



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

NEWSFLASH ATTENTION ALL MOTORCYCLISTS:

JULY 4th has been declared NATIONAL MOTORCYCLIST INDEPENDENCE DAY!!

The legislative task force of Ohio and ABATE of Ohio are asking that all motorcycle rights organizations across the U.S. write to Senator John H. Chafee and Representative James Cooper in protest of their MANDATORY Helmet/Seatbelt Law.

All letters should be mailed on the 4th of JULY.

Letters are in regard to Senate Bill 1007 and House Resolution 3925 which are FEDERAL MANDATORY HELMET/SEATBELT LAWS.

THE QUESTION is not whether you believe in helmets or seatbelts, it is a question of freedom of choice.

All motorcyclists are asked to write at least one letter in protest and mail all the letters on July 4th to celebrate Freedom and remember those who fought and died so America could be free.

All letters should be addressed to:

SENATOR JOHN H. CHAFEE
567 Dirksen Building
Washington, D.C. 20510

REPRESENTATIVE JAMES COOPER
125 Cannon House Office Building
Washington, D.C. 20515-4204

LET'S SUPPORT THIS EFFORT AND SEND SOME LETTERS OUT TO SHOW OREGON HAS AN INTEREST IN WHAT HAPPENS WHEN SOMEONE STATES "MANDATORY".

STOP! National Helmet & Seat Belt Legislation!



**Speak NOW,
or forever live with the consequences.**

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

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P.O. Box 4504
Portland, OR 97208

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COORDINATOR'S CORNER

"Freedom is not an ideal. It is not even a protection, if it means nothing more than the freedom to stagnate." - Adlai E. Stevenson

We get in our individual groups and cut down motorcyclists/bikers that don't ride the same kind of bike we ride, or don't dress the way we do. We do to each other what we hate the rest of the world for doing. When the American bike riders get over their ego trips, and the foreign bike riders get off their high horse and ban together we can accomplish many positive things for motorcycling.

I am not saying those who ride Harley's with drag pipes, wear jeans and leathers, have to go on weekend trips with those who ride Goldwings, wear knit pants and nylon jackets. But when it comes to our government making laws that affect all who ride, we need to work together! And we can do this through teamwork and BikePAC. They need the motorcyclists support. Will you help?

The ride you save may be yours.

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.



Membership form on page 10

Reprinted from May 1, 1990
Motorcycle Safety Foundation News Release

ACHIEVEMENTS IN MOTORCYCLE SAFETY CELEBRATED

Irvine, CA - National winners of the Motorcycle Safety Foundation's annual awards were announced today by Alan Isley, MSF's President.

The preeminent John E. Harley Memorial Award was presented to Michael Wms. Farabaugh of Granger, IN, a dedicated motorcycle instructor and safety education activist for more than 12 years. Michael's wife, Deborah, also won an instructor achievement award.

The Outstanding State Program Recognition Award goes to the Washington Motorcycle Safety Program; Georgia won the State Licensing Award; and the United States Air Force walked away with the Outstanding Military Achievement Award with a 52 per cent reduction in motorcycle fatalities and a 71 per cent drop in injuries.

"Since 1978, our national awards program has honored outstanding individuals and organizations active in motorcycle safety," said Alan Isley, President of MSF. "Each year, the quantity and quality of contributions and nominations continue to climb, with encouraging spin-off benefits to the motorcycle community."

Full details of all presentations are available from the Motorcycle Safety Foundation, a nonprofit organization dedicated to improving the safety of motorcyclists on the nation's streets and highways. *END*

Reprinted from April 30, 1990
Motorcycle Safety Foundation News Release

NEW TRAINING AND EDUCATION LAW HELPS COLORADO MOTORCYCLISTS

Irvine, CA - Governor Roy Romer of Colorado, today signed into law a state-funded program for motorcycle rider education to be effective July 1, 1990.

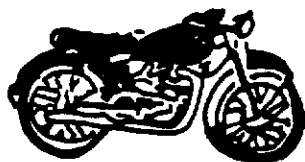
Funding will include a surcharge of one dollar for each motorcycle license endorsement and two dollars for each motorcycle registration. State seed money of \$276,200 will be appropriated for the department of highways for the program.

"We applaud this law," said Melvin R. Stahl, Senior Vice-President of Government Relations for the Motorcycle Safety Foundation. "This is a result of a lot of hard work and extensive cooperative efforts involving the Colorado Motorcycle Dealers' Association, Colorado motorcyclists, the American Motorcyclist Association, the Motorcycle Safety Foundation and state agencies."

The program, under the direction of the state division of highway safety, will include courses "... to develop knowledge, attitudes, habits and skills necessary for the safe operation of a motorcycle, including the effects of alcohol and drugs ..." The program will include an instructors' course and certification.

Passage of this law brings the number of states enacting state-funded rider education to 36. The Motorcycle Safety Foundation, a national, nonprofit organization dedicated to improving the safety of motorcyclists on the nation's streets and highways, provides support to upgrade state rider education and licensing efforts. *END*

*MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS



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A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING
Minutes for May 12, 1990
No report.

CHAPTER REPORTS

CENTRAL OREGON

(No report, first time.)

DOUGLAS COUNTY

(No report, first time.)

JACKSON COUNTY

We've added some new faces this month. Welcome! Our new Coordinator is Joe Wittey, Ways & Means is Todd Young with his wife Connie pulling Treasury duty. What we really need is our former members to come back and get involved instead of "giving up".

We have license plate frames for car or bike with "Let Those Who Ride Decide" logo on them. \$5.00 will get ya one. Let your State Rep. know and we'll get them to you.

Ride on!
MA Pencilneck

JOSEPHINE COUNTY

April was a busy and fun month for our Chapter. Our first event of the riding season was scheduled for the 22nd. The event, a scavenger hunt for information, put together by Gil and Bones, had to be postponed for a week because it poured on the 22nd. The 29th dawned bright and shiny so we gathered and set off to answer the questions in the rhymed instructions. About six hours later the last of the participants finally made it to the end.

Everyone agreed that the event was a great way to spend a Sunday.

Christine and Frank arranged a petition gathering effort at Rogue Community College. With help from Gil, Rex, Sue and Trike Terri, the team spent two days at the college and filled more than eight sheets. The second day our team also circulated petitions for the Oregon Student Lobby in support of the restoration of fiscal year 1991 cuts in federal student aid and collected more than 80 signatures for the student group. Wish we had thought of the potential of gathering signatures at the college earlier.

Till next month.
Ride Safe,
Mary

NOTICE

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

LANE COUNTY

(No report, first time.)

LINCOLN COUNTY

Here I am again, somehow cornered into writing this article for the Newsletter. My least favorite task, but somebody has to do it. So here it goes ...

We had a garage sale May 6th for Mrs. Santa's Building Fund. This was our second one with more wonderful treasures for sale. A thank you to Pat Green, Brenda Chancellor, Bonnie McMillan, Dave Stocker, Tom Harman and to all of those that donated items.

Our Trap Shoot in April became an indoor picnic due to rain and wind, but we're going to try again, probably June 3rd.

