

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



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

September 1989 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

COORDINATOR'S CORNER

The way to happiness is hard to travel when shadowed with the oppression of an unrestrained exercise of power

ATTENTION ALL MEMBERS!! Federal bill S1007, the Federal Helmet Law Blackmail that is now upon us will be going to committee in October. We need to write our U.S. Senators and U.S. Representatives voicing our opinion before we are all forced to wear helmets without a choice!

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

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

U.S. Representative -
Les Aucoin
R.F. Smith
Ron Wyden
Peter Defasio
Denny Smith

U.S. House of Representatives
Washington, DC 20510

I urge you to write a letter to Senator Orrin G. Hatch, Republican of Utah, thanking him for rejecting the bill that would have required all motorcyclists to carry special catastrophic health care insurance nationwide, that he had previously proposed. His address is:

The Honorable Orrin G. Hatch
135 Russell
Senate Office Building
Washington, DC 20510

The way to freedom of choice is a high-speed road to those who know where the edges are. You are the drivers ... If you can get others to follow the road, then all of us will be free to have our freedom of choice.

In brief, this simply means that those of you that are very involved in BikePac of Oregon and ABATE of Oregon, are well aware of what is involved in getting the signatures that we need to get the helmet issue on the ballot in 1990 so that the people of Oregon will KNOW that we are STILL fighting for our freedom of choice!!

You people are the "drivers". Get others involved to work with you in getting these signatures. By banding together and educating the public that we deserve our freedom of choice, too, we WILL SEE our freedom at the end of that road!!!

If at all possible, each ABATE Chapter should send at least one Representative to the BikePac Meetings held each month in order to be aware of what is going on and to affectively report back to their Chapter all pertinent information BikePac offers.

In closing, write those letters. It is your "FREEDOM OF CHOICE" you are fighting for. We need to work with others across the United States in order to keep our freedom of choice in America.

Rotten Roger

FEDERAL LEGISLATION OF A NATIONAL HELMET LAW

**U.S. Senate Committee Members on
Environment and Public Works whom you can
write to concerning S.1007 Legislation.**

DEMOCRATS:

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

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

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

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

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

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

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

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

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

REPUBLICANS:

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

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

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

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

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

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

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

**Don't delay in writing and calling the
Senators on the above list and our own
Senators. Be courteous and brief, but be
firm in asking them to vote NO on S.1007.
Remember, it's YOUR rights that are at
stake!**

LEGISLATIVE REMORSE

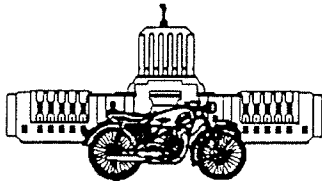
(Reprinted from August 1989 issue
of Counterpoint which was contributed
to them by Andrew Racey, Hereford, Oregon)

**Tax his cow,
tax his goat
Tax his pants
tax his coat.
Tax his crops,
tax his work,
Tax his tie,
tax his shirt.
Tax his chew,
tax his smoke,
Teach him taxes,
are no joke.
Tax his tractor,
tax his mule,
Teach him taxes
are the rule.
Tax his oil,
tax his gas,
Tax his notes,
tax his cash.
Tax him good
and let him know...
After taxes
he has no dough.
If he hollers
tax him more;
Tax him 'til
he's good and sore.
Tax his coffin,
tax his grave.
Tax the sod
in which he lays.
Put these words
Upon his tomb;
"Taxes drove me
to my doom."
And after he is gone
he can't relax,
They'll be after
inheritance Tax!**

**SEAT BELTS
AND HELMETS
DON'T THINK,
PEOPLE DO!**

*"No passion so
effectually robs
the mind of all its
powers of acting
and reasoning as
fear."*

-Edmund
Burke



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 363-6106
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

LEGISLATIVE UPDATE

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

HB 2080 - Passed

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

At request of Joint Interim Committee on Transportation

Passed House Floor 4/20; vote 50 - 10

Passed Senate Floor 5/11; vote 25 - 3

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

HB 2121 - Passed

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

At request of Governor's Motorcycle Safety Advisory Committee

Passed Ways & Means 4/26

Passed House 5/12; vote 57-0

Passed Senate 6/2; vote 22-2

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

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

HB 2122

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

At request of Governor's Motorcycle Safety Advisory Committee

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

Hearing 3/1 Senate Transportation Committee

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

In Senate Transportation Committee upon Adjournment 7/4/89

HB 2515

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

At request of Coalition of Motorcycle Rights Groups

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

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

HB 2539

Personal Injury Protection insurance requirement for motorcyclists

At request of Oregon Trial Lawyers Association

Hearing 3/9, work session 4/13

Amended to remove motorcycles from PIP requirement

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

HB 2801

Medical exemption from helmet use

At request of Coalition of Motorcycle Rights Groups

Hearing held 4/15

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

HB 2802

Moped operator required to obtain motorcycle indorsement

At request of Coalition of Motorcycle Rights Groups

In House Transportation Committee upon Adjournment 7/4/89

HB 3029

Class III ATV offroad permits/decals

At request of Paul Paulsen

In House Transportation Committee upon Adjournment 7/4/89

HB 3030 - Passed

Class III ATV titling and registration

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

Passed House Transportation 5/1

Passed Ways & Means 6/28

Passed House 53-4, 6/29

Ways & Means A-Engrossed passed, 7/1

Passed Senate 16-10, 7/1

HB 3033

ATV safety, education and enforcement, funding

At request of Oregon All-Terrain Vehicle Association

Hearing held 4/13 House Transportation

In House Transportation Committee upon
Adjournment 7/4/89

HB 3034 - Passed

Class II ATV decals/permits

*At request of Pacific Northwest Four Wheel Drivers
Association*

Passed House 4/26; vote 50-0

Hearing held in Senate Transportation 5/26

Passed Senate Transportation B-Engrossed 6/12

Passed Senate 25-3, 6/14

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

Speaker & President signed 6/28

HB 3154

Bicycle education funding

At request of Bicycle Education Advisory Committee

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

\$1 per new bicycle sold

House Transportation Committee hearing 4/6

In House Transportation Committee upon
adjournment 7/4/89

SB 401 - Passed

Adds motorcycles to Lemon Law

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

Passed Senate 3/9; vote 23-4

Passed House 5/18; vote 58-1

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

SB 649

ATV helmet/operator licensing bill)

Introduced by Sen. Jane Cease

Hearing 3/13 Senate Transportation Committee -
Tabled

SB 856

Financial responsibility for Class I ATV's

At request of Theresa Walker

Hearing in Senate Transportation 4/10

In Senate Transportation Committee upon
adjournment 7/4/89

SB 917

Requires windshields for all motor vehicles

At request of Josephine Co. Sheriff William Arnado

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

APATHY

A

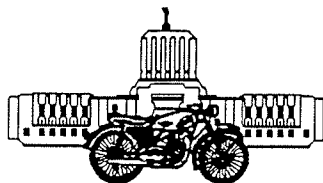
GUARANTEED

NATIONAL

MANDATORY

HELMET

LAW



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Advisory Board Meeting Minutes 8/5/89, King's Table West, Salem

Meeting called to order at 11:19 a.m. No written minutes were available from last meeting so we reviewed it from memory. The Treasurer's report was presented by Steve Benson, and approved, with typographical error noted.

Ending Balance June 30, 1989	\$389.33
Income	
New Memberships	195.00
Donations	112.93
Expenses	
Printing	158.84
Post Office	41.00
BikePAC Banner	20.00
Ending Balance July 31, 1989	\$477.42

Final legislative bill summary was presented. Included was a discussion of the basic cost just to introduce and print one bill in the legislature (\$900). See attached copy for the summary.

Initiative Petition progress report:

- The initiative has been filed, and has not been challenged. Official certification is expected on August 8, 1989, and the petition will go to print as soon as the copy is approved.
- A discussion took place regarding the BAM petition on S1007 (the national helmet bill), and whether we should carry it at the BikePAC booth at the state fair. Butch commented that we have received no direct support from BAM and perhaps we should offer a petition under BikePAC's name rather than BAM's. It was decided to ask for economic support from BAM; Steve will send a letter. Similar letters have already been sent to AIM/NCOM.
- We discussed other petitioning strategies and locations, such as county fairs, local festivals, parades, or any other public gatherings. We discussed the need for a wide variety of motorcyclists in the fair booth, to show the public the whole range of people who enjoy our sport.
- Butch is still investigating ways to get the maximum number of booth workers into the fair without charge, and will have information about no-charge parking areas.
- It was decided to put a BikePAC ad in the Statesman-Journal's "Neighbors" supplement to the state fair: "Come see us for some news that could flip your lid."
- Steve and Butch will check on whether we can offer drinking water to the public, and whether we can put a donation jar on the counter for BikePAC.

Teresa and Butch showed the Oregon Department of Transportation's (ODOT) proposed design for "Helmets Required" signs to be posted on main highways at the borders. Response was favorable from meeting attendees.

NEXT ADVISORY BOARD MEETING

October 7, 1989, 11:00 a.m.
King's Table West, Salem

AUGUST 1 1989 MEMBERSHIP BY CHAPTERS

CHAPTER	TOTAL AUG 1 89	GAIN/LOSS AUG 1 89	TOTAL JULY 1 89
CENTRAL OREGON	54	7	47
CLATSOP COUNTY	57	10	47
COLUMBIA COUNTY	39	2	37
COOS COUNTY	42	2	40
DOUGLAS COUNTY	58	4	54
INDIAN CREEK	58	-5	63
JACKSON COUNTY	103	6	97
JOSEPHINE COUNTY	83	7	76
KLAMATH FALLS	13	-1	14
LANE COUNTY	39	-8	47
LINCOLN COUNTY	62	-1	63
MT HOOD	34	-1	35
NE PORTLAND	131	2	129
SALEM	75	-7	82
SE PORTLAND	92	-2	94
TEAM TOTEM	35	35	0
WASHINGTON COUNTY	35	-1	36
YAMHILL COUNTY	61	4	57
 TOTAL MEMBERSHIP	 1,071	 50	 1,021

GOVERNOR'S ADVISORY COMMITTEE REPORT A Summary of the Activities of the Committee:

Following is a description of the goals and objectives of the Governor's Advisory Committee on Motorcycle Safety.

OBJECTIVES 1 AND 2: To review current and proposed legislation and make recommendations regarding such legislation to the Legislature; to make recommendations and/or propose motorcycle safety legislation to the Oregon Traffic Safety Commission, the Governor, or the Legislature.

OBJECTIVE 3: To promote and improve motorcycle safety.

