

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



Let Those Who Ride Decide

<http://www.abateoforegon.org>

December 2002



*Enjoy your holidays,
share your joy*

WHAT'S INSIDE

A.B.A.T.E. Chapter Reports	4-16
A.B.A.T.E. Membership (inside back cover)	
A.B.A.T.E. State Board Minutes	17-18
A.B.A.T.E. Officer List	70
A.B.A.T.E. Products	66-67
A.C.T.S./O.D.O.T. Conference	56
Advertising Rates	36
A.M.A. Column	29
BikePAC Application	59
Change of Address . . . (inside back cover)	
Classified Ads	69

Cryptogram	69
Editor's Page	35
Education Director	19
Gunny's Sack	27
Helmet Stop Report	68
Historian	21
Legislative Director	22
Letters	49
Marginal Thinking (throughout)	
Meeting Times/Places(back cover)	

Millennium Ride	46
Mission Statement	2
M.R.F. Application	33
M.R.F. Report	32
N.C.O.M. Report	43
Officer Reports	19-26
Reader's stories	51
Run/Event Calander	36
Run Fliers	37-42
Vice Coordinator--South	25
Vice Coordinator--North	50

Welcome to A.B.A.T.E.

What We're About

A.B.A.T.E. is a not-for-profit organization

In Oregon, A.B.A.T.E. stands for A Brotherhood Against Totalitarian Enactments, which isn't nearly as subversive as it sounds. It means that we act as legislative watchdogs to help ensure that any legislation affecting motorcyclists is fair and that elected officials are fully informed regarding motorcycle issues.

- We are not a motorcycle club or gang.

Instead, A.B.A.T.E. is a not-for-profit organization devoted to raising member and public awareness about motorcycle issues and safety through education and community involvement. We also raise money for organizations that represent motorcyclist's concerns such as BikePAC.

- It doesn't matter what brand of bike you ride on.

We are not a manufacturer-specific organization. All are welcome: bikes, trikes, on-road or off, riders, passengers, or non-riders.

- You don't have to ride a motorcycle to belong to A.B.A.T.E.

Many of our members just enjoy being around motorcyclists. (We're just *that* wonderful.) And they feel that the social and legislative issues we're working on are important to their community.

So scan through our newsletter. If you like what you read, check out the Chapter Meeting listing on the back cover. Drop in on a meeting and see what we're about. You just might find a new family in A.B.A.T.E. And as Melinda says: "Bikers give great hugs."

-- Rot Path

MISSION STATEMENT

A.B.A.T.E. of Oregon, Inc. promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.

A Brief History of A.B.A.T.E.

"You have to know where you've been to know where you're going!"

Easyriders magazine editor Lou Kimzey issued a plea in issue #3, October 1971, for bikers to come together to fight impending restrictions from the National Highway Transportation Safety Administration (N.H.T.S.A.) by joining a new national biker's rights organization called the National Custom Cycle Association. But because of a conflict with the acronym the name was changed in February 1972 to A Brotherhood Against Totalitarian Enactments (A.B.A.T.E.).

Easyriders began granting state charters around 1974, and Keith Ball was the original national coordinator. The biggest threat was that the U.S. D.O.T. (Department of Transportation) was investigating ways to restrict modified or customized "choppers" which they deemed unsafe, especially extended forks.

As the rights movement grew, Don Pittsley, a member of the Huns Motorcycle Club in Connecticut convinced his congressman, Rep. Stewart McKinney, to introduce H.R.3869 to end the Federal authority to withhold highway funds from states without helmet laws.

In July of 1975, Rob Razor of the American Motorcyclist Association (A.M.A.), Ron Roloff of the M.M.A. of California and Ed Armstrong of A.B.A.T.E. of Chicago presented the House Sub-Committee on Surface Transportation with convincing testimony to repeal the helmet mandates.

Later that year, with California being sued by the D.O.T. because Governor Ronald Reagan refused to comply with the federal helmet law mandate, Roloff helped convince California Senator Alan Cranston to offer the language of the bill as an amendment to the 1975 Federal Highway Act, which passed with overwhelming support from the California delegation because of the impending lawsuit, and was signed by

President Gerald Ford on May 5, 1976.

Not bad for a rag tag bunch of bikers with little or no previous political ambitions.

As a result of our newfound political clout, motorcyclists have successfully approached Congress twice over the past few years, first to grant federal protections against insurance discrimination based on mode of transportation because many companies were denying medical benefits to employees injured in motorcycle accidents.

Then, [in the 1998] session, motorcyclists united to put together a pro-active agenda for bikers, and succeeded in lobbying it through Congress.

So, there you have it.

The roots of A.B.A.T.E. and biker's rights run deep in the hearts of those of us who have accepted and, in turn, passed on the torch of Freedom of the Road.

by Bill Bish

Executive Coordinator,
National Coalition of Motorcyclists
A.B.A.T.E. of California

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

P.O. Box 4504

Portland, Oregon 97208

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Crusty ol' editor -- Rot Path

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Coordinator's Comments



by Ted Tracy

Hello Everyone:

This is my last column as State Coordinator.

Trying to sound smart and make it interesting, this column was the hardest part of this position. But it's been a gas, it's really been a gas.

I have thoroughly enjoyed (for the most part) being State Coordinator.

The high points far outnumber the low points, but some of the downs:

- Douglas County turning in their charter.
- Doc Kitzhaber's veto of the helmet bill,
- Chapter/state infighting, and the loss of way too many motorcyclists.

The highs include:

- Awarding a charter to Douglas County (I was glad to see them back. Now if we can interest them in running the gate at *Fossil*?)
- Another great high point was awarding a charter to *Hub City*! What a great bunch of people.
- Hitting 2,000 active members was another great milestone.
- 25th *Fossil*. That was one great campout.
- My trip to Washington D.C. was another great memory. I was extremely proud to represent *A.B.A.T.E. of Oregon* at our nation's capitol. I also had the time of my life

Three Fossil Campouts, three *S.T.E.A.M.* conferences, three planning sessions, 35 state board meetings. I honestly say that I enjoyed all of them.

This year's planning session was a huge success. Look for many great ideas to bear fruit in the near future.

I certainly couldn't have handled the position without the help and support from all the State Officers.

What a great bunch.

2002 A.B.A.T.E. Planning Session



(Photos inflicted by Mel Yeager.)



(above)
Revelations
revealed by revely.

Contact Your Coordinator

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A.B.A.T.E. Chapter Reports

Central Oregon Chapter

With several members attending plus one guest, we got off to a quiet start. Much different from the days when we held our meetings at a pizza house!

Keith, our alternate state board member gave us an update on state board functions and requests. One of these requests was a plan of our upcoming Central Oregon events/runs that we hope to do next year. We need more input from local members ideas. Please bring your ideas to our next meeting in November.

Speaking of meetings, we voted to move our monthly meetings to the second Sunday of the month at 2:00 pm. (Our winter meeting time and date.) We are still meeting at the Redmond Hotel in the banquet room.

Our *Teddy Bear Run* was a super success on a warm, beautiful day with more than 50 riders attending. We gave away 750 bears to five different area hospitals and clinics.

We also made a little cash. \$40 from this poker run and \$145 off the 50/50 raffle. Dusty won the high hand and Gladis won the low hand.

Our booth at the *Bear and Roses* open house was also successful with several people showing interest in joining *A.B.A.T.E.* Good public exposure and response.

Hope to see you at our next meeting.

CENTRAL OREGON MEETING TIME and PLACE

2nd Sunday at 1400 (2:00pm)
Old Redmond Hotel
(next to Sulley's Restaurant)
Redmond, Oregon

POINT of CONTACT

John Baumann (541)-382-6146
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CHAPTER ADDRESS:
17505 Snow Creek Road
Bend, OR 97701

A.B.A.T.E. Chapter Reports

Columbia River Chapter

We had another lively meeting in November with another good turn-out. Word is apparently spreading about what a fun chapter we are and people are flocking to join us.

Once again I attended the state board meeting because Joel could not make it and brought back some information for the chapter to consider. First, I was shocked to learn from the *Willamette Valley Chapter* newsletter about the law in Washington State that allows the police to confiscate your motorcycle if you are wearing a beanie helmet!!!! I guess I am not riding in Washington State anymore. How did such a crappy law get passed? Why did we not learn about this earlier?

We also spent some time discussing the on-going attack on *Run 21*. There are a number of troubling issues involved. One is the singling out of the run for conduct that occurs not only at other runs but at other *A.B.A.T.E.* events. One objection is that there is free alcohol dispensed at the run. The funny thing is that I have seen this at every run; who hasn't been given a free drink or two or three at a run? If the real objection is that people are getting drunk and then hurting themselves or others, why do we even permit any alcohol at runs? Or why did the state board plan on having a no-host bar at the annual board meeting next month (only to be called off due to objections from the people whose facility we will be using)?

After a fair bit of procedural wrangling, including an attempt to set over the debate on the issue until February, we had some discussion on the motion not to sanction *Run 21* unless an outside party provided the alcohol. Unfortunately, Brian Stovall moved to withdraw the motion and discussion was cut off including my offer to explain a little about the law that governs social hosts and their liability when somebody gets drunk at a party.

During the discussion of the motion, a lot of ignorance of the law governing this area was displayed but the decision was made to remain ignorant. In response to that ignorance, the *Columbia River* chapter voted to present a motion at the next state board meeting to hire an attorney to give the organization some legal advice on this issue so that the board members will understand the law. I, of course, am no longer in private practice and cannot and will not give that advice. Maybe Sam Hochberg would be a good person to hire since he is a member and does personal injury law. Legal advice from insurance agents is not reliable.

Another item of business was election of state officers. It appears that only one position is being contested: state coordinator. Joe Laurance and Jim Niece are the candidates. Our chapter voted for its choice and that vote will be cast at the state board meeting next month.

Kornfed gave us her long-awaited report on the *N.C.O.M.* Convention in New Orleans and supplanted it with a report on the regional one held here in Portland on November 2nd. She is all charged up about that organization and intends to stay involved in it. I hope she doesn't forgot about us.

The *Toy Run* committee gave us an update on the run and work that it has been doing. Kudos to the committee for putting on the fund raiser at the *Kenton Club* recently that raised over \$600 for the kids. Janet has been hard at work getting the toy run tickets that have been sold sorted for the drawing on December 7th. Make sure you show up. There might be some tickets still available at the run.

Our chapter also made plans to help Roger out at the *Swap Meet* in Portland on November 17th.

The issue of chapter elections was also discussed. We will hold our election next meeting and every position is open. Some current officers expressed their desire not

to serve again so we need people to step up to keep the organization alive. We especially need to have some one interested in becoming a legislative coordinator so we can be kept informed of what is going on in the important arena. We will also select a State Representative II to cover when the State Representative I cannot make the meeting.

Chuck Luce won the short membership drawing. Jimbo and Julie provided us with some great stuff for the Ways and Means drawing. Julie's demonstration of the Red Box prize, the Butt Floss, for John Hancock was especially entertaining. Thanks to Barb Cooley from donating some prizes for the drawing.

Special thanks to Julie for filling in for our chapter secretary Dee who was not present at the meeting.

Finally, don't forget to put the Sweet Heart Dance on your calendars- February 15th at the *U & I*.

Spike

**COLUMBIA RIVER MEET-
ING TIME and PLACE**

2nd Sunday at 1230 (12:30 pm)
U & I Tavern
6910 North Interstate Avenue --
Portland
Kids welcomed. Full bar.

POINT of CONTACT

Spike (503)-282-4604

CHAPTER ADDRESS:

P.O. Box 11817
Portland, OR 97211

A.B.A.T.E. Chapter Reports

Hub City Chapter

Hi everybody,

Well another election in the books.

While the individual members of our chapter who ran for office came away disappointed, the rest of us are very proud of Carole and Kenny for working so hard to make a difference.

On the statewide picture it looks like motorcycle issues broke even. Which means we have a lot of work to do and friends to make. But we're bikers so we can handle both and still fight bureaucratic brick walls with a smile.

What we can't do and survive, let alone preserve any of our shrinking freedoms, is turn on each other.

I just got home from the state board meeting and I'm wondering why anyone would treat friends (dare I say, brothers and sisters) so disrespectfully.

It seems that *Robert's Rules of Order* are to be strictly adhered to unless it is inconvenient for a select few.

Yes, there was more discussion about *Run 21*. Two people got to state their case, not adding anything new. Then several good people were not allowed to speak to the subject at all.

The motion on the floor was withdrawn.

Robert's Rules clearly state if the motion being discussed is withdrawn, further discussion is not allowed. *Robert's Rules* also state an issue can't be tabled for more than one meeting.

So I submit on the one hand if you want to say these are the rules we're using, use them all equally or adopt another set of rules.

On the other hand if these rules are set up in a way that I would have to tell my brothers and sisters, including the *honorable* lawyer that we all know,

would jump in with both feet for any entanglements involved and ask questions later, they don't deserve the respect to be heard at all. Then those rules are out the window!!



HUB CITY MEETING TIME
and PLACE

3rd Thursday at 1900 (7pm)

Los Dos Amigos
1402 Pacific Blvd.

Albany

POINT of CONTACT

Cliff McCalley (541)-926-8363

CHAPTER ADDRESS:

P.O. Box 2503
Albany, OR 97321

A.B.A.T.E. Chapter Reports

Lincoln County Chapter

Hi!

I would like to begin by thanking all who took part in sending us to *Meeting of the Minds* in Lansing, Michigan. What an excellent experience from beginning to end! I recommend this to anyone who is interested in getting involved.

Meeting of the Minds is exactly what it says. You get a chance to network with people from different states across the nation and countries from around the world. I made great friends, and enjoyed myself immensely!

The main topic was the *E.P.A.* trying to pass a federal law restricting motorcycle emissions.

Our chapter fed Lincoln County Seniors at the Senior Citizen Center in Newport on November 24th .

Talk at ya'll next month.....

Ride safe,

Shirley



LINCOLN COUNTY MEET-
ING TIMES and PLACE

1st and 3rd Tuesdays at 1930 (7:30 pm)
American Legion Hall Post 116
424 W. Olive Street
Newport

POINT of CONTACT
Ralph Janes (541)-265-6850

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P.O. Box 614
Waldport, OR 97394

A.B.A.T.E. Chapter Reports

North Coast Chapter

Hello friends,

Time seems to have a way of being available in an inverse proportion to the tasks at hand. For the next three months, *North Coast* chapter members will be short on time.

Preparing for our individual Thanksgiving and Christmas days, attending our twice a month chapter meetings for November and December, dieting so we can stuff ourselves at our 14th *North Coast* chapter *Spaghetti Feed* and polishing the ride for the 14th annual *Toy and Poker Run* will keep us busy.

Toy Run (14 December): No matter the weather, we always have a sufficient number of riders to have fun. [It] starts at *Rob's Restaurant* in Seaside (1815 South Holladay Drive) at 10 am and leaves at 11 am. Get there early for a great breakfast or coffee or b.s. and you'll be warm by 11:00 and then it's just an easy ride to Astoria.

Then in January we have election of officers. I can't stress enough the importance of attending these next few meetings. Each of us needs to see how we currently run meetings, who attends, and what's being contributed by whom. In other words, we should all have a firm idea of the "lay of the land".

I will be stepping down as coordinator and ideally other offices will be challenged. Not the positions are in less than good hands, but a challenge keeps up the level of interest that every organization needs. We have some capable people in *North Coast A.B.A.T.E.* and your support and

interest will bring them out.

In the last few months, we've had new members sign on.

Just because they're new to *North Coast* doesn't mean they're new to life. I suspect they can bring good ideas and leadership also.

Bottom line?

Our *North Coast* chapter is strong and with continued interest will stay strong.

So as they say where I came from: "vote early and often."

Fraternally yours,

Chuck



NORTH COAST MEETING
TIME and PLACE
 4th Saturday at 1000
 (10 am)
 Merts Campus
 3 miles east of Astoria
 Industrial Arts Building
 Children are welcome

POINTS of CONTACT
 Amelia Williams (503)-325-6686
 Betty (503)-325-1073

CHAPTER ADDRESS:
 P.O. Box 1123
 Astoria, OR 97103

A.B.A.T.E. Chapter Reports

Northeast Portland Chapter

Howdy!

This year has flown by!

It wasn't that long ago we were enjoying summer weather and all the great runs going on and now we are into toy run season.

Remember the *Shriner's Toy Run* on December 7th. Come on out and support the kids rain or shine. It's a great time. We'll have tee-shirts, pins, and raffle tickets for the Deuce on sale. There will be a bike blessing as well.

Last month the benefit held for the Shriner's kids at the *Kenton Club* was a great success, raising \$615 for the kids. Thank you all!!!

We were recently out at *the Pumpkin Patch* selling tickets for the raffle bike, selling 110 tickets between us all. Thank yous go to Al, Bev, Kat, Dan, Bill, and Linda.

We sold 44 tickets at the *Roseburg Swap Meet*. Rena and Roger towed the raffle bike down there with Kat and Bev driving down to help sell tickets which was most appreciated.

Thank you, thank you, thank you!

Thanks go to all of you selling tickets on your own to family, friends, and coworkers.

Just today, November 10th, Al Thompson and I participated in the 2nd *Annual Turkey Run* hosted by the *B.O.A.R. Motorcycle Club*. Twenty bikes participated on a very, cool, but dry day. I think we all expected to get soaked but it turned out to be a beautiful day for a charity run such as this. We had a pretty nice stretch of bikes going down McLaughlin Boulevard from Milwaukie to the *Rescue Mission* in downtown Portland. The mission people were very grateful

for the gift of food and the press was on hand to recognize the occasion. It was a good feeling knowing we helped out the needy people of downtown Portland – 300 plus pounds of turkey meat has to make a pretty good impact on their Thanksgiving.

We are very blessed to live in this country. There is so much to go around that no one should go hungry. Supporting organizations such as the *Rescue Mission* is one way we can show thanks.

Until next time,

Mike

N.E. PORTLAND MEETING

TIMES and PLACE

1st and 3rd Wednesdays at 1930
(7:30pm)

Round Table Pizza
4141 NE 122nd -- Portland

POINT of CONTACT

Rusty Taylor (503)-777-5121

CHAPTER ADDRESS:

P.O. Box 5792
Portland, OR 97228

A.B.A.T.E. Chapter Reports

River City Chapter

November 5, 2002

The cold weather has slowed us down. Chapter rides have not been done the last few weeks.

Tonight's meeting was a good one with 14 people and good moods. We talked about maybe riding to Hollister next year.

The *Adopt a Highway* pickup event went well and we now have a clean stretch of road in Fulton Canyon.

Bob Larson would have won the membership drawing for \$55 if he had been at the meeting.

Teresa won the 50/50 at \$8/\$7.

Regular Meeting

Called to order by Lee at 7:02 pm. 14 people present,

Pledge of allegiance. Led by Lee

Guests: Cheryl Duquist

Minutes were waived on a motion by Lynne because they were presented in written form.

Correspondence was a PO Box receipt

Treasury Report is \$439.94.

Bills submitted \$19.55 by Teresa for postcards, motion by Steve to pay, passed.

Membership Report 81

Board Report: none

Legislative Report: *E.P.A.* deadline extended. to January.

Ways and Means Report: None

Public Relations Report: The Dalles City Council may do Motorcycle Awareness Month Proclamation, Traffic Safety Committee meets monthly and we can attend, Teresa talked to a councilman about the new raised barrier at the bottom of Brewery Grade as motorcycle hazard.

Historian Report: None

Old Business

Group Riding Protocols: nothing new, it's cold

Planned Rides: nothing to report, Swapmeet coming up, 11/17

Adopt a Highway: report we did it, 11 people worked then went to the *Goosepit* for lunch.

Poker Run Committee at 6:00 PM, 11/19

New Business

Joy and our visitor, Cheryl, are newly endorsed riders.

Coordinator's Comments: Ride Safe!

Announcements: none

Membership Drawing for \$55 would have been won by Bob Larson if he had been

present. It will be \$60 next time.

50/50 was won by Teresa at \$8/\$7.

Adjourned 7:36 pm

December 3, 2002

7:00 PM

RIVER CITY MEETING**TIMES and PLACE**

1st and 3rd Tuesdays at 1900 (7pm)

Lone Pine Restaurant

335 Lone Pine Dr. -- The Dalles

(I-84 & US-197)

POINT of CONTACT

Lee Eikanas (509)-773-5076

Brian Stovall (541)-298-1317

CHAPTER ADDRESS:

P.O. Box 1422

The Dalles, OR 97058

A.B.A.T.E. Chapter Reports

Salem Chapter

As usual, Co-ordinator Jeff Poulin conducted a smooth, efficient meeting - one that was full of interesting tidbits! Nearly everyone showed up in biker costumes for this October meeting. Very seasonal.

Seriously, following the first of two *Biker Nights*, Treasurer Wanda Burnell reported the chapter has a very healthy pouch from which we can conduct our business and continue our charitable works. Thanks to those attending the *Bottle Factory* in Stayton! The next *Biker Night* will be Saturday, November 23rd, at the *Wooden Nickel* in Silverton.

Our *Toy Run* is on Sunday, December 8th, originating from the *K-Mart* parking lot on Mission Street S.E. in Salem. C.M.A. will be serving coffee and goodies as we begin gathering at 10 a.m..

Quarter Master Ted Minden reported that Morris and Michelle sold the cook trailer to *Washington County Chapter*. We're glad they'll be able to use it!

Thanks all!

The mailbox reminded us that the *A.M.O. Toy Run* in Albany is Sunday, December 1st. Bring your toys and canned goods to support the work of fellow bikers and help the needy. No snow predicted.

In her report from the State Board meeting, Michelle encouraged us to call in comments about the proposed *E.P.A.*

emissions standards that would severely impact a bunch of us bikers, especially those riding air-cooled mounts. She also reminded us that the State Legislature opens January 13th, 2003. The first *Biker Day* rally is February 3rd. See ya there!!!

Oh yes, come join the rest of us patriots at the Albany Veteran's Day Parade November 11th!

Other important notes:

Prior to the November meeting, Geoff White will conduct a training for those interested in talking to the schools about safety and Motorcycle Awareness. Come join us at 5:30 p.m. and get (re)certified!

We will have nominations for our 2003 chapter officers at the November meeting. Y'all come and let us know who you want to run the show next year. And oh yeah, the chapter is buying pizza for everyone [who] attends.

Since the regular December chapter meeting falls on December 24th, it has been changed to the prior week on December 17th! Please take note and come to vote! Also, Poulins will be hosting the potluck and meeting at their home in Salem. Jeff will send a reminder with map.

