) and Daniel P. Moynihan (D-NY)

Introduced in the 101st Congress on May 16, 1989.

Status - The last formal action was the public hearing on October 17, 1989, before the Water Resources, Transportation and Infrastructure Subcommittee of the Senate Committee on Environment and Public Works. Committee staff has confirmed that no further committee action has been requested or scheduled on S.1007.

H.R. 3925

Title - The National Traffic Fatality and Injury Reduction Act of 1990

Sponsor - Representative Jim Cooper (D-TN)

Co-Sponsors - Representatives Thomas M. Foglietta (D-PA), Harold Ford (D-TN), John Lewis (D-GA), Major R. Owens (D-NY), Donald Payne (D-NJ), Charles Wilson (D-TX), Bob Wise (D-WV) and Delegate Eni Faleomavaega (D-American Samoa)

Introduced in the second session of the 101st Congress on January 31, 1990.

Status - Jointly referred to the House Committees on Energy and Commerce and Public Works and Transportation. Currently no action is scheduled for either committee. At this time, Representative Cooper's primary emphasis is to recruit additional co-sponsors for H.R. 3925. As well, he is considering an attempt to offer this type of legislation as an amendment to some other bill.

National Highway Traffic Safety Administration (NHTSA)

In April, a Senate Appropriation's subcommittee hearing was held on NHTSA's proposed budget for 1991. At that hearing NHTSA Administrator, Gen. Jerry R. Curry, asserted the agency's commitment to work directly with states to encourage passage of helmet laws for all riders.

Then in the May 7th issue of Newsweek, there was an article concerning the regulatory actions of President Bush's appointees - titled The Accidental Regulator. The following is an excerpt from that article: [NHTSA Administrator] *Curry has ordered completion of long-languishing auto safety rules. And while he has attacked some auto-safety groups as "self-serving," he shares their distaste for libertarian arguments against government rules. For instance, he favors motorcycle-helmet laws so taxpayers won't have to pay an accident victim's medical bills just "so you can have air flowing through your curly locks as you ride down the highway."*

P.O. Box 1808, Washington, D.C. 20013-1808 • (202) 944-4920

Department of Transportation (DOT)

DOT recently released a new national highway transportation policy: **MOVING AMERICA -- New Directions, New Opportunities**. It is of concern that in the entire 129 page document there is only one statement that contains the word motorcycle: *It is federal transportation policy to encourage all states to enact laws requiring the use of safety belts and motorcycle helmets....*

Summary and Opinion

The fact is, in our Nation's Capital support is growing for a national helmet law for all motorcyclists. Should motorcyclists be able to defeat S. 1007 and H.R. 3925 this year it will be noted in history as the beginning, not the end, of another cycle of federal government activism in the issue of motorcycle helmet laws. In 1991 Congress will be working on the Highway Reauthorization Act. This major piece of legislation will provide numerous opportunities for "safety advocates" to offer legislation to help protect us from ourselves.

Defending the rights of motorcyclists to ride freely is becoming an immense task! To succeed in this undertaking we must increase our grassroots lobbying efforts beyond what we now have. According to the Motorcycle Industry Council, there are approximately 5.5 million motorcyclists in American. Currently the American Motorcyclist Association has about 170,000 members. The various state motorcyclist rights organizations around the country have, at best, a combined membership of 100,000. Realistically, that means less than 5% of American motorcyclists have committed themselves to helping protect motorcycling from undue government action.

If motorcycling, as we know it, is to survive the next 20 years, we must double and re-double the number of motorcyclists with an active interest in government relations. That not only means joining motorcycle organizations concerned with government relations. It also means becoming active and getting involved. To learn more about what you can do to become involved, contact the Motorcycle Riders Foundation (612-522-8024), the American Motorcyclist Association (614-891-2425) and your state motorcycle rights organization, A.B.A.T.E. of Oregon, Inc. (503) 284-9858.

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Reprinted from May 1990
Rhode Island Motorcycle Association
BIKERS SPEAK OUT

This letter to the editor appeared in the Providence Journal-Bulletin on Thursday, May 3, 1990.

The General Assembly is once again coming down on the motorcyclists of Rhode Island. They feel that we are not capable of knowing what is good for us. Their feeling is that we need to be protected from ourselves by putting helmets on us.

Helmets - the cure-all answer, like duct tape. It works, but if you avoid the breakup (accident) in the first place, it would not be needed. Education is the way to go, and that, of course, will mean spending money. I have news for you: The motorcyclists of Rhode Island have taken it upon themselves to pay \$3 per registration for the training program itself. I have taken this one step further and have become an instructor to help improve our riders.

The basis for mandatory helmets is the social burden theory. For you information, they motorcyclists of this country who are injured in an accident represent less than one-tenth of one percent of the overall medical expenses. If anyone is a social burden, it should be the smokers who are a burden. I, for one, am tired of this mandating and the lack of educating.

Louis P. Petrucci, Jr.

END

**LEGISLATORS ARE PEOPLE;
NOT MINDREADERS!**

Reprinted from May 1990
The Colorado Spokesman, ABATE of Colorado
MOTORCYCLE BED-N-BREAKFAST
by J.R.

Last weekend I had the opportunity to meet a very unique lady. Her name is Lois Wageck. She began riding a motorcycle during her 50th year of life. In the past she believed that motorcycles were dangerous, until she got a chance to go for a ride on one. She has been riding since 1979, and in 1982 she rode 3500 miles alone from Denver to a rally in Oklahoma, through the Midwest to Michigan, and back to Colorado. She went through nine states and said she still didn't see enough during this ride!

An idea came to her somewhere along the ride. Wouldn't it be nice to have some type of program so cyclists could have places to stay while traveling, someplace economical, and where you could meet other motorcycle enthusiasts. Something like a homestay program. Five years later Lois began putting this Bed and Breakfast program together. She has had great responses from around the country and many calls from satisfied cyclists.

This year's directory is growing rapidly. The directory lists 3 types of accommodations by state: Homestays (being a guest in a private home or hosting guests in your home), regular motels and Bed and Breakfast Inns that welcome motorcyclists, and hotels and Inns that offer great discounts to members of the Bed and Breakfast program.