OBJECTIVE 4: To evaluate the State Motorcycle Safety Program (Team Oregon) and forward the evaluation to the Oregon Traffic Safety Commission for forwarding to the Governor.

OBJECTIVE 5: To provide an open public forum for motorcyclists.

OBJECTIVE 6: To conduct hearings (when necessary) on issues involving motorcycle safety.

MEMBERS OF THE COMMITTEE: Teresa Hepker*, Chair, Member ABATE of Oregon, Inc., Member, American Motorcyclist Association; Steve Garets*, Team Oregon Education Director; Willie Frank Grace*, Police Officer; Carolyn Meerzo, ABATE of Oregon State Membership Secretary and Education Director; Johnny Roner, past president, Oregon Motorcycle Dealers Assoc.; Charles Toftdahl, owner, Springfield Yamaha; Mike Unger, Manager, Motor Vehicles Division, Driver License Section

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

Minutes for August 12, 1989

The meeting was called to order by Coordinator Rotten Roger at Moby Dick's in Newport, Oregon.

Last months minutes were approved as corrected.

MEMBERSHIP as of August 1, 1989:

Central Oregon	- 54
Clatsop County	- 57
Columbia County	- 39
Coos County	- 42
Douglas County	- 58
Indian Creek	- 58
Jackson County	-103
Josephine County	- 83
Klamath Falls	- 13
Lane County	- 39
Lincoln County	- 62
Mt. Hood	- 34
N.E. Portland	-131
Salem	- 75
S.E. Portland	- 92
Team Totem	- 35
Washington County	- 35
Yamhill County	- 61

Total - 1,071

NEWSLETTER EDITOR: Our new Editor is doing a terrific job, but all reports must be in by the 15th or they won't be printed. Renewal letters will be sent to all advertisers.

STATE RUN: The MDA Run on August 5th made over \$6,000.00. The Southern MDA Run was cancelled. It was suggested that due to lack of organization, next year, each Chapter do their own thing for MDA. We do have Bear Hollow Campground again for Fossil 1990!

WAYS & MEANS: The sample of our Coloring Book was passed around. All we need is money to get them completed. Lincoln County made a motion that we use heavier stock for the books and that the State pay the balance. Motion passed. We

should have these at the State Fair.

EDUCATION DIRECTOR: Team Oregon has trained 484 students so far this year and has bids out for two mobile trailers. Everyone under 19 has to take this course to be endorsed. Next Governors Meeting is Tuesday, October 12th at Bracks Restaurant in Woodburn at 6:30 p.m.

LEGISLATIVE DIRECTOR: All petitions for BAM need to be in by 8-31-89 for the National Helmet Law. Write letters! We need to move on this right away. Butch spoke about the State Fair and our petition drive for repeal of the helmet law. If you are serious about helping, join BikePac and get involved!

TREASURER:

Checking	\$3,895.69
Savings	\$ 56.91
Postal	<u>\$ 325.39</u>
Total	\$4,277.99

OLD BUSINESS: We donated \$218.00 to South Gilliam County Health District to help pay medical expenses that can occur during Fossil. They need donations as they are such a small rural area.

NEW BUSINESS: Meeting of the Minds is September 22, 23 & 24 in Indiana this year. A motion was made to send Roger to this, with the State covering costs not to exceed \$585.00. Motion passed.

We elected a new Vice-Coordinator - Vicky Lechner of Lincoln County.

Next Board Meeting is in Jackson County at Touvelle Park in Medford, September 9th. Maps will be sent to all State Representatives.

50/50 drawing was won by Diesel Burner! Meeting adjourned.

Judy Leehmann
Secretary

CHAPTER REPORTS

CENTRAL OREGON

Hello from hot and sunny Central Oregon! On July 18 we had elections. Our officers are:

Coordinator – Jerry Brown
Asst. Coordinator – Jon Garrett
Secretary – Tim Matson
Treasurer – Van Wochlke
Membership Secretary – Kay Hamilton
Sgt-At-Arms #1 – Mike Zamoia
Sgt-At-Arms #2 – Randy Matson
Legislative Dir. – Steve Laublanovits
Education Director – John Sprul
Ways & Means – Te Brown
Asst. Ways & Means – Debbie Youngs
State Rep. – Jeannie Garrett
State Rep. – Nanuck
Alt. State Rep. – John Sprul
Historian – Te Brown

Our Chapter took first place in the Spike and Rail Celebration Parade in Metolius. We also entered the Deschutes County Fair Parade. Still trying to get reorganized after election. Not much else happening here. Till next time.

Terri

P.S. Great article in Oregonian Teresa (8-8-89). That's telling them!

CLATSOP COUNTY

(No Report, First Time)

COLUMBIA COUNTY

(No Report, Second Time)

COOS COUNTY

*****New meeting date – 1st Sunday of the month, 1:00 p.m., Gino's Pizza in North Bend. Info – Bob & Maria 269-5419 or John & Patty 759-3885*****

Hello from the South Coast! Our first Casino Night was quite successful and a good time was had by all who attended. Our all-u-can-eat B-B-Q was real good and we

took in a little over \$200 at the Casino games, half of which will go to Camp Easter Seals for the platform ramp in the swimming area. September brings lots of festivals around the area where we intend to have a booth with all kinds of info. Hope everyone has signed the petition BAM put out (Federal Helmet & Seat Belt Law) and got nine other people to also sign. Once the feds get us we're done for. It's been a fun summer with all the runs to go to. Until next month keep the shiny side up.

Maria

DOUGLAS COUNTY

*****Meeting Days – 3rd Sunday of each month, 11 a.m., Round Table Pizza in Roseburg Valley Mall*****

By now the 10th Annual Windy Creek Run will be history and we'll be on our way to number 11. Both the Coos County and the Douglas County members hope all who attended had a super time.

After working all winter long to raise funds for camperships, we sponsored two campers this summer. One spent two weeks attending a local day camp and the other went to Camp Easter Seals on Tenmile Lake for a week. With the remaining funds, the Chapter will be collaborating with the Coos County Chapter to buy materials for a dock we will be building this fall.

Enjoy the rest of the summer!

Joy

JACKSON COUNTY

(No Report, First Time)

JOSEPHINE COUNTY

SOS Run was a great success. Thanks to all who came. Congratulations to the winners of our games and to Dee & Gil for winning the After Hours Show. 10% of our proceeds will go to Lovejoy Hospice.

Bob and I attended Coos County's Casino Night and had a great time. They had good food, games and a terrific auction. They had lots of community support and half of the proceeds went to Camp Easter Seals.

That's it for now. Ride Safe.

Trike Terri

KLAMATH FALLS

(No Report, First Time)

LANE COUNTY

By the time this is printed we will have already had our Annual Run. It should be a good one. Our Coordinator is leaving us in December so we had an election for a new Coordinator (Jack Robert) That's it for now except in the last Newsletter it said we missed twice and it was only once.

Harley

(Sorry, Lane County. I am starting a monthly Tally Report so I can be more accurate - Editor)

LINCOLN COUNTY

Beaver Creek Run is over and we made around \$2,000.00. I think those attending had a good time and we went through the largest number of Kegs since the run date was changed to a two day run.

We are planning a poker run to the Tri-County run on September 16 and 17. It seemed an easy way to have a poker run with the other Chapters putting on the party.

Also, we are planning a Trap Shoot for October 1st. Our Trap Shoots raise some funds and are attended by our members and some people that wouldn't ordinarily attend A.B.A.T.E. functions.

The non-motorcycle enthusiast is as important or maybe more important to our fight against the helmet law. Functions which include those people are a good opportunity to gain support for our ideas.

Until next month
Vicki

MT. HOOD

Greetings from Mt. Hood again. First of all we, the Chapter, wants to thank Sherry Porter very much for the good work and the many hours as Treasurer she undertook for as long as she held office. We also thank her hubby, George for being our Sergeant- At-Arms.

Our new Officers are as follows: Mary Alice Jackson is our new Treasurer. We want her to know that we shall give her our full support and help her in whatever we can. George Jackson is our 2nd State Rep. and also 1st Sergeant-At-Arms; Larry West is 2nd Sergeant-At-Arms; Peter Wilson is Legislative and Educational Director; Julie Klinger is our Ways & Means Director and also our Historian. Congratulations to all. We shall try and help in any way we can.

Getting all excited over the planning of our famous Care Run coming up Nov. 18th. We always have so much fun and people are always ready to help out with donations and contributions. It's like we all know it's time to help each other. November with Thanksgiving and December with Christmas and somehow our hearts start thinking about people that might be a bit less fortunate than us. It's great. Look for our flier. Keep the date in mind. Write it down in your calendars. Again, we promise you a fun time and good company. Well, so much for all this news. Until next time.

Adios, Angie

NE PORTLAND

Boy Howdy from N.E. Portland

I know, I know, I missed last month's Newsletter Report. When Donna says they need to be in the 15th, she means the 15th not the 16th or 17th, etc. I'll be more disciplined from here on out.

Well, Summer Run is almost here, so I hope we see all of you there. It's the same place as last year, which is up on the mountain, on the other side of Government Camp.

Last month we had a poker run for N.A.R.A. NW, which was very successful, with member participation and funds raised. We raised over \$2,500.00 for this

organization, which was way over what we had anticipated. Anna Markley was the initial coordinator of this event, along with many volunteers from N.E. and S.E. Portland Chapters, which was what made this run so successful. A lot of hard work was done to organize the event and it paid off. Anna anticipates another run next year, possibly making this an annual event.

Well, the Toy Run Committee is off and running, with the first scheduled event at the A.B.A. Hall, September 30th. The Toy Run Committee needs all the help they can get, so volunteer if you can. Gary Martin is working on a longer route to the Hospital this year, which by the way, is our 10th Anniversary Toy Run.

Last Month at one of our Bimonthly meetings, we decided that each year we would present the "Fossil Camp Turd Award" to a deserving sole. The Turd nominated is unanimously voted for as the "Camp Turd". This year we nominated "Johnny", who more than deserved this honor, and Johnny will hold the title, until next year's Fossil Run, wherein he will relinquish his title and plaque to another deserving person, unless of course Johnny deserves the award again next year!

That's all for this month, ride careful

Barbara

SALEM

Greetings one and all! It sure has been awhile since I last took on any duties for the Salem Chapter. I've always been there, but just found it real hard to step out there and take part in what's happening around us, after Joel's death.

