

A.B.A.T.E. of

*Dedicated to
Freedom of the Road!*



Oregon, Inc.

*Let Those Who
Ride Decide!*

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

MOTORCYCLE SAFETY AWARENESS RALLY MAY 19th

SHEMENSKI FOUNTAIN

Downtown Portland Park Blocks

800 Park Blocks between Salmon and Main Streets

12 noon until 1:30 p.m.

Speakers and Information

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



**BikePAC
of Oregon**



**Team
Oregon**



Poker Run to follow Rally

\$5.00 per hand

All profits to BikePAC

1st, 2nd and low hand will win percentage

May is National Motorcycle Awareness Month.

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

BUSINESS CARD SIZE:	\$ 25.00 - 3 months \$ 45.00 - 6 months \$ 75.00 - 12 months	1/4 PAGE:	\$ 44.00 - 3 months \$ 80.00 - 6 months \$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months \$127.00 - 6 months \$200.00 - 12 months	FULL PAGE:	\$113.00 - 3 months \$213.00 - 6 months \$333.00 - 12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read Newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

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

Please make checks payable to **ABATE of Oregon, Inc.**

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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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CHAPTER ADDRESS AND CONTACT PERSON(S)

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Madras, OR 97741

For info: Jerry Brown, 475-2503

COLUMBIA COUNTY
P.O. Box 725
Rainier, OR 97048

For info: Lee Hildebrand, 556-2733

DOUGLAS COUNTY
P.O. Box 61
Roseburg, OR 97470

For info: Joy Hoover

JACKSON COUNTY
P.O. Box 1184
Medford, OR 97501

For info: Peter Karpa, 776-4558 or
Paul Warrender, 772-7344

JOSEPHINE COUNTY
P.O. Box 1385
Merlin, OR 97532

LANE COUNTY
34215 Meyer Road
Cottage Grove, OR 97424

For info: Harley, 935-2424

LINCOLN COUNTY
P.O. Box 665
Newport, OR 97365

For info: Vicki Lechner, 563-3520

MT. HOOD
P.O. Box 13021
Portland, OR 97218

NORTH COAST ABATE
P.O. Box 468
Seaside, OR 97138

For info: Jay Cooley, 325-4892

N.E. PORTLAND
P.O. Box 5792
Portland, OR 97228

For info: Pat Gleason, 775-4593

SALEM
P.O. Box 13957
Salem, OR 97309

For info: Jim Stoner, 769-4402

S.E. PORTLAND
P.O. Box 86007
Portland, OR 97206

For info: Ed Dahl, 771-0188

TEAM TOTEM
3324 N.E. Killingsworth
Portland, OR 97218

For info: Charlie, 288-3658

WASHINGTON COUNTY
P.O. Box 1353
Hillsboro, OR 97124

For info: Paul, 693-0938 or
Tom, 662-4742

YAMHILL COUNTY
P.O. Box 1179
McMinnville, OR 97128

For info: Cindy Butman, 472-0114

COORDINATOR'S CORNER

"Freedom is an invisible word. If we want to enjoy it, and fight for it, we must be prepared to extend it to everyone, whether they are rich or poor, whether they agree with us or not."

Our image has always been very important for our organization. Protecting it is very commendable, but somewhere down the road we forgot the reason why we joined A.B.A.T.E. in the first place. Why? you might be asking yourselves. Well, have we forgotten that we are a legislative organization protecting motorcyclist rights. We have been working the last 9 months to get the Helmet Law on the ballot. It's taking every conceivable way I can think of to get people involved.

Ask yourselves if there is something you could have been doing to help. By now most all of you know my phone number but for those of you who don't and have any suggestions, opinions, or questions, please call me at 284-9858.

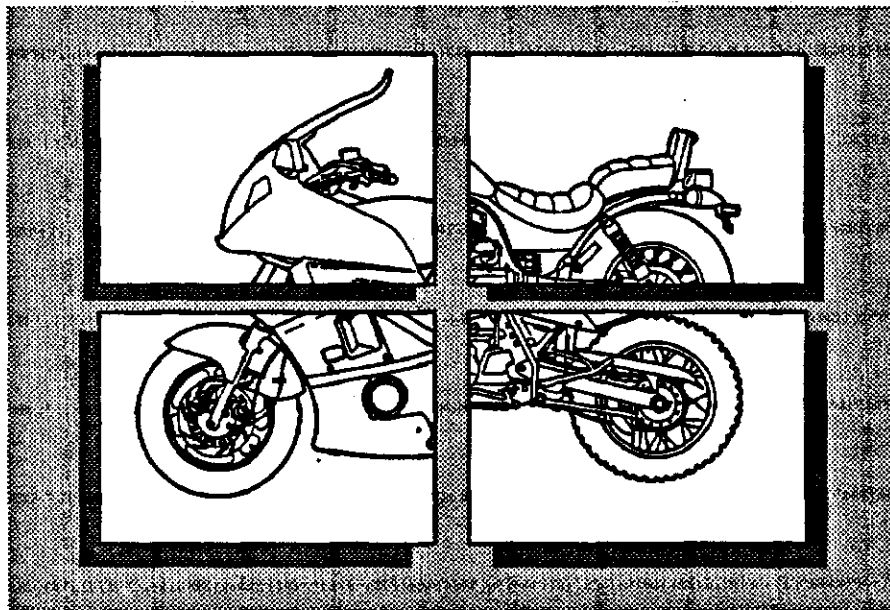
The fight is on! The need for help is now!! Remember the outcome will show how hard we worked to protect our rights.

If anyone is experiencing problems of any kind concerning insurance contact Tom Erwin at 1-378-4484. He is from the Insurance Consumer Advocates, Salem, Oregon.

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 April 14, 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, Columbia County - 0, Douglas County - 2, Jackson County - 2, Josephine County - 1, Lane County - 1, Lincoln County - 2, Mt. Hood - 2, N.E. Portland - 2, North Coast - 0, Salem - 2, S.E. Portland - 2, Team Totem - 2, Washington County - 1, Yamhill County - 0. Total 20.

MEMBERSHIP SECRETARY: Membership is up 26 from last month. As of April 1, 1990:

Central Oregon	30
Columbia County	12
Douglas County	65
Indian Creek	86
Jackson County	63
Josephine County	57
Lane County	30
Lincoln County	88
Mt. Hood	41
N.E. Portland	137
North Coast	52
Salem	70
S.E. Portland	101
Team Totem	70
Washington County	33
Yamhill County	44
TOTAL	979

NEWSLETTER EDITOR: We still need more ads for the Newsletter. N.E. Portland has turned in 10 so far. Only 2 chapters were late with their reports. Much better!

STATERUN COORDINATOR: Dave Hurt from Yamhill County is in charge of organizing the beer sales. He will be sending letters to each chapter asking for assistance.

So far only 8 Chapters have picked up tickets for Fossil. All Chapters can pick up tickets from the Secretary.

All Chapters need to send lists to Jim Stoner from Salem for security at Fossil. He will be mailing postcards to each coordinator asking for help.

ABATE PRODUCTS DIRECTOR: Everyone who has MRF raffle tickets that haven't been sold, turn them in to Angie. She also recommends that when you are mailing ABATE pins, to use the padded envelopes from the post office to avoid damage. Each Chapter can still order ABATE t-shirts from the State.

WAYS AND MEANS: Rusty still needs tables and chairs for Casino Night at Fossil. He would like to sell some of our coloring books at Sturgis. If anyone knows someone with booth access there and transportation for them, please contact Rusty Taylor.

EDUCATION DIRECTOR: May is Motorcycle Awareness Month, so all chapters need to get busy and do some serious PR. If you need inspiration and ideas, contact Lincoln County. They are very organized in this area. There will be a rally on May 5 in Salem to the State Capitol and a rally on May 19 in Portland at the Park Blocks. We need to have lots of motorcycles and people there from 9:00 am until 3:00 pm. It is a good idea to contact judges in your area about sending people with motorcycle related driving problems to Team Oregon instead of a driving course. Since some judges are not aware of Team Oregon, it is a good idea to let them know.

LEGISLATIVE DIRECTOR: The people involved in Pro Choice

for Abortion are beginning to help us with our fight for freedom. They will have a list of which candidates are pro choice. Each Chapter needs to concentrate on the candidates in their own areas. So far we have just over 10,000 signatures for our petition. We can still make it but we need to get busy.

TREASURER:

Checking	\$481.64
Savings	59.06
Postal Fund	.381.27
Total	\$921.97

FINANCE COMMITTEE: After a great deal of research, the committee gave a report on the exact costs of each member per year. It is obvious that we give serious consideration to an increase in dues. The committee recommends the following: \$20.00 per regular member; \$5.00 per household member (spouse or significant other); \$30.00 for a family membership.

Chapter highlights were given.

OLD BUSINESS: Roger again asks for donations from chapters to help pay expenses for the ABATE tri-folds and displays.

All Chapters contact Roger about how many people will be attending STEAM.

A vote was held on the motion (made two months ago) to raise quarterly payments to the state from 15% to 25%. Motion passed. Effective immediately.

NEW BUSINESS: Butch Harbaugh from BikePAC addressed the board with a proposal involving a food booth at Fossil. BikePAC would like to have a booth at Fossil for the sole purpose of raising money for BikePAC, which will in turn benefit all of us in the State. Their proposal asks that the board waive the fees and let them have a free booth at Fossil as long as all the profit goes to BikePAC. A motion was made in support of this proposal. Motion passed unanimously.

At this point there are three Chapters in the state that are in violation of State Bylaws. Letters have been sent to all Chapters notifying them that they are on probation. Washington County; they have been in contact with Roger and sent a representative to the board meeting. They are trying to reorganize their Chapter and seem to be making positive headway.

Columbia County; there has been no improvement shown so far. Roger will attend their next meeting and talk to them personally to see what's happening.

Team Totem; the board gave Team Totem another 30 days to comply with the Rules of Operation. They will be reviewed again next month.

Charles Littlejohn resigned from his state offices of Vice Coordinator and Education Director. Elections were held to fill these positions. New officers are;

Vice Coordinator - Vicky Lechner, Lincoln Co.
Education Director - Dan Kerr, N.E. Portland

Announcements were made and the 50/50 drawing was held.

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

Respectfully submitted,
Judy Leehmann, State Secretary

CHAPTER REPORTS

CENTRAL OREGON

Hello from Central Oregon.

Central Oregon Chapter is cancelling their Run that was scheduled for June 15, 16 & 17. We just don't have the bodies or cash to put it on. However, we are scheduling mystery rides a couple of times a month. Our first one will be Sunday, April 29th. More information will be available soon.

Other than that not much happening.

Later,
Terri

COLUMBIA COUNTY

(No report, fourth time.)

DOUGLAS COUNTY

Hey Y'all -

Sorry we've been gone the last Newsletter, but we've had some real trying times in our Chapter as of late. Hopefully it's all cleared up now and we can go on about our usual business.

We changed our meeting date from the 3rd Sunday to the First Sunday of every month. This also helps me get all the paperwork done and in on time.

The 1st of April was our 10th Anniversary Meeting and we all had a good time at the Park.

Some of us went to Camp Easter Seals on April 7th and 8th and helped build a dock on the lake for the kids.

Well, that's all for now. See ya at Fossil.

Ride safe and have fun,
Cindy, Secretary

JACKSON COUNTY

Riding weather is upon us, so don't miss our 3rd Sunday/month ride. We meet at Angeloes in Phoenix at 11:00 am. We had a Casino Night in March bringing in about 130 much needed dollars.

Our 'write in' that we had last meeting produced a small handful of letters to Federal Legislators. Come to the next meeting and have your say, it's the only way to fight for our rights.

Okay, enough for now.

Ride on!
MA Pencilineck

JOSEPHINE COUNTY

Our plans for our S.O.S. Run are almost complete. We're expecting a good turnout with people gathering to go to Sturgis. We're building a dunk tank to be used as a fund-raiser.