Lois said her main desire for this program is to have more Homestays in the directory. If you would like to become a Host or a member contact Lois Wageck at 303-671-6927. It's a great program. END

Reprinted from March/April 1990
Kicking Back/Street Bikers United Hawaii

HELMETS CAN UNPLUG YOUR BRAINS

A group of surgeons in Adelaide, Australia, have recently concluded a four year study on helmets and come to the conclusion that instead of preventing fatal injuries in motorcycle accidents, rigid, full-face helmets (the ones that are commonly used in this country) can actually cause death. In what is described as a world breakthrough, the Australian Crano-Facial Unit has discovered how helmets can cause the brain stem to be severed in impacts, leading to instant death. One researcher, Dr. Rodney Cooper, pointed out that while these helmets protected the face, they simultaneously transferred the force of impact through the chinstrap into the jawbone and then into the brain. Says Dr. Cooper, "It's a lot like unplugging the brain. Victims of a judicial hanging suffer the same injury." He and his team have devised a special system of cat scanning the helmets of crash victims and examined the skulls of the dead as well as the survivors. Dr. Cooper said helmets had been traditionally designed by Physicists and engineers whose main aim was to protect the front of the face. Which ironically is the part of the head most capable of absorbing the impact of the collision. The Australian government has therefore launched a new mission: The designing of a new helmet created by joint efforts between medical and industrial groups. It is currently looking for someone to distribute them worldwide. END

Submitted by Randy from Central Oregon Chapter

HORSEBACK RIDING A DANGEROUS SPORT

Horseback riding may evoke images of a kinder, gentler era, but according to the Centers for Disease Control, equestrian sports today account for a higher rate of serious injury than motorcycling.

According to CDC epidemiologist David E. Nelson, horseback riders, including jockeys, suffer one injury every 350 hours. Motorcyclists are injured once every 7,000 hours.

In an article in the CDC's weekly Morbidity and Mortality report for May 25, Nelson found that falls accounted for most horseback injuries; about 45 percent of the injured suffered cuts, puncture wounds and scrapes. A related study found that fewer than 20 percent of riders were wearing helmets at the time of their accidents.

The report is based on data compiled in 1987 and 1988 by the National Electronic Injury Surveillance System, which monitors injuries reported in hospital emergency rooms in the United States.

During those years, 92,763 visits were made to emergency rooms for riding-related injuries, according to the system, and most accidents occurred around homes or on farms.

To avoid injury, Nelson said, riders should wear proper headgear and be instructed in riding techniques and proper behavior around horses.

Even that, he said, is not a perfect solution. He noted that the American Medical Association roster of sports injuries ranked jockeys at the highest risk for injury, even ahead of boxers and football players. END

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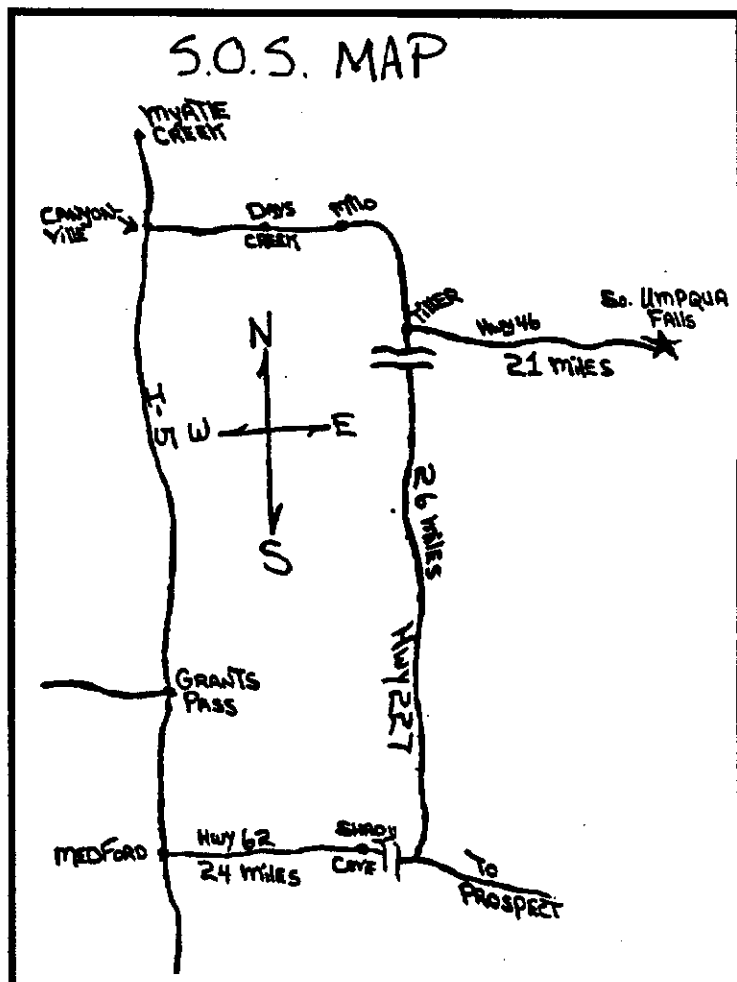
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PROGRAM PROMOTES BIKER SAFETY

Olympia (AP) - "Easy Rider Booth," and "Born to be Wild Mary" donned their leathers, crash helmets and dark shades to kick off Washington's \$200,000 motorcycle safety awareness program.

Better known by their aliases Gov. Booth Gardner and Licensing Director Mary Faulk, the pair joined reporters at a news conference Friday wearing black leathers.

Behind them was a poster that read "Wear black only if you plan on attending a funeral. Be safe, be visible."

"Inconspicuity, the art of not being visible, is the cause of more than half of the motorcycle accidents in the state," Faulk said. Then she and Easy Rider slipped bright orange vests over their black leather jackets.

"Go beyond the dark side and put on colorful vests or affix reflective strips to your leathers," Faulk said.

She said the real kickoff of the campaign will occur this weekend in Bremerton where more than 2,000 motorcyclists are expected to join a ride to benefit the Hollyridge Center for the

Developmentally Disabled.

Gardner said the state already has a national recognized motorcycle safety program but that even more emphasis is needed.

The awareness program contains three phases.

"The first phase is designed to make motorists aware that motorcycles are on the road," Faulk said. "The second will attempt to convince motorcyclists to wear colored clothes that make them conspicuous. The third is designed to convince people to take motorcycle safety awareness classes," she said.

The program is being financed through a \$207,000 legislative appropriation and is being handled by Sharp Hartwig, a Seattle public relations company. The company will prepare public service announcements for radio and television and handouts for newspapers and organization of other events such as the Bremerton ride.