A northwest vintage car and motorcycle display is being planned at *Antique Powerland* in Brooks (where they host the annual *Steam-up Festival*.) They are

seeking members; contact Michelle for details.

Cathy Hemshorn won the 50-50 raffle with the winning number drawn by her hubby. No scheming, she says, just good living and good fortune!

Good of the order

In true charitable fashion, our members stepped up with the following:

- Michelle reported that she and hubby Morris Lipchitz assisted fellow chapter member Sandra Wilson load her motorcycle onto a motor home. Seems Sandra was in the vicinity and asked for help, to which M & M graciously obliged.

- Marlene Schroeder shared an article about the *Family Emergency Shelter* in Mt. Angel. The shelter serves up to 12 homeless families at a time as well as providing other services to migrant workers. The chapter is considering the shelter for a possible future charitable function so the information was very timely.

- Chevy Ecklund spoke to our chapter regarding a special fund her daughter Mandi has started. The fund is in honor of Mandi's 15-month-old sister Cherish, who died from injuries suffered in June. Her father is facing trial for her murder. Mandi started the fund to assist the

(continued on next page)

Salem


(continued from previous page)

siblings of other victims of domestic violence. The chapter is conducting more research before donating to this fund.

Sheryl Forrest
acting secretary

P.S. Murge - hurry and come back!

ANNUAL TOY RUN
Sponsored By
**Salem Chapter A.B.A.T.E.
Of Oregon, Inc.**



All Riders All Bikes

SUNDAY, DEC. 8, 2002
K-MART on 25th & Mission Streets
Salem, Oregon
10:00 am Gather/Coffee by CMA
Leave 11:00 am

Proceeds benefit:
Silverton Community Resource Center &
Stayton Firemen's Toys for Joy

Sanctioned by A.B.A.T.E. of Oregon, Inc.
Donations and/or Contributions are not tax deductible as
charitable donations for income tax purposes.

For drop off points or other information, contact:
Marlene (503) 873-2492 or Michelle (503) 371-7550

SALEM MEETING TIME and PLACE

4th Tuesday at 1900 (7pm)
Pietro's Pizza
637 Hawthorne Ave NE--Salem

POINT of CONTACT

Michelle and Morris
(503)-371-7550

CHAPTER ADDRESS:

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Salem, OR 97309

A.B.A.T.E. Chapter Reports South Coast Chapter

Merry Christmas! Happy toy runs!

I hope everyone's Thanksgiving was time well spent with family and I hope Christmas is more of the same.

December is a time for Christmas parties and toy runs.

Our toy run is named after another early chapter member, Andy Proctor. He died in a tragic accident at work. His family has always supported our toy run along with many members of the community.

One community member in particular, Walt from *Coos Cycles* (a local business), has gone way beyond a typical drop site for toys. This year he held an overnight camp out and ride, a dinner, and is selling parts of bicycles (paper) in order to raise money for toys. He filled his box van last year and this year I think he has more. (He may need another truck.)

Without that kind of community support, the kids in the area might not have a Christmas!

By supporting your local toy run, it will make you feel good inside!

Chapter elections are in December. Please consider filling an office. Give someone else a break!

Until next time, ride safe!

Karen Bauder
secretary
South Coast Chapter

SOUTH COAST MEETING

TIME and PLACE

3rd Sunday at 1100 (11am)
Gino's Pizza
1324 Virginia Street -- North Bend

POINT of CONTACT

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E-mail:
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Coos Bay, OR 97420

A.B.A.T.E. Chapter Reports

Southeast Portland Chapter

Hello to All you Good People,

Well I hope you all got out and voted last month. As close as our gubernatorial race was, it really goes to show that each and every vote counts.

The *Swap Meet* in Roseburg went really well I hear. We were unable to make it down our selves.

I hope that the *Portland Swap Meet* went well also.

Roger, I am sorry I was not able to heed your call for help in the afternoon. Our chapter meeting was the same day and with our officer elections, the time frame just wouldn't work. I hope you found someone to take the spot at the gate you had planned for me and, the whole day went well.

Hope to see every one at the toy runs. I'll have more on that next time.

I'll let you know our new chapter officers in my next report.

The rain is here folks.

I hope you all take Geoff and Nora,s good advice from last month's column.

Ride safe, people.

Later,

Mammy Tami

S.E. Portland MEETING

TIMES and PLACE

1st and 3rd Sundays at 1200 (noon)

M/M Restaurant & Lounge
137 N. Main -- Gresham

POINT of CONTACT

Lee Austin (503)-760-9015
FAX (503)-760-9013
E-mail la44@qcsn.com

CHAPTER ADDRESS:

P.O. Box 90233
Portland, OR 97290

A.B.A.T.E. Chapter Reports

Southern Oregon Chapter

Hello,

Another month has passed.

Southern Oregon riding weather seems to have gone away except for the web footed riders.

The Halloween party had but three members in attendance. That is less than 3% of our members. Not enough members attended the October meeting to nominate officers. Election of new officers has been extended to this month's meeting, December 15, 2002 held at *Oregano Pizza and Pasta* in Gold Hill, Oregon. Hopefully all you members concerned about belonging to an active chapter will attend and all you members who don't care please show up and say what's on your mind. I will accept the responsibility of coordinator if you should want me to, but it can't be done alone. The chapter needs your input and leadership to continue. If the chapter members show enough interest to commit to positions of officers then we will have some rides, some picnics, barbeques, and poker runs, and biker flick nights. What I hear from some people is that they want to have a riding group.

I was asked "Where is Indian Creek?" by a prospective member at the Abateoween party.

Indian Creek is composed of members of *A.B.A.T.E. of Oregon Inc.* who do not belong to a local chapter. there are *Indian Creek* members in all parts of the state. Some *Indian Creek* members wear the *Indian Creek* patch. *Indian Creek* members support *A.B.A.T.E.* but don't have a vote at the state board.

Please come to the December

meeting to vote and express your opinions and ideas you have about the *Southern Oregon* chapter. We can't have a chapter without your support and participation.

Gene Nelson, a past coordinator of *Jackson County Chapter*, asked that you all come to the December 7th *Toy Run* stating at *D&S Harley-Davidson*. This toy run was originally sponsored by *Jackson County A.B.A.T.E.* and Gene has kept it going on his own since *Jackson County* folded.

Please come out and show your support for the children of needy families.

It is a traditional biker thing.

Herb Sweeten
Southern Oregon Chapter
State Representative

SOUTHERN OREGON
MEETING TIME and PLACE

3rd Sunday at 1400 (2pm)
Oregano's Pizza -- Gold Hill

POINT of CONTACT
Tim Rohde (541)-660-2729

CHAPTER ADDRESS:
P.O. Box 877
Phoenix, OR 97535

A.B.A.T.E. Chapter Reports

Washington County Chapter

First off, let me start with a couple of reminders:

Elections — *WaCo* will be holding officer elections at our only meeting in December on December 10. Please consider nominations for any officer position. Please attend the meeting and vote for your new officers.

Just a reminder too. We will draw the membership drawing until *someone wins it*. As of late October, it was over \$159 thanks to Zack Ryder and Paul Edwards. We do not have a late December meeting because of the Christmas holidays, so come to the December 10 meeting and start the season early!

Ice Cycle Run — January 4, 2003. I don't know why the flyer has not been in the newsletter, but I am resubmitting it with this month's ramblings.

Sign in at *Beaverton Yamaha-Honda* at 10380 S.W. Cascade Boulevard, Tigard (just off highway 217 at Greenburg Road) at 10 am.

A reminder as well to bring two cans of food and receive a door prize ticket. The food will be donated to *Monika's House* for the *Hillsboro Woman's Domestic Violence Resource Center*. Additional donations are also welcomed.

First Sunday Ride — *WaCo* meets unofficially for breakfast at *Prime Time Sports Bar* in Forest Grove. The restaurant opens at 8:30 am on Sunday.

We draw a route out of the helmet at about 10 am. If you don't like the route, speak up and we can always figure out another one out.

November's route was the Sunday Surprise. (Pick a destination and go

there.)

My apologies to the riders who headed off to Saturday Market. I was in a car [crash] (in my car) and was not able to ride. Other members had not yet determined where they were going by the time I got roped into some secretarial duties for the run coordinator, so I hope everyone had a good time in spite of the bitter cold! I *will* ride in the toy runs and *Ice Cycle*, if it is the only ride I take this winter. I may have to forego my traditional New Year's Day ride. Try explaining motorcycling to an insurance agent who does not understand that it is part of who you are.

And speaking of insurance, have you returned that little card you received for your benefits because you are an *A.B.A.T.E.* member?

Have you taken the time to speak with the agent who has been hounding you to explain the benefits and other coverages that you qualify for?

If you have not, please take the time and hear these people out. It's not just about accidental death and dismemberment. It also has an option for life insurance, eye, hearing, prescription, and chiropractic at no additional expense.

Well, that is not absolutely correct — they will be happy to sell you greater amounts of life insurance. This plan not only covers you, the member, but also your family to a certain extent.

Even my cynical, non-riding husband is covered. (Yeah, the one I keep hidden and only bring out for special occasions.)

Insurance is just one of those things you hope you will never need, but are

sure glad you have when things go wrong. (Reference the section on the *First Sunday Ride*.)

Well, enough for now. Gotta leave room to slip in that *Ice Cycle* flyer.

Be safe, be warm, and watch out for the other guy, 'cause he probably isn't expecting to see a motorcycle in december or January. (Thanks Geoff, for the reminders in the November newsletter.)

Linda Wells
WaCo secretary



**WASHINGTON COUNTY
MEETING TIMES and PLACE**

2nd and 4th Tuesdays at 1930
(7:30pm)

Prime Time Sports Bar
4202 Pacific Ave -- Forest Grove

POINT of CONTACT

Ted Tracy (503)-640-5766

CHAPTER ADDRESS:

P.O. Box 202
Cornelius, OR 97113

A.B.A.T.E. Chapter Reports

Willamette Valley Chapter



The riding season may be coming to an end for some, but *Willamette Valley A.B.A.T.E.* is still cruising.

Rick Maish, I along with around 25 to 30 other members from around the state attended the October Annual Planning Session in Cottage Grove October 19. The session was great!! Many issues and plans for the upcoming year were discussed to move or organization forward. It is great to see such dedication and vision for *A.B.A.T.E.* at the state level. Look for some great things coming to ya for this next year.

Willamette provided lunch for the planning meeting. Michael Taylor brought *Subway* sandwiches, drinks and chips, which was very much appreciated by all. (I did dishes) By noon everyone was famished and ready to eat and all appreciated the chow and thanked *Willamette* for putting the lunch together. Thank You Michael.

Just before lunch, Michael represented *Willamette Valley Chapter* and presented *BikePAC of Oregon* a check for upgrading our *BikePAC* membership for \$1,500.

At the September meeting Wendy Solcova (Chapter Treasurer) made the motion to donate \$1,500 to *BikePAC*. It was seconded and the chapter agreed.

Michael Boggs, Michael Taylor, Rick Maish, and myself and many others

have been pushing for some time to make a more substantial donation to *BikePAC*. As are other chapters I'm sure.

We were extremely proud of our chapter when we voted and it was a unanimous vote to give money to *BikePAC* and upgrade our membership!!

Willamette Valley has challenged the other chapters to match or beat our monetary support to *BikePAC*, but at least give. *BikePAC* needs the funds for this upcoming legislative season.

Veteran's Day Parade happened this past Sunday on the 10th. Good showing and support for our local veterans. We all gathered and formed up at *South Eugene High* 11:00 and the parade started at 1:00. Weather was wet, but few complaints

And *ya hoo*, we didn't have to wear helmets this year.

This has always been an issue the past two years, and this year the city gave in after some tough conversations and support from the vets. The organization of the parade seemed to be better this year with cops out front to act as a pacer, *but* the parade got clogged up and moved at a snail's pace. Apparently they were closing the streets ahead of the parade as it was moving along. Many overheated bikes (including my water cooled machine, I have issues).

Still, the parade gets larger every year

with more participants, even a tank.

Willamette Valley, other biker organizations and clubs were well represented and were all happy to be there to support our vets.

Thank you, vets.

Our state and other hat-wearer legislative officer, Rick Maish, just got back from attending

2002 O.D.O.T. Safety Conference in eastern Oregon and then turned around to do the *N.C.O.M.* meeting the first of this November in Portland. (All this and still got his hunting time in). Rick has turned in his report for the *O.D.O.T.*, giving us a good statistical update and covered issues that will affect all bikers in this state.

(continued on page 21)

WILAMETTE VALLEY

MEETING TIME and PLACE

3rd Thursday at 1900 (7pm)
Foxfire Restaurant
4740 Main Street -- Springfield

POINTS of CONTACT

Hal Fletcher (coordinator) 541-688-4268
Rick Maish (sec) (541)-746-7837

CHAPTER ADDRESS:

Wilamette Valley Chapter
ABATE
c/o 4618 Daisy Street
Springfield, OR 97478

Our Officers at Work

A.B.A.T.E. State Board Minutes

09 November 2002

The meeting was called to order by Joe Laurance, Vice Coordinator South at 12:14 with 14 of the 14 chapters represented. All chapters present were eligible to vote.

Pledge of Allegiance was recited.

Reading of the minutes from the October 12, 2002 motion made by Wendy, seconded by Mel to waive reading of the minutes and adopt as printed.

Coordinators Comments

Ted was not here because he had to work.

It's close to Veteran's Day, Joe had those stand [who] were veterans and thanked them.

Joe thanked all those who helped at the *Roseburg Swap Meet*.

Correspondence

None

***** Officers Reports *****

Legislative Director: Rick Maish reported lots going on. *O.D.O.T.* conference information in the packets. We didn't get Manix and those who supported us [were] about a 50/50 split. Rick said he will submit a *N.C.O.M.* conference report next month. Rick did mention the *Homeland Security* issue and the *Patriot Act*. The Eugene City Council wrote a letter to not support the *Patriot Act*. Rick is going to get more information on this. November 21st is the *Governor's Advisory* meeting in Newburg, Oregon on Yamhill Road. Rick said *Willamette Valley Chapter* wants to challenge the other chapters to up their *BikePAC* Contribution.

A.B.A.T.E.'s BikePAC Representative: (Brian Stovall) Mel [Yeager] reported for Brian that "*Biker Days*" is the term for gathering at the capitol. Three *Biker Days* have been scheduled: Monday, February 3; Tuesday, February 25; and Wednesday March 19. The gathering time is scheduled for 9:00 a.m. in front of the capitol steps. *BikePAC's* Ken Ray did an extensive study on the money flow for *BikePAC* and the cost per member doesn't cover the cost. There will be an increase of approximately \$5 straight across beginning in January. You can still join at the old rate right now.

Confederation of Clubs Representative: Ed Vaughn — October was the first meeting that had been held since June. Butch

Harbaugh was at the meeting. *N.C.O.M.* president and lobbyist Doc Reichenbach and Butch are scheduled to go to Washington D.C. to try and talk to the head of the *E.P.A.* The *Patriot Act* will affect us on privacy, search and seizure. The *Confederation* has their t-shirts ready for sale and some were sold at the *N.C.O.M.* conference.

Education Director: Geoff White — Thanks to Mel and Iris for the Albany-Corvallis area classes. Mel and Iris had pictures of classes they taught. This was the 10th year for *M.A.P.'s* class at this school that Mel has taught. Mel has shown the class to about 10,000 kids. Geoff informs us that he is working on coming up with a group rider program. Geoff is working on *S.T.E.A.M.* If you have something you would like to present, please contact Geoff.

Education Director II: Nora Rohde thanked all for sending her to the *O.D.O.T.* conference, she shared some personal stories from the trip. Nora reported that the *D.U.I.I.* classes are doing good and there has been noticeable change over the last year. On the *Speed Management* class the average speed was noted at 77 mph on the highway and there are more officers in the open. They plan to crack down on speeders, if you are doing 66 in a 65, you will get busted. Oregon's new *Teen Drivers Ed* program had a lot of good information.

Membership Secretary: (Jill Tracy) Jill was excused and sent her report which was included in the packets. Joe noted the differences over the months.

Newsletter Editor: Rot Path thanked all for their submissions. Tim Rohde wrote a great letter that was in the November issue. The deadline for the December issue is Sunday but Rot can take info up to Wednesday. Holiday greetings can be submitted. Graphic margins are 9" tall and 4.387 wide. Prefer articles to be electronically transmitted as to cut down on typing which leaves room for errors.

Products: Michelle Hobbs brought products, new hats. She has four vintage sweatshirts left and she brought the bumper stickers for the state representatives to take



by Charlie Hill
State Recording Secretary

back to the chapters.

Public Relations: Melinda McCrossen was not here but Jim reported that she needs your officer reports for the annual report.

State Run Coordinator: Rotten Roger reports he didn't get the help he wanted for the *Roseburg Swap Meet*. Portland people came with him and helped, people came Sunday and helped clean up. Got some new members at the swap meet. *Portland Swap Meet* is November 17, need help. *Washington County* is doing the parking, they will have arm bands for the vendors, changing some things. Need kids to help out. *Toy Run* bike will be there, *BikePAC* will have a booth, *A.B.A.T.E.* booth will be there. Wendy will get a sign explaining what M.R.O.s are to post at the entrance. Joe thanked Roger and Fast Eddy for a great job done at the swap meet in Roseburg. Roger also noted that the sanctioning sign-in sheets need to be witnessed. Looking into *A.M.A.* insurance.

State Run Coordinator II: Kurt Speas apologized for not making the *Roseburg Swap Meet* but will be at the *Portland Swap Meet*.

Treasurer: Wendy Vaughn apologized for the last couple of months for not getting things done quickly. Purchased two new cash registers that are programable, used them at the swap meet and they worked great. Need a Quartermaster to account for our assets so our financials will be more correct. Just got the bank statement, will submit report to the newsletter.

Chapter Auditor: Carla Richesin was not here.

Historian: Iris Yeager listed a few suggestions on how to talk to our legislators. **R.I.G.H.T.S.**

Respect as you would be respected.

Information needs to be correct for correct decisions to be made. Be prepared to give correct information concerning your needs.

Gently find out why, if there is a "no" to your request. If it is due to a personal experience, show compassion and understanding. If possible, relay an example of your own that could put forth an opposite

(continued on next page)

State Board Minutes

(continued from previous page)

observation about the same type of situation.

Have a small information sheet or picture to give to the legislator that will help them remember your visit in a positive way.

Think before you speak.

Sincerely appreciate the time and effort the legislators give for you and others.

Mel said don't try to B.S. the legislators. If you don't know something, tell them you don't know and that you will get the information to them.

Webpage Editor: (Maddog) There was a Maddog sighting and he reported that he read in the newsletter, one of the chapters had reported some information incorrectly about our web page hits. The report said we get 20,000 hits a month, that is not correct. We have got about 20,000 in the last four years. If you have anything to submit, e-mail it to him.

Vice-Coordinator, North: Jim Niece reports he has been working on the annual meeting. Also checked out a web site regarding the alcohol information and is fully prepared to talk about it. Went to the *O.D.O.T.* conference and was disappointed in the *A.B.A.T.E.* turnout.

Vice-Coordinator, South: (Joe Laurance) Joe was conducting the meeting.

Vice-Coordinator, East: Bob Hadley had nothing to report.

Sergeant at Arms, North: Matt Hobbs reported he got the radios from Roger and will give them to Joe at the next meeting. With the purchase of the radios we get a free charger.

Sergeant at Arms, South: (Cole Hembree) Cole was not present

Sergeant at Arms, East: (Keith Odoms) Keith was not present

Sanctioning Officer: (Ron Bloker) Ron was not present.

Quartermaster: (Chris Anderson) Chris was not present.

Committee Reports

1. **Run Committee:** Rick Maish, Ron Bloker & Michelle Lipchitz. Roger reports they have been discussing doing a *Spring Swap Meet* in Roseburg instead of one in Fall. There will be a \$5 increase on *Fossil* tickets due to rising costs to put the run on.

Unfinished Business

1. **Annual Meeting** (Jim Niece, Brain Stovall, and Melinda McCrossen) Jim has spoken to *Hillside Grill* who will be providing our dinner. There will be no bar. Brain reports, if you have music, mail the CD to him at P. O. Box 983, The Dalles OR. There will be door prizes. Prize donations are welcome. There will be motorcycle trivia questions handed out at the door and prizes given out for correct answers. Jim needs a deposit check in the amount of \$200 for *Hillside Grill*. Melinda needs reports turned in.

2. **O.D.O.T. Conference** Randy reported that the state representatives have a copy of the report in their packet. This was the fifth year we have done the conference. He and Geoff joined the organization out of their own pocket so they could get direct information. The conference returned our \$150 check since we were not actually vending anything. Rick included an *O.D.O.T.* performance plan in the state representatives packets.

3. **Planning Session in Cottage Grove** - A copy of the minutes were included in the packets. We will discuss at a later date.

4. **N.C.O.M. Conference** - Brain said not a lot of people attended in general, maybe 100 people and he felt there was a good turnout of *A.B.A.T.E.* representatives..

5. **Washington D.C. nominations** - Joe Laurence said he would like to go as *A.B.A.T.E.*'s representative. Time commitment of ten days is required. Randy Phipps would like to go. Cliff said he would like to go and Shirley said her brother Joe Huff wants to go. Mel suggested that we present a plaque to the legislatures [who] have done a lot for us.

6. **Alcohol Dispensing Motion** that was tabled from the October 2002 meeting. *Southeast Portland* said they followed their sanctioning guidelines and they are upset as this issue was suppose to be taken care of at the planning session in which Ron Bloker was ill, therefore it was not resolved. *North Coast* was also upset that this issue had not been taken care of. After much discussion, which was going nowhere since part of the key people were not present and we had no information from Ron Bloker, Brian withdrew the original motion and Shirley agreed. Tim Rohde, *Southern Oregon* would

like to see sanctioning guidelines with clarification on alcohol issues and more information from the insurance company for providing alcohol at runs.

New Business

Motion made by Brian Stovall, seconded by Mel Yeager for *A.B.A.T.E. of Oregon Inc.* to endorse Ken Ray as *M.R.F.* state representative. Motion was carried.