We're having a membership drive with a good prize for the winner. We're having a Fizzle Run at Lake Selmac for those not going to Fossil.

Our 2nd meeting each month is a fun meeting. So far we had a short run and a poker run. April, we're having a scavenger run. Should be a kick.

We're having a petition drive at R.C.C.

Later,
Jim

LANE COUNTY

You cannot bring about prosperity by discouraging thrift. You cannot strengthen the weak by weakening the strong. You cannot help the wage earner by pulling down the wage payer. You cannot further the brotherhood of man by encouraging class hatred. You cannot keep out of trouble by spending more than you earn. You cannot build character and courage by taking away man's initiative and independence. You cannot help man permanently by doing what they could and should do for themselves. - Abraham Lincoln

Harley

LINCOLN COUNTY

We are concentrating on raising funds for Mrs. Santa's Building Fund. We are working with the Newport Lions Club in this community service project.

We held a garage sale in March and will be having another one May 6th.

The weekend of May 4-6 is Loyalty Days weekend in Newport. Hopefully, we will have riders in the parade promoting A.B.A.T.E. and Motorcycle Awareness Month.

There will be a MRC rider course in Newport on June 22, 23 and 24. Anyone interested in taking an Experienced Riders Course at that time should contact Rich Rau at 265-7628. He needs to know in advance if there is an interest in having an ERC. Also, anyone having questions on the MRC can contact Rich.

More after Fossil.
Vicki

MT. HOOD

Greetings to all again. Enclosed is a flier with information for our Poker Run to the Sun coming up June 23 and 24 in conjunction with Team Totem Chapter. We're going to Haystack Reservoir Park in Madras, Oregon. An overnigher, at that. And guess what? Roger won't be cooking chicken (hah, hah). That's a joke for people that we're there last year. We will have food, beverages, and there is a lake for swimming. Anyone that is talented enough to play an instrument or sing or make funny noises or anything that you might be talented with be prepared to use that talent, and remember the whole family is welcome.

On April 5, we had a special speaker at our meeting. His name is Froney Mathews. He is a candidate for State Senate. He was very interesting for those of you who missed the meeting. Remember, this is the time to join together and voice our opinions to our representatives as to how we want to be represented.

Well, hope to see you all at the Rally in downtown Portland and hopefully with all the people helping and participating we should enlighten lots of people.

Remember, June 23 and 24 Poker Run to the Sun. May 19th Motorcycle Awareness Rally to Downtown Portland.

Until next month, keep them petitions going.

Ride Safe,
Adios, Angie

NORTH COAST ABATE

Spring fever is in the air. We actually had more than one sunny day in a row and people are going crazy. We're looking into having a central meeting place so everyone can have a nice ride more than once a month. More will happen on that later this month.

The "End of Summer Run" is coming along nicely. Their last

meeting was very productive. They should have some sample posters for everyone to see soon. It's really amazing how easy things are when we all work together.

Our postcard campaign brought in a couple of replies. One was a real surprise. It was from Packwood and it had to do with C.O.L.A. cost of living adjustment for the military. The other, also from Packwood, said more or less that the people of Oregon could just keep their helmet law because he supported it. I guess we'll have to show him how well we'll support him in the next election.

On an up note, look for the August issue of the Super Cycle magazine. This past year one of our members had been asked if the rag could take pictures of his ride and Bubba being Bubba said sure. He loves it when you stop and say nice ride. Anyway, they called and got the info a couple of weeks ago. Watch for Bubba's Ride in the readers ride section of Super Cycle.

That about does it from the coast.

Ride Safe,
Teresa, Chapter Secretary

N.E. PORTLAND

Greetings from N.E. Portland ...

Well, the deadline is quickly approaching for us to get enough signatures to put the Helmet Issue on the ballot for the 1990 November election. If you are not currently gathering signatures, please START NOW!!! As individuals, sometimes we don't think it will make a difference, however, IT DOES!!!

N.E. is gearing up for our Casino Night, and I know everyone is planning to attend at the Stagecoach Saloon, April 21, 1990. It should prove to be quite a success.

Also, we are working with S.E. on coordinating another N.A.R.A. Run this year. I will advise with more details next month, as they become available.

Well, that's all for now, but please Ride careful,

Barbara

SALEM

Well, here it is, another month. Our Casino Night was a lot of fun and we are looking forward to just as good a time at the First Annual Bike Show for Salem Chapter of A.B.A.T.E. and BikePAC. It promises to be quite good for a first time fling. There will be items for raffle and sale as well as food and LOTS of bikes. Bring your friends and neighbors!

I would again like to appeal to the Salem Chapter A.B.A.T.E. members to please come to the meetings. We need your help. We need to hear from you whether it be good or bad. The meetings are not Bitch sessions. They are meetings. If you have a problem, any one of the officers will be more than happy to sit down with you and discuss it so that a remedy can be forthcoming.

Well, time to go. I have a lot of work to do to make the Bike Show great!! Myself and the other officers will be looking for members and friends at the Bike Show on May 6th at Gene's Tavern.

Bye for now,
Nic Oliver

S.E. PORTLAND

The S.E. Portland Chapter Anniversary Party on March 24th was a success. Thanks to all who attended. We had a great time and hope you did too.

The big news for this month is MOTORCYCLE AWARENESS! May is Motorcycle Awareness Month and by the time you read this, most Chapters will probably have ideas for making the public aware of our glorious presence! People who have never been on a motorcycle have no idea what we're up against out there on the road -- how

vulnerable we are to drivers who don't look out for us. This is a good chance to put public relations to work -- remind people that bikers are out to have a good time and just want to share the road. Mutual courtesy, respect and safety awareness are the key words for MOTORCYCLE AWARENESS MONTH.

In the meantime, till next month ... ride safe, ride free, ride happy!

Muffy

TEAM TOTEM

Due to the "overwhelming support" of our members we have cut our meetings back to once a month. THE FIRST SATURDAY OF THE MONTH AT TWELVE O'CLOCK! The third Saturday of the month we are going to have runs to go out and acquaint other folks with A.B.A.T.E. and what we stand for. Our first run is April 21st, with breakfast at 8:00 am till we leave.

We are once again going to have a CAR WASH/BAR-B-QUE. This one on the 5th of May (times to be picked at a later date). So bring your dirty rides and empty bellies and we'll take care of them both! Help support your Chapter!

We have two new officers!

Justin Littlejohn - State Representative
Jerry Marendish - Secretary

Well, that's about it. Talk with ya next month.

Remember, Ride safe and MANDATORY Helmet Laws SUCK!!!

Jerry M., Secretary

WASHINGTON COUNTY

(No Report, first time)

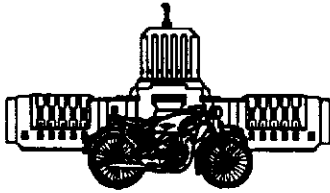
YAMHILL COUNTY

(No Report, first time)

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

● ATTENTION ALL MEMBERS ●

Salem Chapter has amended last months motion by Lincoln County, to follow Finance Committee's recommendation and raise the membership to \$20.00 regular membership, \$5.00 household membership and \$30.00 for families. This will be voted on at your next Chapter meeting. Please be there and make your vote count!



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

BikePAC Advisory Board Meeting Minutes April 4, 1990

Meeting called to order at 11:25 a.m. Present: 3 Executive Board members, 4 Advisory Board members, 5 guests.

Minutes of last meeting were read and approved. Treasurer's report was approved as read. Income for March was \$200 and expenses were \$462.20, leaving a balance of \$58.31. Membership totals through March were as follows: Individuals, 102; Couples, 37 (74 persons); Business members, 2; Club/Group members, 3. Total members, 181. Advisory Board members: 10.

Petition: 1238 signatures in February, for a total of 10,893.

OLD BUSINESS

T-shirts: Jack reported sale of 6 t-shirts; Butch noted that sales can be expected at the upcoming bike show and annual meeting.

Meetings: It was noted that no proxies are allowed for voting in Annual Meeting or Advisory Board Meetings. Bylaws state that there is no specified quorum for adv. board and annual meetings. Mel may have a conflict with annual meeting and may be unable to attend.

Petitions: Steve noted that we have been getting good response from the Dorothy Gage letter, with many petitions coming back with two signatures on them. Brian read a letter from a couple who responded to that mailing.

Rhody Run: Verl noted that this would be good opportunity to petition on the street. AMO people will be very busy, with a float in the parade. Parade rules are very informal. Discussion: BikePAC may enter the parade, using Butch's pickup; Mel will see if 2 new banners can be finished by then. Walkers could follow the float on foot, passing out information cards to the audience. Others could carry the petition through the crowds but would not be able to keep up with the parade.

Other activities: Clackamas Town Center activity is kind of petering out, Roger trying to get the active people to change to coliseum or Fred Meyer. Portland people are getting discouraged.

Jack will be going to a run in Hillsboro and will try to get a minibooth. He commented that if we can't even get support from our own members, how can we expect the public to do it? We might be worse off to get the signatures and get it on the ballot, than not get enough signatures. Portland Touring Center is willing to put on some kind of a run and Jack asked for suggestions about available dates. Brian directed him to the event calendar in ROB and noted that since there aren't any "free" weekends during the summer the best approach would be to avoid conflict with major area events.

Steve suggested placing more emphasis on the petition at

local meetings, by making it the first order of business at any gathering, and try to convince people not to give up.

In contrast, Angie noted a lot of enthusiasm in some people and Mt Hood chapter wants to go back to Saturday Market without booth.

Benny Benson has voiced dismay that the bike show is the same day as their swap meet: a symptom of lack of participation from Bend people and poor communication on our part.

Teresa will try to write a letter to the AMA to ask if we can get an article in the magazine.

Membership: There is a typo on inside list of membership fees in the new brochure: MAB group price should be \$200. Everyone should throw away any copies of the old brochure and replace with the new one (with diagram inside). This includes counter displays.

Roger is still working on an eastern Oregon link.

An article about BikePAC has been published in Sidecarist Magazine (thanks Jack!) and Portland Motorcycle is almost convinced to give a free BikePAC membership with every new motorcycle.

Steve emphasized need to get groups to join and send a rep to our meetings who will carry info back to their groups; we can sign up individuals from those groups afterward.

Primary Elections: We just got the current list of candidates and will be processing that asap. Primary election is only a month or so away and we are very short on time to accomplish much. Frohnmayer favors state rights but also favors helmet and seat belt laws. Brian is working on a survey of candidates for purposes of candidate support and voter information. Roger says Froney Matthews has declared himself in favor of freedom of choice. AMO wants list of favored candidates.

ANNOUNCEMENTS:

Next Advisory Board Meeting and Annual Meeting

May 5, King's Table, Eugene - 2490 West 11th

Advisory Board, 11:00 a.m.

Annual Meeting, 1:00 p.m. - lunch and meeting. (Lunch is on your own)

NCOM Convention

May 9 - 13, New Orleans

Sam offered to help with expense of ticket, Butch said he can go with that kind of help.

Bike show at Gene's Tavern - BikePAC Benefit

May 6, Salem

Governor's Motorcycle Safety Advisory Committee

May 10, 6:30 p.m.

OSU Memorial Union, Corvallis

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

May 12	State Board Meeting Sundown Station, Creswell	Rotten Roger	284-9858
May 26-27-28	Fossil Run	Rotten Roger	284-9858
June 9	State Board Meeting To be announced	Rotten Roger	284-9858
June 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

Reprinted from May 1990
American Motorcyclist
Government Briefs
NOT GUILTY

If you read "Facing Extinction," the land closure feature in the March issue of American Motorcyclist, you'll no doubt remember AMA member Ron Palermo of Butler, Pennsylvania. Palermo was injured when he lost control of his dirt bike in the Allegheny National Forest, and while he was recovering in a hospital, he got a visit from a policeman and a ticket for operating his motorcycle without insurance. Even though Palermo was riding his bike off-road and could not get insurance for it from any company, the state police tried to convince a court that he and all other off-road motorcyclists in Pennsylvania were required to carry the insurance. For Palermo, a conviction could have resulted in a 90-day license suspension and fine. But for Pennsylvania motorcyclists, the news was even worse. Without any insurance available, off-road riding would have come to a halt in the state. Fortunately, this story has a happy ending. With the help of a local attorney and the AMA's Government Relations Department, the charges against Palermo were dropped. For now, Pennsylvania motorcyclists are still legal when they venture off the road. *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.