Beaver Creek Run is rapidly approaching July 21st and 22nd. We hope to see a lot of you there. The flier should be someplace in this Newsletter so mark it on your calendar.

Summer is almost upon us, so ...

Enjoy!
Vicki

MT. HOOD

(No report, first time.)

NORTH COAST ABATE

(No report, first time.)

N.E. PORTLAND

Greetings from N.E. Portland ...

Have you gathered your share of signatures? If not, WHY NOT!! We can "kick the bucket", or wear it for the rest of our lives. Let's try and get this bill through.

N.E. Portland's Casino Night was a success, with everyone having fun and made a tidy profit for the Chapter. We hope to have another one scheduled for the Fall of 1990.

On a sadder note, I know that I speak for the entire N.E. Portland Chapter in extending our sorrow and condolences to Roger Hendricks (Rotten Roger) in the tragic death of his daughter, Shari She will surely be missed by all those who loved and knew her.

That's all for now, but please Ride careful,

Barbara

SALEM

Thank you to all who showed up at our 1st Annual Bike Show (May 6th). All of you helped to make it a big success and

I hope to see you at Fossil. And if you can't make Sturgis this year, Salem is having a run as usual to Fox Creek and hope you can be with the rest of us that cannot make Sturgis.

Ride Safe and Free,
Sonny, Sgt.-At-Arms

The Salem Chapter's 1st Annual Bike Show was a big hit with 87 bikes and 31 entries. We had four classes of trophies with one bike taking two classes. All voting was done by those of you who came and took part and we all had a great time and had a lot of fun.

We are gearing up for Fossil and will be having our world Famous KaBobs and we will also be serving breakfast, as usual. We are hoping to see everyone there.

For all of you who cannot make Sturgis this year, come and join us at our Fox Creek Run, August 4th & 5th. This will be the last year at Detroit Lake. There will be a live bank and good food. We need people to help with security and most of all, we need people to show up and to help make this a great run. Next year the location will be changing to a new site so come and join us for our last BIG blowout at the Detroit Lake location.

This Chapter is coming together slowly but it is coming together. We are having more people show up at the meetings and taking part and that is what it is all about. People working together and having a great time. Thanks to everyone for their help and interest and if you haven't made a meeting for a while, please come join us. It will be great.

We hope to see everyone at Fox Creek so ride safe and ride free.

Nic (Dago)
Secretary

Jim (Stoner)
Coordinator

S.E. PORTLAND

It's June, and Washington is now stuck with a mandatory helmet law. How did it happen? I refer you to an article published in last month's newsletter entitled "Washington State Passes Mandatory Helmet Law." I was enraged by that article -- it says to me that no matter how hard organizations like ours work, there are still powerful people/groups out there who just don't give a (fill in the blank) about bikers' or anybody else's rights -- not even enough to listen to us. Education, people, education. According to the "Washington ..." article, bicyclists can be educated, but not bikers, according to the "logic" of Washington Governor Booth Gardner. Please read that article, and you'll know what I'm talking about. It is saddening to know that on the heels of National Motorcycle Awareness Month, June follows with a deaf ear.

I just talked to Bill Bish, BAM National Director, to request a copy of BikePAC's critical analysis of the Harborview report. If you want to know what the Harborview Report is, read the article I'm talking about. I've worked with "medicos" all my adult life, and I'm happy that a comeback report is available with medical facts I need during discussions with the medical mentality. Educate, educate.

Another timely article in last month's newsletter is entitled "Logic Ignored." It's pretty blunt, but says it very, very well. My compliments to Donna Adkins and whoever else deserves credit for scouring out these great educational articles for us. I hope you all devour your newsletters (well, not literally) like I do each month. It's a great communicator.

In the meantime, don't let the turkeys (or any other unprintable words) get you down ... with or without a mandatory helmet law: Remember,

Ride safe, free (ha!), but above all happy,
Christine "Muffy" McClure
S.E. Portland Chapter Secretary

TEAM TOTEM

(No report, first time.)

WASHINGTON COUNTY

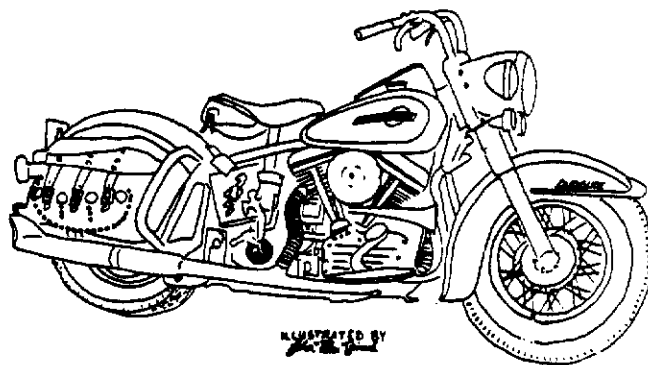
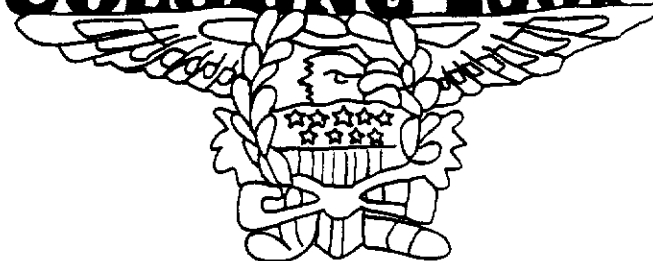
(No Report, second time)

YAMHILL COUNTY

(No Report, second time)

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A DAUGHTER AND A FRIEND

by Donna Adkins

It is with much sadness that we say farewell to Shari Hendricks, daughter to "Rotten" Roger Hendricks and friend to some of us in A.B.A.T.E. Her passing touches us in a way that we will not soon forget. For all of us whose lives she touched, whether it was a brief encounter, or her lifetime, we are richer for it.

Shari would not want you to dwell on how short her life was or how tragically she parted. She would instead want you to know she is where she needs to be. Remember her smiles, her special way of caring. She was a dreamer, a freedom seeker, full of life, the wind in her hair and the sun on her face.

Shari was life. Let that life live on in our hearts. She is now a part of all of us.

Farewell, Shari Hendricks, a daughter and a friend.

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

SUNDAY
JULY 15TH

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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.

S.T.E.A.M.

(Seminar to Educate and Motivate)

by Donna Adkins

On April 28, 1990 the Seminar to Educate and Motivate was held at Chemeteka Community College in Salem. There were about 35 people attending the seminar, including a couple from Nevada who had driven 700 miles on their motorcycle just to attend.

For those of us who spoke at the seminar, we saw good information being passed along to those who were present, we saw better ways to do a seminar next year and we were definitely thankful that Mt. Hood Chapter had the foresight to bring sandwiches, chips, pop and coffee to sell. Thank you Mt. Hood!

For those of you who didn't attend, you really missed out. There was good information that would help your Chapter function more smoothly and help you understand more about getting things done within the organization.