State Board of Director Officer

Nominations

Coordinator - Joe Laurence, and Jim Niece
Vice Coordinator, North - Ted Tracy
Vice Coordinator, South - Tim Rohde
Vice Coordinator, East - Bob Hadley
Membership Secretary - Jill Tracy
Recording Secretary - Charlie Hill
Treasurer - Wendy Vaughn
Chapter Auditor - [open]
Newsletter Editor - Rot Path
Legislative Director - Rick Maish
Sgt-At-Arms, North - Matt Hobbs
Sgt-At-Arms, South - Cole Hembree
Sgt-At-Arms, East - Keith Odoms
Products Director - Michelle Hobbs
Education Director 1 - Geoff White
Education Director 2 - Nora Rohde
Public Relations - Melinda McCrossen
Run Coordinator 1 - Rotten Roger
Run Coordinator 2 - Michelle Lipchitz
Historian - Iris Yeager
Sanctioning Officer - Ron Bloker
Web Page Editor - Maddog
Quartermaster -
BikePAC Representative - Brian Stovall
Confederation of Clubs Rep 1 - Ed Vaughn

Confederation of Clubs Rep 2 - Bob Earl, Michael Snider, Clark Brooker

Announcements

[Rot Path] said Wendy from *Love's Leathers* said "hi and thank you."

Wendy has raffle tickets for sale.

Veteran's Day parade tomorrow at 1:00 pm in Eugene.

Meeting adjourned at 3:30 pm

Minutes taken & submitted by Charlie Hill, State Recording Secretary

Education Director

by Geoff White



Greetings from Nora Rohde and Geoff White,

We would like to wish you and your families a very warm and joyous holiday season. It is the time of year to celebrate our love and appreciation for those who are dear to us, whether they are far away or right by our side. Remember that we have the ability to provide a wonderful holiday season regardless of our financial situation or our schedules. It all starts within our own families, and moves out from there. We hope that your season is filled with togetherness, and happy surprises and memories.

Nora and I wish to thank you for the opportunity to continue our work within *A.B.A.T.E.* on the education and services programs.

Nora will be getting underway in bringing our *Motorcycle Awareness Program* to a school near you in the southern Oregon area. We hope to be scheduled to appear at some of the schools in the south as soon as the driver's education teachers can arrange times for our visits.

If you are in an area that Nora is coordinating, please contact her and let her know that you are interested in the *Motorcycle Awareness Program* visits, and she will hopefully be able to help you get your programs going soon. I feel that we have a very fine Education Director with Nora, and she is more than ready to see that our programs are implemented and run successfully in the southern regions. We need your abilities and support to ensure that motorcycle awareness

spreads throughout our state. Our programs are some of the best in the country, and with your help, Nora and I will be able to showcase *A.B.A.T.E.*'s *Motorcycle Awareness Program* as a positive and even essential element in the state's driver's education curriculum.

Thank you to all the people who have been involved in the *Motorcycle Awareness Program* recently. I appreciate all the efforts that have been made to keep the programs available to the schools. I personally apologize for allowing some of the schools to forget that we are out here providing this service. I have some real homework to do to get our message out to some of the schools and teachers who were genuinely appreciative of our offerings in the past. Roger Yarnell of *Washington County A.B.A.T.E.* has been so good about keeping the availability of the program up, even though the schools in the area that he is involved, have failed to keep in contact with us. The Beaverton Public School District has been a great supporter of our presentations, and I am quite confused as to why we are unable to reach the teacher for their driver's education classes lately. I've left countless messages with the teacher, but I have yet to receive a reply in any form. We'll keep trying on this effort, because the number of driver's education classes that the Beaverton Public Schools offers is rather substantial.

I also have to find out about some of the new teachers who have been taking over the driver's education

programs at some of the other schools. I believe that these new teachers will be happy to implement our presentation as long as they know that it exists. If you are a concerned motorcyclist who would like to see a school near you offer our program in the driver's education system, or any number of other types of classes, please contact Nora or myself for information or our outreach to their administration. It's a great program that can actually sell itself if it gets the positive exposure.

I would like to recognize and thank the following people who have been attending schools and delivering our message to keep motorcyclists in mind while driving:

- Bill Cameron and Geoff White presented to one class at David Douglas High School on October 17th for forty students.

- Carl Caulder, Mike Friend, Matt Hobbs, Bill Cameron, and Geoff White presented to one class at Reynolds High School on October 26th for forty - two students. This was Mike Friend's first class as an instructor. Thank you, and welcome Mike.

- Carl Caulder, Bill Cameron, and Geoff White presented to one class at Reynolds High School on November 6th for twenty - one students.

- Terry Schafer and Geoff White presented to one class at Gladstone High School on November 13th for fourteen students.

- Mel Yeager and Iris Yeager have had some classes already this school year, however I do not have the actual tallies for these classes yet. Thank you "Mel the Magnificent" and "Iris the Incomparable". Mel and Iris usually

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have quite a tally of presentations from the summer session of driver's education class visits.

• Jim Jones has been very active with a summer of class visits in the Douglas County area. Great work, and thank you Jim.

This is how the word on motorcycle awareness gets out folks. I'm sure that there are more classes who have been reached, however some of the reports have not made it to my attention yet.

Instructors, please make sure that your reports get to Nora or myself, so that our records will stay up to date as much as possible. Great work everyone for another very strong year for our Motorcycle Awareness Program.

S.T.E.A.M.

The *Seminar To Educate And Motivate* (S.T.E.A.M.) is just around the corner. I need to get information from all the people who wish to play a part in this years program. We will try to have some fresh topics for those of you who have "been there, seen that" already. I personally wish to bring a type of *Motorcycle Awareness Program* "tune - up" session to the seminar. This will offer an opportunity for instructors and coordinators to get together and share information and ideas on how to keep our program strong as well as how to bring it to the next level.

There is always a need for the people in *A.B.A.T.E.* who have been involved year after year to spread some of their know-how to the new members of our organization. *S.T.E.A.M.* is where this knowledge is passed along, and our members become effective participants in our many projects and functions. Contact me (Geoff White) if you wish to learn more about

S.T.E.A.M., or if you have ideas that you might want to see implemented at this valuable training session. The date for this year's seminar is February 15th. (third Saturday in February).

If you are a new officer, this session will offer you important information on how to be effective in your position with *A.B.A.T.E.* New officers are encouraged to attend these seminars. The seminar is scheduled to be held at Chemeketa Community College in Salem again this year.

There will be an additional opportunity to become a certified instructor if you are interested in the *Motorcycle Awareness Program* in an instructor capacity. I will be arriving at the December state board meeting one hour early to offer an instructor's certification class.

This class will begin at 11:00 AM. The location of the state board meeting is 7th and Kalmia, Junction City, Oregon. There is always the ability for current certified instructors to train and certify new instructors for the *Motorcycle Awareness Program*. If your chapter currently has certified instructors, this is still the most effective process to become involved in the program. Ask any instructor about the process and involvement in the *Motorcycle Awareness Program*. We are always seeking more instructors for an ever expanding range of presentations. Increase your fellow rider's safety while enjoying an opportunity to share the enthusiasm of motorcycling to a truly appreciative audience.

We hope that the holiday season brings you much happiness and enjoyable activities. Be extra alert during the busy holiday hustle on the roads. People are not always watching

out for us as they dash about in their "shopping frenzy". Usually the weather will have the windows all rolled up, and the distractions from inside the cars may tend to be heightened due to the circumstances.

Loud pipes may save lives, but loud stereos in closed up cars could risk them.

If you're going to drive, then drive. Take care of the other business when you have come to a safe location.

Let your loved ones know that despite the troubles throughout the world, we are still strong and sincere. Our holiday spirit is a testament to our strength and our values.

Spread that holiday cheer. And while you're at it, spread the awareness, ya'll!

Happy holiday season...take care.

Geoff White
State Education Director
(503)-774-7558

e - m a i l :
gwhite5528@worldnet.att.net

Nora Rohde
State Education Director
(541)-479-4451



EDUCATION DIRECTOR - 1

Geoff White
(503)-774-7558
gwhite5528@worldnet.att.net

EDUCATION DIRECTOR - 2

Nora Rohde
(541)-821-1487

Historian

by Iris Yeager



We are only one month away from another legislative session. We have issues, as motorcyclists, and need help from our legislators.

We are only asking for what should be our rights as citizens of the U.S.A. and the state of Oregon.

Using the word "*rights*", let's keep ourselves in tune as we contact our legislators this year.

Respect as you would be respected.

Information needs to be correct for correct decisions to be made. Be prepared to give correct information concerning your needs.

Gently find out why, if there is a "no" to your request. If it is due to a personal experience, show compassion and understanding. If possible relay an example of your own that could put forth an opposite observation about the same type of situation.

Have a small information sheet or picture to give to the legislator that will help them remember your visit in a positive way.

Think before you speak.

Sincerely appreciate the time and effort the legislators give for you and others.

I look forward to seeing you and hope for a wonderful holiday season.

Be sure to show up for *Biker Days*.

Willamette Valley Chapter (continued from page 16)

On the *N.C.O.M.* side of things, Rick says he was very impressed by the attendees of the *N.C.O.M.* conference and issues covered. Sounds like he had a great time. Read his reports when you get the chance. Thank you Rick for your representation and presentation of these conferences.

'Tis the season, "Fa-La-La". *Willamette* will be providing and serving a meal at the *Eugene Mission* on Sunday, December 8th. We have made this our annual Christmas support for those in our community for the past two years and are proud to do so again. We will be leaving from *Quackers* (Eugene) at 2pm and serving the meal at 2:30pm. Bring usable clothing such as coats, gloves, sock and such. *Cruisers for Christ Toy Run* and *Black Jacks Christmas Party* and many other seasonal things are happenings to support the causes or organizations and clubs around town this holiday time of year.

Enjoy and be safe.

Willamette Valley A.B.A.T.E Chapter officers elections will be held at the December 19th chapter meeting.

Participate and vote!

A general meeting will *not* be held. There will be a Christmas gathering at the *Fox Fire Restaurant* after the elections with possible gift exchange or cheer of some kind which will be detailed at our November meeting and (of course) 50/50 and membership drawing, currently at \$170.

As of January 2003, *Willamette Valley Chapter* meetings will *move* to every third Wednesday of the month. This change is so our Chapter's democratic P.C.P.'s (Precinct Committee Person) can attend their meetings which currently falls on the third Thursday, the same night as our current chapter meetings. The chapter strongly supports our P.C.P.'s.

So make a note on your calendars. That's the third Wednesday of every month starting January 16th at the *Foxfire Restaurant*, 7pm to 9pm. Officer's meetings will also change to second Wednesdays of every month.

Keep the pavement down and the sky up.

Have a very merry holiday.

And see you all at *Biker Days* in Salem.



Attendees of the 2002 A.B.A.T.E. of Oregon, Inc. planning conference.
(photo by Mel Yeager.)

Legislative Director

by Rick Maish



Wow, it's been another one of those months.

Lots happening: Oregon elections/campaigning, *A.B.A.T.E. of Oregon* planning meeting in Cottage Grove, *O.D.O.T.* Conference in Tigard, and now the *N.C.O.M.* Conference in Portland and now a new Governor.

"Yah I know," some of you will say, "but we didn't get the governor we wanted!"

But all wasn't wasted and/or lost.

In some areas I'm sure we made some more good friends in the House and/or the Senate. In some areas we gained a little, but we may have lost a little in some others too.

We know that Kevin Mannix would have been more open to our issues, we think? Who knows for sure? He won't get that chance to prove himself to us as Governor. On the other hand we sure know were Ted Kulongoski is, Or do we?? Come January, we will definitely find out! Some say Kulongoski is just another Kitzhaber.

Hell, we don't really know now, do we!

Don't Forget January 13th, 2003

It's the opening of the Oregon 2003 Legislative Session.

Be there If You Can. It's on a Monday.

I hope to make it and will be reminding everyone again as it gets closer!

Also, Don't forget that BikePAC has 3 of the 5 Capital "BIKER DAYS" Scheduled!

Monday, February 3rd
Tuesday, February 23rd
Wednesday, March 19th

Election Recap

From the overall state here is what happened, pro and con, for motorcyclists in a nut shell.

What I did, was take the *BikePAC* voters information guide (*The Strong, Good, Fair, and Poor*). Then compared that to the latest news information on who won what! I took the *Strong/Good* for plus's and the *Fair/Poor* for negatives.

There was 82 different races. 57 of the incumbents got re-elected, only one incumbent lost his seat and it looks like 22 are new to their districts.

- For the **US Senate and Congressional Districts** there were no changes. All of the incumbents got re-elected. In other words "*No change*". Out of that group it was a 50/50 split: three "pro motorcyclist" and three "con".

- For the **15 State Senate Races**: The 14 incumbents also all got their seats back. There was only one (1) new district area. Of all of that, we as motorcyclists ended up with basically another 50/50 split again: eight were "pro motorcyclist" (53.3%) and seven were not (46.6%).

- For the **60 Representative Districts** up for grabs: 35 of the 40 incumbents got their seats back. Two were too close to call at this time. One (1) representative lost his seat and

there was 17 new district representatives, two of which were too close to call as yet. We have what I would call much more support in the House than what we have in the Senate (I guess that isn't news). Out of all of this we end up 35 representatives who favor us (58%) and 23 representaives who don't favor us (38%).

Basically, I don't think there was a whole lot of change, but then what in the hell do I know! We just need to get our acts together, support *BikePAC*, our lobbyists and work the legislators along with our new Governor (Kulongoski) the best we can.

2002 O.D.O.T. Conference

Attended the *2002 O.D.O.T. Safety Conference* in Tigard October 23 to 25. Had a great time with Randy, Geoff, and Nora.

As is with last year, it was again a learning experience. Some of it was very informative, some was new, some was old, well some of it was . . . well, I'll just leave it at that for now.

At least this year I didn't hear any remarks about the helmets guys being there and no one brought up motorcyclists in Oregon as a major issue. We continue to get more recognition for our *Motorcycle Awareness Program, (M.A.P.)*

Anyway, as I'm pulling my report together, I found some interesting data. (That's if the data is correct. You know how data can be, depending on who put it together.) If you're interested in my complete report on the *2002 O.D.O.T. Safety Conference, O.D.O.T. Report on Motorcycle incident,s* and the *2003 Safety Plan for Motorcycles* contact me and I'll send it

your way. Let me know which you want, if any.

LynandRick@msn.com

Here's some of the info in a nutshell!

So far in 2002, motorcyclists have had 71 [crashes] reported with 11 biker deaths. But that's only about 29% of the year's data so far. In 2001 there were 536 motorcycle [crashes], of which 34 bikers were killed.

According to *O.D.O.T.* and *N.H.T.S.A.*, we as bikers are still drinking and riding too much!! 41% nationally and 36% here in Oregon biker deaths involve alcohol. We as bikers are still drinking and riding too much!!!

Nationally and in Oregon, older bikers are having more [crashes] and deaths. Worst age group in Oregon for [crashes] is 45 to 55: 215 [crashes] and 12 biker deaths. Next group was 35 to 45: 189 [crashes] and 14 biker deaths.

I've asked for a more complete breakdown on the Motorcycle data dealing with:

Motorcycles getting it from the rear.
Left turns.

Right of Way [crashes] for the last 10 years. Will take a couple weeks for them to pull it together.

2003 ODOT Motorcycle Safety Plan — Some key points they mention are:

Non-endorsed motorcyclist are up: 7.9% in 2000 verses 30% in 2001

Older riders are a bigger concern both in Oregon and nationally.

Non-*D.O.T.* motorcycle helmets are on the rise. Was 2%, but now 5% ??? Seems they are doing motorcycle helmet observations.

N.C.O.M. Freedom Fighters Forum

First of all I want to thank my chapter (*Willamette Valley*) for picking up the tab for the hotel. Lyn and I attended the *N.C.O.M. Conference* in Portland. The rest of you who didn't make it missed a "good conference" and a chance to meet some very enlightening individuals. I for one didn't realize how much some of the *N.C.O.M. Confederation of Clubs* have accomplished across the county.

The *Confederation of Clubs* have been focusing their efforts through the courts in the area of biker discrimination. Have won many court battles dealing with biker discrimination at court houses, fairs, etc. I gotta tell you, these guys have got their acts together and they have been kicking some butts!!

I heard about the *Patriot Act* for the first time! I hadn't heard about that before. Hope I'm not living in some sort of a vacuum? Had been hearing allot about "Homeland Security" which is scary enough, and was concerned what it was doing. Takes a lot of our "rights" away. Need to look into this more and understand better, then fight back and protect our "rights"!

Special Note: Eugene City Council has drafted letter's to their legislators "**Not To support" the Patriot Act!**

Also, they had a really neat tee-shirt being sold by *N.C.O.M.*:

Bill of Rights

Void Where Prohibited

By Law

One thing though, I was very disappointed in the number of people in attendance. Yeah, *Washington*

County was there for the hospitality room, *BikePAC* was present, but overall the attendance was way short from what they expected, especially from us.

Some "comments" that kinda grabbed me!:

Helmets on our heads, *E.P.A.* at our backs. My dream is someday to be able to ride from Florida to California without a helmet!

If we don't all stand together in this fight, we'll all fall.

Dealing with the legislature is a game. We've learned how to play the game, now we are making the rules.

I think *N.C.O.M.* has a lot to offer and I'm looking forward to the next time I may be allowed to attend another *N.C.O.M. Conference!*

The next *National Coalition of Motorcyclist Convention:* Yep, it's happening in Milwaukee, Wisconsin.

It's the 18th annual *National Coalition of Motorcyclists N.C.O.M. Convention.*

The date is **May 8th to the 10th of 2003**

Reservations call the **Four Points Sheraton, 1-(800)-558-3862**

4747 South Howell Ave., Milwaukee, WI. 53207

N.C.O.M. registration, call: 1-(800)-525-5355

N.C.O.M. registration fee is \$75 and the rooms are going for \$65.00 a night

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Legislative Director

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Bar Tender Arrested for Biker Death

A San Antonio, Texas bartender was recently charged for serving a drunken driver who was later involved in a deadly D.W.I. crash. Mary Alice Reichert, 24, was arrested by *Texas Alcohol Beverage Commission* agents. Authorities said Reichert worked as a bartender at a local night club and sold alcohol to John Wesley Carpenter, 21. Carpenter later slammed his pickup truck into a *motorcycle, killing the cyclist. Carpenter was charged with intoxication manslaughter.* Although Reichert was not at the scene of the accident, authorities also blame her for the D.W.I. fatality. The *Texas Alcohol Beverage Commission* recently initiated a campaign to trace the source of alcohol involved in D.W.I.-related fatalities which includes statues that any bartender arrested for *selling alcohol to an intoxicated person faces a \$4,000 fine and/or up to a year in jail.* (KSAT.com)

Definitely another approach to keeping drunks from killing bikers!

The Hurt Report

Washington, D.C.— (M.C.N.W.) The U.S. House Appropriations Committee is moving forward to update the famous *Hurt Report* of motorcycle [crashes] by designating \$2 million for detailed safety research into motorcycles and other motor vehicles.

The *Hurt Report*, “Motorcycle Accident Cause Factors and Identification of Countermeasures,” was sponsored by the *U.S. Department of Transportation, National Highway Traffic Safety Administration*, and

conducted in Los Angeles by Harry Hurt of the *University of Southern California* in 1976 through 1981. Hurt investigated 900 motorcycle [crashes] and 3,600 motorcycle traffic [crash] reports in the Los Angeles area.

Help Wanted

Harry Hurt is looking for qualified staff to join his team to update the *Hurt Report*. Hurt is looking to hire research engineers to work on [crash] analysis and reconstruction, human factors engineering, helmets and head protection, injury biomechanics, system safety and bicycle [crash] data collection and analysis, along with forensic consulting.

You can get more details by writing to:
Prof. Harry Hurt
Head Protection Research Laboratory

6409 Leonard Blvd.
Paramount, CA 90723-3759

^^

BikePAC needs your help.

Help

BikePAC make things happen in 2003. Become a *BikePAC* member!

Get your chapter to update their membership.

Willamette Valley A.B.A.T.E. is still challenging all others to update *BikePAC* memberships

Keep the rubberside down, the leatherside up, and ride free in 2003!

Rick “FringedFLH” Maish
Legislative Director
A.B.A.T.E. of Oregon
LynandRick@msn.com

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Vice Coordinator--South

by Joe Laurance



What a great year this has been, with opportunities every weekend for miles and smiles.

Now that the weather is cooling down, we can all catch our breath, do the maintenance some have been putting off, dig out the rain gear and heavy gloves, and perhaps reflect a little on where we've been and what we've done.

Beyond any doubt, the high point of my year was the *Meeting of the Minds* conference in Lansing, Michigan.

Picture hundreds of the best and brightest from each state in the union as well as other nations, bound together by their passion for motorcycling and the determination to fight those who hate us for the freedom we enjoy. This kind of enthusiasm rubs off on you in a big way and makes you want to work a little longer and a little harder in your own [state] motorcycle rights organization or S.M.R.O. as they are called.

This gathering was organized by the *Motorcycle Riders Foundation (M.R.F.)* and hosted by *A.B.A.T.E. of Michigan*. As you know, each state *A.B.A.T.E.* is a self-governing, autonomous organization. However, if there was such a thing as a national leadership of these S.M.R.O.s, it would be *M.R.F.* who acts as both watchdogs over, and lobbyists to, our national government in Washington, D.C.

As is the case with most *A.B.A.T.E.* events, getting there was half the fun, with this being no exception. After an easy flight from Portland to Detroit

aboard an Airbus A-320 (that puts a Boeing 737 to shame) we climbed into our rented Ford Windstar minivan. This thing was just barely large enough to house the crew which included Ted Tracy-pilot, myself-copilot and navigator, Cole Hembree-assistant navigator, Guy "Captain" Putnam-assistant navigator and girl spotter, Shirley Huff-Denmother and designated adult, and Kurt Speas-assistant everything and translator (you see, they talk a little different in Michigan and Kurt knew the lingo). After a brief successful search for Simon Milward-a funny, big-hearted, crazy Englishman who's riding a bent framed, rotax-powered custom cycle around the world raising funds for various humanitarian organizations (and a brief and also successful search for his coat containing a "substantial amount" of these same funds) we were off.

Ted "Racy" Tracy, being from the Portland area, was not at all intimidated by Detroit traffic as we headed northeast for the two hour drive to Lansing. He was a little surprised at holding up local traffic while doing an honest 88 miles per hour, however. The looks we received from passing motorists were priceless. Imagine this little white minivan filled with black leather-clad bikers and you get the picture.

Thanks to the superbike driving style of "Racy" Tracy and the help of the assistant navigators (unsolicited and unappreciated) and some screaming and whining toward the back of the van to keep those in front

focused, we arrived at the Lansing *Holiday Inn* with sides hurting from laughter and minor cuts and abrasions due to the aforementioned driving style.