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Reprinted from April 1, 1990
Oregonian

**U.S. STUDIES FEASIBILITY OF
WORKER ID CARDS**

by John Dillin

Does America need a nationwide system of worker ID cards?

Federal officials say it is an idea worth considering. Worried by the growing numbers of illegal aliens in the United States, officials are exploring the concept of the foolproof identification system for every worker in the country.

Gene McNary, commissioner of the U.S. Immigration and Naturalization Service, has not taken a position on a national ID system. Nor have other administration officials. McNary says Congress would have to make the first move. But the commissioner notes that federal laws designed to prevent the hiring of illegal aliens are being widely circumvented through the use of counterfeit birth certificates and other credentials.

"We have a lot of fraudulent documents out there that are easily obtained," he said. "A counterfeit-proof of employment authorization card would almost eliminate that kind of fraud."

Because of widespread fraud, hundreds of thousands of illegal immigrants now hold jobs throughout the country. And hundreds of additional illegals arrive daily in search of work.

The problem of illegal workers is especially acute in California, Texas, Florida, Illinois, New York and New Jersey. As long as the illegal residents can get jobs, officials say they will keep coming.

When Congress adopted the Immigration Reform and Control Act of 1986, it included stiff penalties against companies that hired undocumented workers. But company officials have trouble determining who is in the United States legally, and who isn't.

Hispanic groups complain that the 1986 law has resulted in widespread discrimination against "foreign-looking" workers. Companies, fearful of federal fines, turn away people, even when they produce birth certificates and other documentation, these groups charge.

But some federal officials say the charges of discrimination are exaggerated. In fact, even illegal aliens often have no trouble getting jobs. As a result, illegal immigration again is on the rise as foreign nationals, mostly from Mexico, enter the United States.

In February, Border Patrol officials arrested 89,925 aliens along the Mexican border - an increase of 66.5 percent over a year ago. Patrolmen estimate they catch only one of every three aliens who cross the border unlawfully.

McNary says foolproof ID cards might solve two problems at once. It would reduce the dangers of discrimination by providing employers with a document they could trust. And it would make it much more difficult for an illegal resident to obtain a job.

In a first step in this direction, the INS began issuing fraud-resistant ID cards four months ago to non-citizens who are in the United States legally, and who are authorized to work. The card includes a photo, fingerprint, signature and expiration date. It also contains various security devices, such as wavy lines produced in the photographic process, to deter counterfeiters.

These high-tech employment cards were designed to replace a large number of paper documents previously issued by INS. Employers sometimes rejected the paper documents because they were so easily forged. *END*

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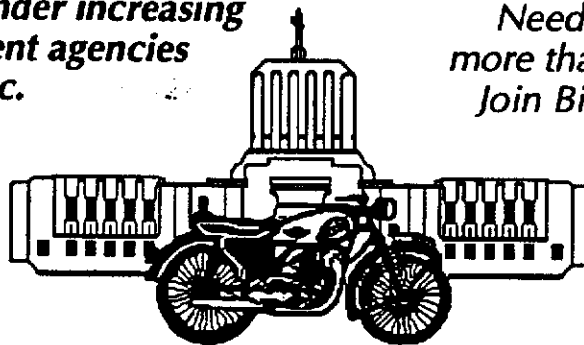
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Reprinted from April 16, 1990
Bikers Against Manslaughter Press Release

WASHINGTON STATE PASSES MANDATORY HELMET LAW

"... Americans cherish freedom of choice ..."

-- Washington Governor Booth Gardner, speech, December 2, 1989.

"SSB 6190 (mandatory helmet law) is approved."

-- Washington Governor Booth Gardner, letter to Senate, March 29, 1990.

On March 29, Governor Booth Gardner signed into law Substitute Senate Bill 6190, requiring all motorcyclists in the state of Washington to wear helmets effective June 7, 1990.

Despite the fact that Washington recently passed a helmet law for motorcyclists under 18 (a 1987 compromise between the Legislature and the governor's office) pro-helmet lobbyists, led by "Harborview Study" authors Drs. Frederick P. Rivara and Abraham Bergman, weren't content. Behind apt lobbying by Harborview and SSB 6190 sponsor Senator Jim West (R-Spokane), the "Head Injury Prevention Act" passed the Senate Jan. 29 by a vote of 32-14, then passed 64-33 in the House on March 1.

Ironically, the Harborview Medical Center also supported a helmet law for bicyclists under 16, but reversed themselves and opposed that measure after the motorcycle helmet bill passed the Legislature and was awaiting action by the governor. Dr. Bergman said that "educating" the bicyclists about helmets would be better than mandating helmet use.

Bergman's hypocritical statements met with sharp criticism from the Washington Legislature and Governor Gardner, who said he'd now be willing to talk with a contingent of bikers before taking a position on SSB 6190. Through hard, last-minute efforts by ABATE of Washington, BikePAC, Bikers Against Manslaughter (BAM), MRF, AMA and others, the requisite group was formed -- but Gardner then signed the bill without meeting with them!

"It's time legislators started listening to motorcyclists and not medical lobbies when it comes to helmet laws," said Bill Bish, BAM National Director, "The Harborview Study is flawed, and we've got the research to prove it -- we just need lawmakers to look at the facts."

A critical analysis of the Harborview Study, compiled by BikePAC to discredit the research, is available through BAM at 1-800-4-BIKERS. *END*

Reprinted from April 16, 1990

Bikers Against Manslaughter Press Release

MOTORCYCLE AWARENESS GETS NATIONAL EXPOSURE ON NBC TODAY

Motorcycle Safety and awareness received some well-deserved national attention on March 22 when B.A.M.'s founding attorney Russ Brown appeared on NBC network's "Today" show to debate helmet laws with California Assemblyman Richard Floyd.

Floyd, who twice sponsored helmet bills in California, opened with the remark, "We, the taxpayers, pay for the streets and highways and if they (motorcyclists) don't want to wear a helmet then don't ride on our tax supported roads."

"Today" host Deborah Norville then asked Russ Brown, who has debated Floyd on several occasions, "You see this as a Freedom of Choice issue?"

"Absolutely. There's no compelling reason in our mind to require a person to wear a helmet," responded Brown, who then went on to advocate training and education as an alternative. "In 1987 and 1988 fatalities went down 30% and the incidence of motorcycle accidents reduced 25% -- and what we attribute that to is rider education. Here in California we have a very strong rider education program and we believe that by educating the rider you can reduce the accidents and therefore reduce the injuries and death."

"That's one thing to educate the rider," said Norville, "but most accidents happen because a motorist has cut into the motorcyclists right of way. It may be the guy behind the wheel of a car that needs the education, and that doesn't help the cyclist one bit."

Brown responded by advocating motorist awareness as well; "That's a good point. In fact motorcyclists do stress driver awareness very strongly and we do a lot of public awareness programs to bring proper attention to motorcyclists on the road. They (auto drivers) have a hard time seeing the motorcycle. However, our rider education does teach defensive riding which is very helpful, particularly for new riders."

Norville then picked up a helmet brought by Russ Brown and read the label; "Assemblyman Floyd, the label that comes with this new helmet says, 'Death or severe injury may result from impacts at speeds as low as 15 mph,' there's no guarantee that this thing is going to save somebody's life."

Floyd's response? "No. There's no guarantee in life about anything." *END*



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Reprinted from April 1990
Northwest Shooting News

"LET FREEDOM RING" GRAB YOUR PHONES AGAIN ON APRIL 19

by Richard Zore

You might recall the "Let Freedom Ring '89" campaign. It was the world's first electronic protest.

On Thursday, April 19, 1990, we will be doing it again. This is the 215th anniversary of the British attempt to confiscate arms at Concord, Mass., and people from all over the country will be phoning their legislators in local, state and federal government to protest the creeping erosion of the Second Amendment. On this same day, they will also send letters to those same legislators stating their position again. We are taking this single day to protest, as a group, the punishing of law-abiding Americans who own firearms for the acts of the criminals who misuse them. Twenty years of continuous gun control attempts have brought us NOTHING in the way of crime control!

I don't think I need to tell you what we face in this country if we fail. Gun owners in liberal or moderate states will have to choose between turning in their arms or keeping them illegally. Those in conservative states may not have to make that choice yet, but how soon before the tide turns and federal controls are imposed? BY THAT TIME THERE MAY NOT BE MANY LEFT TO WAGE THE FIGHT! This is not the time to say, "They don't want MY guns, why should I care?" You should care because sooner or later they WILL want YOUR guns! Ladies and gentlemen! As Benjamin Franklin said in 1776 at the signing of the Declaration of Independence, "We either hang together or we shall most assuredly hang separately."

This movement was started by an individual who lives in Massachusetts. He entered it on a national computer network file devoted to firearms issues. I learned of it from that file. I now ask you to join us. Contact as many of your family and friends as possible. Let them know of the campaign so that it may be successful. Contact gun clubs and shops in your area, your state organizations, send mail to firearm lobbyists and the NRA, firearms magazines and manufacturers, distribute leaflets at gun shows. Tell any person or organization who would be sympathetic to the cause of liberty.

For more information, contact Richard J. Zore, 265 Rt. 13, Brookline, NH 03033, or phone (603) 673-7169. END

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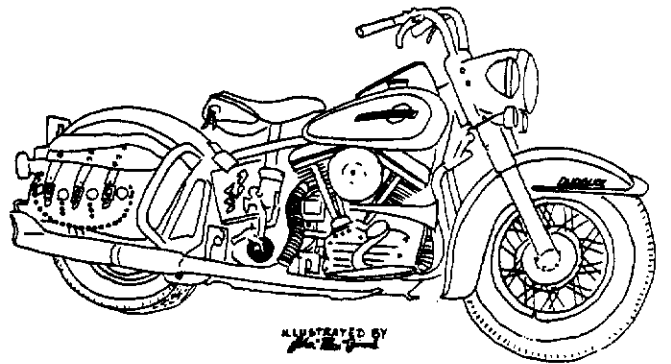


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BEWARE OF ZEBRAS

by Vinita Howard

Portland's vehicle forfeiture program has overshadowed so far a new statewide law that aims at the same persistent problem - suspended drivers and what to do with them.

The new state law, which took effect Jan. 1, attacks registration cards and license plates, not vehicles. When police stop a car with a suspended driver behind the wheel, they seize the registration card and mark the plates with special striped stickers.

When plates get the striped gray-and-white - thus dubbed "zebra" - stickers, the driver gets a 60-day temporary registration card. Police then notify the Motor Vehicles Division of their action. DMV cancels registration once it makes sure the driver is the owner and his license is, in fact, suspended.

If the suspended driver does not own the vehicle, the vehicle's owner must pay \$5 to replace the seized registration and \$11 to get new stickers. But if the driver is the owner, registration stays canceled until the driver gets reinstated and then pays the fees.

By the end of February, police already had sent DMV more than 5,000 marked-vehicle notices.

In the same time frame, by late February Portland's vehicle forfeiture program had snared more than 70 vehicles, but about 40 percent of those may eventually get back to owners.

Return of low-value cars to owners may reduce the number of cars actually sold. It also may reduce the program's effectiveness in persuading suspended drivers not to drive. Suspended drivers usually are uninsured; most drive older cars. They probably do not have insurance and drive so-called junker cars for the same reasons - money and bad driving records.

Portland police also use the plate-marking state law.