Hopefully, we will see S.T.E.A.M. continue as an annual event and hopefully, we will see the interest in this seminar grow.

I do want to take this time to say thank you to Rotten Roger for putting the seminar on, to all those who helped Roger and to the speakers and guest speakers who attended. It was a job well done.

Plan on attending the next seminar. *END*



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

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

HERE'S A LITTLE SOMETHING TO MAKE YOUR BLOOD BOIL

The following is an article by a reporter for the Baltimore Sun, Baltimore, MD. Obviously this reporter has no idea what a "properly trained" motorcyclist is. Slapping line forms at right.

The Baltimore Sun, February 21, 1990

Gary Busey, the actor, had just lobbied against a helmet bill in California. He said training was the answer, not helmets. And, at age 44, Busey was well-trained, having ridden a cycle for years. Which did not help him at all one Sunday morning when he climbed aboard his \$16,000 Harley-Davidson, traveled only 90 feet, tried to take a turn around a bus, lost control, was thrown from his cycle and struck his head. Doctors operated on his brain for 12 hours to remove blood clots.

"Straight driver error," The Culver City police said of Busey's accident.

So much for training.

Busey was not, of course, wearing a helmet. He was exercising his right to have Scrambled Brains.

But it is a very expensive dish. According to a San Francisco trauma center study, the average motorcycle accident victim's bill runs to \$15,851, if the rider wears a helmet. Without a helmet, the average bill nearly triples to \$42,291.

And guess what? A whole lot of people who ride motorcycles don't have the insurance to pay that kind of money.

That means that taxpayers have to pay the bills for them. Studies show that the cost to the taxpayers uninsured and under-insured motorcycle riders who crash without helmets runs to \$300 million a year in this country.

So when a cyclist says "I demand the freedom to ride without a helmet," what he is really saying is: "I demand that the rest of you jerks pay for my hospital costs. Ha, ha, ha."

And in Maryland, we do. Boy, do we. Motorcyclists in Maryland have accidents at a rate of more than twice that of passenger car drivers.

But this year, the Schaefer administration has grown clever. Forget about helmets, it says. These people don't want to wear helmets? Fine. But they'll have to pay for their own accidents. Scrambled Brains should carry a price tag.

So the governor's office has drafted a bill requiring motorcycle operators to carry catastrophic health insurance. It would cost each driver about \$250 a year.

The Maryland Department of Health and Mental Hygiene estimates that requiring motorcyclists to carry such insurance could save Maryland taxpayers \$2 million a year and federal taxpayers the same amount. The bill is scheduled to come before the House Economic Matters Committee today.

Naturally the motorcyclists are against it. That's because currently they have a terrific deal: No helmets and no catastrophic health insurance costs.

But I think it's time for the General Assembly to add one more "no" to their travel plans.

No more free ride. END

**When a man won't listen to his conscience,
it's usually because he doesn't want advice
from a total stranger.**

REMEMBERED

by 'Chuckles' & 'Cruise', Salem H.O.G.

I lost a friend today. Not a personal friend. Not even someone I had met. He was just someone I admired and shared a common interest with.

He was, in a way, larger than life; hell he was life. He lived the kind of life we all wish for. He was intelligent, humorous, classy, flamboyant and successful; and could he throw a party!! He invented the 'American Dream' or at very least, made it reality.

I knew him only through the media. I knew of him because of his many interests; one in particular. He was a prominent businessman, collector, jet-setter, balloonist, but most important to me, anyway, a motorcyclist. True to his image, he did it with style! He rode a Harley. He did more to improve the image of motorcycling than anyone.

I knew him only through the media; and yet, he was a friend because I too love motorcycling. I too ride a Harley. We lived worlds apart and yet, shared one.

I lost a friend today. I'll miss you, Malcolm.

END

Gino's

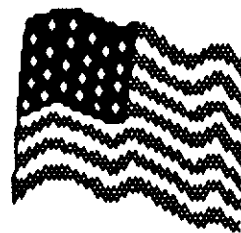
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Attn: Members

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Courtesy Cards (50 for)	\$ 1.00
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LINCOLN COUNTY CHAPTER

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T-S - Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

WASHINGTON COUNTY CHAPTER

Stan Johnson
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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.

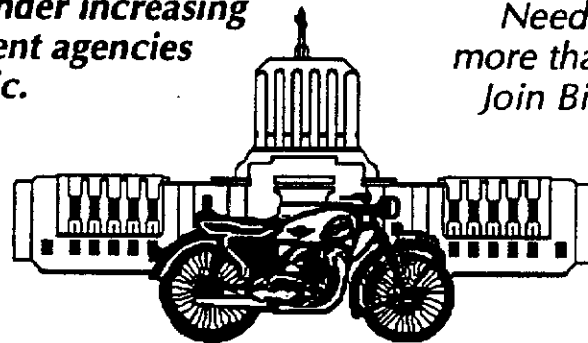
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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.

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

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

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Reprinted from May 1990
CMT/ABATE Tennessee Motorcyclist
SPEAKING OF SAFETY
by Howard Cavanaugh

This month I would like to invest a little time questioning the reasons someone might have for going out to ride a motorcycle, without all the needed equipment and necessary preparation? Some of the things you need to ride on the road are a proper license, adequate motorcycle operating skills, a properly equipped and prepared motorcycle, and the riding gear necessary to protect you from the elements.

Research statistics show that over 50% of the motorcyclists involved in fatal accidents were unlicensed. This seems to me to be an alarming signal, indicating an awful lot of trouble for the true motorcyclist. We all know that the licensing test procedures have been insufficient in the past. The testing was a joke. The task of getting a motorcycle operators license in the coming years will probably be significantly harder, and rightfully so. If a person put no effort into getting a license or were not capable of getting a license, they show a serious lack of the commitment necessary to be a motorcyclist. I would hope that the percentage of unlicensed motorcycle operators does not increase because of the improved testing.

We've looked at the unlicensed, now how about someone lacking in the skills necessary to operate a motorcycle. Someone might ride a friend's motorcycle or buy themselves a new motorcycle of a larger size, different style or increased horsepower. Any of these differences could require increased skills to operate the motorcycle safely.

Motorcycles in the hands of unskilled riders can be dangerous. Firearms and power tools can be dangerous in unskilled hands. The dangers are decreased and the pleasure and effectiveness increased by having the proper skills and respect.

C.M.T./A.B.A.T.E. and most of the members have already taken on some very big challenges. The challenges of helping to correct the problems listed earlier are of the utmost importance to our future. It is the kind of challenge or problem we can and must help with. Letting the government intervene is not in any of our best interests.

The bottom line is that if the motorcycling community does not help correct these problems, the government will come up with their own solutions.

None of this sounds any too easy or like much fun. The potential for their interference is as real as the highway is hard. We again call on YOU - to alert your friends and co-workers to the need to correct these problems.

Cutting casualties and costs, securing our place in our own future, are just a few more good reasons to be involved.

Thanks for sharing Your Time - HRC

END

Reprinted from May 1990
CMT/ABATE Tennessee Motorcyclist
HOW SAFE IS 'SAFE'???