Sharp Hartwig also is handling a \$250,000 investor-education program for the Department of Licensing. That program is being financed through a settlement the state received from Drexel Burnham Lambert, the securities company that filed for reorganization after questionable junk bond practices. *END*



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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

NATIONAL HELMET LAW ALERT ... IT'S GETTING DAMN SERIOUS OUT THERE FOLKS!!!

by Michael Farabaugh

"FREEDOM is just another word for nothing left to lose."

Seems like only yesterday when I was partying and listening to the old transistor radio while cruisin' Lake Michigan beaches, and Janis belted our ears with visions of the 60's. Joplin, Dylan, Crosby, Stills, Nash and Young and many others told us with rather grand lyrics our freedoms mean everything. We must under all circumstances keep our energy level in high gear. No sacrifice is too great for FREEDOM. These talented artists exercised free speech to express their views and encourage Americans to get off their dead asses and vote. To believe in our country and our fellow man. To fight the system for change if needed. Never quit. Hard determined efforts will bring you what you believe in.

I won't quit, I'm in this fight until the end. You see, I actually believe we can win and maintain our freedoms if we just don't quit. Fact is, we're in trouble and each of you need to understand this is not paranoia on my part ... it's REAL!!! It's happening NOW!!!

Hell, I've not been home the past 7 months. I can't think of 5 people in Indiana I've spent a full day with from November through March.

As Chairman of the Board of the Motorcycle Riders Foundation I've traveled into 20 separate states speaking in regards to how serious this NATIONAL HELMET LAW fight is. In addition to these rather strenuous efforts, the past two months have been filled with our motorcycle safety world and the tremendous people running that program. I mention this for one reason ... I need help. The M.R.F. needs help. Pappy Haag, Wayne Curtin and I literally work 14 hour days Monday through Friday then hop on an airplane Friday night, travel across America recruiting people and dollars and giving out information only to return to the same process. We need your help folks, to continue to help you and motorcycling.

There are 2,200 bills related to motorcycling introduced throughout America every single year and there are nearly 200 new laws that are passed each season regarding our life-style and our machines. The Federal government has been in Washington, D.C. 215 years. The M.R.F. has been in Washington, D.C. less than 2 years. It is estimated we need \$180,000 to properly monitor Washington, D.C. legislation along with operational costs for the M.R.F. organization. Why??? Well, consider this. In November of 1989 a coalition of insurance companies, consumer groups and health care representatives announced the creation of a new advocacy group entitled "Advocates for Highway and Auto Safety." They are led by Ms. Joan Claybrook. Nine insurance companies paid \$100,000 each for a seat on the Board of Directors. Their first official statement proclaimed their initial goal: TO REINSTATE MANDATORY HELMET LAWS AND THE NATIONAL 55 M.P.H. SPEED LIMIT.

As long as the threat of a national helmet law exists in both the Congress and House of Representatives the IHHS and folks like Claybrook will peck away at state after state on these issues. They will choose states in which they have strong associates with political powers and use their big dollars to influence votes and mandatory legislation. Some of their strategy revolves around the argument that there are federal helmet bills in both the Congress and the

House. These safetycrats make it seem obvious that within a year or two there will be a NATIONAL HELMET LAW ANYWAY. They convince legislators and governors and citizens that there is no need to buck the issue because Washington will pass it no matter how you feel. Has it worked? Well, ask Bikers in Nebraska or ride south into the great state of Texas or go tour the beautiful state of Oregon and/or head into the grand state of Washington, the latest to lose the fight. Consider in the past ten days Representative Cooper from Tennessee has added six (6) new cosponsors to his Federal House Bill. Wayne Curtin, our Washington, D.C. lobbyist, has been in touch with Cooper's staff. Cooper and staff are aggressively searching for a bill to amend their helmet law so as to move it through the house even QUICKER.

As if this is not enough the "American Motorcyclist" published this report yesterday.

SUPREME COURT UPHOLDS GOVERNMENT'S RIGHTS TO WITHHOLD FUNDS FROM STATES.

In a move that could set the tone for upcoming debates over mandatory helmet laws, the U.S. Supreme Court has defended the federal government's ability to withhold highway construction funds from states that do not comply with the national speed limit laws. Recently the Supreme Court upheld a decision by refusing to hear an appeal from the state of Nevada, which passed legislation in 1984 to raise the speed limit to 70 mph.

Following the passage of that law, the federal government threatened to cut off highway aid to Nevada, forcing state officials to withdraw the higher speed limit. At that point, Nevada set out on a course to challenge the law in the federal courts. But in 1989, the U.S. Circuit Court of Appeals ruled that it is well within the federal government's power to withhold funds from states that raise speed limits on rural highways beyond the 65 mph limit, which was established by Congress in 1987.

According to Robert Rasor, AMA Vice President of Government Relations, "This is exactly the type of federal blackmail that is contained within legislation currently under consideration by the U.S. Senate and House." Rasor was referring to S.1007, sponsored

by Sen. John Chafee (R-RI), and H.R. 3925, sponsored by Rep. Jim Cooper (D-TN), that would, if passed, force states to pass mandatory helmet laws or lose federal highway construction funds. Look for the special insert in the May issue of American Motorcyclist that includes preprinted post cards that riders can use to express their opinions about these two proposals.

Now there's no way I'm going to promise you visions of grandeur with a huge deluxe

membership package that has 2 zillion benefits and will award you free entrance to Bean Blossom or swap meets or insurance discounts because an M.R.F. membership will not do that. The M.R.F. has an introductory offer on a \$20.00 membership that will get you a great looking patch and pin and 8 to 10 mailings annually with information communicated from Washington, D.C., providing our members with the knowledge to assist us with your input in this fight. Your \$20.00 will not bring you a party or beer or social activities. M.R.F. has no desire to compete with any state rights group in any way. The rights groups and the M.R.F. working together for our national concerns. Your \$20.00 will be used wisely to meet our expenses ... NO GIMMICKS. Unfortunately, we must match the dollars the government has put into this fight and we have to ask your support not only on a state level but another \$20.00 toward the federal fight. I'm asking A.B.A.T.E. of Indiana as I have states all over America, to join us. Support the M.R.F. We need your membership dollars now. To think too long about doing something often becomes its undoing ... GO FOR IT.

"Curry has ordered completion of long-languished auto safety rules. And while he has attacked some auto-safety groups as 'self-serving,' he shares their distaste for libertarian arguments against government rules. For instance, he favors motorcycle-helmet laws so tax payers won't have to pay an accident victim's medical bills just 'so you can have air flowing through your curly locks as you ride down the highway.'"