Zebra stickers do more than help police spot cars that may have a suspended driver. The stickers give police all the reason they need to stop a vehicle to check a driver's license status and to arrest or cite on probable cause.

Police use the law only when they cite or arrest for felony driving while suspended or revoked; driving while the driver's license is suspended or revoked if either resulted from driving without insurance; or driving without a license unless a license expired less than a year ago.

Felony driving while suspended includes those convicted of driving under the influence of intoxicants. Driving without insurance covers any suspension for breaking the state's financial responsibility laws.

Jim Hunter, deputy DMV administrator, says he thinks the zebra law was born out of frustration with the system and "because not much else is working."

Despite the zebra law's \$1 million cost, constituents angry about uninsured and unlicensed drivers motivated a strong legislative vote. The law adds 20 employees to DMV's payroll during the current biennium.

DMV must report on the state law's effectiveness to the 1993 Legislature. Unless the Legislature keeps the law alive, repeal takes place in 1994. Portland will decide whether to continue its forfeiture program later this spring.

Both new programs raise a question. Why is it so difficult to keep suspended drivers from driving?

Some license officials say it is because many people today think of driving as a right, not a privilege. Not enough police to enforce these laws also may be a factor.

Hunter thinks making suspension stick is more difficult in Western states. "Driving here," he said, "is a part of life because of our geography

and economy, and a transportation system that relies heavily on cars."

Barrie Jones, DMV researcher, thinks a big factor is that driving while suspended does not involve much risk, even when police stop a car whose driver is suspended.

Police usually can cite the driver only for "infraction driving while suspended." That carries a maximum \$500 fine, but is not enough, according to Gil Bellamy, administrator of the Oregon Traffic Safety Commission. Captain Jim Stephenson, who leads the State Police Patrol Division, and DMV's Hunter agree.

The problem stems from a 1987 legislative change that made most driving-while-suspended charges infractions, rather than crimes.

The reason for suspension determines whether police arrest a driver to face a criminal driving-while-suspended charge or cite for the infraction. Since most suspended drivers get grounded for such reasons as driving uninsured and failing to appear in court on traffic ticket, a citation for infraction is most likely.

The decision to make most driving-while-suspended charges infractions also was supposed to help reduce indigent defense fund costs and overcrowded jails.

The current indigent defense fund base budget is more than \$57 million. The State Court Administrator's office says the average cost to the fund for an indigent driving-while-suspended criminal case is \$225. That means the fund may pay out about \$3.6 million for defense of indigent suspended drivers during this biennium.

Bellamy says that "something needs to be looked at" if you keep taking crimes out of the system and costs still go up.

Portland's seize-and-sell program and the state's new zebra law are the latest in a long line of efforts to ground, punish, restrict or rehabilitate traffic misfits.

On the books, at least, penalties today are not as harsh as 15 years ago. The law then required a minimum two-day jail sentence for a first driving-while-suspended conviction. The maximum was one year. Courts also could impose a fine of up to \$1,000. Jail sentences got longer - a minimum 10 days and then 30 days - and the fine got higher for each succeeding conviction.

In fact, however, suspended drivers rarely went to jail back then. Fines were as low as \$15, plus court costs. And this was long before jail overcrowding became a problem.

For years the law also required DMV to add a one-year suspension every time it found out that a driver had driven while suspended. When the Legislature repealed that law in 1971, hundreds of drivers could not legally drive for years; some suspensions ran into the 1980s.

Taking away cars, temporarily at least, also is not a new idea. State law either has required or allowed temporary vehicle impoundment or registration suspension for certain suspended drivers for 25 years. Courts, however, seldom use these laws.

Portland's forfeiture program initially sidesteps courts, and the zebra law calls for administrative hearings with DMV rather than in court. Legal challenges probably will get both approaches in court.

Bellamy likes the vehicle forfeiture idea, but making money from sale of the forfeited vehicles, he says, should not be a factor. He thinks the program will deter suspended drivers only if they are afraid cars will be seized regardless of value.

Others see a state forfeiture bill as another effort to get drinking and suspended drivers out of criminal courts. An unsuccessful 1989 bill proposed a state vehicle confiscation and forfeiture program as a substitute for criminal driving-while-suspended penalties. Under that bill, more driving-while-suspended charges, including those which stemmed from drunken driving convictions, would be infractions.

If Portland's program succeeds, look for a similar bill in the 1991 Legislature.

As Oregon's population grows, and reasons for license suspension

increase, so does the likelihood that more suspended drivers will get behind the wheel.

When the DMV computer counted suspended and revoked drivers on the last day of 1977, it tallied about 54,000. In 1987, the count was 100,000 - and still growing. It's likely that at least two-thirds of these drivers ignore suspension. So, on any given day you may share the road with about 70,000 drivers who have no business behind the wheel.

"People expect suspension to incapacitate a driver," Jones says. "It tends not to do that. You can't nail their feet to the ground, but that doesn't mean suspension is ineffective." Even those who continue to drive, get into less trouble," Jones said. "They drive more carefully to avoid getting caught."

For years I testified, and listened to others testify, at hearings on these and other laws on this subject. Now, from the safe perspective of retirement, it is easy to say that officials, lawmakers and the public vacillate about the goal or goals they want suspended-driver laws to achieve.

Is the goal to ground these drivers? Is it to punish? Is it to restrict or limit them? Is it to rehabilitate? Or, perhaps utopia is the goal: a plan to accomplish all four - at minimal cost, of course. If that last comment sounds pessimistic, it is. *END*

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Reprinted from March 21, 1990
My Nickel's Worth, Bend, Oregon

LOGIC IGNORED

by John Chunn, Physician, Bend

Item 1, 1988: Oregon voters overwhelmingly mandate motorcycle riders must wear helmets, in the name of "cost to society."

Item 2, 1989: Oregon voters ... reject a law requiring they wear seat belts in the name of "personal freedom."

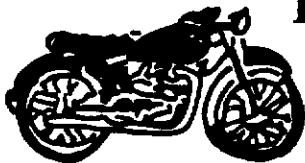
Our society has an inherent fear or dislike of people who ride motorcycles. I am not sure if this stems from old movies about Hell's Angels or if they are still trying to get back at Peter Fonda in "Easy Rider."

On February 28, The Bulletin endorsed a Maryland legislative proposal to tax bikers \$45 per year to cover the additional health costs they generate from their accidents. To support this argument, health department statistics are cited indicating the death rate is six times higher for motorcycle riders than those riding in passenger vehicles. The conclusion is that motorcycle riders should be required to wear helmets and to pay additional taxes to support their additional health care costs.

Once again, the basic tenets of logic have been ignored as The Bulletin jumps both point A and point C and ignores point B. Specifically, where is the proof that wearing helmets is going to reduce health care costs to society? Quite the contrary may actually be true. There may be far fewer deaths to helmeted riders, but in fact, with the survival of these people, health care costs will actually be considerably increased. Bluntly, a street sweeper and a body bag do not cost much.

I feel we should be careful about using the will of the majority to impose special restrictions and penalties upon the minority with whom they might find unpleasant. The obvious results of extending this type of logic might be soon to require all car passengers to wear helmets, as obviously head injuries remain the largest single specific health care cost in accidents with automobiles. Furthermore, think of the surtax one might impose on cigarettes to cover all the health care costs associated with smoking *END*

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ERC	20	19	-	13
<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>				
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<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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ARE HUNTERS HEADED FOR EXTINCTION?

by Gary Anderson

If you hunt and you missed the February 5 issue of U.S. News and World Report, find a copy and read it - fast.

The cover in itself should be enough to make you nervous. The headline says, "Should Hunting Be Banned? Animal Rights Activists Declare War on Blood Sports." And then it gets worse inside.

The gist of the article is this: one in three Americans, according to the reporter's statistics, think all hunting should be outlawed. That's all hunting - no ifs, ands or buts. Now don't laugh - these folks are deadly serious and the threat is very real. The times they truly are "a-changin'."

The America we grew up with is now urbanized and driven by media views. When was the last time you saw hunting portrayed honestly and fairly in the movies or on TV? The majority of our population views its wildlife in city parks; the only people left down on the farm seem to be auctioneers. Fed a steady diet of media nature fakery and cinema sentimentality masquerading as biology, millions of Americans are now quick to condemn hunting and quite ready to see it banned.

And can we blame them? What have we done in our own defense? We throw out dollar figures and statistics by the armful, and still we end up steamrolled by the sweetness of "Seabert" and "The Bear". And in case you didn't know it, "Bambi" is back.

Hunters have a hard time articulating the reasons they hunt, probably because our language is a little shy of the right words to express these very personal feelings. And on top of that, our public image is vulnerable. The media defines hunting as a blood sport, then glamorizes its position by printing photographs of bloody carcasses and grinning hunters. In essence, this hides the true meaning of a hunt, and depicts hunters as less than what they truly are - responsible participants in nature.

We can turn to biology to help justify what is still a perfectly natural instinct. Yet biological terms carry with them the cold, hard ring of science, and not the poetry of Jacques Cousteau.

We're justified in arguing that we pay our own way - and for everyone else, too. The truth is, hunting has underwritten the bulk of America's wildlife conservation effort - game species, non-game species, even backyard songbirds have directly benefited. But nobody's going to believe it unless they actually, physically hunt. The sheer emotion and silliness flowing from the other side has an ace in the hole we hunters can't compete with. They're crusading for live animals (eternal life, to hear them tell it) while portraying us as crusaders for dead ones ... when just the opposite is true.

Sound like a no-win situation? Well, it could be - unless we hunters come out of our social and emotional rut and start working in behalf of the things we love.

When was the last time you volunteered to help with the Boy Scouts? Or took a church group on an excursion in to the woods? When was the last time you ventured to the state capital to lobby in behalf of more funding for game wardens, stiffer penalties for poachers and slob hunters, a stronger education and public information program from your state wildlife agency?

Have you forked over a little extra cash to the real conservation organizations, the ones who welcome hunters into their ranks and should never be confused with Greenpeace, Defenders of Wildlife or Fund for Animals?

Have you called television stations or written editors who have portrayed hunting in a negative light or failed to tell both sides of the story? And what about that shotgun or rifle you treasure? As a veteran of the on going political gun battles, I can assure you that firearms prohibition is also waiting in the wings. The most popular target rifle in America was banned in three Ohio cities last year and some of our most

popular hunting guns were on several gun ban proposals. Without a doubt, anti-gunners are closely allied to the anti-hunting movement. We can lose both - and soon - unless we stand up to be counted and then take a few progressive forward steps.

Some 16 million Americans purchased hunting licenses last year, contributing approximately \$500 million to the wildlife conservation effort. Hunting licenses, combined with taxes on sporting arms and ammunition, have furnished nearly \$6 billion - that's with a B - to benefit wildlife.

Now the other side doesn't contribute one red cent. Yet they get good press, and they get free access to some four million acres hunters' dollars provided for wildlife habitat. Once there, they harass us while posing for TV cameras, and the end result is a few more million Americans are duped into thinking all hunters are bloodthirsty. In return we rant and we seethe, which is exactly what the anti-hunting crowd wants us to do.

Anger is not going to turn back this tide of anti-hunting propaganda. Right now we need to recall the intelligence and the vision responsible for our thriving herds of deer, elk, and flocks of wild turkey. We pulled together and worked hard to make these species and others success stories. Now something else is endangered, and it is us. Let's police our ranks, promote education, and promote hunting's positive image. Otherwise, a cartoon I saw recently may prove to be prophetic; it depicted a deer, sitting in an easy chair, rifle across one knee, looking up at a hunter's head, mounted on the wall.

(Gary Anderson is the National Rifle Association's Executive Director of General Operations.) END



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REMEMBER TO VOTE MAY 15th!

**We have all learned the Primary
Election is just as important as
the General Election. Don't let
anymore Freedoms slip away.**

STAND UP, BE COUNTED

As smokers, you held the line in 1989, and even moved it in the direction of fairness in some areas. Getting involved makes a big difference, and the record shows that you have the power to influence the outcome of many legislative issues.