The National Highway Traffic Safety Administration (NHTSA) has conducted a number of compliance tests of motorcycle helmets over the years (1974-1986) to determine if the helmets were in compliance with Federal Motor Vehicle Safety Standard #218. Compliance test reports:

1980 - 162 helmets tested: 99 failed, 63 passed.
1981 - 103 helmets tested: 50 failed, 53 passed.
1982 & 1983 - no tests results submitted.
1984 - 32 helmets tested: 11 failed, 21 passed.
1985 - 32 helmets tested: 32 failed, 0 passed.
1986 - 30 helmets tested: 30 failed, 0 passed.

Reprinted from May 1990
ABATE of Arkansas and the Log Cabin Democrat, Conway, Arkansas
**HELL'S ANGELS IMPRESSIVE IN
EUREKA SPRINGS**

by W.C. Jameson

As I've mentioned several times before in this column, one of my favorite watering holes in Arkansas is Eureka Springs. A relaxing environment, good food, pleasant folk and the Ozark setting all combine to provide, for me, a revitalizing few days.

Judging from the tourist traffic in Eureka Springs during much of the year, thousands of others apparently feel the same way I do. Interestingly, among those who favor Eureka Springs as a sometime retreat are the Hell's Angels, that feared and sometimes violent motorcycle gang headquartered in California.

It is not clear to me why the Hell's Angels have selected Eureka Springs as a place to visit, but I always managed to time my own excursions in the area so as not to meet up with the gentlemen on Harley-Davidsons.

I have encountered Hell's Angels once or twice in the past and, while I think much of their fierce and violent image is exaggerated, perhaps even cultivated, I have managed to avoid up close and personal conversations with them. Between the noise of their bikes, their hostile demeanor and displays of wild tattoos, I remain fairly intimidated by the group.

I arrived in Eureka Springs one time about a week following a visit by the Angels. I stopped at Bubba's Barbeque, one of my favorite dining places in town, and was tearing into a plate of ribs when I heard another customer ask the waitress if the Hell's Angels had eaten at Bubba's. She replied they had. "I'll bet it was wild," the customer offered.

"Not at all," replied the waitress, and she related an experience I found rather interesting.

It seems the Angels descended en masse onto Bubba's, roaring up in the gravel parking lot in their traditional hell-raising style. On entering the restaurant, they proceeded to pull several tables together and they, along with their mammas, sat down and awaited service. (Mammas in this context does not mean their mothers, in the strict family sense.)

They all ordered large quantities of ribs, beans, slaw, and sandwiches, and apparently had a great time devouring food and quaffing drink in the tradition of raiding Cossacks. "Were you afraid?" inquired the customer of the waitress.

She told the customer that, not only were the gang members polite and courteous, they cleaned up all their napkins and bones from the floor and tables when they finished and returned all of the furniture to the original positions. While two of the men carried the refuse to the garbage cans, several of the mammas cleaned off the tables and straightened the napkin holds and salt and pepper shakers.

As each paid their bill, they thanked the waitress. In all, they left approximately \$50 worth of tips.

After relating this experience to the customer, the waitress went on to tell of another experience the day following the visit of the Angels.

She said a church bus from Conway pulled up and unloaded about 25 high school age youths, all of whom entered the restaurant, pulled tables and chairs together, and placed orders.

According to the waitress, when the group finished eating, not one of them made an effort to replace the furniture; they left the floor littered with napkins and other refuse, several skipped without paying their bill, several salt and pepper shakers and items of silverware were stolen, and no one left a tip.

"Give me the Hell's Angels any day," said the waitress. END

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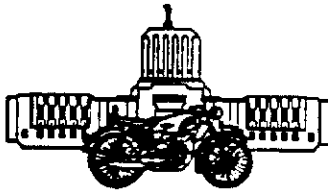
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LEGISLATIVE UPDATE

1989 Oregon Legislative Session - upon Adjournment 7/4/89

HB 2080 - Passed

Motorcycle passenger failure to wear helmet - defined as Class C traffic infraction (fine reduction from \$500 to \$50)

At request of Joint Interim Committee on Transportation

Passed House Floor 4/20; vote 50 - 10

Passed Senate Floor 5/11; vote 25 - 3

Speaker of House, President of Senate, Governor signed 6/6; Effective June 6, 1989

HB 2121 - Passed

Rider education required for 16-18 yr olds to get motorcycle endorsement; increases motorcycle endorsement fee by \$4 every 4 years, payable to Motorcycle Safety Subaccount

At request of Governor's Motorcycle Safety Advisory Committee

Passed Ways & Means 4/26

Passed House 5/12; vote 57-0

Passed Senate 6/2; vote 22-2

ODOT directed by Sen. Trans. Chair Joan Dukes to work with Gov Comm & Butch TO Develop plan for signing borders: helmet requiremen

Speaker of House, President of Senate, Governor signed 6/26; Effective October 3, 1989

HB 2122

To renew motorcycle registration, certification required that operator is properly licensed

At request of Governor's Motorcycle Safety Advisory Committee

House vote 56-3 in favor, 2/7/89

Hearing 3/1 Senate Transportation Committee

DMV, Adv. Committee, Team Oregon directed to discuss other approaches (i.e. insert information in DMV registration renewal notices)

In Senate Transportation Committee upon Adjournment 7/4/89

HB 2515

Helmet law amendment: only riders/passengers under age 18 would be required to use helmet

At request of Coalition of Motorcycle Rights Groups

House Human Resources refuses to hear it, because it was passed by vote of the people

In House Human Resources Committee upon Adjournment 7/4/89

HB 2539

Personal Injury Protection insurance requirement for motorcyclists

At request of Oregon Trial Lawyers Association

Hearing 3/9, work session 4/13

Amended to remove motorcycles from PIP requirement

In House Business & Consumer Affairs Committee upon Adjournment 7/4/89

HB 2801

Medical exemption from helmet use

At request of Coalition of Motorcycle Rights Groups

Hearing held 4/15

In House Human Resources Committee upon Adjournment 7/4/89

HB 2802

Moped operator required to obtain motorcycle indorsement

At request of Coalition of Motorcycle Rights Groups

In House Transportation Committee upon Adjournment 7/4/89

HB 3029

Class III ATV offroad permits/decals

At request of Paul Paulsen

In House Transportation Committee upon Adjournment 7/4/89

HB 3030 - Passed

Class III ATV titling and registration

*At request of Lobos Motorcycle Club, Pacific Northwest
Four Wheel Drivers Association*

Passed House Transportation 5/1

Passed Ways & Means 6/28

Passed House 53-4, 6/29

Ways & Means A-Engrossed passed, 7/1

Passed Senate 16-10, 7/1

HB 3033

ATV safety, education and enforcement, funding

At request of Oregon All-Terrain Vehicle Association

Hearing held 4/13 House Transportation

In House Transportation Committee upon

Adjournment 7/4/89

HB 3034 - Passed

Class II ATV decals/permits

*At request of Pacific Northwest Four Wheel Drivers
Association*

Passed House 4/26; vote 50-0

Hearing held in Senate Transportation 5/26

Passed Senate Transportation B-Engrossed 6/12

Passed Senate 25-3, 6/14

House concurred with Senate Amendments, passed
57-3, 6/16

Speaker & President signed 6/28

HB 3154

Bicycle education funding

At request of Bicycle Education Advisory Committee

*At request of bicycle education program that the
legislature established last session*