Newsweek Magazine, May 7, 1990 - on Jerry Curry, head of NHTSA


Also the M.R.F. is setting up a Road Rep Program similar to AMA and is looking for a few quality individuals from each state. If you may be interested please call me at 800-225-7303 Indiana or out of state at 219-674-6441.

Rider education and A.B.A.T.E. of Indiana are on record setting paces both in membership and numbers trained. The A.B.A.T.E. team is shining through as usual. I can relate personally because somehow it got out to folks in Indy when my birthday was. After being on and off the road the past several months it can certainly play some serious mind games with you and it does get lonely. Anyway, there were a bunch of people who took time out of their busy schedule to look me up and hug me and wish me Happy Birthday and give me cards and go out of their way to make my day special. I may not have shown my feelings, folks, but that really did count and it damn well did make me feel good on the inside. Thanks to you, I'm always glad to be back home again in Indiana.

Remember, few people are successful unless a lot of other people want them to be ... **TEAMWORK = SUCCESS.**

Much respect Biker Patriots, Balls

END



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Reprinted from June 1990
Northwest Shooting News

PRESIDENT'S MESSAGE ... BATTLE AGAINST APATHY SEEMS TO BE OUR BIGGEST

This is my last effort at writing this column as president of the WSR&PA. I've certainly enjoyed the past two years and have many accomplishments that I feel very good about.

My biggest regret of the whole term has been my inability to cut through the cloud of apathy that surrounds so many of you. The Senate vote on the Biden Bill (S.1970) was a bitter defeat for ALL gun owners. Only a few fought the measure and many of you members of this association even felt that restricting the "assault guns" was good for all concerned. I am not an "assault gun" aficionado, but my M1-A target rifle could be affected by the final versions of the bill. The BATF doesn't even recognize silhouette shooting as a sport, nor do they recognize IPSC, bowling pin machines, and many of the other "practical shooting" type disciplines. Do any of those sports affect YOU who think restricting "assault rifles" is okay? Guess who's next? The new phase is "sniper guns" now that "assault rifles" are controlled. Guess what a sniper rifle is, you silhouette shooters and big game hunters? A telescope sight seems to be the magic ingredient that converts your "sporting firearm" to a "sniper gun." Are you ready to rally to the cause or are you going to sit back and watch once again? Remember, your "sporting firearm" is only that if the government says it is and the government doesn't think most shooting disciplines are sports.

END

Reprinted from June 1990
Northwest Shooting News

LEGISLATIVE UPDATE

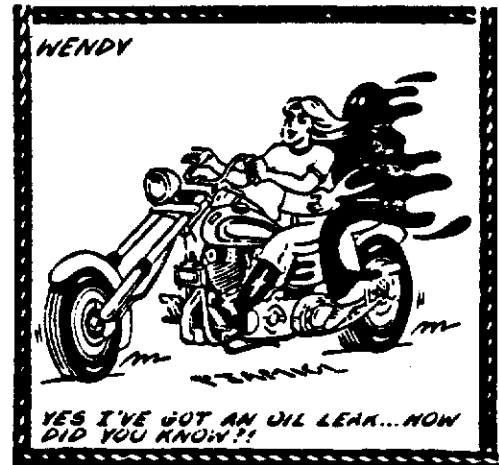
by John Nichols

The primary election is now over with mixed results: on the negative side, the recall effort against anti-gun Multnomah County Commissioner Rick Bauman failed; also, anti-gun Gretchen Kafoury won election to the Portland City Council defeating pro-gun Bob Koch. This means that we can expect to see a City of Portland/Multnomah County gun control bill in the next session of the Legislature as the balance of power on both ruling bodies is now anti-gun.

On both positive sides, the Bauman recall effort was the first in the entire country to be sought on the gun control issue. Also, Bauman expected to win by four or five to one, but actually survived by a margin of about 10 percent. This means that we have an excellent chance of defeating him when he runs for reelection in 1992.

Statewide, not much happened in the primary. With the exception of pro-gun Al Young of Hillsboro, all legislators who sought renomination won their races. We are now in the process of gearing up for the General Election and hope to knock off at least two anti-gunners while reelecting our friends. You can help in this effort by sending your tax credit contribution (up to \$50 per individual, or \$100 per joint return) to: Oregon Gun Owners - Political Victory Fund (OGO-PVFO), P.O. Box 83929, Portland, Oregon 97283.

On a related subject, the OSSA, NRA, CCKRBA, and numerous clubs and individuals are in the process of developing a lawsuit against the Multnomah County anti-gun ordinance. We have retained an attorney - John DiLorenzo - who is one of the top men in the field. All that is stopping us from actually filing suit is money. Assuming that the case goes through the appeals process, it will cost between \$10,000 and \$15,000. While we can expect some financial help from the NRA and the CCKRBA, it is up to us to raise the bulk of the money locally. END



HARLEY WOMEN - 10

Reprinted from June 17, 1990
The Oregonian

SENATORS STIR NRA WRATH

The National Rifle Association has taken aim at Oregon's two senators because they voted to keep a three-year ban on the manufacture of a few assault weapons in a massive anti-crime bill.

The NRA lobbied Hatfield and Packwood intensely before the vote - to no avail. They voted against reconsidering the temporary ban on the non-sporting weapons.

Their action called down the wrath of the NRA, which sent out a form letter urging members "get on the phone today." It advised them to call each senator "over and over ..." END

NEW OREGON LAW AFFECTS AIR CONDITIONING REPAIR WORK

BACKGROUND

CFC's (chlorofluorocarbons) have been found to deplete the protective ozone layer in the earth's stratosphere, leading to potentially serious damage to both plants and animals.

The U.S. Department of Energy reports that CFC-12 emissions from auto air conditioners are the largest single end-use source of CFC emissions in the U.S. Almost 50 percent of the CFC-12 emissions from auto air conditioners are released when the units are serviced.

NEW REQUIREMENTS

In response to these concerns, the 1989 Oregon Legislature passed Senate Bill 1100. This new law requires the use of recovery and recycling equipment to capture air conditioner coolant instead of venting it into the air.

The equipment will be required of all shops that service auto air conditioners. Large shops will be required to have the equipment first, within one year after the Environmental Quality Commission determines that the equipment is "available" and "affordable". The commission is expected to consider the question late this summer. Small shops with fewer than four employees or less than three covered bays will be given an extra year to purchase equipment.