Last year, you and the nation's 55 million other smokers were targeted for tax increases, blitzed by anti-smoking ad campaigns and often harassed by sanctimonious anti-smokers.

But by year's end, you had shown that smokers could effectively resist unreasonable ploys to offer you up as the solution for budget woes by forcing you to pay taxes for services enjoyed by all.

In 29 states, legislative proposals to hike consumer excise taxes were defeated. Oklahoma, Nevada and Virginia passed laws mandating the accommodation of smoking in places where it had been banned. Equally important, Oregon, Virginia, and the cities of Baltimore and Knoxville actually enacted laws protecting the rights of smokers from discrimination in employment.

These successes must be recognized. In today's society, smokers have come to feel beleaguered, isolated and powerless. Small wonder, when you are subjected to the triply whammy of overbearing governmental heavy-handedness, media bias and confrontational anti-smokers.

The successes of 1989 are harbingers of a new awareness among American smokers. You have found that, if you band together to fight for fairness, you can prevail.

These victories were won because you shared your feelings with your elected representatives. It is a basic rule of politics that elected lawmakers must listen to their constituents to stay in office. You argued with the knowledge that truth was on your side. And you succeeded because you were a unified force to be reckoned with.

You can be even stronger in the coming year and decade. As we look to the 1990s, remember that your individual acts - calling and writing to legislators, sharing information with a friend or colleague who chooses to smoke - are important. Then multiply those acts by 55 million.

We know you make a difference. You should know it, too. *END*

WORKERS' RIGHTS - '1984' OR 1990?

In the haunting book 1984, George Orwell described a bleak and chilling future society in which adherence to state-approved norms for personal beliefs and behavior was the height of patriotism, while individuality and nonconformity met with severe punishment.

These images came to mind as the Maryland General Assembly debated anti-discrimination legislation I sponsored last year. The legislation would have prohibited employers from discriminating against smokers in employment, promotions or benefits, if the employee agreed to comply with any applicable smoking restrictions while on the job.

The bill was prompted by increasing evidence that some employers had adopted a "smokers need not apply" policy in hiring, even if applicants agreed not to smoke during working hours.

Presumably, the proponents of this policy are motivated by insurance industry data purporting to link absenteeism to smoking. However, recent studies show that no one employee characteristic, including smoking, is an indicator of how often an individual will miss work.

More importantly, it occurred to me that the smokers' rights issue raised disturbing and fundamental public policy questions about that quaint notion we call "individual liberty."


Unions and public employees rallied to support my bill. Some civil

rights and women's groups, however, lambasted it as a trivialization of the civil rights struggle.

They said the bill would give smokers broader rights and easier access to courts than traditionally discriminated-against groups. The bill lost in the Maryland Senate by just one vote.

We have vowed to return this year with an even broader bill. As a black legislator, I take offense at arguments suggesting that any group, including my own, has a monopoly on civil rights legislation. In truth, this legislation more accurately is a constitutional right-to-privacy issue and a workers' rights bill. Simply put, an employer ought not be allowed to take adverse action against a job applicant or employee based upon what an employee legally does after work. In this case, that is the difference between 1984 and 1990.

Maryland State Senator Albert R. Wynn (D-Prince Georges County)
is on the *Judicial Proceeding Committee and the Joint Committee on Federal Relations. END*




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Portland, OR 97218 (503) 282-7515

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

SENATE BILL 1007: AN OPPORTUNITY FOR CONGRESS TO COME BACK FROM THE END OF LONELY STREET.

Reprinted from
National Driver's Rights Forum
Written by Cliff Rhead

Back in the 1950's the government came up with the idea that "every home should have a bomb shelter."

The government promoted the idea for a few years, claiming that many lives might be saved if the Russians launched an air attack on America. Virtually no one put in bomb shelters. No one got killed in an air attack.

Eventually the government came up with the idea that every car should have a seat belt. Or an airbag. Or something. (Maybe St. Nader medal to hang from the rear view mirror?)

This time the government pointed out that there really were lives being lost. And that seat belts and airbags really could prevent some of those fatalities.

Just as in the case of bomb shelters, the public asked themselves: Could a seat belt or airbag really save my life? Again the answer was no, and again the public disregarded the government's idea.

The public made this judgement intuitively. If they had looked up DOT's figures (page 28986, Federal Register, July 17, 1984) they would have come to the same conclusion. Seat belts or airbags in every car might save 7,000 lives per year in a driving population of 160 million. I'd have to drive around for 10,000 years before it would become likely that one of these devices would save my life.

Aren't you glad you don't have to vote on a proposal by Sen. Chafee to withhold FHA loan guarantees in states where it is legal to live in a house without a bomb shelter. Fortunately, for you, someone years ago bit the bullet and recognized that a "bomb shelter in every house" was a loser idea. Don't you wish somebody ten years ago would have bitten the bullet and gotten the government out of the business of promoting the loser idea of "seat belts or an airbag in every car"?

In fact, of course, the Reagan Administration did try to bite the bullet. In 1981 they cancelled the Carter Administration's airbag requirement.

Why didn't the Reagan Administration let Congress bite the bullet and recognize that "a seat belt in every car" is a failed idea? Did they feel Congress wasn't man enough to face the issue?

In any case, Senate Bill 1007 does what the Reagan Administration didn't: puts the issue before congress. We will know which members are man enough to face the issue. They will speak openly and honestly about what they want.

1. Some want to save lives.

Good. Now how many lives have seat belts saved in the twenty four years that government has tried to make them remain emphasis of its safety campaign? 20,000 saved? 30,000 saved? During a period in which a million have lived?

How does this lousy 2% or 3% result compare to the remarks of Rep. Moss, commenting on the National Traffic and Motor Vehicle Safety Act of 1966 (CR, 8-31-66):

If it works, as we hope it does, in a few years we should be able to point to significant decreases in the carnage on America's highways.

How does this meager 2% or 3% contribution to solving the problem compare to the dramatic reduction in the mileage death rate (from 11.2 in 1945 to 2.7 in 1984) which are documented by FHWA reports to be attributable to road improvement programs such as the

interstate highway system and the Hazard Elimination Program?

2. Some want to help the auto industry avoid airbags.

Good. Now have seat belts in cars prevented the threat of airbags? No. Have mandatory seat belt laws prevented the threat of airbags? No. Indeed, after the results in Massachusetts, Nebraska, Oregon and North Dakota, what is the right thing for the Wisconsin legislature to do when it votes on the bill to refer the Wisconsin mandatory seat belt law to the voters?

You get rid of the threat of airbags by repealing the National Traffic and Motor Vehicles Safety Act. You do this by getting the auto industry a retrial on the phony conviction of building "unsafe" cars.

3. Some want to help the insurance industry reduce its loss ratios.

Good. Now seat belts and airbags haven't done any good for twenty years, have they? And the public's nonuse of seat belts and airbags isn't what caused these ratios to become unfavorable, is it?

What caused the auto industry's loss ratio on liability coverage to go from 65% in 1950 to 90% in 1985? Is it in the courts? Yes, it is the wild fairly legal doctrine of non-economic damages that has caused the problem.

The public's desire for fair play in court means the plaintiff can recover his economic loss from the defendant, not more. The public intent is the basis for solving the insurance industry's problem.

Seat belts have been proposed as a way to achieve the above three goals, presumably forming the basis for a coalition. In fact, seat belts achieve none of these goals. And in each case there is an alternative that can achieve the goal.

Those who are honest enough to state plainly what they want and strong enough to propose better methods than seat belts will succeed. By dropping reliance on seat belts as means or method, you will gain public support.

The introduction of the Chafee bill gives Congress the opportunity to drop the idea of "a seat belt in every car." The public dropped the idea twenty years ago. As usual, we have to wait a long time for you to catch up with us. As always, it's worth the wait when you finally do the right thing.

National Driver's Rights Forum
Research Editorial C.E. Windle
1043 N.E. 8th Street
Bellevue, WA 98007
FAX (206) 643-0543

Guest Editor; Cliff Rhead
6090 Pierce Street, Arvada, Colorado 80002

END

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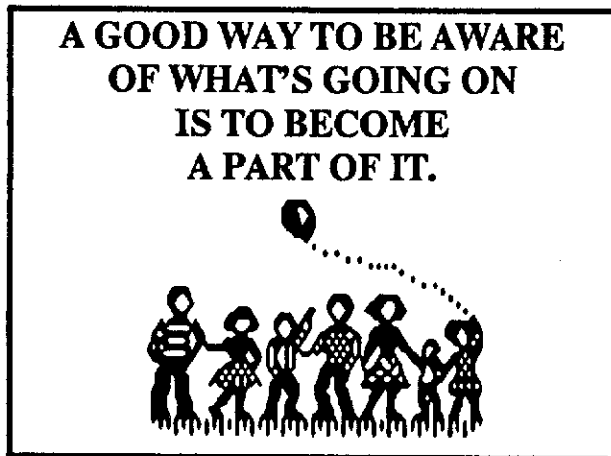
One Of The Largest Motorcycle
Department Stores In The Northwest

SEPTEMBER: SIN-BUSTING BEGINS

In September, 1989, local law enforcement officials along with officials from the State's Attorney General's office conducted a series of raids to seize video poker machines in numerous drinking establishments. Officials alleged that payoffs were being made to successful players of the machines in violation of state law.

The seizures were made on the same day the Attorney General announced plans to install in various taverns state-run video poker machines remarkably similar to the ones seized. The payoffs by the state's machines would have been approximately half of what the alleged payoff rates were of the machines seized, to keep standard the state's traditional payoff rates of other gaming schemes.

People in the area don't want the state-run machines, and the ones they do want they can't have, offering true testimony to the effectiveness of representative government. Local citizens no longer play video poker in La Grande. They play it in Elko or Jackpot, Nevada. *END*



Reprinted from June 1990
Easyriders Magazine

STURGIS ... HASSLES AND HIGHBARS FOR THE 50TH ANNIVERSARY

by Bryce Flint, AIM
Attorney, S.D.

As the Aid to Injured Motorcyclists' attorney for the state of South Dakota, Bike Week and the rest of August keep me pretty busy. My office is in Sturgis, across from the AIM/NCOM building on Main St. Along with the legal advice I give concerning accidents, there are other kinds of legal problems that, with a little knowledge, can make your 50th Bike Week hassle-free.

Petty offenses are civil, and carry a penalty of \$20. You cannot be arrested, and the officer can detain you only for the purpose of giving you the ticket and collecting the \$20. The officer often finds this a good time to "request" to search your vehicle, or develops independent probable cause for an arrest of a crime with this contact. Some of the favorites are:

HANDLEBARS: Cannot be at or above shoulder height of the person sitting on the seat.

EYE PROTECTION: Glasses or windshield of sufficient height for adequate eye protection. No dark or heavily tinted glasses at night. Eye protection cannot be tinted more than 35% at night (same as tinted windows).

MUFFLERS: Original or stock. They must prevent excessive or unusual noise. (Good luck.)

Class 2 misdemeanors are punishable by 30 days and/or \$100 in fines. A ticket may be given, or, at the officer's discretion, you may be

arrested and taken in, your vehicle towed, etc. Some of the good ones are:

SPEEDING: 25 mph in town if not posted.

HELMETS: Required if under 18 years of age.

HANDS: One hand must be on the handlebars at all times.

WHITELINING/LANE SPLITTING: Not allowed in S.D.

PACKAGES: If you need to use one had to hold on to the package, it is a violation.

SEATS: There must be a seat for each person, maximum of two persons.

TWO ABREAST: Okay, but if you pass in the same lane, it's a violation.

PASSENGER: Must not interfere with operation, view, or control of motorcycle. (Sex on your motorcycle would seem to fit this crime.)

CARELESS DRIVING: If the manner of driving is such as to endanger person or property (you were probably nice to the officer).