\$1 per new bicycle sold

House Transportation Committee hearing 4/6

In House Transportation Committee upon
adjournment 7/4/89

SB 401 - Passed

Adds motorcycles to Lemon Law

*At request of Oregon State Public Interest Research Group
(OSPIRG) and Sen. Peg Jolin*

Passed Senate 3/9; vote 23-4

Passed House 5/18; vote 58-1

President signed 5/24, Speaker signed 5/25,
Governor signed 5/29; Effective Oct. 3, 1989

SB 649

ATV helmet/operator licensing bill)

Introduced by Sen. Jane Cease

Hearing 3/13 Senate Transportation Committee -
Tabled

SB 856

Financial responsibility for Class I ATV's

At request of Theresa Walker

Hearing in Senate Transportation 4/10

In Senate Transportation Committee upon
adjournment 7/4/89

SB 917

Requires windshields for all motor vehicles

At request of Josephine Co. Sheriff William Arnado

In Senate Telecommunications & Consumer Affairs
Committee upon adjournment 7/4/89

A.B.A.T.E.
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Contact person: Stan Porter
Motorcycle Safety Coordinator
Phone: 378-3669

N E W S R E L E A S E

ACHIEVEMENTS IN MOTORCYCLE SAFETY CELEBRATED

IRVINE, CA - National winners of the 1989 Motorcycle Safety Foundation's annual awards were announced today by Alan Isley, MSF's president.

The OREGON winners are:

The Governor's Motorcycle Safety Advisory Committee
for the
"1989 Outstanding Motorcycle Safety Support Award"

and

The Motor Vehicles Division Licensing Section
for the
"Licensing Improvement Award"
for improvements in the motorcycle licensing program

"Since 1978, our national awards program has honored outstanding individuals and organizations active in motorcycle safety," said Alan Isley, president of MSF. "Each year, the quantity and quality of contributions and nominations continue to climb, with encouraging spin-off benefits to the motorcycle community."

Both the Governor's Motorcycle Safety Advisory Committee and the Motor Vehicles Division have done excellent jobs in making motorcycling safer in Oregon and it is fitting that these fine hard working people that are members of the Committee and employees of the Division get this well deserved national recognition.

NOTE:

The May meeting of the Governor's Motorcycle Safety Advisory Committee is scheduled for Thursday May 10th at the Memorial Union Council Room at Oregon State University. The meeting starts at 6:30 PM and is open to the public.

INSURANCE THINS FIELD; TEAMS WORRY LAWSUITS SACKING HELMET MAKERS

by Alan Schmadtke, The Orlando Sentinel

Leesburg, Fla. - Two lawsuits, two large rewards:

● In 1975, a Miami high school football player won a \$5.5 million lawsuit after he was paralyzed by a broken neck. The court ruled the player's helmet, made by Riddell, had a faulty design that caused the injury.

● In 1981, a 13-year-old player in the Boca Raton Pop Warner League attempted to make a tackle. He collided head-on with an opposing player, sustained a neck injury and became a paraplegic. Last year, a jury awarded the player's parents \$14 million.

In the last 15 years, 25 product liability verdicts have been handed down. In those, \$46 million has been awarded to victims, \$39 million since 1980.

Priced Out of Football?

Those awards, and the rising cost of insurance and helmets, have spurred growing concern about the future of football helmet manufacturers and about helmets soon being out-priced for some high schools.

It has also led to the creation of Coalition of Americans to Protect Sports (CAPS), a North Palm Beach, Fla., grouping urging tort reform and product-liability legislation.

In May, Rawlings Sporting Good Co. announced it was getting out of the helmet manufacturing business, leaving the helmet market with two major producers, Riddell and Schutt (formerly Bike).

18 Years, 18 Exits.

Rawlings' exit was the 18th in as many years by a helmet manufacturer. Where once high school players could wear helmets made by Spalding, MacGregor, Medalist Industries and others, that list has been trimmed to two.

After Rawlings' announcement, Dallas Cowboys executive, Tex Schramm, chairman of the NFL's Competition Committee, told The Boston Globe, "The way our courts are going, we may come to the day where there aren't any companies making helmets."

No helmets, no football. That's the fear.

In reality, helmet manufacturers will be there, but insurance rates will keep rising and helmet costs will continue going up as they have for 20 years. High schools, who make up more than 90 percent of the helmet market, will bear the brunt of the increases.

Major Expense

"At a small school, helmets are a major expense," said Umatilla (Fla.) High School Principal Fred Colvard, whose Class AA school has about 30 varsity players. "We're doing pretty well on budgeting here, so when we had to get a lot of helmets in the spring, it didn't throw us over. But even shoulder pads and everything else, that's all expensive.

In 1965, an average helmet costs \$22, according to Sports Inc. magazine. By 1978, average price was \$45. Today it's \$100.

Ideally, helmets should be replaced every year. If they aren't, they should be reconditioned, said Mike Holt, former president of Medalist Industries of Leesburg.

Insurance Adds Up

Reconditioning includes new parts and re-inspection. A helmet's life span should be no longer than four years, even if it has been reconditioned.

At least half of the cost of a helmet comes from a

manufacturer's product-liability insurance, said CAPS Spokesman Cinde Everett. Holt estimated insurance was responsible for about 75 percent.

Higher insurance rates stem from more liability suits, which come from injuries.

"I'll tell you what's happening. It's the same thing that's been happening the last 15 years. As more juries award more money, the prices will rise and the manufacturers will pass that cost right along," Holt said. "The problem with the situation is the helmet gets blamed for neck injuries."

Lawsuit Problems

Holt sold his business in 1980 and stayed on as a consultant for six years, long enough for him to have to fight his share of lawsuits. And to see his insurance rates go up.

Soon after he left, Medalist stopped manufacturing helmets.

"The lawsuits took a tremendous amount of my time. You wouldn't believe how much time it took to defend. Riddell and Bike sold the majority of helmets, so they had the majority of suits, Holt said. "The problem with the situation is the helmet gets blamed for the neck injury."

"As long as juries award those large amounts, they (suits) are going to keep coming at you. That's what was so frustrating. To me, that really took the fun out of doing business. It really did."

Forced Out

According to Sports Inc., Riddell and Schutt paid an estimated \$500,000 in product liability last year. Phone calls to officials at Riddell and Schutt were not returned.

"Some companies were forced out because they couldn't secure product liability insurance at all, so that took them out of business," said Holt, a financial consultant in Leesburg. "Others left because of the nuisance - the cost of the insurance and the cost and time involved in fighting these lawsuits."

Banned Sports

"Insurance rates affect more than football. High School organizations in Iowa and Michigan," Everett said, "have banned pole vaulting at public schools. California and Washington, D.C., have outlawed gymnastics. Insurance premiums, she said, were too high."