SMALL CONTAINERS BANNED

The new legislation also bans the sale of certain items containing CFCs. The banned items include small containers (less than 15 pounds) of auto air conditioner coolant which contains CFC-12. The ban on wholesale distribution takes effect July 1, 1990, and retail sales are banned beginning Jan. 1, 1991. Preliminary DEQ surveys indicate that approximately 40 percent of the shops that service air conditioners in the Portland area use the small 14 ounce cans, while the remaining 60 percent use sizes larger than the 15-pound limit.
END

**FREEDOM OF CHOICE ...
WORKING TOGETHER TO PRESERVE IT.**

WORDS FROM "PAPPY"

I apologize to those of you that I have furnished a monthly column, as with everyone involved. I have taken on so many responsibilities in recent months, that I have almost given up riding. And that was never my intent. I do feel that what we are doing is critical at this time, and I am willing to give up some short term pleasure to protect our right to do it forever. Anyway, I am rambling, and that is just what I intend to do with this column.

We are confronted with yet another "Trauma Care Center" report on the cost of motorcycle accidents, and how many lives and taxpayer dollars could have been saved with mandatory helmet laws. This one comes from the U.C.S.F. Injury Center For Research and Prevention, located in San Francisco, California, and is entitled "Fatal Injuries to California Motorcyclists, 1987". This report is being circulated by "Saint Joan" Claybrook and her organization called advocates for highway and auto safety. It is the classic Harborview type of study, full of innuendo and half truths slanted to arrive at a predetermined conclusion. We will dissect this report in more detail in a future article.

Have you ever wondered why no one is able to accurately document the so-called savings in health care costs after a helmet law is passed, and why insurance costs never go down? Everyone answers the same way. "We have not had sufficient time to do an accurate analysis, but it will substantiate what we already know." It seems to me that if they can accurately document this, they would have no trouble convincing everyone across the country that it works. Oh well, I am always asking silly questions.

I read an article recently from Texas, that stated 80% of murder victims in Houston were young black or Hispanic males, and the great majority of these murders occur after midnight. How do we protect these young people? How about a curfew?? Sure it would mean a little less freedom, but we are talking about saving lives here, and also taxpayer money. All we have to do is pass a law that all young black and Hispanics must be home before midnight. Just one tiny piece of legislation could save so many lives. If this sounds ludicrous to "Safetycrats" they should think how adverse motorcycle legislation sounds to us.

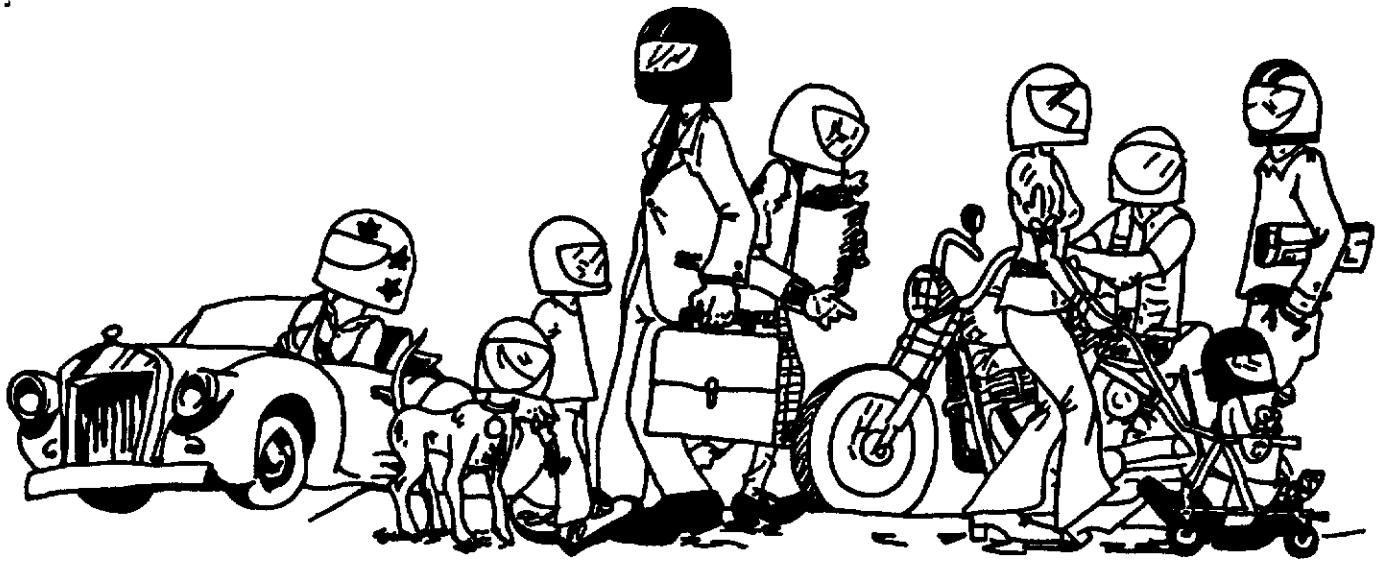
The reason that the above type of legislation will never be introduced is simply because no politician would risk offending either of these ethnic groups. We can learn a lot from the "Black Freedom" movement in this country. For years and years, the blacks tried to blend in, to appear "white", and it got them nowhere. They finally realized that they would always stand out in the "white" crowd, and it was to their advantage to quit trying to fit someone else's idea of who they should be, and concentrate on organizing themselves into a strong voter block that no politician could dare offend. Have you found the similarity yet??

On another subject that at first seems unrelated, most everyone is aware of the Greyhound Bus Drivers dilemma today, and you may think it doesn't effect you. But indulge me for a minute. In this country today, there are people like Texas Air's Frank Lorenzo, Greyhound Dial Corp. Chief Executive John Teets (who sold Greyhound in 1987), and the present leader Fred Curry (head of the investment group that bought the Bus Company). These people spend their time trying to convince everyone that the working class of this country are not entitled to a living wage. Curry pleads poverty, but he has a multi-million dollar "War Chest" to defeat this strike by the working people. It is tough to understand the financing system that Curry and Teets have set up. Curry takes in over \$1 billion, but claims a measly \$1 million in profit. He pays \$50 million a year in interest to Teets, and nothing on the principal. This is all part of the big shell game being played on the drivers. Why do good loyal people get left out of the of the overall corporate picture. We have an entire generation of young people who have been attracted to gangs, lured by the quest of "big money" selling drugs, as an alternative to a future of minimum wage earners. Our national treasure is being emptied by H.U.D. scandals, S&L failures, and the unconscionable prices paid to military contractors. How can this government and our corporate leaders be so short-sighted as to misunderstand what it takes to develop a career working class? The above paragraph is for "Jake Smith", a loyal hard working bus driver.