GUNS: If on a motorcycle, the gun must be unloaded and in a carrying case, which encloses the entire gun. Warning: If you don't have a South Dakota permit, you are then carrying a concealed gun which is a Class 1 misdemeanor.

Class 1 misdemeanors are punishable by one year in the county jail and/or \$1,000. Normally, you will be arrested, go to jail, have your vehicle towed, and see me in the morning. Some common ones are:

DWI: Driving or physical contact of a vehicle while under the influence or having more than .10% (by weight) alcohol and/or drugs in your system. (Typical fine is \$400, with suspended jail, 30 days of license withdrawal in South Dakota, but your home state may be the real problem.)

RECKLESS DRIVING: Just worse than Careless (your attitude may have been bad.)

SIMPLE ASSAULT: Injure someone or scare the hell out of them with a dangerous weapon.

Class 6 Felony is punishable by 2 years in penitentiary and/or a \$2,000 fine. If you have a clean record, you will probably be looking at probation and a fine. Something to think about:

ALTERED NUMBERS: Possession of a vehicle with the original VIN number removed, defaced, altered, obscured, or destroyed will put you in this category. You will now be subject to forfeiture of the vehicle by the Attorney General's Office in a civil proceeding. (This will be a bad experience ...)

Class 5 felony is punishable by 5 years in penitentiary and/or \$5,000 in fines. The only ones we normally see are:

DRUGS: Possession of controlled substance. If amount is small, probable sentence is large fine and probation. Forfeiture is most likely by the Attorney General's Office.

FORFEITURES: A couple of things that a fool can do to lose his or her motorcycle are:

ALTERED NUMBERS: If you rebuild, you need a rebuilder's title. Numbers on frame, engine, cases, etc., must all match with the original factory records in your motorcycle. Internal numbers are keyed to the VIN number, we have the formulas to spot numbers that don't match. If the numbers look funny, you better check them out before you bring the bike to Sturgis.

DRUGS: If a vehicle, or a person riding on the vehicle, carries marijuana and/or a controlled substance, he will have the Attorney General's Office to deal with. The amount is irrelevant.

If you have an accident or any legal problem, call or stop by the Sturgis AIM office and we will advise you of your rights. *END*

● Sample Letter to use as a format for writing a Letter to the U.S. Senators and Congressmen on the Committee for S.1007 and H.R.3925 ●

— WRITE THOSE LETTERS! —

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

Dear Senator or Representative:

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

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

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

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

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

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

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

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

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

SUPPORT

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

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

OPPOSE

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

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

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

UNDECIDED

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

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

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

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

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

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

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

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

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

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

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

AND



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

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

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

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

OREGON EVENTS CALENDAR

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

PORTLAND TICKET CENTERS

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

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

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

EVENT INFORMATION LINE PHONE: 238-4636

CHARGE-A-TICKET: 248-4496

MAR 1- DEC 31 **Saturday Market**
Weekends only! This delightful market is held under the Burnside Bridge every Saturday and Sunday in Portland. See information booth at the Market before 9 p.m. to sign up for a booth to collect petitions.

FEB 1- MAY **Special Coastal Indian Exhibit**
Showing the people and resources of the Oregon Coast. Klamath Falls (503) 783-4208

MAY 12 **New riders school & Open Practice**
Portland International Raceway, Portland

MAY 13 **Sprint Races**
Portland International Raceway, Portland

MAY 19 **United Grocers**
Portland Coliseum Exhibit Hall

JUNE 1- 5 **Gift Show**
Portland Coliseum Assembly Hall, Exhibit Hall and Convention Center.

JUNE 2 **Open Practic**
Portland International Raceway

JUNE 3 **Sprint Races**
Portland International Raceway

JUNE 8 **PSU Graduation**
Portland Coliseum Arena

JUNE 9 **Grand Floral Parade**
Portland Coliseum through Downtown Portland.

JUNE 12- 17 **Sesame Street Live**
Portland Coliseum Arena

JUNE 16- 19 **Gift Show**
Portland Coliseum Assembly Hall, Exhibit Hall and Convention Center.

JUNE 23- 27 **Rotary International**
All areas of the Portland Coliseum.



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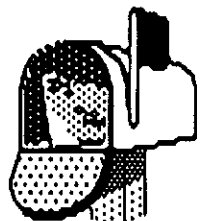
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3246 N. Lombard

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P.O. Box 5612
Salem, OR 97304

**Don't delay,
mail them
today!**



EAGLE EYES
WATCH OVER BIKERS

"The Legal Eagle"
RUSS BROWN - 1-800-4-BIKERS

B.A.M.



DATE: _____

Declaration of Protest

To: Honorable George Bush,
President of the United States

This certifies that I the undersigned oppose federal legislation of a national motorcycle helmet law and automobile seatbelt law (Senate Bill 1007 and House Bill 3925), and do formally protest laws that would coerce me against my will to wear a helmet and/or seatbelt.

Inasmuch as there have been hundreds of lawsuits against manufacturers of helmets and seatbelts, alleging faulty design and construction, it is obvious that such devices are not a panacea for safety. However, if the ineffectiveness of helmets and seatbelts is not accepted by Congress, then the only recourse will be to resolve this point through the proper judicial process. To that end, if S.1007 or H.R. 3925 becomes law, I will encourage my fellow riders and drivers to pursue every legal recourse until Freedom of Choice is restored.

I have registered this document with BIKERS AGAINST MANSLAUGHTER and, upon my request or that of my heirs, the Law Offices of J. Russell Brown, Jr. will investigate any accident I may be involved in and, if it is determined that a helmet or seatbelt caused the accident or contributed to my injuries, they will be instructed to take appropriate legal action.

Name of concerned citizen _____ Address _____ City _____ State/Zip _____
Signature _____

DETACH HERE

**KEEP THIS
CARD IN
YOUR WALLET**

To Whom It May Concern:

If I am injured in a motorcycle or automobile accident, please call 1-800-4-BIKERS and instruct BIKERS AGAINST MANSLAUGHTER to investigate and determine if any injuries are the result of my required use of a helmet or seatbelt.

Be advised that I have officially notified the President of the United States, Honorable George Bush, of my intent to initiate whatever legal action is necessary to protect my liberty and gain freedom of the road.

Signature _____

YES. I've put the feds on notice! I have mailed my Declaration of Protest to President Bush to protest S.1007 and H.R. 3925, and as official notice that I intend to pursue legal action if I am injured by, or because of my required use of a helmet or seatbelt.

If I am involved in a vehicular accident, upon notification from me or my heirs, please investigate to determine if any injuries are due to helmet/seatbelt use, and proceed accordingly.

Date _____
Signed _____
Address _____
Telephone _____

FREE B.A.M. MEMBERSHIP

Join The National Organization That Is Protesting Federal Helmet Law Legislation!

YES. I'LL JOIN B.A.M. AND HELP FIGHT THE NATIONAL HELMET LAW!

Join NOW for all these FREE B.A.M. Services:
■ Emergency I.D. Card ■ Legislative Support ■ Roadside Service
■ Motorcycle Transportation & Storage ■ Blood Program & Hospital Visitation
■ Nationwide Legal Services Network ■ 24-Hour Toll Free Emergency Hotline 1-800-4-BIKERS

B.A.M. MEMBERSHIP APPLICATION
PLEASE CLEARLY FILL IN YOUR NAME, ADDRESS, ETC. AND CHECK AS MANY BOXES AS YOU CAN.

Name _____ Date _____
Address _____
County _____
City _____
State _____ Zip _____
Telephone Home () _____ Bus. () _____
Date of Birth _____
Motorcycle Make _____ Model _____ Year _____
Blood Type _____ Allergies _____
Medical Problems _____
Emergency Contact Person _____
Telephone () _____

I can help with: Donate Blood Motorcycle Transportation Housing
 Emergency Repair Hospital/Home Visitation B.A.M. Area Representative

Are you a Dealer or Shop? Yes No If yes, please send us your business card or information.

ALL INFORMATION IS STRICTLY CONFIDENTIAL

P.S. Should either of these bills reach your desk, please remember your previous statements to American motorcyclists that helmet laws should not be legislated at the federal level!

*Thank you,
A Concerned Citizen*

*Dear Mr. President,
Enclosed is a Certificate of Protest declaring my opposition to S.1007 and P.R. 3925, federal bills requiring every State to enact a motorcycle helmet law and automobile seatbelt law.
Please keep this documentation on file and alert Congress that if a national helmet and seatbelt law is enacted, thousands of motorcyclists and car drivers pose an imminent threat of legal actions and lawsuits, tying up our courts and detracting from more important judicial functions.*

FOLD ALONG DOTTED LINE & STAPLE OR SEAL WITH TAPE, AND MAIL TO:

The Honorable George Bush
President of the United States
The White House
Washington, D.C. 20025

PLACE
STAMP
HERE

**FREE
B.A.M.
MEMBERSHIP**

MAIL THIS
REGISTRATION
FORM TO:

BIKERS AGAINST MANSLAUGHTER
5455 Wilshire Boulevard, Suite 1600
Los Angeles, California 90036

PLACE
STAMP
HERE

DETACH AND KEEP
CARD IN YOUR WALLET

HELMETS AND SEATBELTS



**NOT
LAW**

**BY
CHOICE**

BIKERS AGAINST MANSLAUGHTER
1-800-4-BIKERS

MRF

MOTORCYCLE RIDERS FOUNDATION, INC.



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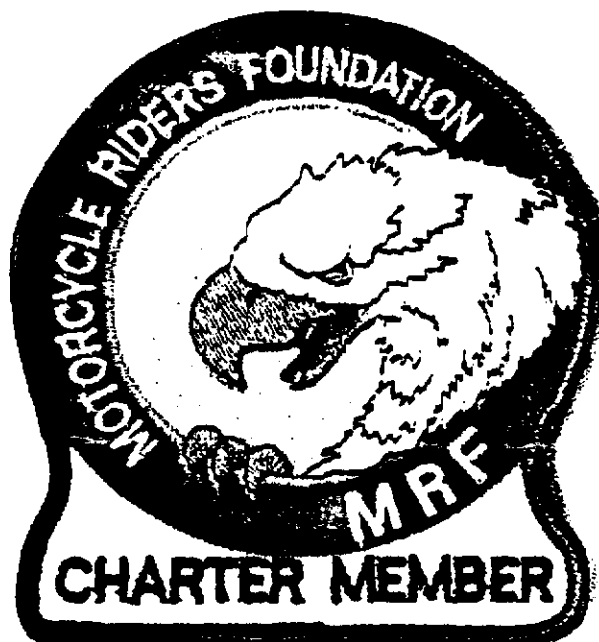
The Motorcycle Riders Foundation has become a membership organization. For the first time we are accepting personal memberships, and not just group supporters. In order to maintain the battle to protect the few freedoms left to us, we must have a solid financial base. This can only be done by a massive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

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Excerpts reprinted from April 3, 1990
AMA Government Relations News

OFF-HIGHWAY VEHICLE USERS CLAIM VICTORY IN DESERT TORTOISE CONTROVERSY

Following months of in-depth study and dozens of public meetings, the U.S. Fish and Wildlife Service (FWS) has granted a threatened species listing for the desert tortoise, reports the AMA. The desert tortoise had been given an emergency endangered species listing in August, 1989, a move that severely limited off-highway recreation in parts of California desert.

Even though the FWS has listed the desert tortoise as threatened, the federal agency has not designed a long-term recovery plan for the animal. What information the FWS has released, however, shows that the tortoise's declining population can be directly attributed to an incurable respiratory disease, not motorized vehicle recreation.

According to the AMA, the efforts of the off-highway community can be credited for much of the win. "The swift action of off-highway motorcyclists in California, including AMA District 37, was a significant factor in the outcome of the threatened listing for the desert tortoise," said AMA Legislative Affairs Specialists, Eric Lundquist. "We applaud their efforts and express our sincere thanks for all their hard work." *END*

Reprinted from April 2, 1990
AMA Government Relations News

AMA PRO-RIDER CAMPAIGN A SUCCESS, NHTSA COMMITS FUNDS FOR PHASE II

The AMA announced today that based on the initial success of its PRO-RIDER public awareness campaign, the NHTSA has agreed to continue funding the program at least through 1991. In a March 20 letter, NHTSA pledged to commit additional funds to begin Phase II of the program.