We have a lot of ideas in the pot, and some great upcoming events to keep your eyes and ears open for. Be watching for our Family Fun Variety Show in October. Fliers and Tickets will be out real soon. Big plans for Thanksgiving Dinner Boxes and looking for those donations, guys! The holidays are just around the corner. Also, want everyone to remember our Anniversary Party and Toy Drive.

So as you can see there is lots happening and looking forward to seeing more of everyone in the future. Until then Ride safe and Free

Barb & Blair, The H.D. Girls

P.S. A word from our Coordinator: What happened to everyone? Only 13 people out of our 82 members at our 8-14-89 meeting. Just cause Fox Creek is over doesn't mean you have to stop filling our meeting room! What do you say? See you next time.

Kurt

Our 5th Annual Fox Creek Run is now a mark in history. I would like to thank all of you who helped to make this Run a success. Hey!!! We have 82 paid members, and there were only 10 members at our last meeting?!! Thanksgiving and Christmas are coming up fast and we need participation!

By the time this hits your mailbox, our next meeting will be Sept. 25th, you all know where, 7:00 p.m. Please ... BE THERE!

Ride Safe, Shirley

P.S. A BIG thanks goes to Shirley who put together Fox Creek Run this year. THANKS! You did a great job. (Anonymous)

SE PORTLAND

(No Report, First Time)

TEAM TOTEM

(No Report, First Time)

WASHINGTON COUNTY

Hey, true believers. If you don't read anything else in this Newsletter, READ THIS! The Tri-County END OF SUMMER RUN IS ABOUT TO HAPPEN! We have bands, we have food, and we have good times for all planned. The next regular run will be Fossil, 1990. The run site is BEAUTIFUL! And the witch doctor promised lovely Indian Summer weather (if you don't ride an Indian, come anyway). Pack the putt and roll your butt to this one. They'll be talking about this one all winter.

We're just doing fine here in Washington County. Don is our new Membership Secretary and Ken heads up Ways & Means.

This bit is not ABATE related but of interest to bikers. Short-track racing

is starting up here in Washington County. Classes run from 50cc to the big booming 750's. If you like to hear those XR750 's rip up the dirt, or you want to mix it up on the track, call 266-5504 or 661-6813 for more information.

Let's see you at the End Of Summer Run!

Tommy the Commie

YAMHILL COUNTY

By the time this is printed Fossil will be old news. But, we had a great time and a great turn out of beer servers. We even made some money on our concessions and arrowheads. Thanks to all our hard working members who organized and ran our concession stand. It was great to see all of you there.

Our Driver's Ed presentations (way back in May) were a success. We only went into two of the four schools, but were well-received and asked to return. We owe a special Thank You to Stan Porter of Team Oregon and the Oregon Traffic Safety Commission for their input and the use of their video

Our one-year Anniversary Party was a success and made about \$150.00.

We had elections at our first meeting in June. New (and some familiar) officers are:

Coordinator - Dave Hant
Vice Coordinator - Cindy
Secretary - Cindy

Treasurer - Debbie J.
Sergeant-At-Arms - Boyd
Membership Secretary - Sandy
Historian - Sandy
Ways & Means - Dave M.
State Reps. (elected in Jan.) -
Judy and Longshot

At our July 16 meeting we elected a new Coordinator, Dave Hart (Longshot). Contact phone: 876-6962. Mailing address for Yamhill County ABATE: P.O. Box 1179, McMinnville, OR 97128. Attendance at our last meeting was up and we are getting organized again.

We did not do the Fox Creek Run with Salem Chapter this year. Hope all went well. Sorry it didn't work out to join you.

We are planning a group ride to the NE & SE Portland Summer Run over Mt. Hood on the 19th. We are also planning a Chapter Party at our Woodcutting site the weekend of Sept. 9th, hoping to mix a little work and play.

We are gearing up to help gather signatures at the State Fair, and are encouraging members and friends to join and donate to BikePAC. As a Chapter, we donated \$100.00 worth of firewood since we were unable to donate money directly.

On a more personal note, I took the Team Oregon Beginner's Course in July and highly recommend it to any and all new riders. It was very well done and a lot of fun. There were experienced riders in the class who learned a lot as well

Cindy

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Reprinted from
Bikers Against Manslaughter

WHERE WILL A NATIONAL HELMET LAW LEAVE US?

By Bill Bish, National Director

Did you know that ABATE's are currently chartered in 44 states? Or that every state has at least ONE active motorcycle rights organization (m.r.o.)? Or that there are 91 independent m.r.o.'s operating in states nationwide?

Did you know that there is federal legislation pending in U.S. Congress that can change all that? Read on.

Here's an important history lesson for you, so pay attention and take notes: In the early 1970's, Easyriders Magazine and some other supportive motorcycle groups came up with an idea for a grass roots lobbying organization for bikers. National ABATE was born. ABATE (A Brotherhood Against Totalitarian Enactments) premiered as a "national" organization because it was federal legislation that needed to be addressed. At that time, states from coast to coast were being coerced by the U.S. Department of Transportation into passing helmet laws or forfeit millions of dollars in federal highway funds under provisions of the Highway Safety Act of 1966. A nationwide organization was needed that could effectively lobby the U.S. Congress into giving states back the right to regulate helmet use.

By 1976, when Congress was finally persuaded into revoking those "blackmail" provisions, California was the only state that had refused to comply with the federal mandate (although Illinois had declared the helmet law unconstitutional, Utah enforced the law only at speeds in excess of 35 mph, and Nebraska's law was not being actively enforced).

With 46 states to turn around and convince that helmet laws were an enclosures infringement on our rights, ABATE organizations began cropping up across the country and, responding to heavy biker pressure at the state level, 23 states repealed their helmet laws by the end of 1977 (or amended them to exclude most adult riders). More to our credit, only four states have passed helmet laws since 1976 (Louisiana in 1982, Oregon and Nebraska last year and Texas a

few months ago) as opposed to 28 states that have opted for Freedom of Choice.

Although the acronym "ABATE" may stand from something different in each state, or the politically active group may be a "Concerned Bikers Association" (CBA), or a "Modified Motorcycle Association" (MMA) or another group altogether, m.r.o.'s have been very effective at regaining lost freedoms for riders in their respective states — or at least keeping state Legislatures from enacting more restrictive laws.

This situation may change drastically if U.S. Senator John Chafee (R-RI) has his way. In case you haven't heard, Sen. Chafee has proposed a Congressional measure that, if passed, basically would reinstate the blackmail provisions that resulted in a virtual nationwide helmet law more than a decade ago. Moreover, the bill would provide generous grants for states that comply by passing BOTH a motorcycle helmet law and an automobile seat belt law.

Essentially, because most politicians would not pass up an opportunity to "pork barrels" additional federal funding for state programs — and avoid LOSING funds at the same time, the states' legislative decision-making would revert back to the federal level by virtue of bribery/black-mail.

Where would this leave our STATE motorcyclist organizations? Without a handle on the situation, or a voice in the matter, local biker rights groups would eventually become ineffective or nonexistent — just like BEFORE the mid-70's! Bikers in "free choice" states would surrender their freedoms outright, while those Helmet Law states would give up all hope of getting a repeal or rollback. Oh, you may say that YOUR group isn't even involved in helmet issues for one reason or another, but you can bet that a large portion of your dues-paying members are! What will your organization do with THEM?

So what's the solution? We must UNITE again under a nationwide banner of cooperation! We have to develop an effective lobbying group in our nation's capital that can speak with authority for ALL of us. Every politically active group has a Washington-based lobby, except for motorcyclists — WHY?

Fortunately, we already have an organization in Washington, D.C. that is

Excerpts reprinted from
Bikers Against Manslaughter
June 28, 1989 Press Release

well-prepared and fully capable of representing the views of American Bikers; the Motorcycle Riders Foundation (MRF). The MRF is run by prominent bikers' rights leaders from across the country and is spearheaded from its D.C. office by national director Wayne Curtin.

State organizations will play a vital role in battling Chafee's bill and other federal legislation, but our fight must be coordinated at the national level. Find out what YOUR group is doing to support the MRF, or call the MRF directly at (202) 783-0600.

Reread the above article, clip it for your friends or reprint it in your newsletter. Study it and REMEMBER IT — 'cuz those who don't learn from history are destined to repeat it! School's out.

###

CONNECTICUT MINORS LOSE FREEDOM OF CHOICE: Hartford, CT — Effective January 1, 1990 young and inexperienced motorcyclists in Connecticut will be required to wear helmets. In accordance with Senate Bill 1007, signed into law June 22 by Governor William O'Neill, helmet use will be mandatory for all operators and passengers under 18 years of age, as well as permit holders.

New England bikers, headed by the Connecticut Motorcycle Riders Association (CMRA), dodged a bullet earlier this year when they succeeded in killing SB 413, an adult mandatory helmet law. However, the under 18 helmet requirement was then attached as an amendment to a preexisting transportation bill, SB 1007 (which required completion of a drug and alcohol education course for motor vehicle license applicants), and was eventually passed.

###

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For more information contact:
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AUTO OCCUPANTS OUGHT TO WEAR HELMETS:

Editor of the world's largest motorcycle magazine says it is gross discrimination to force motorcyclists to wear helmets, when ten times the medical costs are incurred in automobile head injuries, statistics and medical experts concur.

LOS ANGELES, CA, April 10, 1989 — If it makes sense that motorcyclists are forced to wear helmets, then automobile occupants ought to wear them also to minimize the public burden expense of head injuries due to car crashes, according to a spokesman for EASYRIDERS Magazine.

Car-related head injuries and their lingering aftermath are roughly estimated to be costing American taxpayers over \$5 billion per year in medical bills, says Keith Ball, editor of EASYRIDERS, who also noted that a majority of public health professionals and accident prevention experts in an informal survey conducted by EASYRIDERS Magazine favor the use of protective helmets by automobile occupants of all ages, purely from the standpoint of reducing injuries, fatalities, and the social burden to society.

"What professes to be good for motorcyclists would be ten times as good for motorists," says Ball.

"Among the many facts that ardent proponents of helmets for motorcyclists ignore, are that the social burden costs of head injuries due to car accidents per year in the U.S. far outweigh those due to motorcycle mishaps, and that experts in the field of public health and vehicular accident prevention resoundingly favor the use of protective headgear in cars."

"We know that the American public is so concerned about the social burden element, over personal freedom, that they couldn't resist a true savings to society," Ball continues. "Why attempt to coerce all motorcycle riders to wear helmets when the danger of serious head

injury in car crashes is greater, and the absolute numbers and social costs per year are ten to twenty times greater?"

"According to the National Highway Traffic Safety Administration, \$6 billion is spent annually on medical costs due to motor vehicle accidents of all types. The total cost to American society of such accidents is \$74 billion, which includes property damage, lost wages, court costs, etc."