As anyone who knows me personally knows, I am a prolific reader, and the other day I was reading about baseball great "Hank Aaron". Everyone remembers that he was out to break "Babe Ruth's" home run record, but no one remembers that he also had 1,264 career strike outs, meaning he struck out almost twice as often as he hit a home run. Life is like a game, and you do not have to hit a home run each time to be a winner. The trouble with so many people is that they strike out a couple of times, and they quit. They drift through life feeling sorry for themselves and complaining that some people "get all the breaks". I am a strong advocate for "going that extra mile". It works. If you resolve today that you will put more effort in your job, and your relationships, your life will be brighter, and living is to count your blessings. Would you take a million dollars for your eyes? For your legs? For your loved ones? How much is your freedom worth? When you add it all up, you have no right to feel sorry for yourself.

Ride forever free, and be real careful out there.

"Pappy"



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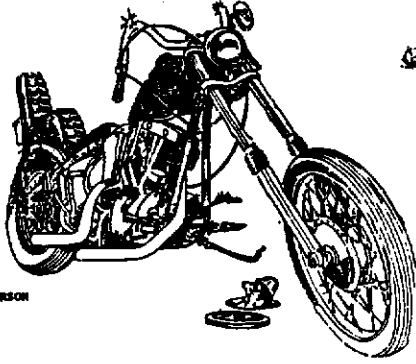


*Member of ABATE of Oregon
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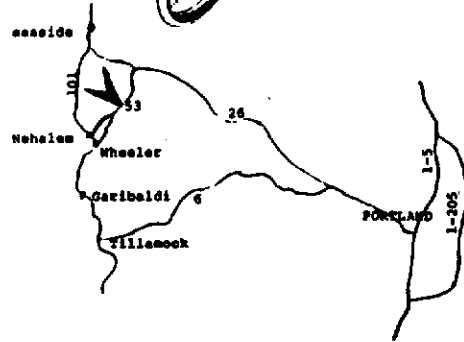
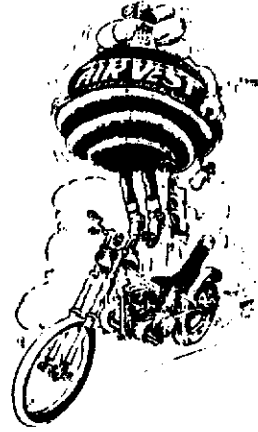
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The rural professional and his cowphone

Reprinted from June 4, 1990

AMA Government Relations News Press Release

AMA CONTINUES EFFORTS TO PUT BARSTOW-TO-VEGAS DESERT EVENT BACK ON TRACK

The AMA and its District 37 organization recently met with officials of the Bureau of Land Management (BLM) to set a plan in motion that will put the annual Barstow-to-Vegas (B-to-V) desert event back on track. The June 1 meeting, which took place at Federal District Court in Los Angeles, was a direct result of the recent decision by Judge J. Spencer Letts ordering the BLM to reconsider the permit application for this year's B-to-V.

During the meeting, the Sports Committee of District 37 presented a conceptual course for the 1990 running of B-to-V. But unlike last year's event course, which utilized a remote corner of the Port Irwin Military Reservation, the AMA has proposed that this year's B-to-V take place on a variation of the course outlined in the 1982 amendment to the California Desert Plan.

Even though District 37 isn't wasting any time getting the permit application approved, there's still a number of obstacles facing the event. "We believe the BLM has a responsibility to assist us in finding the most appropriate course for the race," noted Robert Razor, AMA Vice President of Government Relations. "However, BLM officials have indicated that they'll only review the course alternatives specified on the application." Razor said that could be a possible attempt on the part of the BLM to impede the necessary planning for the event by narrowing options available to organizers.

In the meantime, the AMA encourages local riders to contact the BLM and their congressmen expressing support for the continuation of the Barstow-to-Vegas event. *END*

Reprinted from May 25, 1990

AMA Government Relations News Press Release

WALDHEIM OUSTED FROM CALIFORNIA OHV COMMISSION

The California Off-Highway Motor Vehicle Recreation Commission, which dealt motorcyclists a good hand by appointing AMA District 37's Road and Dual Sport Committee President Ed Waldheim to its ranks six years ago, has decided it still holds all the cards.

On May 24, Waldheim was informed by California Gov. George Deukmejian that his appointment to the commission would not be renewed. Waldheim, a champion of the off-highway vehicle (OHV) community, had served on the commission as its grants chairman since 1984. In fact, Waldheim's term was up at the end of 1988, but he continued serving at the pleasure of the California governor.

The commission's main purpose is to oversee the state's Off-highway Motor Vehicle Recreation program, but it also controls OHV recreation areas owned by the state and administers grants from improvement projects within those areas.

In a recent interview, Waldheim expressed his frustration by saying, "The commission's staff exercised undo pressure in an effort to persuade the members of the commission to vote against an "adequacy study" which represented the concerns of OHV users. It was my duty to set the record straight by urging the commission to vote in favor of the study. And that commission cited numerous complaints from the staff over his actions as the

major factor in his dismissal.

But instead of folding his cards, Waldheim says he will continue fighting for the rights of California's motorcyclists. "I'm not going to bow under," says Waldheim. "I'll continue to bring the OHV community's concerns to the public's attention." *END*

Reprinted from May 15, 1990

AMA Government Relations News Press Release

BROCKTON BIKE BAN CASE ARGUED IN APPELLATE COURT

The ongoing dispute over motorcycle access to city parkways in Brockton, Massachusetts came to a head today as attorneys for the AMA presented oral arguments in the Massachusetts Appeals Court to remove a three-year old ban on motorcycles.

The ban was first imposed in 1987 when Brockton's park commission voted unanimously to eliminate all motorcycle traffic on D.W. Field parkways because of alleged hazards to pedestrian traffic and reported complaints about speeding and other "two-wheeled antics" of some motorcyclists.

Shortly after the ban was enacted, the AMA sought an injunction in Plymouth Superior Court to overturn the ordinance, but the case was denied at the local level. That action prompted the AMA to continue the suit by filing the current appeal, which is pending in the Massachusetts Appeals Court.

Robert Razor, AMA Vice President of Government Relations, summed up today's presentation of oral arguments this way: "At this stage, it's impossible to say that motorcyclists have won a final victory in getting the ban lifted, but the three-judge panel seemed to understand our arguments. Our attorneys did a fine job of representing motorcyclists in Massachusetts by arguing that the ban unfairly discriminates against motorcyclists by still allowing automobiles access to the parks."