In the first five weeks of the PRO-RIDER campaign, which encourages responsible motorcycling practices, over 1500 riders have requested a set of free helmet decals offered to motorcyclists pledging to follow the PRO-RIDER Code. The PRO-RIDER Code, a 10-point common sense guide to motorcycling, encourages riders to be properly licensed, wear safety apparel and avoid drinking and riding. Motorcyclists may obtain a PRO-RIDER information package from participating dealers throughout the U.S.

According to AMA spokesman Jim Bensberg, "The initial response has been terrific. Inquiries from young riders have been especially strong, with 23 percent of all requests coming from riders under age 24." He also added that over half of the responses have been from non-AMA members.

During Phase II of the program, the AMA will send special counter displays announcing the program to an additional 2,500 retail motorcycle outlets. Phase I, which was announced in a January 30 press conference in Los Angeles, targeted 2,200 dealers nationwide who had previously participated in the AMA's "Members Welcome" program. Motorcycle dealers interested in becoming PRO-RIDER outlets should contact the AMA's Government Relations Department at (614) 891-2425, from 8:30 am to 5:00 pm (EST). *END*

Reprinted from March 26, 1990
AMA Government Relations News

AMA CRITICAL OF NATIONAL TRANSPORTATION POLICY

The AMA has expressed concerns about the U.S. DOT's recently released national transportation policy for the future. According to the AMA, the policy statement, entitled "Moving America," recognizes the need for creative solutions to reduce traffic gridlock and to decrease national dependency on fossil fuels, but fails to acknowledge motorcycles as a viable transportation alternative.

In a recent letter to Transportation Secretary Samuel Skinner, AMA Vice President of Government Relations, Robert Rasor said, "We were anxiously anticipating some recognition in a national transportation policy to encourage, rather than ignore, the use of motorcycles. We believe motorcycles should be encouraged as a desirable fore of transportation."

Last year, the AMA participated in a series of forums designed to help formulate the DOT's national transportation policy. At those forums, AMA representatives showcased motorcyclists as an important link in the transportation systems of the future. But surprisingly, the only mention of motorcycles in the 129-page document is in reference to helmet laws.

"This is unfortunate because an exclusive focus on mandatory helmet laws detracts from the needed emphasis on other elements necessary in a comprehensive motorcycle safety program," said Rasor. He pointed out that among those elements are motorist awareness programs, licensing and testing systems, alcohol and substance abuse campaigns and rider-education courses.

However, the AMA's primary objection to the policy stems from the failure of the DOT to acknowledge the exceptional commuter characteristics of motorcycling. In the letter, Rasor noted that federal law recognizes the benefits of motorcycle travel on High Occupancy Vehicle (HOV) lanes, but four states - California, Pennsylvania, Texas and Virginia - have continued to block the use of motorcycles on HOV lanes by taking advantage of a loophole in the law that allows states to ban motorcycles from commuter lanes by declaring motorcycle travel to be a safety hazard.

"In view of the obvious benefits in reducing traffic gridlock, we believe it is unconscionable to ban motorcycles from HOV lanes," said Rasor. "In addition to ignoring the space-efficiency of motorcycles, the policy also overlooks the ability of motorcycles to save fuel and reduce wear and tear on our nation's highways."

He added, "We will continue to tout the advantages of motorcycle travel and pledge our continued support for self-funded rider education programs. We believe this to be consistent with the Bush administration's federal funding." Currently, thirty-four states have implemented such programs, most of which are funded by motorcyclists. *END*

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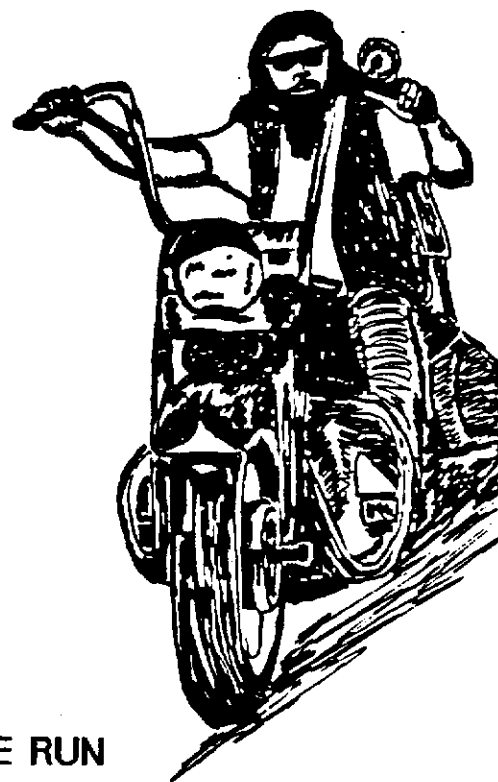
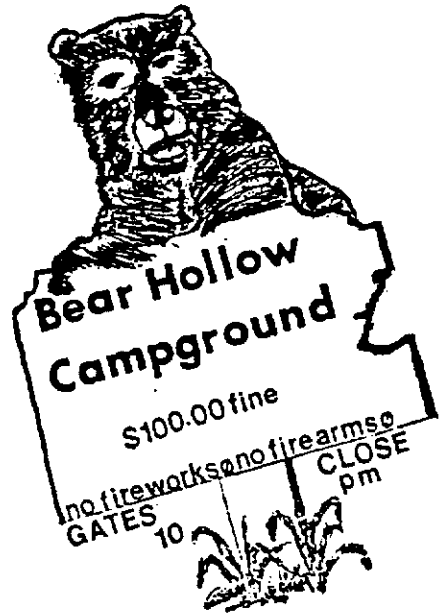
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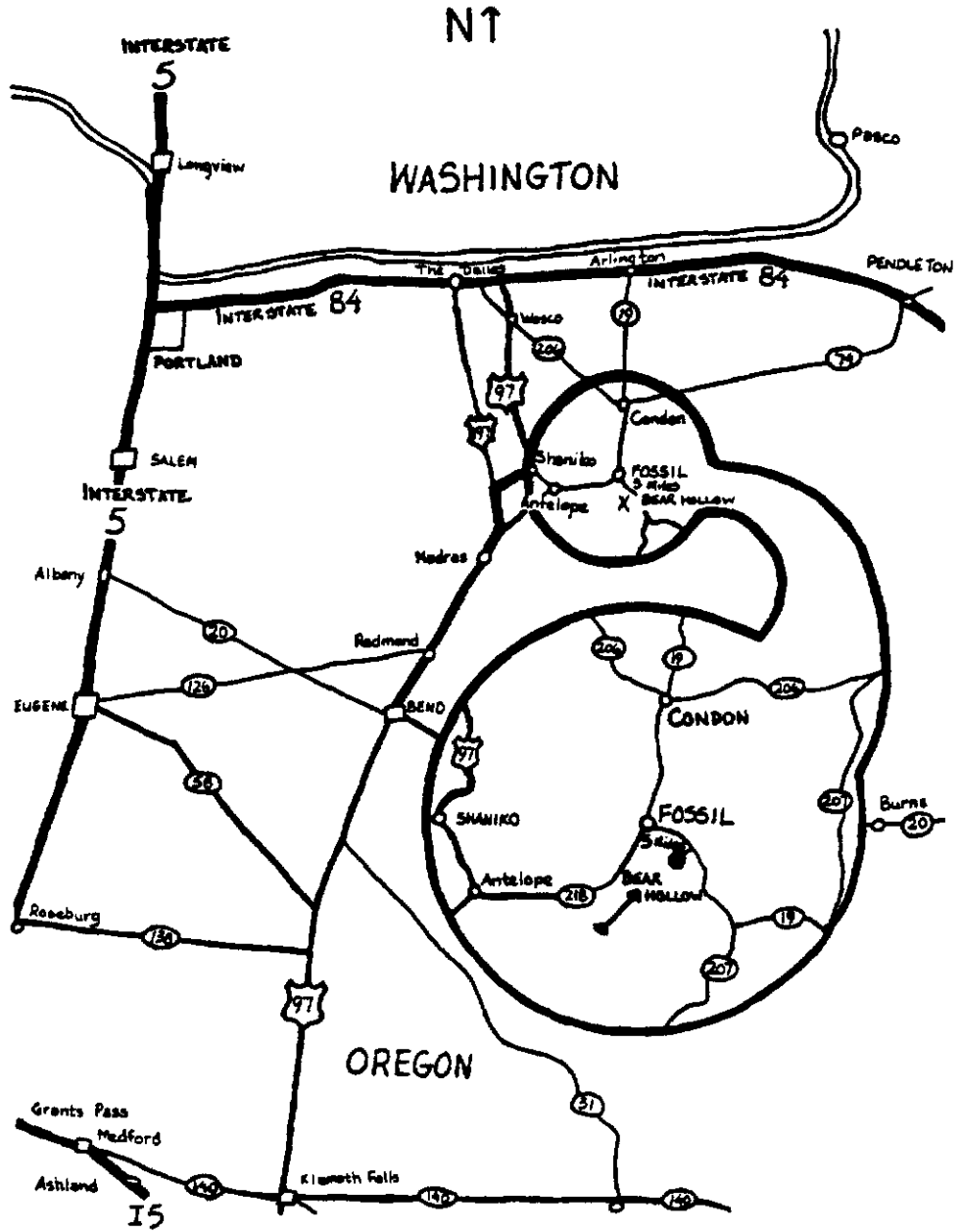
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Reprinted from April 5, 1990
AMA Government Relations News

MOTORCYCLISTS GEAR UP FOR AMA EARTH DAY 1990 VOLUNTEER PROJECTS

Motorcyclist groups around the country will soon be able to demonstrate their deep appreciation of, and respect for, America's rich natural heritage by participating in the AMA Earth Day 1990 Volunteer Project. These special projects will represent the motorcycling community's involvement in the Earth Day 1990 celebration, a worldwide environmental-awareness campaign scheduled for April 22, the 20th anniversary of Earth Day.

Over the past four months, the AMA has been promoting the Earth Day 1990 in the Association's monthly journal, *American Motorcyclist*. During that time, the AMA gave motorcyclists an opportunity to request an Earth Day 1990 Volunteer information kit. The kit included stickers displaying the AMA Earth Day logo, sample publicity material and other information designed to guide riders through their projects.

According to AMA Legislative Affairs Specialist Eric Lundquist, the demand for information on the Earth Day 1990 Volunteer Project has been outstanding. "Since January, we have received over 250 requests for Earth Day information kits from motorcyclists coast to coast," Lundquist said. "Projects being planned, some by organized motorcycle clubs and some just by riding friends, include everything from tree plantings and trail maintenance projects to adopting endangered animals at the local zoo."

In March, the Earth Day information kits were also mailed to 1500 AMA clubs across the country. "We wanted to give all AMA members a chance to show their concern for the environment and to help promote a positive image of motorcycling," noted Lundquist.

Through the AMA Earth Day 1990 Volunteer Project, AMA members will be able to show their communities that motorcyclists are dedicated to the important work of protecting the environment. In addition, members who take part in this special project will also earn official recognition by the AMA. Adds Lundquist, "Each group that completes a project and returns the registration form (included in all information kits) will be rewarded an official AMA Earth Day 1990 Volunteer Project certificate of participation."

For more information on the AMA Earth Day 1990 Volunteer Project, write to Eric Lundquist, AMA Government Relations Department, P.O. Box 6114, Westerville, Ohio 43081-6114. *END*

Reprinted from March 1990
AMA Legislative Update

MOTORCYCLISTS IN GEORGIA GEAR UP FOR 1990 MOTORIST AWARENESS CAMPAIGN

The Georgia Motorcycle Safety Program's 1990 motorist awareness campaign will shift into high gear beginning with a ride-in to the state capitol in Atlanta on Sunday, May 6. The event will mark the start of the Motorcycle Awareness and You (MAY) campaign, which will include a proclamation by Georgia Gov. Joe Frank Harris and resolutions by the state Senate and House.