As was immediately evident by the sheer numbers of people as well as name tags denoting every state in the union and many other nations, this was a *big deal!* Also evident early on was how well respected the Oregon delegation was due partly to our financial support of *M.R.F.*, and more importantly to all the Oregonians who have taken leading roles with *M.R.F.*. Some of our luminaries include Ken Ray, *M.R.F.* board member and executive director of *BikePAC of Oregon*, Teresa Hepner, editor of *M.R.F. Reports*, Brian Stovall, ex-officio *M.R.F.* board member who rode his bike to Lansing from The Dalles and sold upwards of 250 *M.R.F.* coins, and our state coordinator and alternate *M.R.F.* board member, Ted Tracy, who seemed to know everyone attending. These folks went out of their way to make us feel welcome and to introduce us to important people in the national and international motorcyclist's rights movement.

All was not play once the conference got underway, with instructional sessions scheduled from 0900 to 1700 hours on both Friday and Saturday.

Some of the subjects covered were "The State of the Movement", "Legislative Activity-Important Points for Activists to Remember", "Public Relations", "Building Political Relationships", and "Global Harmonization". As you can see from these examples of a total of 25 topics covered, these sessions were all meat and no filler.

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Vice Coordinator--South

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I was particularly impressed with Tom Wyld, vice-president for government relations. An ex-Navy officer, he is the only paid lobbyist with *M.R.F.* and beyond a doubt one of the most gifted speakers I've ever heard. This guy is the very point of the sword and it's my guess that he is the most influential spokesman for our rights in this country at this time. He is a quiet man, much given to listening when you talk with him but passionate when speaking, who feels compelled to ride his bike to work no matter how miserable D.C. weather gets.

Another name to remember is Mark Buckner, representing *BikePAC of Colorado* and former *M.R.F.* president. I attended his lecture entitled "How You Can Be Most Effective in Your S.M.R.O." He is as effective a speaker as Tom Wyld — smooth, articulate, and all who were there left ready to take on the world, or rather pointy headed, pencil-necked bureaucrats with an anti-motorcycle agenda.

The education continued after business hours with many conversations with others in the movement and an underlying thread ran through these talks. Many of us felt that in this post 9-11 world, what with things like the *Homeland Security Act* attempting to take away rights that millions of Americans have bled to protect, that this fight is no longer about only helmets and handlebars and that all of us may find ourselves fighting to uphold the Bill of Rights. Conferences such as *Meeting of the Minds* give us the tools we need to undertake this job.

A drive back to Detroit, a flight to

Portland, and a bike ride home to Roseburg on a rainy night allowed me to reflect on this event, the most important I've been to.

My thanks to Teresa, Ted, Brian, Ken, Geoff, who shared his room, Simon, world-class good guy, Kurt, Cole, Shirley and to the *A.B.A.T.E.* board for permitting me to attend.

A few reflections and observations:

I thank the board for electing me to the position of Vice-Coordinator, South. It has enabled me to become more knowledgeable and effective in our fight and opened doors to great and gifted people.

S.T.E.A.M.: This is the starting place for those who want to become motorcyclists rights activists. Consider this basic training and be there next February.

Best of the West: This event was amazing to me. So many people to meet and so much information to learn. It's an absolute must for those who intend to go to *Meeting of the Minds*. *Best of the West* will take place in Denver next June and many of us are making plans to ride there. Join us.

Runs and rallies: I enjoyed all those I attended this year and have learned how vitally important these are to *A.B.A.T.E.*. Most everyone who makes up *A.B.A.T.E.* joined after attending a run or rally. As important as fun is to this organization it's important that each of us help with some of the chores like gate duty, security, set up or clean up at the events you go to. It's the best way I know of to get to know bikers outside your local chapter, and you'll be surprised at how much fun you'll have.

S.O.S. Run: This has got to be one of the best runs in the state. Forest fires

and a slow economy meant that we overspent in relation to gate receipts, so help us out by attending next year. You'll be glad that you did.

9-11 anniversary: Four out of five americans are now willing to surrender personal rights for the hope of increased personal security.

While the government can easily take away rights, it *cannot* assure this security. We who have chosen a free lifestyle at some increased personal risk are embarrassed by you. Each person in this country is now a combatant, so "Be all that you can be!". Don't surrender your pride or your freedom.

Elections: It isn't up to those other people to run *A.B.A.T.E.* anymore, it's up to you. Nominate, accept nomination, and serve.

Planning session: This event, held in Cottage Grove each October, sets our agenda for the coming year. Get involved and some amazing things will be happening next year.

God go with you,

Joseph Laurance



C.M.A. coat drive.

(photo by Steve)

From The

GUNNY'S SACK



I gotta tell ya folks, if ya didn't get to the Regional *N.C.O.M.* (*National Coalition of Motorcyclists*) convention in Portland, Oregon on November 2nd ya missed out on not only a great time but a great experience with talking to and hearing some very knowledgeable freedom fighters from around the country.

The convention was at the *DoubleTree Inn* at Jantzen Beach right on the Columbia River. First time in ten years in Oregon. Saturday morning the festivities took off like a shot.

The thing started with a board of directors meeting that all were invited to. We received reports on the status of our fight for personal freedoms across the country. People like "Doc" Reichenbach the *N.C.O.M.* chairman of the board, Florida's *A.B.A.T.E.* president and lobbyist for motorcyclists in that state. This man can walk into the governor's office in Florida, without an appointment. Bill Carlton from Texas' *T.M.R.A.* also let us know what is happening there. "Big 'D' Watson" from New Mexico gave us a report on his region and also what is happening in the *N.C.O.M.* 'Outreach' program working with *all* segments of our riding community, not just street riders.

Later on Doc gave us some insight on what the proposed "*E.P.A.*" regulations will do to small motorcycle business ventures around the country. So many people are adversely affected by some of these hair-brained schemes from bureaucrats. The monetary costs involved will have devastating effects on every states economies. We're

talking *hundreds of millions* of dollars in lost revenues because of the closures of small bike shops and lost jobs in *every* state. And this country is in recession right now.

Butch Harbaugh, our own Oregon freedom fighter and chair of the *N.C.O.M.* Legislative Task Force and former Oregon motorcycle lobbyist gave us an overview of the fight for bikers rights across the country. Things are looking positive but we have so much more to do. Jeff Rabe, lobbyist for the *Modified Motorcycle Association* of California and liaison for the *Northern California Confederation of Clubs*, and wearer of several other hats, led us on a discussion of working with other lobbyists from other organizations to increase our clout in the legislative halls in our own states. It works, and if you take a look around you will find many of the issues we have also affect others as well. We can work together in many ways.

Marty Fox, *A.I.M.* attorney for Washington, gave a talk about 1st Amendment rights in that case you may have read about in Carson City, where bikers were ejected from a courthouse because of their patches. The 9th U.S. Circuit Court (that's *right* under the U.S. Supreme Court) gave a *big victory* for bikers, thanks in part to the donated work of Kevin Karp, our Reno *A.I.M.* (*Aid to Injured Motorcyclists*) lawyer. Marty also talked about problems riding between states. There are things we do in Oregon, for example, that are no-no's in other states. Don't try to ride in Washington state from Oregon wearing a 'Beanie' helmet. *you will be ticketed* and the

threat of having yur scoot confiscated is there. And don't come to Oregon from Washington without motorcycle insurance. It isn't required in Washington but is law in Oregon.

Sam Hochberg (Oregon *A.I.M.* attorney) brought Jim Rice, a criminal defense and civil rights lawyer here in Portland talked about the terrorist threat and how the new terrorist laws, "*The Patriot Act*" in particular, affect riders. So much of this stuff takes place without citizen input. We don't have a say in our own government anymore and we need to put it to a stop. We've lost some more freedoms because of knee-jerk reactions in our nations congressional halls. 9/11 *did so much more than destroy the twin towers and kill hundreds of innocent people*. Some really scary legal stuff came down.

Ken Ray, chair of *BikePAC of Oregon* brought us up to snuff with what the biker plans are for the upcoming legislative session.

Longview Tom, *Gypsy Joker Motorcycle Club*, and chair of the *Oregon Confederation of Clubs*, led discussions from *Confederation* representatives from all over the west as to what is happening judicially in this region to enhance our freedom to ride and wear colors, if that is our desire.

Saturday night, after a very full day of workshops there was entertainment provided by the *Oregon Confederation of Clubs* and a bar for those that had the notion to dampen their nose. *A.B.A.T.E. of Oregon* also provided a

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Gunny's Sack

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hospitality room for the duration of the conference. All in all we (read I) had a great time and picked up a ton of information. *Special thanks* for making it all work out go to Wendy and Ed and Ted and Jill from *Washington County A.B.A.T.E.*, Dixie, Jeanne, Sam, and Richard Lester.

These conferences always are full of information and new ideas that work if we put them to use. Most of all, we reaffirmed our commitment to be forever vigilant to what's happening around us. Big brother really wants to take care of us. If we let that happen we don't deserve to be free. I'm sorry some of you weren't able to be there for this very important and productive event in our continual fight for our right to ride and make our own choices about safety issues. If you can make it, the *big* annual *N.C.O.M.* conference will be next May in Milwaukee, to coincide with *Harley's* 100th! I'll be there, you can bet on that.

News Bits'n Pieces

Louisville, Kentucky — Shawna McCown lost her leg in a motorcycle accident and vowed to her family she would run again in competition as soon as she could walk. 18 months later she did just that, even with her prosthetic leg! I'm proud of her.

England — *Harleys* aren't the only bikes to get ripped off. The irony here is a couple on a world bike tour for charity had their "Beemer" snatched just a few miles from completion of the event. They stopped for a breather in Wales just short of London. They hadda finish the trip by train. I guess the thief or thieves needed the scoot more than they did. It's a bloody shame we have some kinds of people runnin' loose.

Marysville, Ohio — Just a thought, *Honda Motor Company* started building cars here twenty years ago and bikes shortly thereafter. Makes them the first offshore transportation builders in this country. Look what's happened since then. Most all foreign makers have plants in this country and design products here giving our people jobs.

Hanoi — A short while ago I reported that *Yamaha* had closed several plants in Vietnam because of a stiff government restriction on importing parts. I guess it got the results needed and the plants have reopened. Funny what stopping income will do to get results!

Philadelphia, Pennsylvania — This sort of stuff happens all the time and it brings again to mind the juvenile thinking on the part of those in authority. The police here prevented the *Warlocks Motorcycle Club* from delivering toys as part of the annual *Children's Hospital Toy* run. The club had been riding in this run for 15 years. Suddenly they are a gang and can't participate. The city is gettin sued as well they should.

Pennsylvania — Several terrible injury accidents to report to ya. Not makin' fun of 'em at all — seems two Amish families had serious buggy accidents on the same day recently, back east where they hang out. In one case, both the horses slipped into a pond, and a youngster drowned. In the other, the buggy was hit by a car, and there were six very serious injuries, all to the same family in the buggy, as I heard it. My heart goes out to the families, of course. Reason I mention it: Watch for some damned new "buggy safety laws" next. It wouldn't surprise me. If so, well, politics makes strange bedfellows. Maybe we'll see some Amish folks and buggy's at some future *N.C.O.M. Convention!*

Milwaukee — *Harley-Davidson Inc.* says they are enjoying almost a 50% increase in sales this quarter. Wonder if the 100th anniversary has anything to do with it. Do ya *think?*

Rancho Santa Fe, California — Ever

hear of the famed *Vincent Black Shadow*? Well, it's back folks. Some of us "long in the tooth" folks got to ride them way back in the forties and early fifties. Unfortunately, they went out of business in the mid-fifties. This bike set land speed records in the late forties. Now, I'm told, they are back with *five*, count'm, *five* prototype models. More info for ya when I find out more.

Gunny Again

We're running long this month folks so I'll stop the drivel for now. Remember the *A.I.M.* program and the people that are part of it are here for us all and live in our world. If ya have a problem call your *A.I.M.* attorney in your state or call 1-(800)-531-2424 and they'll hook you up, whether it's for wrecks or criminal problems. You can get Sam Hochberg here in Oregon at (503)-224-1106 or toll-free at 1-(800)-347-1106. I want to wish everyone a *happy holiday season* and all the best for the coming new year. Lets make 2003 a banner year for the motorcycle community.

Keep the round side on the bottom.

Gunny
Oregon *A.I.M.*
Chief of Staff

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American Motorcyclist Association

NEWS and NOTES



A.M.A. is hosting a Washington, D.C., seminar for motorcyclists who want to learn how to influence governmental decisions, whether it's in Congress or at their own local councils.

The seminar, to be held March 1-4 at the Phoenix Park Hotel in Washington, DC, allows participants to meet and learn from the A.M.A.'s Washington staff as well as other political experts. In addition to learning about state and federal issues facing motorcyclists today, participants will get tips on building relationships with government-agency officials and on lobbying elected officials.

The instructors will also prepare participants to meet face-to-face with members of their own congressional delegation, but the seminar isn't all work.

There will be a welcome reception as well as a luncheon and a banquet over the course of the training.

The seminar registration fee is \$75. The registration deadline is February 11.

A.M.A. membership is required.

For more information or to register, contact Sharon Titus at

(614)-856-1900, ext. 1252 or by e-mail at

stitus@ama-cycle.org.

Pennsylvania Governor Schweiker recently signed Act 114, a measure that substantially increases funding for Pennsylvania's Motorcycle Safety Program.

The legislation, initiated by A.B.A.T.E. of Pennsylvania, increases the surcharge on motorcycle learners permits and drivers licenses from \$2 to \$5 annually.

In 2001, Pennsylvania's Motorcycle Safety Program, operated by PennDOT under contract from the Motorcycle Safety Foundation, trained approximately 15,000 students. Due to funding limitations, that number represented the maximum enrollment the program could

handle. In the same year, over 100,000 motorcycle learners permits were issued. While the increased funding will not completely eliminate the backlog of requests, it is expected to increase training opportunities in the future.

The *Motorcycle Safety Program* is free to Pennsylvania residents and is unique in that students who successfully pass the course are licensed right on the spot by Site Coordinators authorized by PennDOT to endorse the graduates' permits. The program has been repeatedly recognized by the *Motorcycle Safety Foundation* as one of the best in the nation.

The United Kingdom Department of Transport is considering prohibiting drivers from using hand-held cell phones while operating a vehicle.

The proposal would allow police to ticket anyone operating any vehicle on a highway or other road while using any type of hand-held cell phone. The new regulation would apply in all circumstances other than when a vehicle is parked with the engine off.

High Point, North Carolina officials said they plan to post signs throughout the city to remind motorists to share the roads with motorcycles. The hope is the signs will reduce motorcycle deaths and injuries.

New Jersey off-highway vehicle (O.H.V.) enthusiasts are on their way to creating a statewide O.H.V. organization after a recent successful motorized recreation summit, sponsored by the A.M.A. and the *All-Terrain Vehicle Association (A.T.V.A.)*.

The A.M.A. and A.T.V.A. sponsored the *Garden State Motorized Recreation Summit* in East Windsor, New Jersey, on October 12-13 to cultivate a united voice

for the state's O.H.V. enthusiasts. The goal was to help create legal riding areas as well as to fight threats to riding.

About 40 dedicated off-highway motorcycle and all-terrain vehicle riders took part in the two-day summit.

The first day featured a "Ride into Political Action" seminar, presented by the A.M.A./A.T.V.A. government relations team. This seminar is considered basic training for O.H.V. enthusiasts interested in access to public lands.

On the second day, summit participants began work on forming a state-level organization to effectively represent the needs of all O.H.V. users. Russ Ehnes, executive director of the National Off-Highway Vehicle Conservation Council, facilitated the meeting. Participants left the summit with clear goals and with plans to meet again soon to continue work to develop the statewide organization.

In May, state legislation was introduced to not only reiterate a regulatory ban on O.H.V. use on state public land, but also to ban events held under special permits, such as enduros. In July, the New Jersey Department of Environmental Protection announced that it would "strictly enforce" a ban on O.H.V. use on state public land. But the department also promised to explore creating at least a couple legal riding areas for O.H.V. enthusiasts in the near future.

Bangkok, Thailand was the site of a recent conference which claims that injuries from motorcycle accidents, and other preventable mishaps, kill more children in Asia than any other cause, including infectious diseases, safety experts said Wednesday.

Child deaths from drowning, poisoning, burns and electrocution are "predictable and preventable," and health

(continued on next page)

American Motorcyclist Association



(continued from previous page)

officials and the public should act to curb them, said Pete Peterson, chairman of The Alliance for Safe Children and a former US Ambassador to Vietnam.

"It's the major killer of children in the world," he told the *Associated Press*. "In these countries out here (in Asia), its motorbikes, riding on the backs of motorbikes without security."

It's common in Asia to see several people "even whole families" riding on a single motorbike. Many riders don't wear helmets.

Peterson spoke at the close of a three-day meeting of nearly 50 public health officials and academics from 10 mostly Asian countries organized by his advocacy group and U.N.I.C.E.F., the U.N.'s children's fund.

Participants included doctors, researchers and health policymakers from Australia, Bangladesh, China, Indonesia, India, Malaysia, the Philippines, Thailand, Vietnam and the United States. The goal of the conference was to form a regional alliance to gather scientific evidence to promote child safety programs in the developing world, where an estimated one million children under the age of 15 die annually from injuries, a press release said.

Some 98 percent of all child injury deaths occur in the developing world, it said. The deadly injuries in Asia are caused primarily by the widespread use of motorcycles, which offer riders little protection, according to Michael Linnan, a Hanoi-based representative of the U.S. Department of Health.

Thailand and Indonesia have regulated the compulsory wearing of helmets and other countries could soon follow suit. (*United Press International*)

Illinois State Police management is instituting a point system to help with

the performance of their officers. The system awards points in 11 different areas. Writing tickets counts as one point. Points are assessed at the end of each month and officers who fail to make their quota can be disciplined. (*National Motorists Association News*)

Forbes Magazine's OutFront section recently published an article titled "Organ Pact" by Brigid McMenamin, about retired Nashville insurance broker David J. Undis starting a not-for-profit organ-sharing site, **Lifesharers.com**, which is supposed to increase your odds of getting an organ in time to save your life.

LifeSharers is based on a mutual pact: You promise that when you die you will give first dibs on your organs to the LifeSharers member who then ranks highest on the federal waiting list, letting the organs go to someone else only if no member can use them. The reciprocal agreements will increase your odds in case you're ever in need of an organ.

These donations, known as directed donations, aren't forbidden by federal law, provided the donor isn't paid. Problem is, few people know that—there were only 75 directed donations from dead Americans in 2001.

Undis thinks he can increase that, but the statistics aren't in his favor. The club needs at least 17,500 members "preferably healthy young people who ride motorcycles or play Russian roulette" before there's even a 50% chance that one potential donor will turn up brain-dead in a given year.

After four months Undis has signed up a grand total of 120 people. Contact Mr. Undis whether or not you happen to be one of the people who equate motorcycling with suicide.

Iranian women, since 1979's Islamic revolution, have been banned from riding

motorcycles but now, thanks to a local entrepreneur, they're flocking to get back on two wheels and strike a blow for independence.

Mohammed Rez-Farhad-Sheikhahamed, head of sales at motorcycle manufacturer Bana Industrial came up with the idea to offer women free lessons. Now, he has almost 4,000 ladies signed up to start after just a week after dreaming up the scheme.

There is another hurdle however; men are banned from teaching to women so finding suitable female instructors may take some time.

A.M.A. member Jeff Reinhardt will be sworn in as Mayor of Agoura Hills, California on December 3, 2002. Agoura Hills is very close to the famous biker congregating place, *The Rock Store* on Mulholland Highway, just off U.S. 101.

The *Washington Road Riders Association* (W.R.R.A.) received an award, for the second year in a row, from the State Department of Licensing for Outstanding Support to the state Motorcycle Safety Program. The award was presented by Carl Spurgeon, W.M.S.P. Administrator, at the annual Evergreen Safety Council meeting of motorcycle instructors.

In his remarks Mr. Spurgeon emphasized the role of the W.R.R.A. in passing vital rider education legislation this session.

For more information visit the W.R.R.A. web site at www.roadriders.org

The A.M.A. government relations department recently attended two meetings that are part of an effort to create worldwide standards for motorcycle brakes and for testing exhaust emissions.

Imre Szauter, a legislative affairs

American Motorcyclist Association

specialist in the *A.M.A.*'s Government Relations Department, attended the United Nations working group meetings in Ann Arbor, Michigan, and Montreal, Canada, as a non-voting participant, to offer motorcyclists' perspectives on the issues and to observe the proceedings.

Antonio Perlot, general secretary of the *Federation of European Motorcyclists Associations (F.E.M.A.)*, also attended the Montreal meeting.

The *A.M.A.* holds non-governmental-organization (N.G.O.) status with the U.N., which allows the *A.M.A.* to participate in the World Forum for the Harmonization of Vehicle Regulations, a U.N. group that is considering international motor-vehicle standards. The forum is charged with setting regulations in areas such as safety, emissions, energy efficiency and theft prevention. The United States is one of the countries that signed the agreement creating the forum, raising the possibility that standards set by the international agency could become law in America.

The *Motorcycle Riders Foundation (M.R.F.)* also holds N.G.O. status with the U.N.

The *A.M.A.*, *M.R.F.* and *F.E.M.A.* went through the lengthy process to earn N.G.O. status with the United Nations so that three motorcycling organizations and the *Federation Internationale de Motocyclisme (F.I.M.)* could work together on these and other international issues, sharing information and expertise.

On October 22-23, Szauter attended a working group meeting in Ann Arbor related to the World Motorcycle Test Cycle, which may become the world standard for testing motorcycle emissions. The working group could produce a draft proposal as early as summer 2003.

On October 25, Szauter attended a meeting of a working group in Montreal that is pursuing global regulations for motorcycle brake systems. The work is

in its preliminary stages, and a final recommendation isn't expected until after June 2004.

The U.S. *Environmental Protection Agency (E.P.A.)* has extended the comment deadline on the agency's proposed emissions standards for street motorcycles. The comment deadline of Nov. 8 has been extended to Jan. 7, 2003.

Comments may be submitted in the *A.M.A.* Rapid Response Center, or by referring to Docket A-2000-02 and writing to:

Margaret Borushko

U.S.

E.P.A.