"The percentage of the above figures attributable to motorcycle accidents ranges from a high of 8.3 percent to a low of 4.2 percent," Ball reports. "Averaged out to 6.25 percent, motorcycles would account for an estimated \$375 million in medical costs while the remainder of motor vehicles — including cars, trucks and RV's — account for \$5.625 billion in medical costs alone, and \$69.375 billion in total societal costs".

"It actually doesn't make sense to waste politicians' time on promoting helmet laws for motorcycles," says Ball, "when the big factor is the rest of the vehicle population on our highways, especially considering that 37 percent of all serious head injuries in this country happen in car crashes and 50 percent of all fatalities due to head injuries also occur in cars, according to a study by the Mayo Clinic."

"We at EASYRIDERS favor driver education and motorcycle safety training over the mandated use of helmets for motorcyclists, which block vision, impair hearing and actually contribute to causing more accidents than they prevent injuries," Ball concludes. "However, if the key is saving taxpayers' money, then it is idiotic to consider only motorcyclists."

In its informal survey, EASYRIDERS telephoned about 20 of the nation's leading public health and accident prevention experts at universities, nonprofit agencies and automobile manufacturers. Over half favored the use of protective headgear in cars to maximize safety and minimize injuries and fatalities.

Says Dr. Patricia Waller, director of the University of Michigan Transportation Research Institute in Ann Arbor, "I was wondering when some of you motorcycle people would catch on. Motor vehicle

crashes are the major cause of serious head injury — the recent Mayo Clinic study demonstrated this The relative level of protection that you get on a motorcycle from a helmet may be greater than for a car, but the absolute number of injuries in cars is much greater. Injury data suggests that when car crash victims are seriously injured, head injuries are prominent Helmets for auto drivers make sense..."

Says Dr. Waller's colleague at the University of Michigan, Dr. Don Huelke, "Obviously it makes sense for auto occupants to wear helmets Helmet use in cars would go a long way toward reducing serious head injuries, and potentially save a few brain-injury victims..."

Says Dr. Dave Viano, a Research Scientist in General Motors' Biomedical Sciences Department in Detroit, "There is no doubt that helmets in cars would provide an additional degree of protection in the event of serious crashes — the interior padding of the helmet would be extremely important If you add a helmet, it no doubt increases your overall safety."

Says Neurosurgeon Dr. Voight Hodgson of Wayne State University, "I've been pushing for helmets in cars for a long time. Most of the serious injuries in cars are cranial injuries, and helmets could very significantly reduce serious injuries in car crashes. I think that helmets would actually be more effective in cars than on motorcycle riders, because motorcycle crashes tend to be so overwhelming."

Even the federal government agrees. Says James Fell, a Research Scientist with the National Highway Traffic Safety Administration, "I guess that if we want to save the lives of people involved in crashes, auto occupants should wear protective helmets from a purely public health standpoint. This would reduce injuries, but by what percent, I'm not sure. It would certainly reduce serious injuries and fatalities for unrestrained drivers and passengers."

Says Biomechanics Expert Dr. Jim Newman of Biokinetics and Associates in Ottawa, Canada, a leading research facility into auto accident prevention, "This is a fascinating subject — if racing car drivers wear helmets, why not

civilian drivers? Yes, it makes sense for auto drivers to wear helmets. Head-related injuries still dominate auto injuries..."

Says an official from the Insurance Institute for Highway Safety, "It's really necessary to provide protection to the head in crashes of all kinds. Racing car drivers wear helmets and five-point restraints, which may be adaptable to passenger cars. Certainly you could have fewer injuries to the head with the use of helmets..."

"The verdict is in," says EASYRIDERS' Ball. "If helmets for car occupants make this much sense, why should the minority of motorcycle riders alone be forced to wear helmets? Clearly, bikers are being unfairly singled out and discriminated against."

Says EASYRIDERS' publisher Joe Teresi, "In our position as the world's leading communications medium for motorcyclists across the English-speaking world and in West Germany, we will continue to be in the forefront of representing biker interests and opposing mandatory helmet laws, while promoting driver education, public awareness and motorcycle safety training."

Where you can telephone experts quoted:

Dr. Patricia Waller, Director, University of Michigan Transportation Research Institute in Ann Arbor, (313) 763-3582.

Dr. Don Huelke, Professor at the U. of Michigan Transportation Research Institute, (313) 764-4367.

Dr. Dave Viano, Director of General Motors' Biomedical Sciences Department, Detroit, (313) 986-1740.

Dr. Voight Hodgson, Professor of Neurosurgery at Wayne State University, Detroit, (313) 577-1340.

James Fell, Research Scientist with the National Highway Traffic Safety Administration in Washington, D.C., (202) 366-5382.

Dr. Jim Newman, Research Scientist with Biokinetics and Associates in Ottawa, Canada, (613) 744-1073

The Insurance Institute for Highway Safety in Arlington, Virginia, (703) 247-1500.

Excerpts reprinted from
EASYRIDERS NEWS RELEASE

For more information contact:
Dean Shawler (818) 889-8740

**AUTO DRIVERS OUGHT TO WEAR HELMET TOO,
SAYS CONTROVERSIAL CALIFORNIA ASSEMBLYMAN:**

Los Angeles -- Auto drivers out to be forced to wear helmets to protect themselves, says California Assemblyman Dick Floyd (D-Hawthorne), author of a controversial bill currently before the House which would mandate helmet use for motorcycle riders throughout the state.

Debating the merits of a mandatory helmet-use bill with Attorney Russ Brown, founder of B.A.M., on KFI-AM radio, Floyd responded to a caller by stating that mandating helmet use for auto drivers ought to be seriously considered, and that he would be willing to sponsor such a bill.

According to the Massachusetts-based Head Injury Foundation, of the 700,000 head injuries occurring in the United States each year, half are related to auto accidents. There are 70,000 or more head-injury fatalities occurring in cars each year, far greater than the total of motorcycle-related head-injury fatalities. The public-burden medical expenses and disability payments related to nonfatal, automobile-related head injuries are estimated to be in the hundreds of million of dollars per year.

Floyd has earned the ire of numerous motorcyclists' rights organizations nationwide, for his steadfast advocacy of a mandatory helmet law. His assembly bill narrowly missed becoming law in California last year, and he has reintroduced it in this legislative session.

In the July Easyriders issue, a prominent motorcyclists' rights advocate will address the "public burden theory" of forcing motorcycle riders to wear helmets. This theory is based on the fact that, compared to the number of injuries in automobiles, the public burden due to motorcycle accidents is nominal.

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Size _____ Year _____

Are you a registered voter? ☐ Yes ☐ No

Do you wish to register? ☐ Yes ☐ No

Legislative District (if known) _____

Would you like to help with
"grass roots" legislative support? ☐ Yes ☐ No

SEND APPLICATION TO:
BikePAC of Oregon Membership Services
PO Box 5612
Salem, OR 97304

Reprinted from
The Oregonian, August 8, 1989

JUDGEMENT, SKILL AID MOTORCYCLING SAFETY

By Teresa Hepker

The controversy over whether Oregon should have a helmet law has been in the news regularly, but it is a pity that the rest of the story has not been told.

Many factors influence motorcycle accident and fatality statistics. Helmet use is just one, but it receives the most attention.

Most articles fall far short of being useful, including that of July 29 ["Motorcycle fatalities fall since helmet law"], by not providing information about the causes and prevention of the accidents.

A profile shows that the fatal motorcycle accident victim is young, male, the operator of the vehicle and has had no formal motorcycle-safety training. Approximately half of these riders are improperly licensed to operate a motorcycle (no license, no endorsement, or a suspended or revoked license). Nationally, 45 percent to 60 percent of them have been drinking. Many are traveling at excessive speeds at the time of the accident.

In almost 75 percent of accidents involving a motorcycle and another vehicle, the car driver is at fault. The most common occurrence is when the car turns left in front of an oncoming rider.

Motorcyclists know the litany all too well: "But officer, I didn't see the motorcycle!" Why? The driver wasn't looking for one and was not aware of motorcycles. He saw what he expected to see: nothing.

Where no other vehicle is involved, the accident is most commonly a result of rider error: underbraking with the front brake, overbraking with the rear or failing to negotiate a turn. Skill and experience are the most important factors in avoiding an accident, leaving young and untrained riders at great risk.

The Team Oregon Motorcycle Safety Program, which is administered by the Oregon Traffic Safety Commission, conducts

classes on motorcycle safety and street skills in an area isolated from other traffic.

To date, no graduate of a Team Oregon class has been killed in a motorcycle accident. Beginning and experienced rider classes are offered at Clackamas, Portland Community College's Sylvania Campus, Linn-Benton, and Lane Community Colleges until October and will be available statewide next spring.

A motorcycle endorsement is required to ride legally on the street in Oregon. To get one, a rider must take written and riding tests. An applicant must know the material in the Oregon Motorcycle Operator's Manual, an excellent source of motorcycle-specific safety information, in order to pass the written portion. The riding portion tests the rider's basic skills in starting, turning and braking. A rider who cannot pass the DMV licensing examination is not equipped to ride safely in traffic.

After Oct. 3, 16-to-18-year-olds will be required by law to complete successfully an approved motorcycle safety course to be eligible for a motorcycle endorsement. The legislation that resulted in this law enjoyed the support of motorcycle enthusiasts and groups throughout Oregon. The funding for the classes comes from a portion of the motorcyclist endorsement fees.

The key to accident-free travel is in the hands of every vehicle operator. Alertness, courtesy and knowledge about other vehicles are necessary for all of us to share the road safely.

Are you an auto driver? Do you want to avoid causing serious injury or death to a neighbor's son, a child's father, a man's wife - maybe even to me? Take a second look at every intersection, and learn to recognize motorcyclists in traffic.

Are you a motorcyclist? Is your life worth \$30 and a few hours of your time? Sign up for a Team Oregon class. If you ride, but don't have an endorsement, get one. Your judgement and skill are the tools with which you survive. Your safety is ultimately your own responsibility.

END

Reprinted from
COUNTERPOINT

August 1989

FREEDOM LOST IN OTHER WAYS

An example of the loss of some of that freedom could be DEQ's recent ruling that gasoline storage tanks must be tested annually at the owner's expense.

That will force an increase in the cost of gasoline. In addition, it will force many small operators out of business.

The major dealers love it, now they will be able to monopolize the field. Had they done this on their own they would have violated antitrust laws. And that is a no, no.