Beginning at 2:00 p.m., the program will address several aspects of motorcycle safety such as rider education and training, motorcycle licensing procedures and plans for future motorist awareness programs. Johnny Beckman, a local television meteorologist, who is known for his work in helping organize Atlanta's annual "Ride for

Kids", The motorcycling community's fund raising event for Brian Tumor Foundation.

According to Chad Burns, Director of the state's Motorcycle Safety Program, the MAY campaign is directed at non-motorcyclists. The campaign is also aimed at drawing the public's attention to the efforts of the state to reduce the number of motorcycle accidents and fatalities. "In 1988, there were 2,321 reported motorcycle accidents in Georgia with 57 of those resulting in fatalities," said Burns. "In an effort to continue the reduction of those statistics, it is especially important that all highway users realize the necessity of mutual respect and sharing of our highways." *END*

Reprinted from April 12, 1990
AMA Government Relations News

AMA AND DISTRICT 37 SUE BLM OVER RACE POLICY

The AMA and its southern California affiliate, Sports Committee District 37, AMA, Inc., have sued the Bureau of Land Management (BLM) to halt the implementation of a policy barring point-to-point racing in the California Desert. On March 6, 1990 the policy was used to deny the District's permit application for the 1990 Barstow to Vegas (B to V) motorcycle race. The policy was also used to deny a permit to the Checkers Motorcycle Club for their 1990 Check Chase event.

Under provisions of the existing California Desert Plan, four specific routes have been included to accommodate point-to-point events for off-road recreational vehicles -- the Barstow to Vegas, Johnson Valley to Parker, Parker 400 and the Johnson Valley to Stoddard Valley routes. On February 13, 1990 the BLM implemented a policy to "pursue a plan amendment(s) to eliminate the four competitive event courses and corridors until the amendment process is complete."

The AMA and District 37 have challenged the policy contending that it constitutes a de facto amendment of the Desert Plan. According to the National Environmental Policy Act (NEPA) and the Federal Land Policy and Management Act (FLPMA), any changes of the existing plan must be subjected to public review of a meaningful environmental assessment. The BLM's failure to provide for public participation and comment on the Policy Paper violates the intention of these laws.

Attorneys for the AMA and District 37 have asked the court to order the BLM to reconsider the 1990 B to V permit application and to declare the policy illegal. The plaintiffs are also seeking to prohibit the BLM from implementing any policy affecting the existing race courses contained in the Desert Plan without first meeting the requirements of NEPA and FLPMA. They have also asked for reimbursement of legal fees and court costs.

Robert Rasor, AMA's Vice President for Government Relations, expressed his frustration by stating, "The District and the AMA have made every effort to comply with the laws and stipulations imposed on them in order to conduct a responsible event. As organizers and sponsors we have a right to expect the BLM to comply with the rules also. We hope this lawsuit will require them to do that."

Ken Boyd, President of District 37 said, "This lawsuit alone won't get the events back, but until we beat this policy we can't even apply for the permits. We had to draw the line in the dust somewhere to begin the fight for our riders' interests. This is just the starting point."

An expedited hearing on the lawsuit has been requested in recognition of the time constraints necessary to conduct point-to-point events. No hearing date has been set at this date. *END*

Reprinted from April 4, 1990
Citizens Safety Committee

BAUMAN RECALL UPDATE

Dear Volunteer:

Because of your help, on March 28, 1990 the MCCSC turned in to the Multnomah County Elections Office, approximately 11,000 recall petition signatures. Mr. Bauman, and the media were taken by surprise by the large number of signatures we collected during the seven weeks of the petition drive.

The massive effort, of the petition drive that put Mr. Bauman on the ballot for recall, is a testimony to what can be accomplished when we work together.

During the next six weeks (ending on May 15) we will be fighting a different kind of battle. The Recall Campaign. In order to win that campaign, and the upcoming recall election, your continued support will be required.

You can help in the recall election campaign by handing out literature, that explains why we are recalling Mr. Bauman, to the voters in district #3.

You can distribute that literature at your convenience: during the week or on weekends. However, we are asking that you distribute the literature within two weeks, and within the precincts assigned to you. Upon arrival at Bauman Recall Headquarters, you will be given door to door hand out literature, and a precinct map.

For information concerning weekly campaign instructions, please call 774-8972. Our campaign headquarters is located at 7337 S.E. Powell Blvd. (Corner of 74th and S.E. Powell Blvd.). *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
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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.

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LETTERS TO THE EDITOR

Friends:

Riding a motorcycle has been a joy for my wife and me for the past few years. We ride slowly and enjoy the smell of the flowers.

We also appreciate the vigorous efforts of A.B.A.T.E. to protect motorcyclists' moral and legal rights.

We'd like to join A.B.A.T.E. and contribute our small part to your efforts.

Sincerely,
Chuck Schaeffer

To the Editor,

I would like to thank the Board of Directors and Officers of ABATE for their support of our request to operate an Indian Creek Chapter food concession at Fossil as a fund raiser for BikePAC of Oregon.

As Butch explained at the Board Meeting, BikePAC does not yet have clearance from the I.R.S. to conduct fund raising activities on it's own behalf, and is therefore limited to accepting only donations and membership fees. Most of BikePAC's treasury so far has been spent on the initiative petition campaign. Since August of last year, the petitions alone have cost over \$1,400 to print (with much of the labor donated); the booth at the state fair cost \$600. The March ending balance of the BikePAC treasury was \$58.31.

BikePAC's Executive Director, Brian Stovall, has taken no reimbursement for travel or telephone expenses. As you know, he has visited several chapter meetings around the state, donated 10 days of his vacation time last year to work at the state fair, worked at swap meets around the state and attended other gatherings to promote BikePAC and the petition. In addition, as editor of the Rural Oregon

Biker magazine, he has donated free space in that publication to report BikePAC activities, and donated use of the magazine's computer equipment to design layouts for the petitions, brochures, press releases, and other printed materials. BikePAC's Legislative Director, Butch Harbaugh, and Secretary/Treasurer, Steve (Indian Charlie) Benson have both donated many dollars and many hours of their lives to promotion of the petition and making BikePAC work for the motorcyclists of Oregon, as have their families.

No one is taking a salary. Certainly no one is making any profit from BikePAC.

The food concession we plan to operate at Fossil will be funded from our own pockets, and all profits will be donated to BikePAC of Oregon. We look forward to seeing you all there and hope you like our cooking!

Teresa Hepker
Brian Stovall
Butch Harbaugh

The Rural Oregon Biker

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

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Brian Stovall, Editor

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Reprinted from March 29, 1990

Camp Brandenburg POW/MIA - Capitol Region Chapter

ROLLING THUNDER ROCK FOR FREEDOM CONCERT & RALLY FOLLOWING ROLLING THUNDER POW/MIA MOTORCYCLE RUN

Two leading figures in the POW/MIA issue will address over 30,000 motorcycle enthusiasts and an equal number of veterans and citizens concerned with the POW/MIA issue following a massive parade of motorcycles through the nations capitol at a rally being held in the park at 23rd and Constitution across the street from the Vietnam Veterans Memorial on May 27th, 1990.

The event, tag named "ROLLING THUNDER ROCK FOR FREEDOM" will feature as key note speakers, The Honorable Congressman Bob Smith from New Hampshire and returned POW and Vietnam War Hero, Capt. Eugene "RED" McDaniel.

For two years motorcycle riders have converged on Washington, D.C. in support of the POW/MIA issue.

Originally coordinated and named Rolling Thunder by Bob Schmitt, Dir. of Camp Brandenburg POW/MIA, the event brought 8,000 motorcycles to Washington, D.C. in 1988 and over 20,000 in 1989.

According to Ray Manzo, a Marine Corps Vietnam Veteran who instigated the concept of a massive Memorial Day weekend POW/MIA motorcycle "RUN", this years event will bring much larger numbers of motorcycle enthusiasts, possibly 50,000 riders, due in large part by wide coverage from popular motorcycle magazines and the highly successful 1988 and 1989 events.

"SADDLE TRAMP", an up and coming rock and roll band with a strong following has agreed to perform during the rally. Deeply concerned about the POW/MIA issue, the band members consider the concert a benefit and are donating their talent for the cause.

The overall rally is being put together by a subcommittee formed by The National Steering Committee For U.S. War Veterans. The subcommittee includes representatives from various POW/MIA and veterans groups, including Camp Brandenburg POW/MIA.

Additional speakers and entertainers will be announced as the rally date approaches.

Assembly for the motorcycle run is at the North Pentagon Parking Lot on May 27th at 9:00 a.m. for a noon parade start.

Supporters and spectators of both the motorcycle run and rally/rock concert should assemble in the vicinity of 23rd and Constitution Avenue and the Memorial Bridge at noon.

Public relations and advertising is being handled in part by Homecoming II Project, a nationally known POW/MIA organization whose Board of Directors consists of sons and daughters of servicemen missing in Southeast Asia during the Vietnam War.

Media interested in providing public service announcements for the event may contact Homecoming II, a registered nonprofit organization at 703-524-5153. *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.

Reprinted from April 16, 1990

Bikers Against Manslaughter Press Release

BAM SPONSORS "WORLD'S LARGEST" HELMET LAW PROTEST IN DAYTONA

BAM took advantage of the fact that more than 100,000 motorcyclists were gathered in Daytona for Bike Week, March 5-11, and attempted the "World's Largest Helmet Law Protest" to draw attention to the two federal helmet bills, S.1007 and H.R.3925.

To accomplish this feat, BAM circulated more than 25,000 fliers throughout the week asking bikers to take part in the protest by simply starting their bikes at High Noon on Friday, March 9, and revving them for one full minute; "Send a message loud and clear to Washington, D.C. that America's bikers oppose federal legislation of a national helmet law! Let's be heard, not herded!"

Although, logistically, the protest failed to attract the participation needed to claim the "Largest Protest" title (because it was too difficult for many bikers to get to their motorcycles in time due to congestion and crowds), the attempt accomplished several important objectives in our national helmet law fight:

First, 25 THOUSAND informational fliers were distributed, which helped petitioners to gather 980 signatures on petitions and send 1,837 post cards to President Bush to protest the federal bills.

Secondly, because the vast majority of the motorcyclists in Daytona were not aligned with any motorcycle rights organization and were therefore unaware of S.1007 and H.R.3925, the publicity helped raise the consciousness of thousands of our fellow riders.

Third, literally millions of non-riders became aware of national helmet and seat belt law efforts through media coverage of the protest. Two radio stations promoted the protest throughout the week, including live interviews, and the NBC-affiliate TV station attended the event and interviewed BAM founder, attorney Russ Brown.

Lastly, the protest was a learning experience to build upon. BAM is already planning similar protests for other major U.S. rallies and believes that the simplistic concept of the protest and ease of participation will lead to greater publicity and media exposure in the future -- and informing the general public and our fellow riders is a major step forward in fighting federal legislation such as S.1007 and H.R.3925! *END*

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May is Motorcycle Safety Awareness Month.
Stay aware and in touch by renewing your membership today!

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
1st & 3rd SUNDAYS	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	COLUMBIA COUNTY	2:30 pm, The Rod & Gun Club, Rainer.
	JACKSON COUNTY	1st Sun. - 11 am, Angelo's Pizza, Phoenix, Oregon. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
		3rd Sun. - Ride
	NORTH COAST ABATE	1st Sun. - 12:00 noon, Cedar Bay Restaraunt, Tillamook
		3rd Sun. - 12:00 noon, The Pizza Harbor Restaurant, 15 N. Edgewood, Seaside.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
	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.