AMA attorney Don Harwood said the city ordinance conflicts with state statutes which define motorcycles as motor vehicles, thereby ensuring them access to roads and highways.

A final decision on the appeal should be reached by mid September. *END*

Reprinted from May 4, 1990

AMA Government Relations News Press Release

MOTORCYCLES TO BE REMOVED FROM NO-FAULT INSURANCE PROPOSAL

In a move that could set the tone for upcoming debates over insurance requirements for motorcyclists, the Highway Users Federation (HUF), a national highway transportation coalition that includes the AMA, has taken the first step in the process of eliminating motorcycles from its proposed endorsement of no-fault insurance policies.

Following an April 12 briefing, the HUF's policy committee decided to remove motorcycles from the no-fault proposal. The policy now goes before the HUF's executive committee, pending final approval from members of the policy committee.

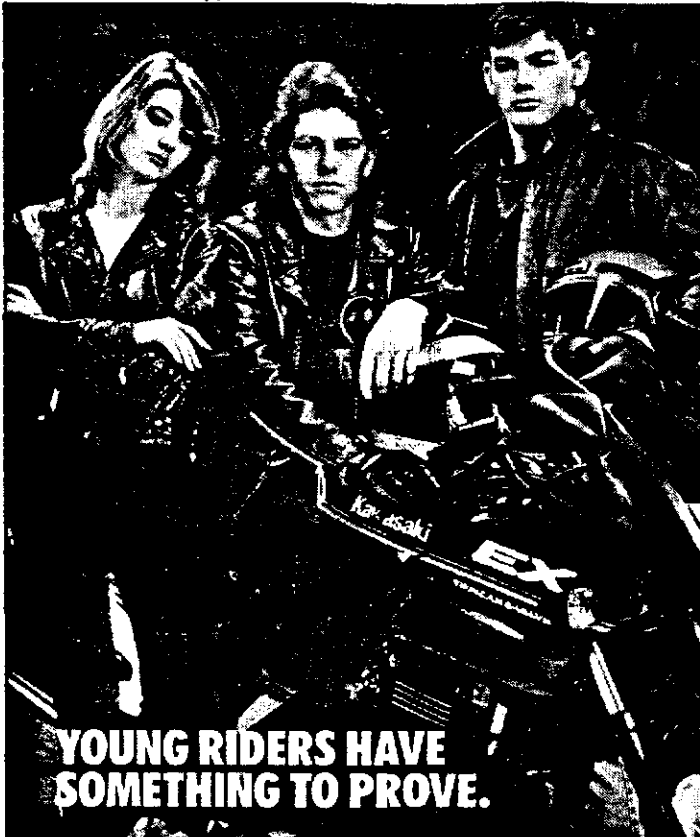
The idea behind no-fault insurance is that it guarantees sufficient reimbursement to cover all medical expenses incurred in an accident, without regard to fault. In addition, no-fault may also reimburse lost wages. Under these terms, accident victims are barred from suing for damages, unless the injuries are serious or permanent.

The policy committee's decision to exclude motorcycles from the no-fault proposal comes on the heels of lobbying efforts by the AMA. As the proposal was being formulated, AMA Vice President of Government Relations Robert Rasor, a member of the HUF's policy committee, urged the coalition to remove any language that would endorse the no-fault concept for motorcycles on the grounds that it is prohibitively expensive for motorcyclists.

In a recent letter to the HUF's policy committee chairman, Rasor wrote, "Since motorcyclists aren't at fault in the majority of the accidents involving other motor vehicles, it's unreasonable to include motorcycles in no-fault insurance programs. Unless an exclusion for motorcycles is incorporated into no-fault laws, motorcyclists can expect insurance costs to soar."

The AMA's position was supported by the Government Employees Insurance Company (GEICO), which introduced the no-fault insurance proposal for endorsement by the HUF. During the briefing, GEICO representatives agreed that no-fault insurance is misapplied to motorcycles.

Seeing the economic hardship that no-fault insurance places on motorcyclists and motorcycle dealers, all states that previously passed legislation requiring motorcyclists to carry no-fault coverage have abandoned or amended those laws. However, there are 24 states that have some type of no-fault laws on the books for other types of motor vehicles. *END*



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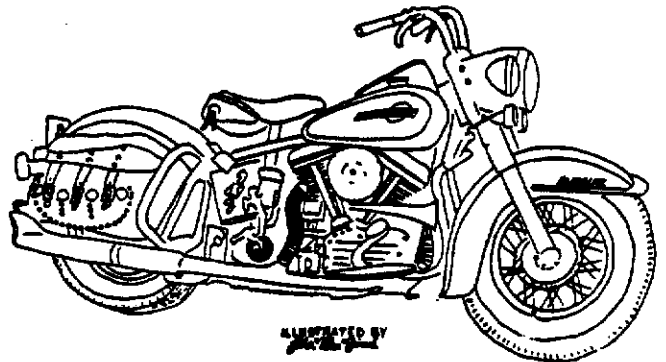
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IF YOU FIND MISTAKES ...

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NEWSLETTER EDITOR'S SOAPBOX

I cannot believe how fast the months are passing us by. The fact that I am always working a month in advance because of the newsletter throws me off even more.

I would like to take time this month to thank all of you for the "atta-boys" you have given me on the newsletter. It always helps to know whether or not you do a good job. If people say you do you try harder just because you don't want to fail. If people say you don't you try harder just because you want to prove them wrong. Either way feedback helps to strengthen the outcome.

I thought I would also take time to answer some of the questions that have come up.

How long does it take to put the newsletter together? Basically, all month. I have to gather information from several sources along with input that Roger and BikePAC give me plus the information sent from each Chapter and from Board members. I don't think I could come up with a specified length of time that it takes me. I type the information as it arrives and put it all together at the end of the month.

Do you type everything we read? Yes, very little comes in a format that can be used in our newsletter. So I type, and I type, and I type. I happen to type a lot on a computer at work though, so it is not that difficult for me to type what you see.

Where do you find the articles that appear in the newsletter? Roger and I are the main outlets of input. We do have some members that send us articles they see in various papers in Oregon, but most of the information comes from newsletters all across the United States. Roger drops by about twice a week with a roll of newsletters and what he hasn't gone through I do. Page

by page, article by article. I think that is probably the funnest part of doing the newsletter. I get to see what other states are doing.