National Vehicle and Fuel Emissions Laboratory

2000 Traverwood

Ann Arbor, MI 48105

or by e-mail to:

MCNPRM@epa.gov

The *E.P.A.* is about to implement revised national emissions standards for new road motorcycles that would require those bikes to meet strict emissions standards beginning with 2006 models for the first phase and 2010 for the second phase.

The *A.M.A.* has been involved in the rule-making process from the beginning, including testifying before *E.P.A.* officials on September 17.

The new standards are expected to result in an increased use of fuel injection and catalytic converters on new motorcycles. Some motorcycles sold in the United States already meet California's strict 2008 standards, which are the same as the planned federal *E.P.A.* 2010 standard.

To see the new rules, see What you need to know about the *E.P.A.*'s proposed motorcycle exhaust emissions standards



on the *Protecting Your Right to Ride* page of:

www.AMADirectlink.com

The American Motorcyclist Association is a 270,000-member nonprofit organization.

Established in 1924, the Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members.

For more information, visit the AMA website at:

www.AMADirectlink.com



Lou and Marlene Schroeder
(photo by Marlene Schroeder's camera.)



Disco ain't dead -- but it's in serious need of life support at Salem Biker Night.

(photo by Marlene Schroeder.)

 Motorcycle Riders Foundation

E.P.A. Deadline Extended



This afternoon, the *Environmental Protection Agency (E.P.A.)* called the *Motorcycle Riders Foundation (M.R.F.)* to report that the agency has decided to extend the public comment period on the proposed rulemaking on highway motorcycle emissions. The decision follows a flurry of activity in recent weeks by the *M.R.F.* and State Motorcyclists' Rights Organizations (S.M.R.O.) nationwide to call upon the agency to grant more time to study the complete proposal and reach out to impacted small businesses.

Following visits to Washington, D.C. by *A.B.A.T.E. of Wisconsin*, U.S. Representatives Tom Petri (R-WI), Mark Green (R-WI) and Tammy Baldwin (D-WI) sent letters to *E.P.A.* Administrator Christie Todd Whitman urging that more time be granted to motorcyclists and the motorcycling small business community. U.S. Representative Paul Ryan (R-WI) was also instrumental in this effort.

The *Idaho Coalition for Motorcycle Safety (I.C.M.S.)* was active back in the state in recent weeks, prompting letters to the *E.P.A.* from U.S. Representatives Butch Otter (R-ID) and Mike Simpson (R-ID).

A.B.A.T.E. of Maryland visited many representatives in that state's Congressional delegation in the past few days, including U.S. Representatives Steny Hoyer (D-MD), Roscoe Bartlett (R-MD), Wayne Gilchrest (R-MD), Robert Ehrlich (R-MD, candidate for Governor of Maryland), Benjamin Cardin (D-MD) and Elijah

Cummings (D-MD). *A.B.A.T.E.'s* visit prompted helpful, supportive inquiries to the *E.P.A.* from many of these offices.

The *E.P.A.* indicated that the new deadline for public comment is January 7, 2003. The *M.R.F.* will provide more information as soon as possible to help guide the public comment process. The *M.R.F.* extends its congratulations to the above-mentioned S.M.R.O.s, as well as *A.B.A.T.E. of Alaska*, *A.B.A.T.E. of Illinois*, *A.B.A.T.E. of Ohio* and countless others who have urged Congressional involvement in this crucial rulemaking that will determine the future of motorcycling in America.

What a busy week last week!

First, an aide to Health and Human Services Secretary Tommy Thompson called the *M.R.F.* office to see if anyone wanted to go on a Columbus Day ride. Do we ever! And we did. On short notice, we spent about an hour with the former Wisconsin governor on the highways and byways of Washington, DC. Along for the ride with Secretary Thompson were Tom Wyld (*M.R.F.* VP-Government Relations), Ed Burns (West Virginia), Dave and Edie Hollister (*A.B.A.T.E. of Virginia* and *13 Rebels* motorcycle club), John Hammond (Maryland), Dan Vasella (a friend of the Secretary), and John Reid (*A.B.A.T.E. of Virginia*). A good time was had by all, and we hope for a longer ride in the future.

When it comes to moving forward on behalf of motorcyclists, Congressman David Obey (D-WI)

out-accelerates the competition. Within hours after a visit to his office by *A.B.A.T.E. of Wisconsin* and the *Motorcycle Riders Foundation* last week, the *M.R.F.* champion of motorcyclists' rights and safety fired off a letter to the *Environmental Protection Agency* urging postponement of the deadline for public comment on the agency's controversial highway motorcycle proposed rule.

About the time lawmakers split Capitol Hill for the campaign trail, *A.B.A.T.E. of Wisconsin* rolled into Washington, DC for a visit that was short on notice but long on effectiveness. The goal of *A.B.A.T.E.'s* Dave Dwyer and Cathy "Cat" Huntowski? Encourage lawmakers to write a letter to *E.P.A.* extending the public comment deadline to January 8, 2003. With Congressman Obey's action - and a positive reception from the offices of U.S. Reps. Paul Ryan (R-WI), Tammy Baldwin (D-WI) and Ron Kind (D-WI), as well as *M.R.F.* champions Mark Green (R-WI), Tom Petri (R-WI) and James Sensenbrenner (R-WI) - it looks like a solid work in progress.

Thus far, Illinois Congressman Phil Crane (R-IL) has also written the *E.P.A.* with an extension request, as well as a joint letter penned by Illinois Congressmen Tim Johnson (R-IL), John Shimkus (R-IL) and Don Manzullo (R-IL).

Motorcycle Riders Foundation



Leaving undone a monumental amount of work on issues as wide-ranging as homeland security and funding for a hefty five-sixths of the U.S. Government, Congress funded federal government operations on a "continuing resolution," which extended funding for this fiscal year at last year's levels until November 22.

Both House and Senate have adjourned until November 12. That puts *your* Congressman back in *your* district. That means there's plenty of opportunity to call and visit your U.S. Representative and present the problems motorcyclists see in the *E.P.A.*'s proposed rule on street bikes - safety and rideability concerns, the impact on small business and the lessons learned in California where over-regulation drove down motorcycling and thereby drove up

fuel consumption and traffic congestion. Will your Congressman sign on as a co-sponsor to H.R. 5433 - "The Motorcycle & Motorcycling Small Business Protection Act?" If not, the sheer complexity of the proposed rule and the need to study motorcycle safety and small business survival should be enough to convince your Congressman to *Ride with the Leaders™* - by writing a letter to the *E.P.A.* requesting an extension of the public comment deadline.

Yours for the right to ride, and your friend,

Tom


M.R.F. -- Who We Are

The Motorcycle Riders Foundation, incorporated in 1987, is a membership based national motorcyclists' rights organization headquartered in Washington D.C. The MRF is involved in federal and state legislation and regulations, motorcycling safety education, training, licensing and public awareness. The MRF provides members and state motorcyclists' rights organizations with direction and information to protect motorcyclists' rights and motorcycling. The MRF sponsors annual regional and national educational seminars for motorcyclists' rights activists and publishes a bi-monthly newsletter, THE MRF REPORTS.

Motorcycle Riders Foundation
PO BOX 1808
Washington, DC 20013-1808

Voice: (202)-546-0983
Fax: (202)-546-0986
E-Mail: wyld@mrf.org
website: <http://www.mrf.org>

membership information:
(800)-MRF-JOIN
<http://www.mrf.org/join.php>

	<h2>Do something more to protect your rights!</h2>		<i>Register, vote, write and ride!</i>	
	JOIN AND SUPPORT Motorcycle Riders Foundation		Freedom Fighter Donation _____	
<input type="checkbox"/> Annual Individual Membership \$25		<input type="checkbox"/> 3-Year Individual Membership \$65		<input type="checkbox"/> Annual Sustaining Membership \$100
<input type="checkbox"/> Annual Joint Membership \$40		<input type="checkbox"/> 3-Year Joint Membership \$100		<input type="checkbox"/> New Member <input type="checkbox"/> Renewal Member # _____
PLEASE PRINT OR TYPE YOUR INFORMATION				
Name _____			Phone (____) _____	
Address _____				
City _____		State _____	Zip _____	
E-mail Address _____				
1) Have you ever been a member of MRF? <input type="checkbox"/> Yes <input type="checkbox"/> No				
2) Are you a member of a state motorcyclists' rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name: _____				
Mail with remittance to: Motorcycle Riders Foundation, Inc., PO Box 1808, Washington, DC 20013-1808 (202) 546-0983 • Fax (202) 546-0986 • http://www.mrf.org • MRFWash@aol.com				
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Happy Holidays! by Bill Bish, N.C.O.M.

Ho Ho Ho... Tis' the Season!

Jolly ol' Saint Nick is sharpening his pencil and making lots of notes.

Who's been good.

Who's been bad.

Little Jimmy wants an MX bike.

Susie wants a new pair of chaps.

You know the drill.

But this year I thought I'd give old Santa Claus a helping hand and put together a little list of our own.

Who's been naughty?

E.P.A. — The feds want our bikes to run cleaner, even if it means parking them. New emissions regulations from the

Environmental Protection Agency could change the way our motorcycles look, run and cost. We'd give them a lump of coal, but then we'd have to comply with 5,000 pages of federal regulations on the disbursement of domestic energy resources.

N.H.T.S.A. — The numbers-twisting helmet huggers. 'Nuff said. Coal 'em.

Harley-Davidson — The corporate guys are supporting the new *E.P.A.* regulations in order to eliminate competition. We'd send them a lump of coal, but they'd just engrave a bar and shield on it and sell it for \$124.95 as a collectible paperweight.

Myrtle Beach, South Carolina — The community doesn't act like they want bikers to even come there for their bike rallies, and the cops run us over. These folks wouldn't know southern

hospitality if it bit 'em on the hamhocks. Coal city.

A.B.C. World News Tonight — Ran very slanted anti-motorcycle segment, relying heavily on conjured up

N.H.T.S.A. statistics. Give 'em fourth place in the ratings wars, and lots of letters...angry letters.

California Governor Gray Davis — Vetoed a bill requiring traffic lights to be sensitive to motorcycles. Give him lots of red lights. And some coal.

Who's been nice?

Honda's Research and Development Guys — Have you seen the new *Rune*? Give these guys an extra ration of fried rice. If it actually makes it into production, give 'em something from column A, too.

Indian — New motor, finally. But has anyone seen it run? Santa has a great big slice of pie for ya, and it's coming out of *Harley's* share.

Polaris — They're not just jet skis anymore. The *Victory Vegas* is a sure bet. Give 'em a good bottom line.

Motorcycle Shops — All of 'em. They work harder than elves trying to keep us all happy and on the road. Give 'em your business.

High Point, North Carolina — The city is putting up "Watch for Motorcycles" signs in an effort to

reduce accidents. Good idea. Send 'em some *N.H.T.S.A.* people to help put them up. Maybe they'll learn something while they're at it.

The Learning Channel (T.L.C.) and Speed Vision — Beefing up their two-wheeled line-ups with even more televised motorcycle races, bike stories, travelogues and documentaries. Right on! Put an Emmy in their stockings.

Minnesota Governor Jesse Ventura — Signed a bill into law giving motorcyclists a legal leeway to proceed through an unchanging red light. Wishing him blue skies and green lights. And a rematch with Hulk Hogan.

Our loyal readers — Great group of guys and gals. Send 'em all an engraved collectible paperweight!

And wishing you *all* a very merry christmas and all the best in 2003!



From yer crusty ol' editor . . .

Love And Trust

c.o.e. -- 11



by
Rot Path

Best of the season's greetings to y'all,

Does complete and unquestioning trust define love?

Some say that it does.

If so, then bikers are some of the world's greatest lovers.

(Of course we already knew that, didn't we?)

Consider: In so much that motorcyclists do, our well-being and even our lives depend on each other — from ensuring that uninformed or harmful motorcycle legislation is repealed or prevented, to group riding on highways with other traffic.

This is trust of the highest level. We are entrusting our lives to each other.

It has changed the character of motorcycle riders. Slowly, it is altering public perception, enforcement bias, and media stereotyping.

The atmosphere we create to surround ourselves is vital to our sense of well-being and images of self-worth. A trusting environment allows people to relax, knowing they are safe with each other. And that is one of the greatest gifts bikers give each other, all year 'round.

Fer some reason, yer crusty ol' editor is having a tough time composing the column this month.

It often seems like too much goes on in our lives — we're pulled several directions at once and stress levels start peaking in what's supposed to be a relaxing, joyful time of year.

Why are we allowing our lives to become more complicated than they need to be?

As the year draws down to its darkest hours, slowly, imperceptably the balance of light and dark begins to shift towards light.

Does loading yer bike up with fancy attachments make it run better? Or do they weigh yer wheels down and add to yer cleaning and polishing time?

There's folks who make themselves and everyone around them crazy while trying to organize "perfect" holiday events. They don't realize they're stressing themselves because it creeps up on them a bit at a time. Sometimes they just have to force themselves to find a quiet place and time to sit and think, get some perspective on what's

going on in their lives, decide what's *really* important.

There's a wonderful little benifit to having a bike. When things start gettin' on top of ya, you can get some distance from them by going for a ride. Find a quiet road to putt down. Let the drone of yer engine sooth yer mind. *See* the world we live in. Realize your part in the whole.

Of course this time of year may not be particularly conducive to riding.

That's where all the rides you took this summer come into play. You can snuggle down and ride from memory where you rode when it was warmer.

We humans are social animals by nature. Still, sometimes we need to be with ourselves, *by* ourselves for a while.

Yer crusty ol' editor tends to agree with the Red Green principle: "If you've run out of things to say, stop talking!"

Enjoy the white space.

2002 RUN/ EVENT CALENDAR

- December 7th Shriners Toy Run (503)-771-0188 (Portland chapters)
- December 8th Annual Toy Run (503)-371-7550 (Salem)
- December 14th A.B.A.T.E. Annual Meeting-Junction City (503)-775-2203
- December 14th Toy & Poker Run (503)-325-1707 (North Coast)
- January 4th Ice Cycle Run (503)-646-2060 (WaCo)



Advertising Rates				
	Business card	1/4 page	1/2 page	Full page
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A.B.A.T.E. of  OREGON, Inc.
Portland Chapters

Present the 23rd Annual
SHRINERS TOY RUN

To  The
Shriners Hospital

DECEMBER 7, 2002

Starting from Tri-Met, 4012 SE 17th.

Raffle drawing at NOON!

We leave for the Hospital at 12:30 PM

Donations are not tax deductible.



All proceeds benefit the children of the Shriners Hospital.

Sanctioned by A.B.A.T.E. of Oregon, Inc.

Questions? Edd-503-771-0188, Dick-503-654-9498, Jimbo-503-777-6955,
Mike-503-255-5415, Janet-503-282-4604, Gary-503-556-1133,

ANNUAL TOY RUN

**Sponsored By
Salem Chapter A.B.A.T.E.
Of Oregon, Inc.**

**All
Riders**



**All
Bikes**

SUNDAY, DEC. 8, 2002

K-MART on 25th & Mission Streets

Salem, Oregon

10:00 am Gather/Coffee by CMA

Leave 11:00 am

Proceeds benefit:

**Silverton Community Resource Center &
Stayton Firemen's Toys for Joy**

Sanctioned by A.B.A.T.E. of Oregon, Inc.

**Donations and/or Contributions are not tax deductible as
charitable donations for income tax purposes.**

For drop off points or other information, contact:

Marlene (503) 873-2492 or Michelle (503) 371-7550

SATURDAY DECEMBER 14th, 2002

Meet at 10AM—Depart at 11AM: Robs Restaurant, 1815 S. Holladay Drive, Seaside
End Point: Eagles Lodge, 894 Commercial, Astoria (a rain schedule will be available)



ABATE OF OREGON, INC.
**NORTH COAST
CHAPTER**

presents their

14th Annual **TOY & POKER RUN**

- **Raffle Prizes**
- **Food & Fun**
- **Trophies for best & worst poker hands!**

Raffle Tickets
\$1 each or 6 for \$5

\$10 per poker hand
—extra poker hand \$5

All proceeds go to
*Clatsop County Christmas Basket
Program and Pacific County Eagles.*

For more information call
Chuck 503-325-1707
Ron 503-690-7274

**Get in the
holiday spirit!
JOIN US.**

This event sanctioned by ABATE of Oregon, Inc.
Contributions to ABATE of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.

Dedicated to Freedom of the Road



ABATE of Oregon, Inc.

Annual Meeting

Following the regular ABATE State Board Meeting at
7th and Kalmia, Junction City, Oregon

Saturday

December 14, 2002

2:00 - 3:00 PM Free Buffet Lunch for ABATE members

3:00 - 4:00 PM Coordinator and Treasurer Reports
Officers present volunteer awards

4:00 - 5:00 PM Entertainment and general frolicking

For More Information Call:

Jim Niece

503-775-2203 (Portland)

Brian Stovall

541-298-1317 (The Dalles)



ABATE of Oregon promotes motorcycle awareness,
education, safety and liberty through
community involvement and legislative action.

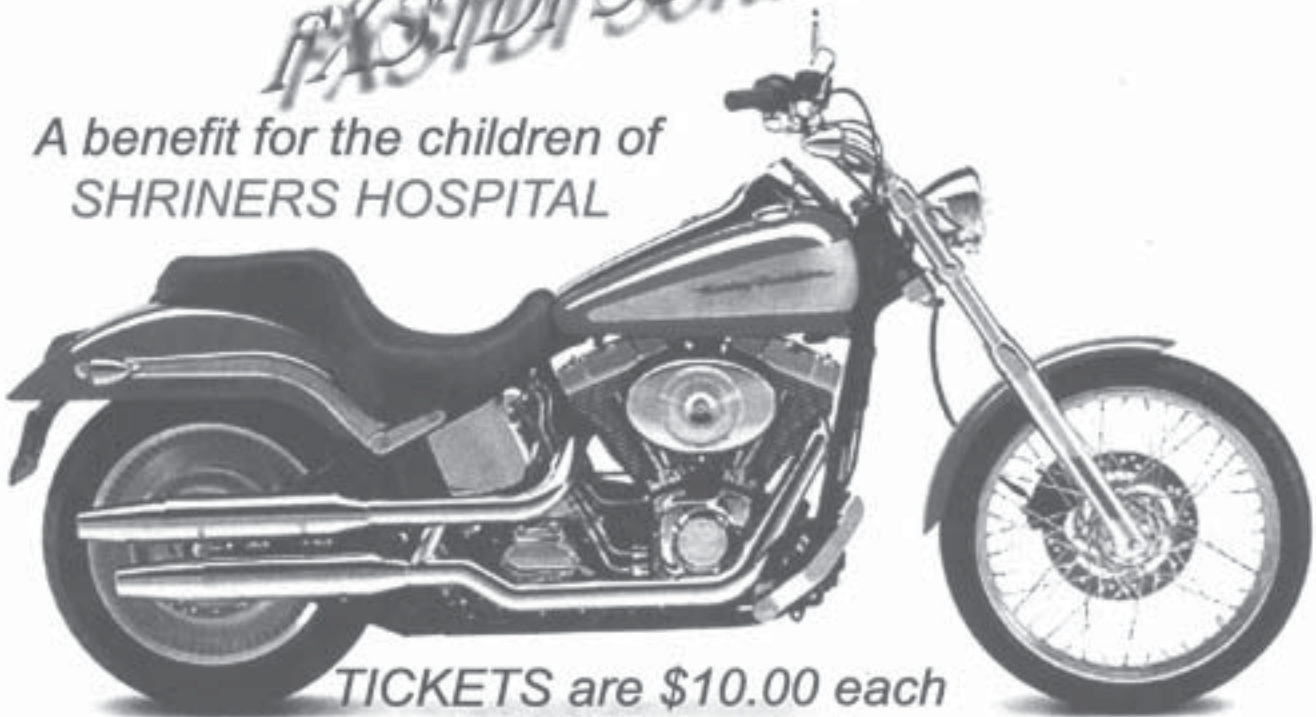
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Win

**2002 Harley Davidson
FXSTDI Softail Deuce**

A benefit for the children of
SHRINERS HOSPITAL



TICKETS are \$10.00 each

only 5000 tickets available

All proceeds go to children of Shriner's Hospital

Bike is at COLUMBIA HARLEY DAVIDSON

For ticket purchase

CONTACT Mike Friend (503)-255-5415

(Northeast Chapter) mailmikefriend@aol.com

2nd prize: \$1,500 gift certificate at a manufacturer's MC dealer of your choice

3rd prize: \$250 Fred Meyer gift certificate

Drawing at noon, December 7th

@ TRI-MET, 4012 SE 17th

Need not be present to win

Sponsored by the Portland chapters of ABATE of Oregon, Inc.

ABATE of Oregon Inc

Washington Co Chapter's

ICECYCLE RUN

JAN. 4, 2003



Starting at Beaverton Yamaha Honda

10380 SW Cascade Blvd, Tigard, Oregon

Refreshments

50/50 Drawing



Lots of Door Prizes

Bring 2 cans of food to donate to the Hillsboro Domestic Violence Resource Center and receive one door prize ticket

For more info Contact:

Ed Vaughn 503-646-2060

Jim Henderson 503-6481877

www.wacoabate.com

wacoabate@earthlink.net



ABATE of Oregon promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.

This event is sanctioned by ABATE of Oregon

Proceeds benefit motorcycle rights and education

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N.C.O.M. COAST TO COAST BIKER NEWS

Compiled and Edited by Bill Bish, National Coalition Of Motorcyclists



Biker Wins Voting Rights For Prisoners

The Supreme Court of Canada has ruled that prisoners have the right to vote in elections. The challenge to the law was launched by Richard Sauve, a one-time motorcycle club member from Ontario who was sentenced to life in prison for murder.

He has since won parole, earned a university degree and has continued to campaign for voting rights for those who remain in prison.

By a 5-4 margin, the high court concluded Thursday that the federal government had failed to demonstrate any overriding social objective that could justify such an infringement of the Charter of Rights.

At issue was a section of the Canada Elections Act, passed in 1993, that denied prisoners serving terms of two years or more the right to vote in federal elections.

The ruling doesn't guarantee that federal prisoners will ever actually get to vote because Parliament could pass a new law before the next election — although it's not clear how much room the government has to maneuver.

Police Harass Confederation Members

Although the *Eastern Pennsylvania Confederation of Clubs* has met at the *V.F.W.* Post in Darby for two years without incident or any problems with the neighbors or the police, and no breach of the peace has occurred during that time, beginning with their June *C.O.C.* meeting the local police began a pattern of harassment by taking down the license tag numbers

of all the bikes in the parking lot.