Catastrophic insurance provided by the Florida High School Activities Association costs schools no more than \$495 a year. It covers any student who participates in an FHSAA-sponsored activity, including band.

"The FHSAA's policy provides a \$250,000 catastrophic injury benefit," FHSAA Executive Director Fred Rozelle said. The policy's deductible was hiked from \$10,000 to \$25,000.

"Last year, the FHSAA paid \$136,912 for its catastrophic insurance policy, which is through the same company the National Federation and all other state organizations use," Rozelle said.

Member schools pay the FHSAA their catastrophic insurance. Class AAAA schools pay \$495 annually. For AAA schools, the cost is \$375. For AA schools \$225 and for A schools, middle schools and junior highs, it is \$135.

[Ed. note: We can ask ourselves only one question, "Is this where motorcycle helmet manufacturers are headed?" Think about it.]

END

ABATE is a benefit to its members.

**The number of members we have
is a benefit to ABATE.**

Help ABATE Help You!

Excerpts reprinted from April 1990
Americans Supporting America's Veterans, Inc.

A.S.A.V. Newsletter

Another year has come and gone without the release of our live prisoners of war and return of the remains of all those listed as missing in action. Despite recent live sighting reports and all the efforts of P.O.W. activists, our government has seen fit to allow this disgrace to continue. I am happy to report that the efforts of the POW/MIA activists have not been totally in vain. Since our last newsletter, according to information we have received, the U.S. has obtained the remains of seventeen (17) men previously listed as missing in action. Those remains have been identified as:

LTC Robert E. Bush, USAF, missing since 3/24/66, LCDR Wilmer P. Cook, USN, missing since 12/22/67, MAJ Robert G. Cozart, Jr., USA, missing since 3/20/70, MAJ Charles J. Huneycutt, Jr., USAF, missing since 11/10/67, COL Bobby A. Kirby, USAF, missing since 12/21/72, COL Merrill R. Lewis, Jr., USAF, missing since 7/20/66, COL Samuel C. Maxwell, USAF, missing since 9/12/68, SFC Edward D. Reilly, Jr., USA, missing since 4/26/66, CAPT Albert E. Rodriguez, USAF, missing since 3/11/68, CAPT Henry M. Spengler, 3rd, USA, missing since 4/5/72, CAPT Larry Trimble, USAF, missing since 4/15/72, CW2 Michael B. Varnado, USA, missing since 5/2/70, MAJ David B. Williams, USAF, missing since 5/3/72, COL Don I. Williamson, USAF, missing since 7/7/65, CW2 Charles C. Windeler, Jr., USA, missing since 4/5/72, COL Jerdy A. Wright, Jr., USAF, missing since 3/7/66, one name withheld at the families request.

Although this is not the news the families of those men had hoped and prayed for, I hope that this brings a long awaited piece of mind. Unfortunately, the families of 2,331 POW's and MIA's are still forced to live with the uncertainty of not knowing the fate of their loved ones. The question is, what will you do to help bring them home? I want to address the subject of individual involvement. I formed A.S.A.V. to become involved in various veterans issues which I felt were very important. The majority of the money I earn working as a part time truck driver goes toward trying to honor the commitments of A.S.A.V. Like myself, there are other individuals around the country who have set aside their personal lives and spent countless hours of their time and thousands of dollars of their personal assets to do their part to help bring our brothers home. Those of us who are involved are fighting for the very lives of our prisoners of war, for the families of those missing in action, and for the rights and support of the veterans who have laid their lives on the line for this country. These men and women paid the price for the freedom we all enjoy and unfortunately most take for granted. Again, I ask, what will you do for them?

This year there are many activities planned throughout the country designed to let the politicians know that we will not let the POW/MIA's be forgotten.

Don "Smitty" Smith, President, A.S.A.V.

END

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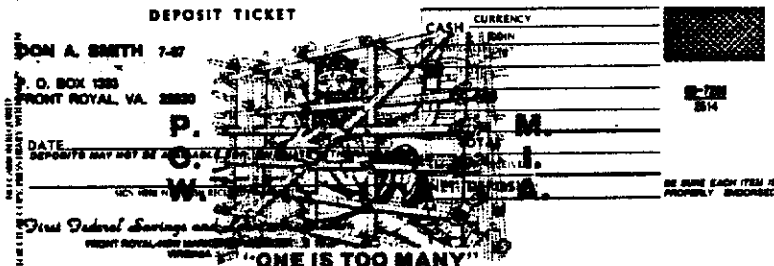
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Americans Supporting America's Veterans, Inc.

POW/MIA PERSONAL CHECKS

It is now possible to order personalized checks with a special "POW" in a cage" background. When reordering your checks, ask your financial institution to request the shadow print #20520 (POW/MIA) from Deluxe Check Printers, on your checks.

POW/MIA Postage Stamps

The American Legion and other veteran organizations are trying to initiate a postage stamp which bears the logo of a POW with a prison camp guard tower over his shoulder and barbed wire extending horizontally behind the prisoner in silhouette form. Below the logo are imprinted the words "You Are Not Forgotten". Please mail a letter to the Postmaster General and ask that this stamp be issued. The address is as follows:

Anthony M. Frank
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ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

U-PICK UP.

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

WANTED: FL Springer. 588-2290 (6-90)

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FOR SALE: 1985 FXRS Low Glide, good tires, fairing, runs good, uses no oil. Wild Cherry Maroon Metallic. 30,000 miles. \$4,000. Also, Langlitz Leathers, Jacket size 40-42, pants waist 36. Clark 265-2151 (Newport). (6-90)

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

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UPDATE ON H.R. 1730 "THE MISSING SERVICE PERSONNEL ACT"

Testimony pertaining to H.R. 1730, "The Missing Service Personnel Act," was heard by the House Armed Services Subcommittee on Personnel and Compensation the 30th of January 1990. At the same hearing, testimony was also heard on H.R. 3401, "The Rowland-Michael Bill." Both bills offer amendments to "The Missing Persons Act of 1942," which is the law the government uses to declare missing service personnel dead.

H.R. 1730 is a bill that will completely change the methods the government uses to declare missing personnel dead. This bill will make the government fully responsive to the needs of the missing personnel, and their families. It will remove the discrimination (between personnel with dependents and those without dependents) that is written into the present law. H.R. 1730 also returns basic human rights that the present law denies missing service personnel.

H.R. 1730 has been well received by POW/MIA activists, many members of Congress, and that portion of the public that has been made aware of it.

H.R. 1730 had a strange effect on those who are supposedly "government experts on the POW/MIA issue." They suddenly decided, "THE MISSING PERSONS ACT OF 1942" NEEDS CORRECTING!!

The Department of Defense, after forty-eight years, and the National League of Families, after twenty years, suddenly realized what has long been apparent to the activists in the POW/MIA issue.

H.R. 3401 was submitted at the behest of these entities. Had Congressman Rowland not done some "fancy foot work" to get his name on the bill, it would have been "steam rolled" through the Committee. H.R. 1730 would not have been considered!