I have to say that, at times, I wonder why I am doing the newsletter, but when someone comes along and says "could we run this in next months newsletter" or "I have an ad for the newsletter" or "that was a great article I read in the newsletter last month" I feel really good about what I am doing for the organization.

I keep hoping that all of you will continue to help me do a good job by getting advertisements, sending in articles, and maybe we can even get a "Letter to the Editor" or two, or an even better idea that has come up recently is sending us pictures from some of these runs you have and writing an article to go along with it. Not everyone can make it to every run. This would be a great way to communicate how your run went and recruit more people for the run the next year. Is there anyone out there willing to give it a try? Come on. All it takes is about 10 minutes, a couple of good pictures, a pad and pencil and your off. If you decide to take this on send your information to:

Newsletter Editor
ABATE of Oregon, Inc.
P.O. Box 4504
Portland, Oregon 97208

And if you want your pictures returned just let me know and I will mail them back once the issue is back from the printers.

Remember, no matter what any Newsletter Editor tells you, they don't do it alone. If there aren't people providing input and moral support the job doesn't get done.

Ride safe,
Donna

EAST ABATE CHAPTER'S ANNUAL

1990 SUMMER RUN

AUGUST 17 - 18 - 19

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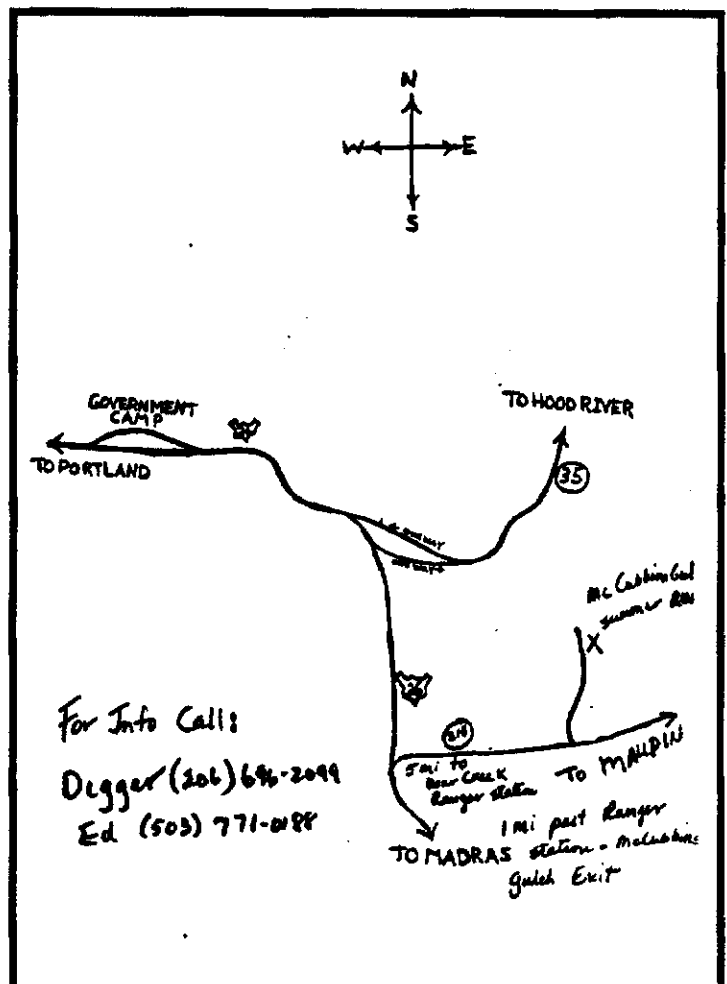
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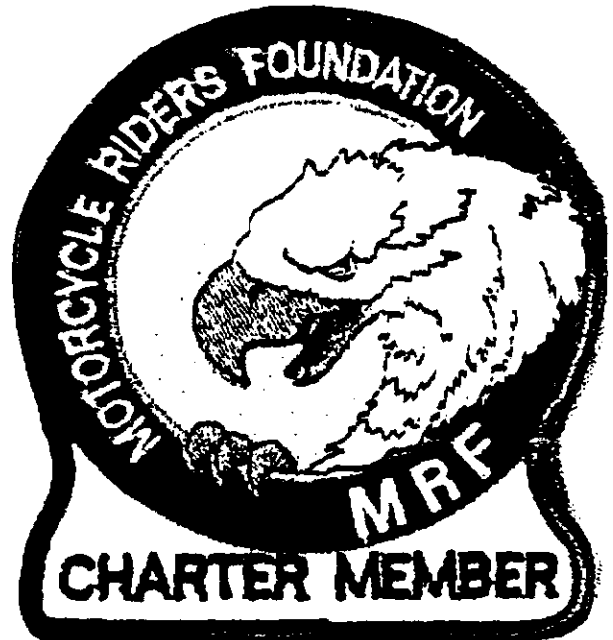
The Motorcycle Riders Foundation has become a membership organization. For the first time we are accepting personal memberships, and not just group supporters. In order to maintain the battle to protect the few freedoms left to us, we must have a solid financial base. This can only be done by a massive group effort of all concerned motorcyclists in America.

All memberships received before the "Meeting of the Minds", (The Annual National Convention) will be classed as "Charter". After the meeting in September 1990, all membership patches will say "Member". These "Charter Membership" patches are very attractive, and will increase in stature as the organization continues to grow. Each year hereafter, a rocker patch will be awarded for renewal.

We have enclosed a photo copy of the patch, and pin, along with an application form. Fee free to copy this form as often as needed.

Thank you for your continuing support of the Freedom Movement.

Gus "Pappy" Haag
President, M.R.F., P.O. Box 11153, Minneapolis, MN 55411
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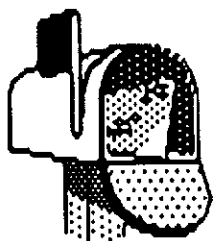
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Chapter Meeting — Where & When

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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. - Ride
	NORTH COAST ABATE	1st Sun. - 12:00 noon, Cedar Bay Restaraunt, Tillamook
		3rd Sun. - 12:00 noon, The Pizza Harbor Restaurant, 15 N. Edgewood, Seaside.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
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.
3rd WEDNESDAYS	LANE COUNTY	7 pm, Round Table Pizza, 6th Street, Eugene.
1st & 3rd THURSDAYS	CENTRAL OREGON	7:30 pm, K.C. Pizza, Redmond.
	MT. HOOD	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.
1st SATURDAYS	TEAM TOTEM	10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.