Then at the August 22, 2002 meeting, Darby police gave parking tickets for every conceivable violation while the meeting was in progress, including some parked on private property with the permission of the owner. After the meeting, they, with the help of law enforcement officers from about four other local townships and some federal agents, stopped every biker who left the meeting as soon as they started to ride away, held some for extended periods of time, and interrogated them as they were extensively photographed and unlawfully searched.

According to reports, the apparent architect of the police action was the Chief of Police of Darby Borough, Robert F. Smythe, who stated outside of the *V.F.W.* that he did not want "bikers" in his town, and would enforce the rules so that they would no longer meet in Darby Borough.

Many of the bikers were told by officers that certain club's members were not to return to Darby. This is a clear violation of First Amendment rights to assemble and of association. Two bikes were impounded for high handlebars and one pickup truck was held for a day for lack of proof of insurance.

Aid to Injured Motorcyclists (A.I.M.) Attorney Boyd Spencer has filed a Civil Rights Complaint in the U.S. Eastern District Court for the District of Pennsylvania, requesting declaratory and injunctive relief to prevent further actions by the defendants (Police Chief

Smythe, the Darby Borough PD, and 25 other officers), and for monetary damages for their actions.

The suit (02-CV-7707), which will be heard by the Honorable Judge Marvin Katz, alleges unconstitutional actions by the law enforcement officers, and further describes violations of the bikers rights protected under the First, Fourth, and Fourteenth Amendments to the United States Constitution.

"It has become evident that Defendants, and particularly Defendant, Robert F. Smythe, have developed and continued to engage in a pattern and practice of harassment, profiling, and selective enforcement intended to interfere with Plaintiff's constitutionally protected rights to freedom of association, freedom of assembly, freedom from unreasonable searches and seizures, due process of law, and equal protection under the law," states the lawsuit.

Stay tuned for further developments.

Massachusetts Motorcyclists Question Insurance Discrepancies

A motorcyclist's group has hailed new support from the auto-insurers industry as a major step toward ensuring motorcycle owners get fair access to coverage options, reported the *Boston Herald* in their October 22 *Business News* section.

The *Massachusetts Motorcycle Association (M.M.A.)* claims that

(continued on next page)

N.C.O.M. COAST TO COAST BIKER NEWS

(continued from previous page)

insurance policies in the state have for years unfairly treated motorcyclists differently than car drivers, and sent advocates to participate in the insurance industry's annual rate hearings to voice their concerns.

On August 22, 2002, Betsy Lister and Paul Cote appeared and testified at the rate hearings, and distributed written submissions prepared by the *M.M.A.* requesting that the Insurance Commissioner investigate "unfair, discriminatory, excessive pricing, and violations of public policy involving motorcycle coverages and rates."

Consequently, the auto insurers agreed recently with several key proposals that the motorcyclists' group sought, though the final decision still rests with state Division of Insurance Commissioner Julie Bowler.

Paul Cote, a spokesman for the biker's group, said the insurer's support bodes well for a favorable decision from Bowler. "It's a major breakthrough," he said. "We're grateful that they see the inequities and are taking steps to address those inequities."

In an October 17 letter to Bowler, a lawyer for the *Automobile Insurers Bureau* of Massachusetts wrote that the group supports the following reforms:

Giving discounts to motorcyclists who install certain kinds of anti-theft devices, namely vehicle-tracking equipment. Currently, they don't receive any discount.

Allowing motorcycle riders to buy vehicle insurance with up to \$25,000 in optional medical coverage. Currently, such policies can cover up

to \$5,000 in medical costs for bikers, while auto owners can buy coverage with a limit of \$100,000.

Allowing motorcyclists to have their premiums based on appraised values of their bikes instead of book values. Car owners already have that option.

The motorcyclists also want to extend multi-vehicle discounts to bikes, similar to car owners, but the insurers didn't offer support for that change.

Chris Goetcheus, a Division of Insurance spokesman, said Bowler was receptive to the motorcyclists' concerns, and will likely issue a decision within the next few weeks.

Bikers Boycott Myrtle Beach

During the early morning hours of May 18, 2002 a couple riding a motorcycle were killed at the *Myrtle Beach Spring Bike Rally* when Lance Cpl. James J. Costello proceeded through a yield sign and collided with them in his unmarked Horry County Police cruiser.

Just prior to the *Fall Motorcycle Rally*, Horry County Solicitor Greg Hebrée decided not to charge the 15-year veteran in the deaths of the two motorcyclists, Victoria Lee Zickafoose of Georgia and Charles Eugene Heyde Sr. of Michigan.

"For many years the local government and police force have been far less than biker friendly," according to a press release by the *Sons of Liberty Riders (S.o.L.R.)*, a motorcyclists rights organization that rides the information super-highway as an internet discussion group. "However, the latest incident and failure to bring appropriate charges has motivated bikers to take action."



S.o.L.R. has called for a boycott of Myrtle Beach, and bikers from across the country are now supporting the boycott action, including *A.B.A.T.E. of South Carolina* where the Myrtle Beach rallies are held.

"The purpose of the boycott is to educate the general public on some of the injustices served on only some classes of citizens, while bringing economic woe on those [who] promote the injustices," says the *S.o.L.R.* "Horry County had the opportunity to prosecute the guilty and failed."

Police investigators insist that there is not enough evidence to support charges or disciplinary action, and an article in *The Sun News* suggests that, "Grand Strand officials say they aren't worried about motorcyclists' plans to boycott the Myrtle Beach area," and hope that their effort will fizzle as memories fade prior to the spring *Harley-Davidson* rally.

But bikers from as far away as Maryland, Pennsylvania and Iowa are upset about the way the two motorcyclist's deaths were handled during this year's May rally, the paper stated.

"Through the power of the internet e-mail system, I was informed of this tragedy," Mary Bowen-Brown of Mechanicsville, Maryland, told *The Sun News*.

"Once the e-mails are forwarded and contacts are made through different bike organizations, you can believe there will be thousands of bikers making their decisions not to return to Myrtle Beach this spring."

The *Carolina Harley-Davidson*

N.C.O.M. COAST TO COAST BIKER NEWS

Dealers Association Myrtle Beach Rally is scheduled for May 9-18, 2003.

Stephanie Durham of Jacksonville, Florida, Zickafoose's sister, doesn't ride a motorcycle but is planning on coming to the May rally. "[I want to] basically express my discontent with the way things were handled," she said.

"I want it to be known that this happened and this is not going to be covered up or forgotten about."

Florida Considers

Motorcycle Rescues

Rescue workers are hoping a motorcycle fleet will help them save lives on Florida's highways. Under a proposed program, Miami-Dade County firefighters would respond to emergencies on specially designed motorcycles, navigating through gridlock to [crashes] before other emergency vehicles arrive.

All county firefighters are trained as Emergency Medical Technicians and would have access to defibrillators, oxygen tanks and first aid kits.

"Here in (Miami) Dade County, traffic is a nightmare. There's a lot of construction. Often when there's a [crash], it's difficult for emergency vehicles to get to the people," fire department spokeswoman Shari Holbert Lipner told the *Associated Press (A.P.)*. "This is another way to get to citizens faster."

The motorcycle officers would handle minor injuries when larger units must focus on more critical situations, Lipner said.

Such programs exist in Europe, but there are none of similar scale in the United States, Lipner said. The Daytona Beach fire department has a

program with four motorcycles that's used mainly on special events, such as *Bike Week*.

B.M.W. has offered to donate ten model 1100 RT-P emergency rescue motorcycles, which the firefighters would ride in pairs — reminiscent of the late 1970s TV show *Chips*.

The Miami-Dade County Commission will consider approval of the program in November, and the fire rescue bikes could be on the road by fall next year.

Weird News of the Month

Just Your Average Joe

The average driver emits more than 912 pints of gas (farts) inside a car during his or her lifetime. This strange factoid, and others, was revealed by *B.B.C. Top Gear* magazine in a list of statistics profiling the average driver.

The survey also found the average driver will have sex in a car six times in their lives. They will spend around two hours and 14 minutes kissing in their vehicles, researchers found. Mr. or Mrs. Average will swear or blaspheme 32,025 times behind the wheel. And peckish motorists each munch through about 21 pounds of chocolate as they trundle along. They will also nod off at the wheel 11 times and jump 181 red lights. The average driver will also honk the horn 15,250 times in a lifetime and be locked out of their car nine times.

Mr. or Ms. Average driver believes their driving is better than 87% of other drivers and they pay attention to only 35% of road signs. In a lifetime of journeys, the average woman driver will throw two-thirds of her body weight out of the window as rubbish or other matter, while men will throw



their entire body weight out.

No statistics were issued regarding motorcycle operators.

Quotable Quotes

"It is dangerous to be right when the government is wrong."

Francois Marie Arouet (aka: Voltaire)

French Author and Philosopher
(1694 -

1778)

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Millenium Ride

Mi mucho gusta Mexico

For me, travel is to experience new cultures and all the wonder that goes with them. In Mexico I have found this and after only two weeks here the country ranks among the top of my favourites. The music, the dancing, the tasty food and laughter. There is an appreciation of the simple things in life, and there is so much life itself, and it all tugs at my heartstrings.

I am now in Guadalajara, Mexico's second largest city in the central west in the state of Jalisco. Next week is the second of my Spanish language course. For the next half year or more I'll be in Hispanic countries. I have been looking forward to this region ever since 1998 so of course I want to communicate and mucho thanks to www.spanschool.com.mx for their help. I surprise myself at my motivation to go back to school and I am enjoying learning the language, even though progress is woefully slow and sometimes I feel helpless, just like the old days!

The *El Informador* newspaper carried a big article yesterday and I can hardly understand it at all. Tomorrow I will make a speech in Spanish to a local bike club. Well, I wonder if they will understand me because my pronunciation is not very good!

Route

It was like going back in time when I crossed the border from Arizona in the U.S.A. at Nogales. The streets were a crowded chaos, trucks bellowed out huge clouds of black smoke and the state of the roads added to the general mayhem. In this sense my

world tour picked up from where it had left off back somewhere in southeast Asia a year ago and it was all quite emotional. A whole year of my life spent with my head down fundraising and, gosh, I am now 37 years old.

I rode down Mexico's mainland coast of the Gulf of California, meeting various interesting characters on the way like Edgar a campsite owner, former rock singer and motorcyclist now campaigning for the P.A.N., the political party now in power here. Jesus Bouvet at the top Motel El Mayo in Navajoa has a policy of free rooms for bikers. After a few days of southbound travel I crossed the Tropic of Cancer and the lush green scenery reminded me greatly of Indonesia. I spent a few days in Mazatlan, the coastal holiday town, researching language schools in internet cafes, body surfing, meeting the local bikers. There is a small community of expatriots from Canada and the U.S.A. exhorting the easy going lifestyle where freedom is real, the cost of living is cheap and men are out numbered seven to one.

More American bikers should visit Mexico to have the time of their lives.

I stopped for a night in Tequila, the home of the famous fiery brew and where still most of it is produced, en route to Guadalajara where I am now. On arrival here my first stop was the tourist info office, which took a full hour to find, to get a map and find the cheapest accommodation. God had a hand in this because back at my bike Andres Robriguez was busy scribbling a note to leave on it. Andres turns out to be the president and



Simon Milward

committee member of a number of motorcycle clubs, primary organizer of next January's Expo Festival (Mexico's most important motorcycle exposition) and who runs a successful computer and software business. He invited me to stay at his place. This means my stay in Guadalajara has been almost completely total immersion in the language.

Riders Rights

Furthermore Andres introduced me to the members of the Mexican organization *Motoclubes Nacionales de Turismo AC (M.N.T.)* which wants to join the international rights movement. They have been campaigning against the discriminatory 'peajes', where motorcycles have to pay the same as cars and small trucks to use the main roads, but up to now with little success. Diesel spillage from truck's fuel tanks is also a big problem as is the lack of availability of safety training for riders. Motorcycle use is increasing in this country and I hope the international biking community can reach out to them with help and advice. I have made some contacts on their behalf.

Motorcycle Outreach

As well as all that three motorcycling doctors have told me that primary healthcare delivery in rural areas is a big problem that could be resolved by using small motorcycles for this

purpose. There is not the motorcycle culture here as there is in Asia and therefore such a system might not so easily take root. I am proposing that the Mexican producers donate a fleet of bikes and that government funds a pilot project from existing budgets.

Incidentally I forgot to mention last time that according to my limited investigations into the state of rural health delivery in parts of the U.S.A., like remote Indian reservations, motorcycles probably could play a role there. At least in the ones that don't have big gambling incomes. In South Dakota a top health official on one of the Sioux reservations answered me that yes, small bikes would be a big help, but that there is too much snow in winter for motorcycles. Perhaps snowmobiles could be used at that time. If anyone in the U.S.A. wants to take an initiative in this respect please let me know after checking the details of our Flores Project at www.millennium-ride.com. At least it could be an interesting subject for a graduate study.

My Mexican hosts here in Guadalajara have been absolutely maravilloso. They have kept me quite busy with fiestas, markets, a toy run to an orphanage and a track day where we learnt how the motorcycle police do their displays. Two nights ago they took me to the month-long annual cattle auction and fiesta where Guadalajarans buy their annual sombrero.

Fundraising

The relatively big \$500 donation from The *Velocette Owners Club of North America* arrived and other basic new corporate supports include *A.B.A.T.E. Local 15* (Bay Area,

California, U.S.A.), *On Target Management*, U.S.A. and *Triumph Motorcycles America*.

Many thanks to Bullet and Nancy McGee who are the first couple in the whole world to set up a monthly transfer to Motorcycle Outreach. This is our U.S. based 501(c)(3) organization though which donations to programmes whereby motorcycles are themselves saving lives are tax deductible. A few dollars, ten, twenty or more will really make a big difference. In due course we are going to give some very special recognition to those of you generous enough to do this. The Direct Wire Information is:

Fifth Third Bank
Pickerington, Ohio, U.S.A.
ABA: 044002161
Account Name: Motorcycle Outreach Inc.
Account Number: 751-70696

Lu in Iowa, U.S.A. is making some quilts for auction to raise funds. They will feature the *Millennium Ride* logo and the main images of t-shirts donated to me during my U.S.A. tour. These are very special items and if you want to make a bid you can e-mail Lu at:

tink@harenet.net.

Anyway it's all been pretty amazing and I feel so lucky to be alive.

Take care everyone,

Simon

Simon Milward Reports to Sponsors After One Month in Mexico.

13 de Noviembre 2002
Oaxaca, Mexico

He completed a two week Spanish course in Guadalajara and is about to take a third week in Oaxaca. He rode 500km in a tropical storm to Acapulco where he went diving and he has been busy discussing rider's rights with motorcyclists. He's also managed to get some beach time.

The New Zealand Embassy made a grant of US\$4,700 so that *Health for All* could organize training called *Health Services in the Perspectives of Gender and Human Rights*. Taking place on a remote Indonesian island, the ground breaking initiative was a big success.

In Flores motorcycles are making a noticeable difference to rural health. Extract of Wili's report Oct 2002: "A health worker in Riang Puho health center branch said that within 3 months there is a drastic decrease of malnourished children, namely from 57 out of 100 children in two villages in the previous year to 14 this year."

The report below was written a few days ago. Since then I have had one of the best rides of my life on 200km of mountain twisties to Oaxaca ('Wah-haka') city. Oaxaca state is one of the poorest remotest states of Mexico in the central south. This city is known as a focal point for artists. Indeed every night there are free concerts in the main cathedral square.

(continued on next page)

Millenium Ride

(continued from previous page)

I paid for one night in the cheapest hotel I could find here. The nice

Trebol Hotel has given me two for free (www.oaxaca-mio.com/trebol.htm), and Mike from Switzerland (who decided to live here after seeing all the world) offered his house. So next week I learn Spanish for free with **Solexico.com** (muchas gracias).

Tonight I am meeting with the local bike club (*Legionarios*) and they are helping to organize a meeting with the State Secretary of Health in the coming days.

I ate some small wasp-like insect last night. I chose the ones with chili just in case! They are very light and crispy, quite nice really. I'm sure I could eat a bagful without throwing up, but not this week thanks!

Wili has been doing some amazing work in Flores, Indonesia.

Dear everyone,

This morning I changed my front wheel bearings here in the small town of Puerto Escondido on the south west (Pacific) coast of Mexico. I rode here from Acapulco, 500km north, two days ago. There are 200 "topes" on this stretch. Topes are concrete speed bumps in villages to slow the traffic. Many of them are unsigned so often I was launched into mid air as I rode on at about 90km/h. The first victims are my wheel bearings. I've spent a few days swimming, trying to learn some more Spanish, and chatting to the locals. The Mayflower Hotel is putting me up for free.

At the completion of my second week in Guadalajara the *Spanish Language School* rated my performance

at A+ for all areas studied in the 50 hours. Sometimes I find myself happily chatting away with locals in Spanish. (Well at least I can tell them what I am doing!) I'm amazed. I have a Spanish grammar book and try to fit in at least an hour of study each day and I tape vocally to my windshield and try to compose sentences as I ride along.

Perhaps that is why the topes have been such a problem!

The most important development in Guadalajara was confirmation by Felipe Cortes, President of *Motoclubes Nacionales de Turismo* (www.motosmnt.org), that M.N.T. would take the responsibility of promoting the rights of motorcyclists in Mexico. I am hopeful that this will result in some concrete action.

From there I rode a day south to the coast, and then another day on to Acapulco. This day hosted the 52nd tropical storm which caused widespread flooding and it rained hard all day. I managed to aquaplane on my bike too, but thankfully didn't fall off.

I enjoyed Acapulco immensely. Beni and Philipp of www.swissdivers.com gave me a free half day diving and it was great to be back in that dimension. At the start of my trip in early 2000, I gained my Padi certification in the Red Sea in Egypt just for this purpose. I met the members of *ClubAca Riders* and told them what my ride is all about. Ernesto Abadi, a truly international character, kindly had me stay at his "penthouse" suite for a few days. I wanted to stay longer.

Acapulco is a big sheltered bay, very picturesque particularly in the old part of town Caleta. Under Spanish rule the port was the European gateway to the valuable spices of Asia. This was at

the time when great British explorer Sir Francis Drake attacked settlements, killing and stealing. The Acapulco museum called him one of the worst pirates!

The place is precisely how you imagine it from the TV films. Palm trees intersperse with hotels where lazy jazz-like music tells [you] to sit down, relax, talk to friends, drink another tequila.

Of course that's the tourist side.

The real Acapulco vibrantly bustles with life.

Today I'll ride to Oaxaca city and check it out for a few days. It is nestled in some mountains five hours ride away. Then I plan to ride west to the Yukatan Peninsular, see some of the Mayan ruins and check out possible ferries to Cuba. If ferries run, I'll probably go there before heading further south.

Simon Milward, on the road
simon@millennium-ride.com

www.millennium-ride.com

A solo fundraising round the world ride on a handmade motorcycle. Help us help motorcycles and motorcyclists improve the health of fellow human beings.

letters from our members

There is no head to this article because I feel it shouldn't even be written.

I was going to leave it alone until this month when the *Washington County* report brought it up again.

I am sorry the "concerned person" feels left out of the camaraderie of being at a run and being told where to park and all, but after listening to many people over the years bitch about the generators from the recreational vehicles and "this is supposed to be a bike run," I thought I would try something different and give everyone a little of all worlds.

Having been at *Cow Chip* this year and going through the nightmare of large vehicles at every turn of the road, too close together for safety's sake, this had a say in it also.

Apparently this does not make one person happy and therefore we get the rap of segregating people. I personally do not call it segregation, more of an organizational thing.

Having the large area that we had, this did not all work out as planned including other aspects of the run.

I wholeheartedly and personally take the blame for the lack of forethought. We all learn from our mistakes and hopefully we can make everyone happy with future decisions.

I sincerely doubt it as the old saying goes "You can make some of the people happy some of the time, but you cannot make all the people happy all of the time!"

As far as the *WaCo* person putting his or her comments in maybe next time you should get all the facts

together and find out what the underlying situation was. I really get tired of the whining and bitching this organization has with all its people and I'm just about to make a bunch of people happy by saying "f%#@ this whole deal, I don't need the horseshit, see ya."

And by the way Anna, I am not afraid to sign my name to this article .

Kerry "Maddog" Trotter
A.B.A.T.E. of Oregon Webmaster

By the way, have a good Merry Christmas to all

The Fossil Museum Display

Installed
23 May 2002



The Fossil Museum Display committee (Deb Jones and Jim Niece) wishes to thank the following for their assistance in making the museum display a reality: The State Board of Directors; the State Historian; the *Southeast Chapter* Historian; the *Washington County Chapter* Historian and Products Officer; Bill Brunson, who provided the map of run sites;

"Captain", whose magazine provided us with the picture for the Shelton Wayside section and our fellow *A.B.A.T.E.* members who gave us valuable historical information about the various campout sites.

The display elements were produced by *Invision Graphics* of Portland, Oregon.

I hope that you have visited the

museum or intend to visit it because it is a wonderful "museum of memories" and we are grateful for being invited as well as being considered to be a contributor to this concept.

Jim Niece
Vice Coordinator -- North

Vice Coordinator--North

by Jim Neice

The year 2002 has been a productive period of time for me.

The variety of the projects that I've been involved with have been beneficial for the organization and for me as well. As it is, I enjoy doing things that make *A.B.A.T.E.* an improved organization, hence my willingness to fulfill the responsibilities of the vice coordinator position and volunteer to be on committees.

After the Bylaws were ratified in 2001 I reviewed all of the *A.B.A.T.E.* documents, looking at the content and format of each. This process produced two new documents: the Chapter Guidelines (12 Mar 02) and the State Officer Guidelines (13 Apr 02). Subsequently, Melinda McCrossen (State Public Relations Director) and I revised the *A.B.A.T.E. Member's Handbook*.

As it is, a person could look at the Articles of Incorporation, the Bylaws, the Chapter Guidelines, the State Officer Guidelines, the Financial Policies and Procedures and the Media Guidelines and would have an exact idea of our name, our purpose, our structure, our officer requirements and how we operate.

I was a member of the *Fossil Museum Display* committee, which was formed in 2001 and continued through May of 2002. The goal of this committee was to have an *A.B.A.T.E.* display that summarized the *Fossil Campout* mounted in the *Fossil City Museum*. The handsome finished display was installed on 23 May 2002.