H.R. 1730 must be passed, as the other bill will only make a few cosmetic changes in the law. It will do nothing to correct the obvious fallacies of the law! The other bill will also instruct DOD to "Make a study" of the law.

DOD HAS HAD FORTY-EIGHT YEARS TO MAKE THIS "STUDY"! NOW IS THE TIME TO FACE FACTS AND COMPLETELY CHANGE THE LAW!!! If DOD and NLF have this kind of political pull, how is H.R. 1730 still hanging on? What is keeping H.R. 1730 alive?

YOU ARE!!!

You, and everyone who has signed a petition, mailed a postcard or a letter, made a phone call, sent a telegram, or has spoken to their U.S. Representative or the Subcommittee! There has been too much interest in H.R. 1730 for it to be ignored.

BUT WE CAN'T STOP HERE! DON'T LET THESE "GOVERNMENT EXPERTS" GET BACK IN CONTROL, KEEP UP THE PRESSURE!

FOR THOSE NOW MISSING, WE MUST PREVAIL. FOR THE FUTURE, WE MUST WIN!

END

ARE YOU REGISTERED TO VOTE?

X

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

S.1160 PASSES THE SENATE

After many years of trying to get the state to educate motorcyclists on safety we finally got a bill, S.1160, introduced in the Senate by Senator I.E. Lurie. On the 20th of March the bill passed the second reading in the Senate by a unanimous vote on Sen. Hinds' motion. The next day the bill came up for the third reading on the uncontested calendar and Douglas L. Hinds, with the help of Sen. John C. Land, tacked on an amendment to the bill that was virtually the same as Hinds' bill S.257 (mandatory helmets for everyone). Senators Glen F. McConnell said the amendment was out of order. Senators Ryan C. Shealy, Sherry Martschink, Caldwell T. Hinson, and Ernest L. Passailaique also opposed the amendment.

On April 17th S.1160 passed the Senate without the amendment. On the 18th the bill was read in the house for the first time and referred to the House Education and Public Works Committee. *END*

MANDATED LEARNING

It's getting to the point where no young person's driver's license is safe while the South Carolina Legislature is in session.

The latest proposal to educate by coercion comes from Greenville Rep. Mike Jaskwhich, who has introduced a bill to deny driver's licenses to high school students who have less than a C average. Students failing to make the grade would have to wait until they're 18 years old to get a license.

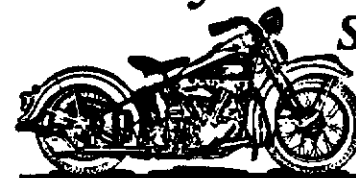
This is a classic example of how good intentions can make bad laws. It follows last year's legislative effort by Sen. Hugh Leatherman to deny driver's licenses to high school dropouts.

If the Jaskwhich bill is passed, it's worth wondering if indifferent or frustrated students will be motivated to drop out, since they'll be punished by the state anyway if they can't make a C average. Also, students who have fallen behind over the years or who have limited ability would be punished even if they are trying hard to make the accepted average.

The school dropout problem is complex, with a variety of causes and no ready-made solutions. The problem of low achievement by students is equally complex. Lawmakers should recognize this, and stop looking for a legislative fix for youthful behavior. *END*

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Portland, OR 97220
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_____ and _____

were joined together in Weekend Wedlock

THIS LICENSE IS VOID TWO DAYS AFTER THE ABOVE DATE. NEITHER PARTIES ARE RESPONSIBLE FOR ANY PREGNANCIES, ABORTIONS, SUPPORT, ALIMONY, V.D., HOOF AND MOUTH DISEASE, CRABS, MANGOVERBS, SORENESS, NERVOUS BREAKDOWNS, PISSED OFF HUSBANDS, W.I.E.B., LOVERS, OR PROMISES THAT MAY HAVE OCCURRED DURING THIS MARRIAGE. THIS MARRIAGE CEREMONY MAY BE PERFORMED BY ANY BARTENDER, WAITRESS, CAB DRIVER, MOTEL CLERK, MAID, PARENT, SPECTATOR, FRIEND OR BUM THAT MAY BE HANDY.



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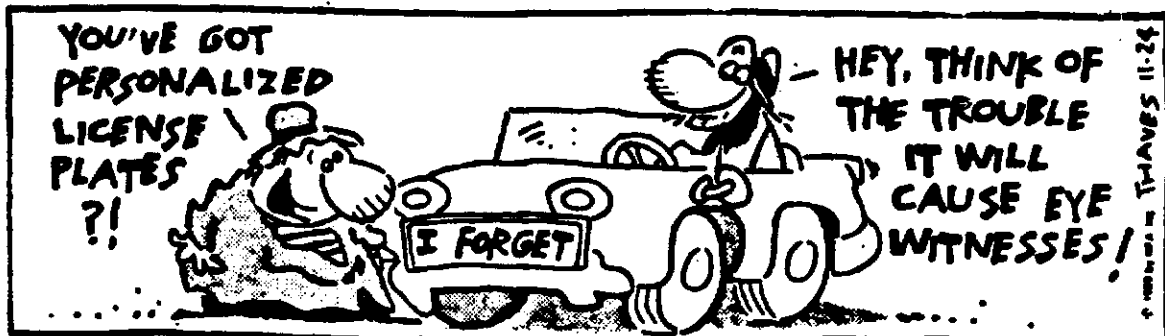
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A publication generated out of a love for
motorcycling and the need to preserve
the freedom to continue to ride.

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



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

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

Dear Senator or Representative:

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

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

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

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

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

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

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

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

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

SUPPORT

John H. Chafee (R-RJ)
 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

Reprinted from May 1990
Michigan Rider

THREE FOR THE ROAD

Jimmy, who rides a Harley, says cellular telephones are making things worse. That is why he tunes his exhaust system so the pipes are remarkably loud.

Motorcyclists have always had a hard time with four-wheeled vehicles. Drivers seem to assume they share the road with folks just like them, in vehicles the same size and shape as theirs. They simply don't notice motorcycles sometimes. When that leads to a collision, the result for the cyclist is often fatal.


Jimmy says he has always been extra careful around leaf-peepers and has watched for "the little old lady with arthritis in her neck who can't turn her head to look," but now he approaches every silvery sedan that looks as though it might contain a cellular phone as if it were a great white shark.

He says that the other day in the Arlington Street overpass he had to drive his Harley-Davidson Sportsman halfway up the wall to stay out from under a Lincoln Continental whose driver lost his way in an animated cellular dispute.

Groups like the Modified Motorcycle Association of Massachusetts are waging a double-edged awareness campaign. The bumper-sticker message is: "Check twice - Save a life: Motorcycles are everywhere." The other part of the campaign is directed at motorcyclists, reminding them that however much they may be in the right, in a collision they will pay the highest price.