Now we have agents of the state helping them, in effect forcing them, to raise the cost of gasoline. In addition to paying more for gas, the people have to also pay the bureaucrats who enforce the agency's rules.

Today it would be difficult to find a commodity or trade that is not regulated or controlled in some way by agents of the state.

**GROUP OPERATES FROM THE SHADOWS,
POWER IN ADMINISTRATIVE RULES.**

Just off hand that's not bad for a group that operates from the shadows and refuses to admit to a name. Operating in the shadows they will continue to work to put more of their ideas into place.

Their objective is the ultimate total control of government. They don't have it yet, but they've got a good start. People will be allowed to vote, but not on anything that really matters. Real power is to be wielded through Administrative rules.

As more and more poorly educated children mature they will understand less and less of government and how it is supposed to function. Thus, it will be simple for some element within the government to direct and control the people.

It will still be called Democracy, but it will be their special kind for the group and their supporters are in the driver's seat and will stay there until they are evicted.

Since the movement has been involved with and has become part of the education industry over the years, it was only natural that some degree of control of that industry should evolve. Gradually, a little at a time, changes were made in the curriculum and the requirements of learning, beginning at the grade and high school level.

THREE R's DEVELOPED INDEPENDENCE

In the days of the 3 R's, it was considered normal to instill in the child the idea to develop into an independent, self reliant individual, able to make his or her own way in the world. This was apparently frowned upon by the group and when they got control, was gradually changed.

Today it appears that some general level of mediocrity is encouraged, with the intent apparently being that all but a select few be limited in learning.

The fields considered most desirable to limit are reading and math, for proficiency in these skills, it has been taught, encourage individuals, and that is not a desirable trait for the masses of the citizens of the new socialist state.

The ideal product of the future educational system is, it seems, to be limited to certain levels of understanding and thus be more complacent and easier to control.

If you wonder why Jane and Johnny can't read; reread the above.

By changing the product of the education system, the face and structure of the nation was and is being changed. Just how far this has progressed is still being debated. Here in Oregon it appears to have been changed quite a bit.

The next result of these changes, at the moment at least, is the fact that the whole Nation has become less competitive in the world market place in some respects.

Those in control, leading the pack, and doing the thinking took a big chance in reaching out to grab power the way they did. Since their group is relatively few in numbers it was necessary to work through front organizations and use people who knew nothing of the group's beliefs or their goals, or even if the group existed.

Control would thus be tenuous. So some "bait" was used. Higher pay and fringe

benefits for teachers and public employees. So far the coalition is still hanging together. Why not? After all, taxpayers are footing the bill.

So in effect we have a "Ghost" involved in government. Something we don't really see but we feel the effects of it's actions in every day life.

It's a group without a name and apparently without a titular leader, mostly working from within the government. The opposite in appearance from a typical political movement of loyal followers, supporting the great leader.

Instead there appears to be supporters of an ideal, working to install a carefully worked out plan for a central, all powerful government: A Supreme State.

To accomplish this, freedom for the people must be greatly restricted. The shifting of responsibility for and control of our actions as individuals, to agents of a semi-paternal super state that controls everything; land, trade, people. Everything, is the ultimate goal.

WHO ARE THESE PEOPLE ANYWAY?

So who are these people and what makes them tick?? Why are they working so hard to take our freedom and create this Super State?

If we think of them as operating within the context of a religion, then their dedicated activities begin to be understandable.

Consider within the context of a coalition of dedicated "true believers" who see themselves as an elite group, possessed of special knowledge and wisdom that is beyond the understanding of the masses, the possibility of a reason for their action can be recognized.

And if we remember the concept of an ultimate God/State, dispensing rewards, then we have motivation. People who subscribe to these ideas have been called "State Supremacists."

Obviously not everyone involved in the effort is a true believer or subscribes to all of the ideas and beliefs involved. It's enough that they support the cause, and hope for whatever reward they feel might be coming to them.

True believers can thus remain invisible by appearing to be just another government worker or organization leader.

Always being careful behind the scenes, maneuvering and causing certain selected people to be placed in positions of authority, and retaining power by appointment rather than letting the people decide who should be the LCDC Commissioners by popular vote, for example.

They are like an invisible political machine, who's aim is control and dispense rewards for services to the State on a here/now basis, not sometime in the hereafter.

We thus have a working coalition kept together by rewards and benefits for it's supporters, working to change our form of government to a system more desirable for them.

And the taxpayer is being forced to pay for the whole thing.

The solution to all this lies with the taxpaying people. When enough people get mad enough, they can still take back control of the purse strings and slow down the handing out of tax money as rewards and benefits for servants of the state.

END



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ABATE OF FLORIDA An Urgent Appeal

Rarely do we get the chance to do anything that will have any great significance in the way we live our lives, or that will bring about any change in the lives of others in this country. ABATE of Florida, with your help, has that chance now.

On June 13, 1989, a decision on case number 88-3442, David L. Picou vs. Jim Gillum, et. al., was handed down by the United States Court of Appeals, Eleventh Circuit. It was written by Justice Lewis F. Powell, Jr., and it upheld the constitutionality of Florida's mandatory helmet law. The suit had challenged the law on privacy grounds, and in upholding the decision of the District Court, Justice Powell cited the "social burden" theory as well as a contention that a rider without a helmet might be struck by flying debris "which might cause him to lose control and involve other vehicles in a serious accident." We believe Justice Powell's first statement is erroneous and that the second is patently absurd. We are convinced that we have a chance to have this ruling overturned at the United States Supreme Court; we are convinced that we have a chance to change the direction this country has taken for the past twenty-five years.

This has been a long, hard fight, begun by ABATE of Florida six years ago, in 1983. After some years battling the Legislature, we came to believe that the only way to gain relief from the mandatory helmet law was through the Federal Courts. Even if the state lawmakers can be convinced to repeal a statute, they can rewrite it a year later with even harsher penalties, as several states have discovered. We seek to gain lasting protection from this kind of law. After a shaky start which was quickly dismissed in the District Court, we found a civil liberties specialist who felt that we had an excellent case on Ninth Amendment privacy grounds. Mandatory helmet statutes had never been tested on this issue, having relied primarily on due process and equal protection arguments. We went to work. I volunteered when ABATE of Florida sought a "guinea pig" willing to put his name on the suit. We knew it would be no easy task, and we knew that the fight would not be won until we reached the Supreme Court.

We have had one victory. On appeal of a dismissal by the District Court, the Circuit Court vacated that decision, saying that the lower court had not properly addressed our privacy contention. The lower court reconsidered, but failed to reverse their decision, and this time the Appeals Court upheld. We still do not believe they have adequately addressed our "right to be left alone," and we are appealing to the United States Supreme Court. No one can predict what that Court will do, as evidenced by recent rulings in which "conservative" justices went against all expectations in a free speech decision. The odds are against us, but we still may very well win this one. With the stakes as high as they are, we can't miss the chance.

But a victory at the highest court does not come easily, nor does it come cheaply. Simply put, we need your help. The cost of litigation at this level is more than we can handle alone, even though our attorney is working very reasonably. We need approximately eleven thousand dollars to finance this appeal, and time is very short. We have had donations in the past from organizations as far away as ABATE of Alaska, and as generous as a ten thousand dollar grant from the National Coalition of Motorcyclists. This is the final push, and we're relying on our brothers and sisters across the country to help us finance it. Anything at all will help: If all you can afford is a dollar, please send it.

This fight is for all Americans, not just motorcyclists. It's important that everyone realize we are not just fighting a helmet law. We are not against helmets at all, but we are dead against elected officials decreeing that we must wear one. Too many of the individual freedoms our veterans have died protecting are being eroded, and we are among those who would stop this erosion. We seek to redefine the right to privacy in this country. If a citizen's actions have no adverse effects on others, the government has no right to restrict them. The consequences of a victory at the Supreme Court will go far beyond the overturning of Florida's mandatory helmet law. You should be a part of this historic battle. Please contribute what you can, and strike a blow for freedom.

Please make checks payable to ABATE of Florida Lawsuit Fund, and mail to 590 Wilsky Road, Land O' Lakes, FL 34639. We

will be more than happy to converse with you on any questions you may have on the lawsuit, and copies of briefs are available for the price of copying and mailing. We are also soliciting amicus briefs from any attorneys willing to aid in the fight. Our attorney is Mr. Gardner W. Beckett, Jr. PA, of Nelson, Beckett, & Nelson, Attorneys and Counsellors, 123 Eighth Street North, St. Petersburg, FL 33701.

David Picou, Registered Agent
ABATE of Florida Lawsuit Committee

ACTION REQUESTED

I am a member of Gold Wing Road Riders Association and in the process of doing a research paper pertaining to tinted windows.

As a motorcyclist it concerns me that I am unable to make eye contact with a motorist who is stopped at a stop sign. Eye contact is one of the first things we learn in safety class.

A new law was almost passed and it is evident it will reappear in the next legislature. This would allow only 30% light to enter a vehicle through all windows except the windshield. This is almost black, at night it would be like driving with sun glasses on.

I am asking for your remarks, pro or con, on the subject. Let's advise the Department of Motor Vehicles how motorcyclists feel about this subject.

Send your remarks to:

Phil Mohr
3700 S.W. Philomath Blvd.
Corvallis, OR 97333

Thanks, Phil

CYCLES WELCOME

Reprinted from
American Motorcyclists
September 1989

Motorcycling employees of the Savannah River Nuclear Facility in South Carolina can breathe easier now. Last summer, plant officials openly discriminated against motorcyclists with threats of loss of promotions, transfer opportunities and even employment if they were involved in an accident while on a motorcycle. Often, reserved parking places for motorcyclists were deliberately blocked by automobiles.

Eric Lundquist of the AMA's Government Relations Department was alerted about the problem by AMA members who work at the plant. Lundquist pursued his investigation with the Federal Department of Energy, which oversees operations at the plant, and was assured the problems would cease. However, employees reported that nothing changed until the plant, which had been run by the DuPont Corporation, was transferred to Westinghouse. In April, Lundquist contacted plant president James S. Moore, who stated, "We don't and won't tolerate any form of discrimination." Word from the workers is that the discrimination has ended.

END

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"ALL MOTORCYCLISTS WELCOME"

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DEMOCRATIC PARTY OF OREGON

Statement of State Democratic Chair
Wayne H. Anderson, August 5, 1989.

On behalf of the nearly three-quarters of a million registered Democrats in Oregon, it is an honor and a privilege to be one of the Chief Petitioners for the Constitutional Amendment Initiative to allow petition activity at malls and premises open to the public. We are pleased to join with the Oregon AFL-CIO, the Don't Waste Oregon Committee, and the Coalition for Petition Rights in sponsorship of this measure.