Currently, I am a member of the annual meeting committee along with Brian Stovall and Melinda McCrossen. This committee was formed in Oct. of 2001 and will culminate in a successful annual meeting on December 14, 2002. This is the first annual meeting of *A.B.A.T.E. of Oregon* and is a product of the revised Bylaws.

The December state board meeting will be the last day of my tenure as Vice Coordinator, North. I have held this position for the last five years and now wish to move on.

I wish all of you a very warm and cheerful holiday season.

Highest Regards,

Jim Neice

BikePAC News

Willamette Valley Chapter, A.B.A.T.E. of Oregon, has made a major membership purchase to *BikePAC of Oregon*. At the last *Willamette Valley* meeting they elected to add an Advisory Board membership for \$1,500. This major contribution is the largest membership purchase by a motorcycle rights group this year.

BikePAC of Oregon exists to serve the interests of motorcyclists in Oregon and is 100% funded by memberships and donations by individuals and motorcycle rights organizations such as *A.B.A.T.E. of Oregon, Willamette Valley* chapter.

This next legislative session starting January 2003 will be the most ambitious one we have ever attempted.

We are actively pursuing legislation that would enhance motorcyclist protections from assault or indifference by other motorists, protect health care coverage from discriminating against motorcycling, reform helmet laws, make headlight use optional and enhance traffic flow with congestion lane splitting.

BikePAC believes that motorcycles are the ideal single-occupancy vehicle. Getting this message to candidates takes a lot of volunteer effort, getting it to the legislature takes volunteers and money. That is why membership purchases like *Willamette Valley* chapter are so important.

BikePAC of Oregon, Inc. would like to extend our thanks to *Willamette Valley Chapter* for helping *BikePAC* help all motorcyclists.

Ken Ray
Executive Director
BikePAC of Oregon
(503)-351 8193

Seattle Motorcycle Show
Show dates & hours:

Friday; December 13: 4:00PM - 9:00PM
Saturday; December 14: 10:00AM - 9:00PM
Sunday; December 15: 10:00AM - 5:00PM

member's stories

Zen and the Art of the Ride

by Mick Anderson

As I grew to know my Panhead I became good at improvising.

We didn't have catalogs with tons of parts or even eBay.

Harley was always out or didn't make the things you needed anymore.

So to ride you had to *want* to ride.

You had to know what made the bike go and what made the bike not go.

All the riders I knew, whether they rode an old *BSA* or even a newer *Harley*, knew how fix a flat, set points or make a head gasket out of the remnants of the old one.

There were swap meets at clubhouses and through other riding organizations. They were the rendezvous's of the twentieth century. We would all wake up the morning of a swap meet with more anticipation than Christmas morning. There were more presents to unwrap than you could imagine and best of all there was always buried treasure. It was in the bins that the old timers sat in front of like gurus on the mountain. You had to listen to a couple of stories about the old days out of respect and it probably didn't hurt in the negotiations for the price either. They had all their old stuff they wanted to get out of their garages, because they didn't ride anymore, or because their wives probably said so.

The junk that they would throw away was gold to us.

I may not of cleaned my apartment and my old Dodge but I took care of my putt. I had to ride; I needed my bike to run. It was and is air. Anyone

who is a rider knows this. It stands to reason then the tires, the brakes, the oil, and the nuts and bolts all demanded vigilance. If you wanted to be riding instead of walking or hitching you did time with the wrench. You will be standing on the side of the road someday if you ride. Hopefully you will be able to wire something together to get you home. The question would be if you were there because you didn't care about your ride or if it was out of your hands and the machine just broke. If my ride is down so am I. The thump of my pipes lulls my brain into peace and the wind is my choir of angels from somewhere better.

My first long ride was a kind of strange affair. It all started about 6:00 am on a hot August day in 1976 when the phone rang. I was working as a chef's apprentice for this crazy fuck from Switzerland and I worked from 3:00 to 11:00 PM so the call was not welcomed at this early hour since I had just dragged my drug and alcohol crazed self to bed at about 3:00 am. I answered saying, "What? This better be important". It was Meatpipe and he sounded panicked, and that just didn't happen." Mick, you gotta get over here real fuckin fast. It's a matter of life and death". I said, "What the hell are you talking about Meatpipe"? Meatpipe's voice just went real calm and he said "Come over now Mick I mean it this is serious shit".

Well, serious shit is serious shit. I got up and put on my dirty Levi's, picked up a shirt that didn't smell too bad and

brushed my teeth. I took a tablespoon, scooped the Tasters Choice out of the jar, and shoved it in my mouth, making my face contort like an astronaut looks at 10,000 mph. Hey caffeine is caffeine what can I say.

I went out to start my Pan and let it warm up. One kick and off the choke quick since it was still warm outside from the day before. Summers in Ohio are hot, not because to the heat, but from the humidity it stifles you, so you can barely breathe. Take a shower and you'll be wet from sweating in 10 minutes. It is beautiful there in the summer because the humidity keeps everything green and sweet smelling, except the humans. I threw a leg over my ride and took off down Pioneer Trail Road until I hit Sheldon Road and pulled up into the Casa Del Meatpipe. It was an old small farmhouse that was the only thing left of the small farm that once sustained the people who lived there. Now it was a rental and the yard was a mess and the paint on the house peeling away like old tattered pages of a book. Little Alice came running out of the house toward my bike as I entered the gravel driveway. She waved me down and said, "There are two Patch holders in there and they are yelling and screaming at Meatpipe and he is yelling at them." I stopped for a minute and knew I needed that second tablespoon of coffee, why the hell didn't I just have to take a dump or something so I wouldn't be here right now. I knew this was not my stuff, but

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Zen and the Art of the Ride

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Meatpipe had called and he was a straight guy and I knew he wasn't stupid enough to mess with a club. Besides all that, he was a brother and only a mealy mouthed shit would not stand up for his Bro. We rode with the two guys in there, Knuckle Pete a guy with those two tones Hank Williams Jr. sunglasses and a General Custer style beard and mustache. Then there was Spider he looked like freaking Richie Cunningham from happy days, go figure. They were both good guys, but the one for all, all on one thing stuck in my mind too. The whole thing perplexed me. Just then they both came out of the house with Meatpipe following I couldn't hear what was said but it wasn't a kiss and hug session. They got on their putts and roared out of the driveway and up Sheldon road like a couple of bullets fired out of a 44 magnum.

I moved up the driveway and parked my ride in front of the old garage.

Meatpipe walked over to Alice then slowly came over to my bike. "Thanks for coming over. It was getting pretty loud in there until the guys heard you pull up. I think they were just about to book anyway, everything that could be said was said," What's going on", I asked? "Well come in and have some coffee and I'll tell you".

We walked into the kitchen and sat down at the table. Meatpipe sat at one end with little Alice and I was at the other. "I need to go to Mexico" he blurted out. "Good have a nice trip," I said. "No I want you to go with me, I need some help, your help." Well I 'm just so fucking honored Meatpipe, but I have a job a life, a career." Do you fucking really believe that", he

yelled back,"All you ever do is sit at the Corners Tavern and bitch about that crazy Swiss chef and this stinking small town where everyone knows everyone else's shit. And what about all that talk about moving to California and becoming a movie actor? I don't see many big parts coming up here in Mantua Ohio. Do you?" He taunted. Now I was getting pissed this guy was calling me on all my talk and people don't usually do that, they just let you talk and shake their heads." Why do you need to go to Mexico and why do I have to go too"? He began tell me a story," You know my Brother Dale. Well he was a prospect for Spider's club and Spider sent Dale down to Nogales to mule some smoke back on a walk across the border. Dale is MIA and no one has heard from him. My guess is Dale found a hottie and is shacked up in a Palapa in Nogales smoking Spider's dope. I have to get Dale the smoke and the money he has back to Spider or my brother is dead on arrival. He may be after I get through with him anyway. I need you to ride shotgun and cover my ass if need be. Hey Mick if not now when will you ever take off anyway. What do you have to lose?"

Two days later I was in Meatpipes driveway again only this time I had no job, no girlfriend, no place to live, just a backpack and sleeping bag strapped to the rear fender and one old leather U.S. mailbag jerryrigged as a saddlebag on my old Pan. Ready to find Dale and shoot the dice on a big roadtrip. We pulled out on I-80 in Streetsboro and did our best impressions of two people knowing what in the hell they were doing.



Todd Vandermyde

For the last decade, this column has appeared in your mailbox each month. Sometimes it was short, and other times it was quite long. But each month, many of you looked forward to *A.B.A.T.E.*'s perspective on those issues that affect our rights as motorcyclists.

It has been a pleasure to serve you and represent you. From town counsels in the heartland of America to the White House, you allowed me to be your voice to those who would restrict our rights and those who would defend them. It has been one of the highlights in my life. It has also become the college education that never happened and second family to grow up with.

Over these many years, there have been so many that shaped and influenced my time as an officer of *A.B.A.T.E.*. Some are no longer with us, Willie Lagerstrom, Dave Dog Killer White, Rob Perea, Little John Harris and Ward Johnson to name a few. All sorely missed for the great contributions they made to helping *A.B.A.T.E. of Illinois* become what it is today.

And there are those many who have helped with their advice, support and patience to listen to all the crazy ideas that crossed my mind. Linda Benedict, Jacque, Boz, Craig Ashbaugh, and Wrecker. Each in their own way has helped shape the legislative program and the paths we took and contributed to the successes we have achieved.

But none of this would have been possible without the support and understanding of my wife, Amy, who stood by me while dinners were missed, was a single mother half the year and who was patient when birthdays were missed for meetings. She has been the real star, all these years as the one who made so much of this possible because of her understanding, devotion and selflessness. To her my thanks for understanding and

hope that we get to catch up on many of those missed minutes.

It has been a wonderful time, a great adventure, and the experience of a lifetime. To think that a kid 26 years old, walks off a construction site to an *A.B.A.T.E.* meeting and ten years later is discussing national motorcycle policies with the White House is amazing. All because a few bikers got together and decided that they were not going to let the government trample on their rights.

That they would fight back.

Not only at the state house, but at the ballot box also. Turning out politicians who disagreed with us and sending them to the unemployment line. Becoming a powerful political force choosing not to criticize the system but to become part of it and take advantage of what it had to offer.

Now this part of it comes to a close. My adventure will take a slightly different path as one of lobbyist and maybe mentor.

The Board having just held elections, elected Cheryl Pearre as your new legislative coordinator. She has done a wonderful job as my assistant these past few years and knows the issues we face. Give her the chance you gave me, and *A.B.A.T.E. of Illinois* will grow to be an even bigger political force in Illinois politics.

Over the years, my belief was that this column served two purposes.

First was to inform you of what was going on around us in the political world. Local fights like Chicago's bike ban. Our annual helmet law battles. And those antics taking place in Washington, DC.

The second purpose was to motivate the membership. Either to action or in spirit. Sometimes by making you mad, other times by reminding you that when we all work together nothing is impossible. Teaching at a workshop one

time, the word "can't" kept coming up by attendees. It was then that there needed to be a short explanation in my thoughts on the laws of political physics.

It goes like this: the laws of physics say you can not punch your hand through a one inch piece of steel plate to get at what we want on the other side. However, nothing but the sprinkler system prevents us from getting a cutting torch and cutting a hole in the steel plate for us to reach through and obtain what we want. That's political physics. And as for the sprinkler system, that's what raincoats are made for.

"Can't" was never a word that lasted long in *A.B.A.T.E. of Illinois*. It never fit in our dictionary. That's what made writing about all this so much fun. Some of these columns raised some controversy. So be it. And what would one be, without a little more?

Well it seems that no sooner do we get our hands around the *E.P.A.* issue that our enemies start to stick their heads up out of the sand. Congressman Barcia from Michigan agreed to co-sponsor the bill for us. As soon as we had a sponsor, we went to work on obtaining co-sponsors from our delegation. Congressman Shimkus signed on followed by Congressman Kirk, Phelps, LaHood and Weller. Congressman Green from Wisconsin signed on and so did Congressman Don Young from Alaska.

During this process, a couple of lobbyists paid a visit to Congressman Barcia's office. One of them was from

Harley-Davidson. While the company line is that they were there to ask questions and get information about the bill, our sources on Capitol Hill tell us that they went there to kill the bill. Our sources also tell us that *Harley-Davidson* is responsible for Congressman Green

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getting off the bill.

All of this was happening right before the *Meeting of the Minds*. Great. The leaders of the motorcyclists' rights movement would be gathering and have a chance to discuss the issue and let *Harley* explain their position. Well that's what we thought was going to happen until *Harley* got cold feet and pulled out of the conference.

Now, does that sound like the actions of someone who just innocently went up on the hill to ask a congressman a few questions about a bill? No. It doesn't even get past the smell test.

Yet we seem to get all these lame excuses from them as to why this is a bad idea. The bill won't go anywhere this year. Maybe, maybe not. But they are doing all they can to see to it that it doesn't.

They say that industry wasn't consulted.

That, my friends, is an outright lie.

Harley was asked to help in this fight. They chose to side with the regulators.

They said that the industry was already regulated and this was just how it was. And when asked how bad the rule would have to be before they would side with the riders, their lobbyist refused to answer my question. We didn't share the exact language with them because we knew they would try to stab us in the back. Our hunch was right as confirmed by our sources on Capitol Hill.

Harley is also quick to cry "the sky is falling," suggesting that with the introduction of this bill, other congressmen will now get the idea that they can drop any bill into the process to regulate motorcyclists.

Like we found the only congressman smart enough to introduce a bill? At last count it looks like some 5,432 other bills were introduced prior to ours. I'm sure that introducing helmet laws and superbike bans are ideas that have never crossed their minds.

No, *Harley's* antics and rhetoric show

what contempt they really have for the rights movement. That we should all shut up, sit down and just do as they would have us do. Leave these types of things to them, the real experts.

Yeah, right.

We see where that is getting us at the present - to the front of the line for an enema.

Many people have asked "why would *Harley* be working against us?" Outside of the phony reasons they have been mouthing publicly, here are a couple of guesses:

They get to sell a lousy motorcycle and blame it on the government. Yeah, they said they are committed to the "look, sound and feel" of their motorcycles. Remember they are the same bozos who tried to copyright the sound of their bikes. That ought to tell you how committed they are to the "look, sound and feel." It also should tell you how committed they appear to be to establishing a monopoly.

If their current California bikes are so great, hey Mr. McCaslin, why don't you try selling them in the rest of the country? Nothing is stopping you. Everywhere we go and discuss the issue, you will hear reference to the California models sold and the 49 state models.

Well let's have a little old experiment in economics.

Sell only the California model across the country and see what the consumer says. Wanna bet they'll tell you to stick that bike where the sun don't shine?

Why would someone want to by a bike then have to pay hundreds if not thousands of dollars to get a bike to run the way they want it to? They wouldn't. So have the government mandate the production of the crappy running bike then force it down the consumer's throat.

Next, lets go back the "sound" *Harley* tried to copyright. Who else makes air-cooled V-twins? There are a few aftermarket makers, and gee, for every one of those "clone" bikes sold, that's

money that doesn't go into *Harley's* pocket. That's market share they don't get. If *Harley* were servicing all those riders, why would a company like *S&S* even exist? For whatever reason, riders want those motors when they have to replace their own. Or they want to build a bike that they can't buy.

One parts manager was just telling us that it appears new twin cam motors are appearing at dealers with some strange ports in them. Could they be for a new water-cooled version? Or is it just happenstance?

Of course if *Harley* came out and said they couldn't meet the new standards, their stock might take a dive. And that wouldn't look good to investors. Now we couldn't have that. People would panic, sell off into a bear market, the company would lose who knows how much in market capitol. And there would be another corporate giant on Wall Street going down the tubes.

But only one place really holds the answers to all these questions, that's Milwaukee. But, *Harley* ain't talking, at least to us. No, they spend their time slinking around Capitol Hill and talking with staffers. Dreaming up new arguments as to why the *E.P.A.* is right and us poor old riders is wrong.

They had their chance last month to set the record straight. But they ran instead. They had their chance to join us earlier this year, they chose to remain silent. And when given the opportunity to voice support for a solution that brings accountability to the process, they work to quash it.

Now *Harley* is not alone in this endeavor.

Other manufacturers are unhappy about what we are doing. But no one is putting in the effort like *Harley* is into trying to kill this idea off. When we find out who their other accomplices are, we will share that information with you also. Just so you know who your real friends are.

Now this gets a bit tricky as all of the actions described above have come from the motor company. We get a lot of support from local dealers. They happen to have the brand name hanging over their door. Our beef is not with them. It's with those yellow-striped bean counters at the corporate headquarters. The ones too cowardly to show up at a conference of riders, but brave enough to go slinking around Capitol Hill like a bunch of rats in the dark. They seem to epitomize the t-shirt that says "H-D R.I.P. died of greed."

But a word to those forces who wish to lick the boots of totalitarianism and tyranny. Those who wish to cozy up to the very people aimed at destroying motorcycling for their own benefit. Those who would spit upon the riders in an attempt to undo all that we have accomplished over these many years. It took us four years to repeal a federal helmet law, and we ain't going anywhere.

But may the chains of bondage from tyranny rest lightly upon your wrists. And may we forget that you were once our fellow countrymen.

Freedom isn't free,

Todd Vandermyde
Legislative Coordinator
A.B.A.T.E. of Illinois, Inc.



A.C.T.S./O.D.O.T. Safety Conference



by Randy Phipps

Let me start by thanking the state board of *A.B.A.T.E. of Oregon, Inc* for sending me to the conference for the past several years. This has always been a good event to learn where the law enforcement world is going, and what we can expect of them.

This year was a little different than previous years, in that they had changed the schedule around somewhat, and had added a total of three tours, instead of one, as in previous years. They also had included "intense sessions" of four hour blocks, instead of the normal one hour classes, as in years past.

Some of the subjects remained the same and other new ones were either added or updated. They also changed the meal schedule somewhat. In years past, Wednesday meals were on you and this year, the Thursday evening meal was on your own hook. The conference still had big name folks as speakers, and again we were "graced" with a person from *N.H.T.S.A.*. This time it was the assistant director. The Governor of Oregon, Dr. K was there for the awards ceremony on Thursday noon, as was our old friend Dr. Tongue. If you don't remember him, just ask me, or we can identify him at a later date. Suffice to say, he is "another" Trauma surgeon. Guess where that places him, in the context of motorcycles.

This year, *A.B.A.T.E.* sent four people to the conference, and we also have moved up somewhat in the status of *A.C.T.S.*, in that last year they charged us to have a display table, showcasing our *Motorcycle Awareness*

Program, and this year, we were allowed to display our program at *no charge*. For a civic group to blow off \$150.00, in income, from a bunch of bikers is a step forward, wouldn't you say? For whatever reason, they returned our check and we were allowed to set up for free. One more step forward, for motorcycles, in Oregon.

Wednesday October 23

On to the story...

Geoff White and I arrived first with Rick Maish and Nora Rhode joining us within an hour or so, of our arrival. We got the display table set up, checked into the conference and got our packets and then attended our first class session. From here on out, you will have to refer to their articles on what they saw, learned, etc. I will only refer to my own experiences this week.

After checking in with *A.C.T.S.*, I attended the session which was the *Welcome and Opening Remarks*. The guest speaker was Teresa Becher, Interim Director of *California Office of Traffic Safety*. She has been with the California equivalent of *O.D.O.T.* and works both at a national and state level, within California. She gave a slide show about how traffic deaths have risen over the last several years and even remarked on motorcycle fatalities increasing. Her remarks on the motorcycle subject pissed me off, however, I held my tongue until after the briefing was over and then went to speak to her, personally. I asked her if she was aware that not only are fatalities on the rise, but that

motorcycle registrations have increased 300%, which she had failed to note (at least out loud). She commented on the fact that I might be from *A.B.A.T.E.* (Guess the toy run long sleeved [tee-shirt] gave it away) and I commented that "yes, I am". I also said that presenting only one side of an item was not really fair reporting of a condition and that I wished she had been willing to present both sides, of the situation. We got to keep them on their toes, or they will be walking on ours. She said that she would try to cover both sides of an item, in the future. Personally, I won't hold my breath, but who knows. It may have been worth the effort.

Then started the Legislative Review. There had been several legislators, both past, present and prospective invited to take part. However, only one showed up. The invited ones were Senator Margaret Carter, Representatives Bruce Starr, Richard Devlin, and Mark Hass. Only Representative Starr showed and made up a panel of one. There was discussion on some items from the last session and things that might be appearing on the horizon for the Legislature and after a short question and answer session, we broke up and got down to business.

The first class I attended was titled: *International Highway Safety Scan Results*. This class discussed the fact that *N.H.T.S.A.* sent several people to Europe to see first hand, the improvements that have occurred on the highways in Germany, The

Netherlands, Britain (not to be confused with England), and Switzerland.

This was mostly a tourist slide show on how the different countries had designed roads, barriers, divided roads and such. It also spoke of how they were trying to engineer barriers to not be as deadly as some of those we have here in the states. After all, look at the "cheese cutters" on I-5, here in Oregon. The Europeans have designed foldaway lamp posts, which, when a vehicle hit it, folds over, and helps to slow down the vehicle, instead of cutting it in half, or snapping off and falling on your head. Some of the stuff made sense, and then from a citizen point of view, some didn't. I did tape most of the sessions, so if you want details, I can always loan you the tape (s).

Then it was dinner time with Bruce Warner, *Director, Oregon Department of Transportation* and Frank Navin, *Professor, Department of Civil Engineering at University of British Columbia*. This meal was some better than lunch, but rather short on quantity. Oh well, stuff happens. At least the dessert was good.

Mr. Warner spoke of what *O.D.O.T.* had done and was looking at doing, in a generic point of view and then went on to introduce Professor Navin and he spoke to the manner of reducing accidents and property damage in British Columbia. He claims that they had reduced their highway deaths several percentage points and the model they had used should be copied around the world, where necessary. It was a fairly interesting talk, considering that some of the stuff was technical, talking about formulas, etc. However most of

it made some sense.

This marked the end of the evening and we were on our own until morning. Most folks either went to the lounge, or to their rooms. The *A.B.A.T.E.* contingent went to the room and discussed which classes we were going to the next day.

Thursday

Thursday morning started out with a continental breakfast from the hotel, as a perk for renting a room there.

The first class session for myself was titled *Oregon Data: Understanding Its Uses and Limitations*. This was something on the order of what we heard and saw last year as far as using the different databases available, here in Oregon. The difference this year's was that there was a woman manager Lisa Millet, from the Injury Prevention and Epidemiology Section, D.H.S. Health Services. She spoke of how there is an office in Portland, that keeps track of the types of wrecks, injuries, etc. and the information is available in different formats. It is available to the public, by request, and is also used by the medical sector when they are doing studies. Similar to the Trauma Registry we hear about, but much more detailed. We will be looking into information available from this source, when we go to Salem next year, for our legislative process. Always good to know where your opponents are finding the "facts" and being able to show your own "facts", as opposed to opinions.