Meanwhile, Jimmy keeps his exhaust pipes loud and revs the bike in traffic. He's not making a statement. "It's just that if they can hear me coming, I have a better chance of being seen." *END*

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Reprinted from May 1990
ABATE of Illinois News

GOOD NEWS

by Charlie Preston

HB 3020, a helmet bill for motorcycle riders and passengers under 18 which excludes motorized pedal cycles (mopeds and some scooters), was heard by the Judiciary I committee on 18 April and passed to go to the floor of the House. We had very little notice for the committee hearing. After the hearing we learned that it was scheduled to be before the entire house less than a week later, 24 April. By the time you read this HB 3020 may have already been passed to the Senate. IF THIS HASN'T HAPPENED YET PLEASE CALL YOUR STATE REPRESENTATIVE AND POLITELY EXPRESS YOUR OPPOSITION TO HB 3020. A new information package was sent to all members of the House and, at this time, the package is being prepared to send to the members of the Senate. If HB 3020 is passed by the House then YOUR PHONE CALLS AND LETTERS TO YOUR STATE SENATOR ARE NEEDED TO STOP THIS BILL! Thank your Senator if he or she has supported our position in the past. The helmet bill received a lot of media coverage in this area when it was passed by the committee. Watch for further developments. *END*

Reprinted from May 1990
ABATE of Kansas Newsletter

MISSING

(But not Forgotten)

*To ALL Vets, MIA's and POW's from D
In silence there is no pain
No aching muscles scream.
No need to check the leg,
No weapon left to clean.*

*Beneath some foreign sod
A fallen soldier lies
His battle daze has ended
The war for him now won.
Captured by an iron ball
from a hidden snipers lair
Alone he sleeps
In silent peace
Awaiting the trumpet's sound.*

*"When Worlds Collide, Heroes Die"
Only their children cry.
Only their brothers and sisters cry ...*

END



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Reprinted from May 1990
ABATE of Kansas Newsletter

FOREVER FREE

by Paula K. Walters, 8/26/89
(Paula is 13 years old)

*I will forever ride free,
if the sky were a road,
you could see me.
I will ride under eternal blue skies ..
past rivers, past mountains ...
no boundaries, wherever my mind takes me.
I'm forever free,
flying with the eagle,
gliding and guiding each other,
the wind never slows us,
for we are ...
In perfect harmony.
We keep riding.
Forever Free*

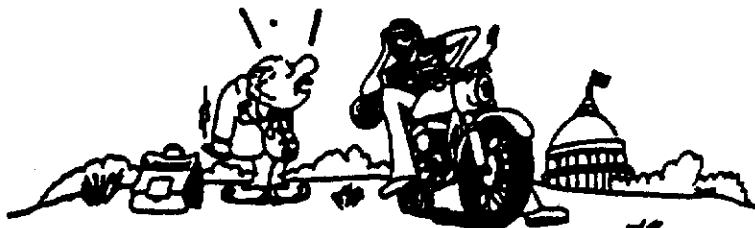
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1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
<u>JUNE</u>				
MRC:RSS	7,9,10,14,16	7,9,10,14,16	-	7,9,10,14,16,21, 23,24,28,30
ERC	3	23	2	17
<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	-	-	-	-

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



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SHARE THE ROAD

Oregon Traffic Safety Commission



In order to preserve life, liberty and the pursuit of happiness, drive carefully. Don't follow too close, drive within the speed limit, and look carefully for motorcycles — especially at intersections.

If we live up to our responsibilities, more people will live.

NEWSLETTER EDITOR'S SOAPBOX

Sorry I missed last month's newsletter. I have a lot of excuses, but I won't bore you with them.

Well, it has officially started. I was watching Channel 6 News last week and the newscaster was talking about the high number of head injuries horseback riders are experiencing. I didn't catch whether this was on a national level or in a certain state, but he went on to say that a helmet was being considered.

We have got to stop the legislators, the insurance companies, and the medical industry from thinking that "MANDATORY" is the solution. Our doctor even told my ol' man recently that he was "suppose" to influence him not to ride a motorcycle.

We are dealing with large groups of people who have a lot of money and enormous power in this country, and unless we banned together and start selling our educational ideas loud and clear, we will lose more and more rights, and our ideas will be only a dream to hold in our mind. We will only have "Remember when we could ..." I don't want that and I know you don't either. It's not just helmets were fighting about anymore. It is the freedom to choose. To choose what we want to wear, what we want to ride or drive, where we want to live, what kind of occupation we want, what kind of food we eat, what dishes we eat off of, and I could go on forever.

Think about it and drop me a line. Address it to: Dear Editor, A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, OR 97208.

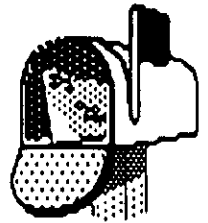
Ride safe, Donna

URGENT!

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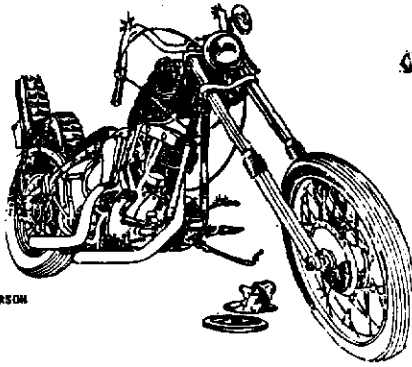


*Member of ABATE of Oregon
Legal Counsel for BikePAC of Oregon
A.I.M. Attorney - Aid to Injured Motorcyclists
Authorized Oregon Representative for the Law Offices of Richard M. Lester*

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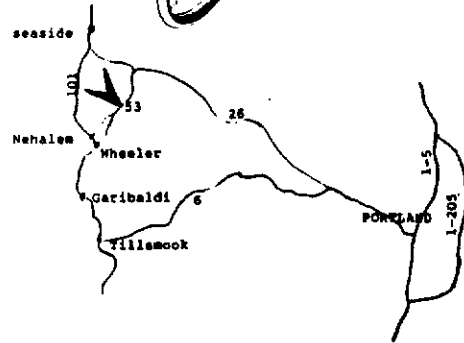
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AUG. 17, 18, 19

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NAME: _____ NAME: _____

NAME: _____ NAME: _____

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Summer is here! Enjoy the riding weather and make sure to recruit new members along the way. And don't forget to keep your membership up to date.

Chapter Meeting — Where & When

1st SUNDAY

LANE COUNTY

12 Noon at Round Table Pizza, 6th Street, Eugene.

1st & 3rd SUNDAYS

DOUGLAS COUNTY

11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.

JACKSON COUNTY

1st Sun. - 11 am, Angelo's Pizza, Phoenix, Oregon. Call

Pete Karpa at 776-4558 or Paul Warrender at 772-7344.

3rd Sun. - Ride

NORTH COAST ABATE

1st Sun. - 12:00 noon, Cedar Bay Restaraunt, Tillamook

3rd Sun. - 12:00 noon, The Pizza Harbor Restaurant, 15 N.

Edgewood, Seaside.

2nd & 4th SUNDAYS

S.E. PORTLAND

12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.

JOSEPHINE COUNTY

11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.

YAMHILL COUNTY

3 pm, Dominico Pizza, McMinnville.

2nd & 4th MONDAYS

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.