The interest of the Democratic Party of Oregon in this measure is clear. We believe that the right to petition is inherent to us, as Oregonians. Times have changed and the way we shop and do our business has changed. It is time for our State Constitution to change to reflect the new ways we do our business.

Although the petition process has been used effectively by those supporting a progressive agenda in Oregon, this is not strictly a measure for progressives. The petition process is also used by those on the right, seeking passage of their conservative agenda.

This petition should receive the support of all Oregonians who value our tradition of initiative and referendum, regardless of political affiliation or ideological outlook. This petition is about good government and the guarantee that the people of Oregon have the ultimate legislative power in this state.

The Democratic Party of Oregon believes in the protection of the right of all Oregonians to petition in the marketplaces of our state. We strongly support this petition and will urge all of our members to sign it and vote for it.

END

Reprinted from

The OREGONIAN

Sunday, August 6, 1989

Members of the Coalition for Petition Rights announced Saturday that they have

begun collecting signatures for an initiative ballot measure that would allow petitioning in malls and public places.

The Coalition for Petition Rights is made up of more than a dozen political activist groups that want to solicit signatures in Oregon stores and shopping centers.

The announcement comes more than a year after members of the group were arrested at a Portland Fred Meyer shopping center for gathering signatures in the parking lot. Three months ago, the Oregon Supreme Court ruled that petitioners are allowed in certain areas of shopping malls at certain times.

However, members of the group said that time and location restrictions placed on petitioners are unconstitutional and hamper the petition process.

"The Oregon courts have given us minimal rights," said Gregory Kafoury, the group's chief petitioner and legal counsel. "They have said that we can be present at malls, but we are tied to tables. We want to be able to approach people," he said.

Members of the coalition will try to collect 100,000 signatures to place the initiative measure on the November 1990 ballot.

END

ASTRONAUTS ORDERED TO SKIP RISKY ACTIVITIES

(Excerpts reprinted from
The OREGONIAN
Monday, June 26, 1989)

WASHINGTON — With no public announcement, NASA's director of flight-crew operations a year ago issued the first written order prohibiting astronauts-in-training from taking part in "risky recreational activities."

"High risk recreational activities are defined as those where there exists exposure of major, or even fatal, injury," Donald R. Puddy said in the order. "Examples include, but are not limited to: auto, boat, airplane or motorcycle racing; parachute jumping; and snow skiing."

Reprinted from
American Motorcyclists
September, 1989

HELMETS

I agree wholeheartedly with Greg Harrison's call to motorcyclists to refute lies about motorcycling in his column, "Running numbers" in the July issue. Unfortunately, motorcyclists themselves are among the worst offenders when it comes to the use of statistics.

I am speaking specifically about the myths about helmets effectiveness concocted to support opposition to mandatory helmet-use laws and most recently, the manipulation of state-reported fatality statistics to suggest that states without such laws have fewer fatalities. The claims go something like this: Helmets cause neck injuries, restrict vision, cause overheating, and are not needed by experienced riders. None of these claims is supported by bona fide statistically valid research. To the contrary, helmets have been repeatedly shown to reduce accident injuries and fatalities.

The claims being made about states with and without helmet laws are a classic example of the misuse of statistics. These claims suggest that the Motorcycle Safety Foundation has done a study or has data that "proves" that states without helmet laws have lower fatality rates than those that do. The Motorcycle Safety Foundation has never done such a study, nor does it condone this kind of misuse of statistics and abuse of its name.

Proponents of this claim are using data taken from state-reported fatality numbers summarized and published by the foundation in an information sheet. This "raw" data has not been analyzed or compared by the foundation because it is simply not comparable. State-to-state comparisons using this data cannot be made because of the vastly different laws, riding conditions, riding seasons, population density and roadway types that exist. The data are also not comparable because states vary considerably in what is defined as a motorcycle fatality. Some states list only motorcycle fatalities, while others list a variety of other vehicles, including off-highway motorcycles, ATVs, mopeds, snowmobiles and golf carts.

Using raw state fatality data to compare fatality rates and attributing the differences to helmet laws is statistically unsound. Attributing such a finding to the Motorcycle Safety Foundation is deplorable. If we are going to do a respectable job of challenging lies about motorcycles, it's about time we did something about cleaning up the information that's provided by motorcyclists.

Peter Fassnacht
V.P., Safety Programs
Motorcycle Safety Foundation

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

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So Tell Them What You Think
LEGISLATORS WILL LISTEN TO YOU

When was the last time you wrote to tell a legislator how you felt about an issue?

NEVER?!

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But letter writing is one of the most effective and persuasive forms of lobbying because YOU, the voter, are taking the time to express your viewpoint.

Congressman Morris Udall (D-AZ), a member of Congress since 1961 says:

"...I read every letter written me by a constituent. On several occasions I can testify that a single, thoughtful, factual, persuasive letter did change my mind or cause me to initiate a review of a previous judgement."

And don't forget that letter writing can also be used to congratulate a legislator for a vote with which you agree, or as a means to politely express disapproval.

So let your legislators in Congress, the state legislature or at City Hall hear from YOU. END

Excerpts reprinted from
AMA LEGISLATIVE UPDATES
July/1989 Press Release

EDUCATION CITED FOR DROP IN CYCLE DEATHS IN COLORADO: Despite an increase in registrations, motorcycle traffic deaths dropped 19.4 percent last year in Colorado and highway officials say that education was the reason for the decline in fatalities. The State's Motor Vehicle Department says that registrations were up by 2,500 in 1988. Colorado's mandatory helmet law was repealed in 1977.

According to Dan Hopkins of the Colorado Highway Department, there were 50 motorcycle traffic deaths in 1988. Forty-one percent of the victims were not licensed to operate motorcycles and 34 percent were intoxicated. In comparison, there were 62 deaths in 1987.

"Education has been the key in recent declines for fatalities and will continue to do so," said Hopkins.

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Reprinted from
AMA LEGISLATIVE UPDATES
July/1989 Press Release

NEW HAMPSHIRE GOVERNOR SIGNS RIDER EDUCATION BILL: Motorcyclists in New Hampshire will soon have an opportunity to participate in a new rider education program. The motorcycle safety course will be offered for a small fee, if necessary, to all residents of the state who hold a current valid drivers license or who are eligible for a motorcycle learners permit.

House Bill 270 was signed into law on June 2 by Gov. Judd Gregg. It established the safety education program consisting of a rider training course and an instructor training program. The law provides for a permit, license and registration fee increase from \$2 to \$5 in order to generate funds for the program. The new law is scheduled to take effect July 1, 1989, but the program will not be implemented until a course is established.

From the bill's inception, Sherm Packard, legislative director for the New Hampshire Motorcyclists Rights Organization, worked tirelessly to move the bill over numerous difficult legislative obstacles. "We're happy the way things worked out and we look forward to getting the program on its feet," stated Packard.

Excerpts reprinted from
AMA LEGISLATIVE UPDATES
July/1989 Press Release

ALABAMA AND MONTANA ENACT MOTORCYCLE EDUCATION LAWS: Dr. Fred Ford of the Traffic Safety Center at the University of Montevallo in Alabama was recently appointed as the director of the States' newly created motorcycle safety program.

The program has a unique funding source. In addition to all other fines and fees now prescribed by law, a \$2 penalty will be assessed for any convicted traffic violation and placed in a special fund. The Alabama Traffic Safety Center will receive 22.5 percent of these funds for the sole purpose of conducting programs in traffic, motorcycle safety and boating safety.

Earlier this year, Montana became the 32nd State to pass a similar measure as Governor Stanley Stephens signed into law House Bill 231 creating a State Motorcycle Safety Training Program. The program will be funded by course fees and a new \$2.50 fee assessed on each motorcycle registration.

The safety training program establishes minimum safety standards, including instruction courses and instructor certification. The law specifies that such standards must be based on the national guidelines of the Motorcycle Safety Foundation or a similar organization recognized by the superintendent of public instruction.

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Excerpts reprinted from
AMA LEGISLATIVE UPDATES
July/1989 Press Release

NEW TRAINING FEES FOR CALIFORNIA IN 1989: The California Motorcyclist Safety Training program has instituted a new rate structure for riders under age 18 enrolling in the Riding and Street Skills (RSS) course. After careful review, the California Highway Patrol and the Advisory Committee recently approved the rate change for the RSS course. The cost for the RSS course is now \$55, an increase of \$10, for all persons under age 18 who are required to pass the course prior to being issued a motorcycle license. Fees range from \$80 to \$150 for motorcyclists 18 years of age and older.

Reprinted from
AMA GOVERNMENT RELATIONS NEWS
July 17, 1989 Press Release

TRANSPORTATION SECRETARY SEEKS ADVICE ON NATIONAL POLICY: Westerville, Ohio — Department of Transportation (DOT) Secretary Samuel Skinner has requested that the American Motorcyclists Association (AMA) provide input for the purpose of "shaping a national policy for meeting transportation needs in the next century."

Skinner has also invited various other transportation organizations to participate in special public forums and to present written comments concerning transportation needs. According to Skinner, examining the issues, positions and recommended solutions is a key step in formulating a national transportation policy by early 1990.

Among the issues, AMA will continue to be an outspoken critic of several states' refusal to recognize motorcycles as legitimate vehicles on commuter or High Occupancy Vehicle lanes.

AMA members may obtain additional information on becoming involved in any of these forums by contacting the AMA's Government Relations Department at (614) 891-2425.

END

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
July 7, 1989 Press Release

HELMET BILL PASSES CALIFORNIA SENATE: Westerville, Ohio — A controversial mandatory helmet use bill, introduced by California Assemblyman Richard Floyd (D-Carson), has passed yet another legislative hurdle. The measure, Assembly Bill 8, passed the California Senate on July 6 by a vote of 24-10 and requires helmet use by all California motorcyclists.

Amendments include an expiration date of Jan. 1, 1994 and a requirement of an annual report assessing the effectiveness of the law to reduce the number of motorcycle fatalities and injuries.

END

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
July 24, 1989 Press Release

DEUKMEJIAN AGAIN VETOES CALIFORNIA HELMET BILL: Westerville, Ohio — California Governor George Deukmejian announced Friday that he has again vetoed a controversial helmet bill, Assembly Bill 8, sponsored by Assemblyman Richard Floyd (D-Carson).

In vetoing AB-8, Deukmejian made it clear that he is in favor of enacting a more reasonable law requiring helmet use for riders under age 21 only and extending California's rider education program.

Assembly Bill 55, sponsored by Assemblywoman Bev Hansen (R-Santa Rosa), addresses the governor's concerns. AB-55 would extend the California Motorcyclists Safety Program indefinitely. In addition, it requires all motorcycle license applicants under age 21 to complete the training.

END

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
July 19, 1989 Press Release

OFF-HIGHWAY MOTORCYCLE USE DENIED AT HOOSIER NATIONAL FOREST: Westerville, Ohio — Forest Service Chief F. Dale Robertson yesterday upheld a decision prohibiting off-highway motorcycle use at Indiana's Hoosier National Forest. Robertson's long-awaited ruling involved an appeal filed by the AMA in 1987 which protested a decision to eliminate plans for a motorcycle trail system. Although the AMA lost its most recent appeal of that decision, the Association does not see it setting a precedent for other lands managed by the U.S. Forest Service.

END

*"We have more
ability than will
power, and it is
often an excuse to
ourselves that we
imagine that
things are
impossible."*

-La
Rochefoucauld

Reprinted from
American Motorcyclists
September, 1989

MOTORCYCLIST PROVISION ABSENT FROM HATCH PROPOSAL

Just a few short weeks ago, the extended forecast for motorcycling in the United States was gloomy, but now there is a ray of sunshine breaking through.

The storm clouds rolled in as Sen. Orrin Hatch (R-Utah) was preparing legislation designed to reduce the "public burden" of health care in this country. The AMA learned that one element being considered for the health-care package was targeted right at motorcycling. Under that proposal, as explained by Hatch's aides on the Senate Labor and Human Resources Committee, motorcyclists alone - and no other group in society - would be required to carry special catastrophic health-care insurance. Why? To protect society from having to pay any costs associated with motorcycle accidents.

The proposal did not include any similar provision to protect society from the enormously greater costs of automobile accidents, or from other "risky" recreational activities like skiing, bicycling, boating, etc.

If you read the AMA analysis of this proposal in the July issue of American Motorcyclist, you already know how threatening such a law could be to the future of motorcycling. You also know that the figures being presented in support of the proposal were grossly inaccurate.

Fortunately, when the first part of the health-care proposal developed by Hatch was presented in the U.S. Senate June 23, it did not contain any provisions for motorcyclist health-care insurance. Plans for future parts of this legislative package have not been revealed to date.

Hatch's staff did not say that letters and telephone calls from motorcyclists had been responsible for eliminating the motorcycle portion of the proposal, but they did acknowledge that the senator had received a deluge of comments regarding the proposal.

Hatch's proposal, entitled, "The Comprehensive and Uniform Remedy for the Health Care System Act of 1989," does

include a provision for prenatal care. In discussions with AMA officials in May, staff members for the Senate Committee said prenatal care and the motorcyclist health insurance proposals were the areas of greatest concerns to them.

The package also includes provisions to eliminate state-mandated benefits for health-care programs so that employers can design their own package of benefits with insurers; to set up pools of individuals who are uninsurable and provide government-subsidized coverage to those people; to identify effective treatments for various diseases and establish treatment guidelines that would protect doctors from malpractice suits; to improve accident-prevention programs through public service announcements and tax incentives to employers; and to improve trauma care. Hatch estimates that the bill would cost about \$313 million to implement.

The Hatch bill is designed to counter legislation introduced by Senate Labor and Human Resources Committee Chairman Ted Kennedy (D-Mass). Kennedy's proposal would require employers to provide health insurance for their workers, thus saving taxpayers the expenses related to health care for many people who are currently not insured.

At this stage, it's impossible to say that motorcyclists have won a final victory in blocking the mandatory health-care provision. Until all the parts of the Hatch bill have been introduced and public hearings have been held on those provisions, language related to motorcyclists could still be added. In fact, the AMA has learned that one staff member still has a desire to add motorcycle-related provisions to the final legislation. However, the fact that the motorcycle provision was not part of the initial package, and is not among the items being publicly discussed for future legislation, is an encouraging sign.

"It appears that Sen. Hatch has responded quite favorably to advice from the AMA and its members, and we are very grateful for his position," said Ed Youngblood, president of the AMA.

"We applaud Sen. Hatch's decision to focus his attention on the more pressing problems facing our health-care system today," Youngblood added. "I also want to thank all the AMA members who wrote to

Sen. Hatch and their own elected officials to express their opinions."

The AMA's Government Relations Department will continue to monitor the bill and will alert members as new developments arise.

END

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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The Dalles, OR 97058

Brian Stovall, Editor

Alexis de Tocqueville on "democratic despotism"

"It covers the surface of society with a network of small complicated rules, minute and uniform, through which the most original minds and the most energetic characters cannot penetrate.... The will of man is not shattered, but softened, bend and guided; men are seldom forced to act, but they are constantly restrained from acting. Such a power does not destroy, but it prevents existence; it does not tyrannize, but it compresses, enervates, extinguishes, and stupefies the people, till each nation is reduced to nothing better than a flock of timid and industrious animals, of which the government is the shepherd."

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1989 ABATE OF OREGON RUN CALENDAR

SEPTEMBER 16-17	Clatsop County Columbia County Washington County	Duyne 1-325-0993 Larry 1-556-1070 Sandra 1-640-2858
SEPTEMBER 30	BENEFIT PARTY FOR SHRINER'S TOY RUN	Mikey 1-659-9205
DECEMBER 2	PORTLAND TOY RUN	Martin 1-639-0873 Mike 1-659-9205

1989 TEAM OREGON RIDER COURSE SCHEDULE

MR:RSS = Motorcycle Rider Course: Riding and Street Strategy (For Beginning Riders) - Date shown is first day of class.

ERC = Experienced Rider Course (One day class)

Check with Community College Registrars for complete details.

Mobile program schedule - not shown - Call 1-800-922-2022 for schedule of classes offered at locations not listed here.

SEPTEMBER

7 MRC:RSS Portland
7 MRC:RSS Chemeketa
7 MRC:RSS Lane
17 ERC Linn-Benton
20 MRC:RSS Clackamas

OCTOBER

5 MRC:RSS Portland
5 MRC:RSS Lane
5 MRC:RSS Linn-Benton
15 ERC Lane

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

TRADE: 1962 GMC bus, some conversion done, it's 35 feet long. Want to trade for a Shovel. Butch 623-4113, Melinda 623-4311 (9-89)

FOR SALE: One pair brown leather pants, waist 30/32" \$25. Melinda 623-4311 (9-89)

WANTED: Switching my FXS to FLH. Need rear fender, wide glide front end. Have FXS hardware to trade. Russ 585-6518 (9-89)

FOR SALE: 13 1/2' ski boat and rope. 65 hp Merc. \$2500/OBO or trade for 3/4 ton Ford pickup or Harley. Call 362-7013. (Looks suspiciously like the one up above, doesn't it? These ads were sent in separately) (9-89)

FOR SALE: 54% Wolf and Malmute, 120 lbs., 2 years old. Regular papers. Moved to the city and must sell. 362-0030 or 390-4900 (9-89)

FOR SALE: 1962 GMC School Bus, 32'. Some work done. Will consider trade for a Harley. Call 623-4113, Butch or 623-4311 Melinda (9-89)

FOR SALE: Spirit of America Sidecar. Good shape, call 873-5885 \$750/OBO (9-89)

FOR SALE: Back engineer boots, mens size 9. Good shape, \$30. 378-7330 (9-89)

FOR SALE: 1981 Chevy Caprice. Blue and silver blue. 2 door. Looks great and runs excellent. New to me, have to sell ASAP. Cyndi 362-7933 (9-89)

WANTED: Water tanker to use in August for run site. Russ 585-6518 or Kurt 363-8247 (9-89)

WANTED: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE
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Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pick-up time contact: Boyd or Sandy Sharrar, 835-9201 - Evenings, After 5 pm (10-89)

CHAPTER ADDRESS AND CONTACT PERSON(S)

DISCONN. --- CENTRAL OREGON
J.W. Garrett, 546-3632

CLATSOP COUNTY
332 Pleasant Avenue
Astoria, OR 97103

DISCONN. --- For info:
Squirrel and Kelley, 325-0893
Don and Teresa Nothorn, 325-8723

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

DISCONN. --- UNLISTED For info:
Larry Kennan, 556-1070
Lee Hildebrand, 556-2451

COOS COUNTY
P.O. Box 217
Allegany, OR 97407

For info:
Bob or Maria, 269-5419
(days until noon, eve. after 6)

DOUGLAS COUNTY
P.O. Box 81
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

KLAMATH FALLS
2521 Link Street
Klamath Falls, OR 97601

LANE COUNTY
34215 Meyer Road
Cottage Grove, OR 97424

For info: 942-1380

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

For info:
Vicki Lechner, 563-3520

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

N.E. PORTLAND
P.O. Box 5782
Portland, OR 97228

For info:
Mike Ritchey, 1-206-256-2321

SALEM
P.O. Box 13957
Salem, OR 97309

For info:
Kurt and Shirley, 363-8247
Russ and Cyndi, 585-6518

S.E. PORTLAND
P.O. Box 06027
Portland, OR 97206

TEAM TOTEM
Portland, OR

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

For info:
Paul, 640-2858 or
Tom, 662-4742

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

For info:
Cindy Butman, 472-0114

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

Please make checks payable to ABATE of Oregon, Inc.

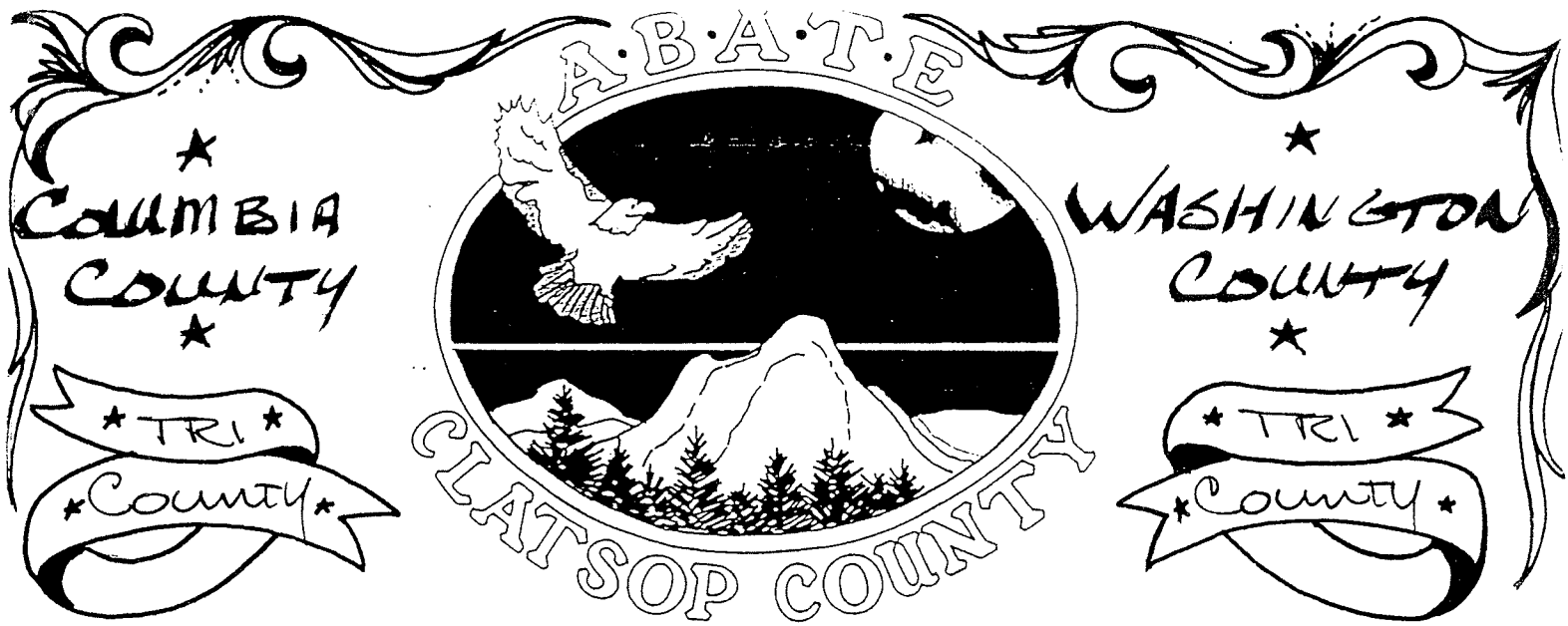
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NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one (1) week of the meeting. This is your Chapter's monthly communication.

Please send to: State Coordinator, Roger Hendricks
P.O. Box 4504
Portland, OR 97208



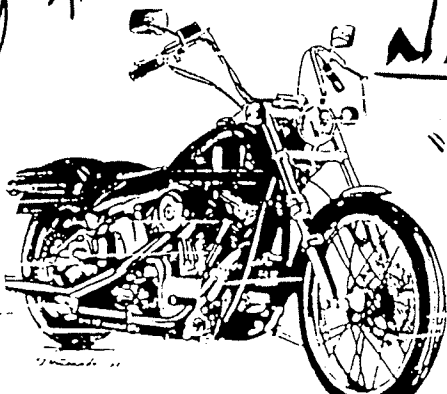
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SATURDAY - OCTOBER 28th 1989

8:00P.M. - 2.00A.M.

STAGECOACH SALOON
20101 N.E. SANDY BLVD. PORTLAND, OR

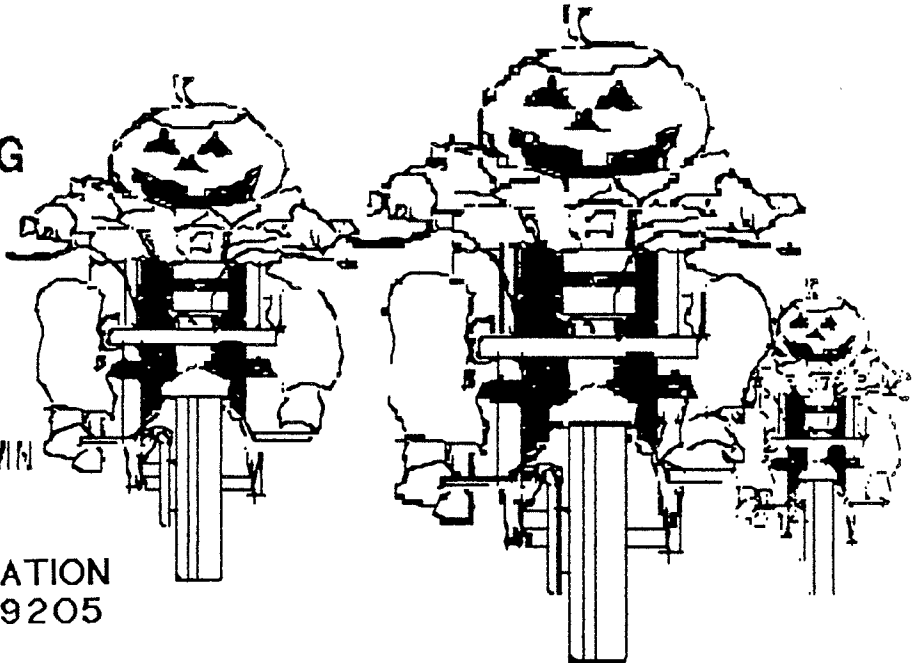
COSTUME JUDGING

LIVE MUSIC

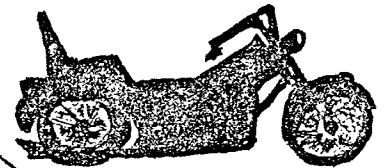
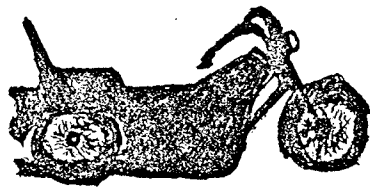
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YOU MUST BE PRESENT TO WIN

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CALL: MIKEY 659-9205



\$5.00 DONATION AT DOOR



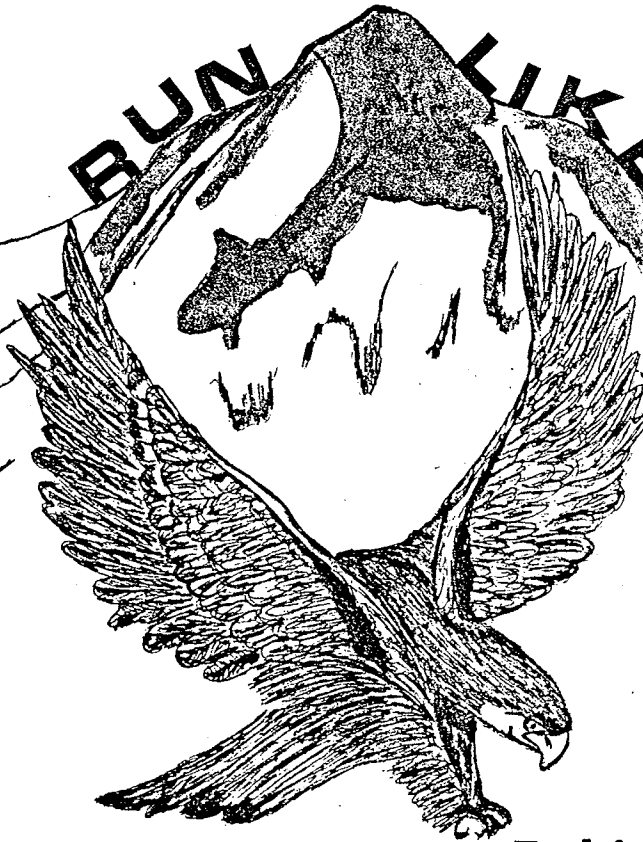
MT. HOOD A.B.A.T.E.

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4TH ANNUAL

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5p.m. — Midnight
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Dancing
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**For more information call
George & Mary Alice 667-1078**

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

Attn: Members

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

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

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

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SRS Box 5XA
Depoe Bay, OR 97341

T-S - Beaver Creek	\$ 8.00
T-S - Lincoln County	\$ 8.00
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Sweatshirts, Crewneck	\$11.50
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Harley Cooler Hats	\$ 5.00

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NEWSLETTER EDITORS ALLEY

This month I'm keeping it short and sweet. As you can see we had a lot to say and not enough room. I had to shrink down some of the articles and ads, but if they're hard to read, don't worry; you already read them last month and the month before.

Roger thought it would be wise if I gave out my home telephone number in case there was something about the Newsletter you wanted to talk to me about, or a quick ad you might want to call in instead of writing in.

I have an answering machine but if it's not on - SORRY. I haven't quite gotten used to having it around.

My number is 256-2713. And if a man answers, don't hang up. That's my husband, Russ.

Until next month when I know I'll have more to say - ride safe and keep fighting for your FREEDOMS.

Donna

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

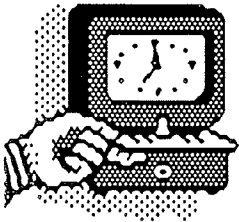
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A.B.A.T.E. OF OREGON, INC.
P.O. BOX 4504
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Time to clock in!
Renew your membership now!!

Chapter Meetings – Where & When

1st SUNDAY	LANE COUNTY COOS COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene. 1 pm, Gino's Pizza, North Bend; Call Bob & Maria at 269-5419 or John & Patty at 759-3885.
3rd SUNDAY 1st & 3rd SUNDAYS	DOUGLAS COUNTY JACKSON COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg. 11 am, Angelo's Pizza, W. Main Street, Medford. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
2nd & 4th SUNDAYS 1st & 3rd MONDAYS 3rd MONDAYS	YAMHILL COUNTY JOSEPHINE COUNTY S.E. PORTLAND KLAMATH FALLS	3 pm, Dominico Pizza, McMinnville. 11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass. 8 pm, The Pizza Baron, S.E. 122nd & Division, Portland. 6 pm, Inga's Cheese Haus, 4023 South 6th. Call Preston at 882-7070.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 363-8267 for info.
1st & 3rd TUESDAYS	CENTRAL OREGON CLATSOP COUNTY COLUMBIA COUNTY	7:30 pm, K.C. Pizza, Redmond. 7:30 pm, The Pizza Harbor, 15 N. Edgewood, downtown Astoria behind the Convention Center (in the back room). 7 pm, Luigi's Pizza Place, Rainer (Spring). (Third Tuesdays only in the winter!)
2nd & 4th TUESDAYS 1st & 3rd WEDNESDAYS 3rd WEDNESDAYS 1st & 3rd THURSDAYS	WASHINGTON COUNTY N.E. PORTLAND LANE COUNTY MT. HOOD	8 pm, Sunshine Pizza, Cornelius. 7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland. 7 pm, Round Table Pizza, 6th Street, Eugene. 7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS 1st & 3rd SATURDAYS	LINCOLN COUNTY TEAM TOTEM	7:30 pm, Moby Dick's Restaurant, Newport. 10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.