The manager of the Crash Analysis and Reporting Unit, *O.D.O.T.* transportation Development also participated and spoke of records maintained by *O.D.O.T.* This will be another valuable source of facts and

figures, pertaining to Oregon vehicle incidents. Remember, we have not had an "accident" since around '96-97, since "accidents" can be prevented. Looking forward to using their "weapons", for our use.

I spent some time during the rest of the morning to catch up on paperwork and my notes. Then came lunch with the awards for the past year.

This was basically a "pat yourself on the back" session, however, the Governor, John Kitzhauber, was in attendance and help pass out some awards. Dr. Tongue, also gave a lecture on speed and how it affects us on the roadways. They now claim that speed is a bigger killer than alcohol, although the two are normally linked.

I will have some copies of the awards listed for assorted actions, with me at the State Board meeting in November, for those interested. I will also have them archived on my computer at home, and e-mail a copy to those interested. Simply drop me a line at my address, which is included at the end of this lengthy writing.

Thursday afternoon started with a class on *Street Racing*. In this class, an officer from Gresham and Jeff Howes, Deputy District Attorney, Multnomah county were the speakers. They addressed the problem of teenagers racing their cars on both private property, and public streets. Confiscation of spectator vehicles was discussed as well as the racers, themselves. There are two web sites which can keep the public informed on where, when, and other info on street racing. They also list where *not* to go when the cops are putting their foot down. See <http://nwstretracing.com> and click on the

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A.C.T.S./O.D.O.T. Saftey Conference

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“General Motorcycle”. There is a photo of a really sharp trike with a wing, wheelie bar, etc. Also pictures of other bikes, both on and off track. Women also. How ‘bout a R.A.D.A.R. trailer with a posted speed of showing 167 mph? It’s there. The trailer, no bike in sight.

Fairly interesting concept for a class, since I haven’t street raced since the late ‘60’s. Had an old ‘59 Ford, 312, 4 barrel, etc. Most of us can remember those times or have heard others speak of them. Kinda like the old *Panhead*, *Knuckle* days for scooters.

The next class was on *Grant Writing*, and was not even close to what I thought it might be. I had envisioned a class on how to fill out government forms, wade through stacks of red tape and so forth.

Not what happened.

This class covered how to find outside sources of funding for all kinds of projects. Some government locations will provide funding. However, as we all know, they want to have a finger (or the whole hand) in the project.

Rick Levine, *Grants Northwest*, was the main speaker during this session. He claims to have been writing grants for 17 years, and was very knowledgeable on the subject. He spoke of going to the *Fred Meyer Foundation*, the *Ford Foundation* and others, who constantly give away money. It seems that they are required by Federal law to give away a minimum of 5% of their funds, *per year*. We were also given some leads on where to find the names of these

foundations.

So why shouldn’t we be able to apply for some. We *can*, and will. As we research the requirements, we will be applying for grants to support our *Motorcycle Awareness Program*, as well as other subjects, within the organization. After we get the bugs worked out, we will share this info on a more one to one basis with interested members. Just let us give it a shot and see if and how much money we can gather for our projects.

This was the last class of the day, and since there was no dinner provided, it was up to each one to find dinner. After we ate, we attended the *A.C.T.S. Oregon Annual Meeting*, there was an introduction of their officers and board members and then we broke into three discussion groups to talk about their internal problems and subjects. Kinda like our annual planning session, we just had the previous weekend in Cottage Grove.

It was interesting to find out that they are as scattered and un-organized as we can be, at times. The group I sat in with was one talking about child safety seats, was more worried about how to make sure that they were getting credit for sessions that they attended and how to get business cards, and such. I suggested a generic “calling card” such as *A.B.A.T.E.* has, that they could fill out and leave with someone who required more information on their organization. They seemed to think that was a real good idea.

Now consider, most of these people are nurses, public health employees and such. Why they hadn’t thought of that type of thing prior, is beyond me. They are supposed to be the brains behind this stuff. Go figure.

That was the end of the day, and some of them went to their rooms, some went to the lounge, where there was a singer who did a lot of stuff that “Ol’ Blue Eyes”, Frank Sinatra did. He wasn’t bad, if you like that kind of music, but it reminded me of the stuff my parents listened to.

Friday

After another breakfast from the hotel, we went to class. *Traffic Engineering for Non-Engineers*. This covered the logic behind why roads and intersections are built the way they are. How the design is supposed to help with traffic flow, traffic calming, and that kind of material. Nothing we haven’t covered before, in past years.

The last class of the day, for me, was *Uniform Traffic Control Devices, What’s New*. Having attended previous classes on this subject, it was interesting to find that *N.H.T.S.A.* is still changing the roadway markers and sign designs on a year-to-year basis. In the past we have discussed various colors for signs, placement and so forth. This year the history of traffic signals was discussed. Were you aware that Minnesota was the first state to install a traffic signal, in 1928. The country is still making changes and some of them are:

- Changing the pattern markings of crosswalks. No longer will crosswalks be two lines on the road, but will start showing up as blocks, stretching across the street. We have seen this in some locations, already.

- New signal systems for the pedestrian. They will be changing the control switches of the next 5-10 years to include lighting buried in the roadway, which will shine in both directions of travel. Europe has had this for some time, and it has proven

successful.

- More “red light cameras”, which is claimed not to be a “money generator”, but an enforcement tool and to help reduce collisions at intersections.

Lunch and closing remarks followed that class and the speaker was Rosemary Nye, Senior Regional Program Manager *N.H. T.S.A.* Region X. Again, a pat on the back and speaking of items which are coming at us:

- TEA-03 - we all know what we need to watch out for there, so most of us aren't surprised by what they are doing. Mostly she spoke of items in general and did not once address motorcycles, in particular.

- Helmets were mentioned in passing, but only to congratulate Oregon on still have a lid law.

This ended the conference and after taking down our display and clearing out of the rooms, we departed for our various areas. My thanks to Geoff White, Rick Maish and Nora Rhode for attending with me and again my thanks to *A.B.A.T.E.* for allowing me to attend.

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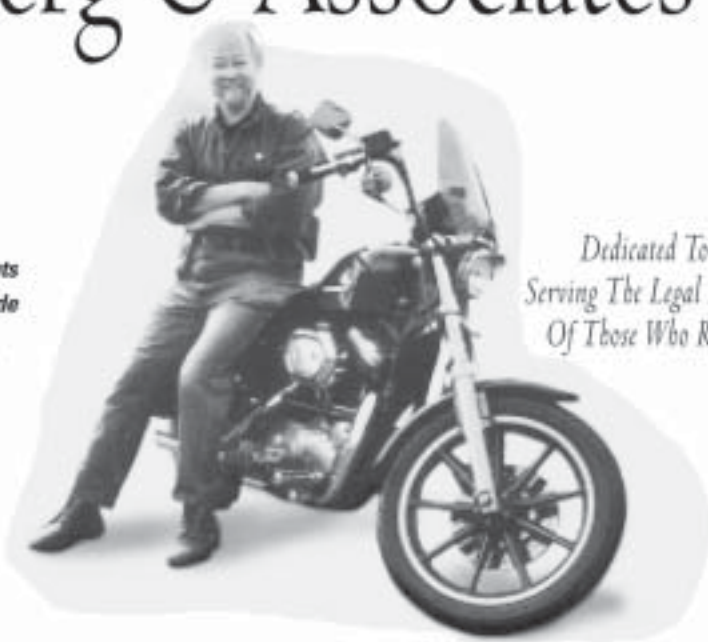
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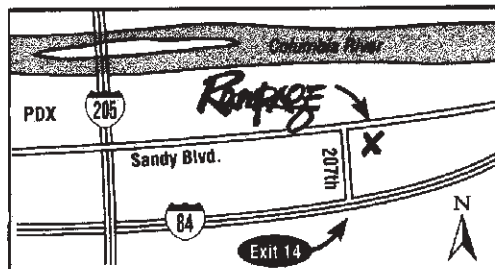
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We are endorsed by the **National Coalition of Motorcyclists** and more than 1,000 motorcycle groups throughout the United States and Canada, and serve as **Legal Counsel for the Confederations of Clubs.**

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To inform A.I.M. members of biker-friendly shops and establishments, and to provide access to emergency services.

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|--|---|---|--|---|---|--|--|
| ACE DISCOUNT MOTORSPORTS
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541-631-9000 | EUGENE BIZLING
2486 Hwy 99 North
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541-688-1111 | INDIAN MOTORCYCLE-PORTLAND
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Portland, OR 97202
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Madras, OR 97741
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N.E.
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MEDFORD, OR 97504
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Portland, OR 97216
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22301 S.E. STARK ST.
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PORTLAND, OR 97217
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ALBANY, OR 97321
541-929-6234 | CASCADE MOTOR SPORT
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541-535-5515 | FORREST GROVE HONDA
3819 PACIFIC AVE
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6000 CRATER LAKE AVE
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541-626-9148 | HOCKETT MOTORS
210 FRONT ST
GASTON, OR 97119
503-985-7738 | SUPERIOR CYCLE REPAIR
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A.B.A.T.E. PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
_____	AYP2	Year Pin - 2 yr. member - blue	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue	3.00	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue	4.00	_____
YEAR PIN				
_____	ALAN	ABATE Anniversary Pin	5.00	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	5.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	5.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	5.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	3.00	_____
_____	AFP	Fossil Pin	5.00	_____
_____	ACWP	ABATE Uplifted Wing- 5 color on white	5.00	_____
_____	ATM	Thermal mug hot/cold	7.00	_____
_____	A#1ER	Earrings (post or hoops)	6.00	_____
_____		Bandanas	6.00	_____

ABATE PINS

MISCELLANEOUS

_____	ALH	ABATE Logo Hats - white on black (NEW STYLE COMING SOON)		
_____	CW	Screw The Helmet pin	3.00	_____
_____	AFRTS	ABATE T-Shirts	15.00	_____
	Sm_____	Med_____	Lg_____	X-Lg_____
_____	AFRTL	ABATE Sweatshirts	22.50	_____
	Sm_____	Med_____	Lg_____	X-Lg_____

ABATE T-SHIRTS

Chapter Logo setup fee with each order = \$15.00 (One time charge)

NOTE: Assorted Colors.

(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)

NOTE: A.B.A.T.E. Chapter orders -- Please contact Products Director before placing order.

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL	
_____	AWS-L	ABATE Wing Sticker - black/red (left side)	3.00	_____	
_____	AWS-R	ABATE Wing Sticker - black/red (right side)	3.00	_____	
_____	AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	5.00	_____	
_____	AMS	ABATE #1 Membership Sticker - large, 5 color	3.00	_____	
_____	HLS	HELMET LAWS SUCK Sticker - small	1.00	_____	STICKERS
_____	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	1.00	_____	
_____	ACWS	Warning Sticker: "This Bike Belongs To A Member of ABATE, Don't Mess With It"	2.50	_____	
_____	HLSB	HELMET LAWS SUCK Bumper Stickers	3.00	_____	
_____	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Stickers	3.00	_____	
_____	MIM	UNITED WE STAND, DIVIDED WE FALL Patch	5.00	_____	
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available	1.25	_____	
_____	CHPT	Chapter Rockers (indicate Chapter _____)	5.00	_____	
_____	CLOTH	Year Bars (indicate year _____) Small _____ 1984-1993 avail. ..	2.00	_____	
_____	CLOTH	Year Bars (indicate year _____) Large _____ 1984-1992 avail. ..	2.00	_____	
_____		Courtesy Cards		_____	
_____		License Plate Frames — Cars with	7.00	_____	SPECIAL ORDER ITEMS
_____		"Let Those Who Ride Decide		_____	
_____		License Plate Frames — Motorcycles with	7.00	_____	
_____		"Let Those Who Ride Decide"		_____	
_____	LPSL	Loud Pipes Saves Lives	3.00	_____	
_____	AEP-L	Straight Wing Eagle pin	5.00	_____	
_____	FAP	Free America Patch	5.00	_____	
_____	FAB	Free America Pin	5.00	_____	
_____	EAP	Eagle Pin	5.00	_____	
_____		Chapter Coordinator	5.00	_____	OFFICER ROCKERS (special order items)
_____		Chapter Vice-Coordinator	5.00	_____	
_____		Chapter Secretary	5.00	_____	
_____		Chapter Membership Secretary	5.00	_____	
_____		Chapter Treasurer	5.00	_____	
_____		Chapter Historian	5.00	_____	
_____		Chapter Legislator	5.00	_____	
_____		Chapter Educational Director	5.00	_____	
_____		Chapter Ways & Means Director	5.00	_____	
_____		Chapter Sergeant-At-Arms	5.00	_____	
_____		Chapter Public Relations Director	5.00	_____	
_____		Chapter State Representative	5.00	_____	
_____		Chapter Rockers- (Need to be ordered by Chapter Ways & Means Director)		_____	

Sub Total

Shipping & Handling Charges

Under \$25.00 = **\$5.00**

\$25.01-\$100.00 = **\$7.00**

T-shirts (over 1 Doz.) shipping **\$8.00**

mail order to: **A.B.A.T.E. PRODUCTS** **TOTAL** _____

att. Products Director

PHONE: (503)-666-8806

P.O. Box 4504

Portland, ORegon 97208

E-MAIL: mhobbs256@yahoo.com

Date _____

Prepaid _____

Name _____ Phone Number (_____) - _____

Street Address (for UPS shipping) _____

City _____ State _____ ZIP code _____

Thank you for your order ;-)

NOTE: A.B.A.T.E. Chapter orders -- Please contact Products Director before placing order.

HELMET / INFRACTION / STOP REPORT FORM

This information may be presented to state and federal legislators as well as police or DOT administrators. The purpose is to ensure appropriate lawmaking and reasonable enforcement. Please provide as much detail as possible. Attach extra pages if necessary. Phone 1-800-347-1106 or (503)-224-1106 in Portland if you have questions, and ask for Gunny. Thank you for your cooperation.

PLEASE SEND TO:

Sam Hochberg, A.I.M. Attorney, 750 Morgan Bldg., 720 SW Washington, Portland, OR 97205
ATTN: Gunny Hutch.

NAME: _____

ADDRESS: _____ CITY: _____

STATE: _____ ZIP: _____ PHONE: work _____ home _____

MAY WE USE YOUR NAME FOR LEGISLATIVE PURPOSES? (YES) (NO)

WHAT HAPPENED WHEN YOU WERE STOPPED?

DATE STOPPED: _____ TIME STOPPED: _____ a m / pm

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET / OTHER (specify) _____

CITATION? (YES) (NO) IF SO FOR: HELMET / OTHER (specify) _____

CITE # _____ 1st appearance date: _____ TIME: _____ am/pm

COURT LOCATION: city / county: _____

ANY OTHER CHARGES ISSUED AT THE SAME TIME? LIST: _____

IF THERE WERE ANY CRIMINAL CHARGES (not infractions), SPECIFY: _____

You should IMMEDIATELY obtain LEGAL ADVICE if you were charged with a crime.

Did officer follow normal traffic laws in making the stop? (YES) (NO)

If no explain: _____

Did officer treat you fairly and respectfully? (YES) (NO) If no explain: _____

Was your helmet confiscated? YES / NO Explain: _____

Were you given an explanation on legal or illegal helmets? (YES) (NO)

If YES was the explanation? WRITTEN VERBAL BOTH

If verbal, describe: _____

WHAT HAPPENED IN COURT?

Have you gone to court? NO: When is court Date? YES : How did you plead? If you pled guilty what was the fine? \$ _____

If you pled NOT GUILTY, have you gone to trial? (YES) (NO) If no when is your court date? _____

YES : What was the verdict ? GUILTY NOT GUILTY

If guilty, what was the sentence? _____

FINE : \$ _____ ASSESSMENT: STATE \$ _____ COUNTY \$ _____ CITY \$ _____

WORK TIME LOSS HRS: _____ LOST WAGES: \$ _____

Briefly describe the evidence you presented at your trial (or include a copy) _____

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: _____ MODEL: _____

When you bought the helmet did it have a DOT sticker on the outside? YES NO

Label permanently fastened inside? (YES) (NO)

Was helmet modified? (YES) (NO)

If modified describe: _____

Member's Classified Advertisements

For Sale

For Sale
A real sweetheart of a bike!
1993 FXR, black, lots of extras. **\$13,900**
Call Greg Coen at:
(541)-747-3525 for details
or Joan at: **(541)-896-030**
(Jan 2003)

For Sale
1991 Ranger XLT pickup.
Power steering and brakes, tilt wheel,
4-speed automatic, canopy, CB radio,
good tires and brakes. Runs excellent.
\$2,550
(541)-572-1951 John
(Feb 2003)

For Sale
Horse trailer--great for hauling
motorcycles. **\$500** or best offer.
1992 *Geo Storm* in good
condition. **\$2,250** or best offer.
1982 *Suzuki* 750, low miles,
fairings, tour pack and bags.
\$800 or best offer, possible
trade.
1965 *Chev* 2-1/2 ton truck, 16'
dump bed, mechanically sound.
\$3,250.
1951 *Chevy* 2-1/2 ton truck.
New motor, new brakes. **\$2,500**
or some trade.
Portable dishwasher **\$50.**
DeWalt radial arm saw **\$250.**
Phone **(503)-285-4329**
Rotten Roger
(Feb 2003)

For Sale

For Sale
1982 *Sportster* 1000cc iron
head. **\$3,250** or best offer.
1997 *Honda* CR-250 moto-
cross. \$3,000 worth of modi-
fications. Asking **\$3,000**, best
offer, or trade for *Honda* XL or
XR-650.
(503)-255-8460
Diesel Dave
(Feb2003)

For Sale
1971 *Shovel* New electronic
ignition, SU carb, electric and
kick start, 74". Very clean
custom paint job by Gary Crisp:
pearlescent white with black
pinstripe, no Harley decals or
badges. Fat tanks and fenders,
2-over front, spoke wheels,
white sidewalls, police-style
windshield, fringed bags. Front
disc brake added. Has had some
cleanup work done, needs only
a little carb and electric TLC.
\$8,950. Call Sam Hochberg at
(503)-224-1106, or e-mail your
questions to:
SamBikeLaw@aol.com
(Feb 2003)

WIN A BRAND NEW DEUCE!!
For a measly **\$10** you can help
the children of the Shriners Hos-
pital and win a 2002 Harley-
Davidson Deuce.
Call: **(503)-255-5415**
or e-mail:
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for tickets. Ask for Mike.
The drawing for the bike will be
on Dec 7th, 2002.

Wanted

Wanted
Looking for rear cylinder for
a 1974 Sporty 1000. Also front
disk brake.
(503)-665-5063 or **(503)-997-
3558** Barry

**ANSWER TO PREVIOUS
CRYPTOGRAM
-- November --**

They who are in highest places, and
have the most power, have the least
liberty, because they are most ob-
served.

-- John Tillotson

Wanted

Wanted

Your ad here.

Reach over 2,000 people each
month for free.
(It's one of your perks as an
A.B.A.T.E. member.)

December Cryptogram

Y O U P D L M A D B R Z B A Z Q
Y U L E , T B Q J U C B Q
A O Z P L Z Z T B Q O U I D Q T F -
L Z G U D V D B X M U D L D A
Q U Y B ?

- V O T L I Z M I T H J

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

HOW CRYPTOGRAMS WORK: The idea here is that each letter in the cryptogram represents a letter of the alphabet. ("Y" might equal "L" for instance.) Look for word patterns to help establish which word is what. (Single letters will be "I" or "A"; "the" and "and" are common three-letter words; the most widely used English letter is "E".)
Spies used to send messages using cryptograms because they kept their opponents busy trying to crack the code while the spies went about their skulldruggery.
Now days cryptograms is mostly recreational.

These advertisements are for personal items only and are free to Oregon A.B.A.T.E. members. Each ad will run for three months. (Date in parenthesis is the last issue in which the ad will appear.) Business and services will need to place *paid* advertisements.
Note: A.B.A.T.E. of Oregon, Inc. is not responsible for any items appearing in these advertisements.

Contact: **(503)-838-6893** (V/F)
or
A.B.A.T.E. of Oregon, Inc.
att. Member Ads
P.O. box 4504
Portland, Oregon 97208

STATE OFFICERS FOR CALANDAR YEAR 2002

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VICE-COORDINATOR NORTH			
Jim Niece	(503)-775-2203	najin24@attbi.com	(503)-775-2203
VICE-COORDINATOR SOUTH			
Joe Laurance	(541)-679-3775	laurance@pioneer-net.com	
VICE-COORDINATOR EAST			
Bob Hadley	(541)-447-8650	easternorc@aol.com	
MEMBERSHIP SECRETARY	(503)-615-3101 (Portland area)		
Jill Tracy	1-(877)-552-2283	tntfam@europa.com	(503)-615-0550
SECRETARY			
Charlie Hill	(541)-759-2388	abateoforegonsecretary@yahoo.com	
TREASURER			
Wendy Vaughn	(503)-646-2060	abatetreasurer@earthlink.net	(503)-469-0574
CHAPTER AUDITOR			
Carla Richesin (no calls after 1030 please)	(503)-357-0245	SportstHER@hotmail.com	(503)-626-5214
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Rot Path	(503)-838-6893	rotnews@open.org	(503)-838-6893
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A.B.A.T.E. of Oregon, Inc.
att. MEMBERSHIP
P.O. Box 4504
Portland, Oregon
97208

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A.B.A.T.E. of Oregon, Inc.
Membership Application

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: (____) - ____ - _____ E-mail: _____

Additional Members in Same Household:

Name: _____
 Name: _____
 Name: _____

Congressional District: _____ Senator: _____ Representative: _____

Annual Rates:

___ Individual membership \$20
 ___ Couple membership \$25
 ___ Family membership \$30

Total number of members: _____
 Amount enclosed: \$ _____
 Date paid: _____

Chapter: _____	
New member ?	Renewal ?
Yes ____	Yes ____
No ____	_____
Patch Received ?	Membership #
Yes ____	
No ____	

Please send completed application to:

Membership Secretary
A.B.A.T.E. of Oregon, Inc.
P.O. Box 4504
Portland, Oregon

97208

A.B.A.T.E. of Oregon, Inc.
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Said some biker elves wrapping trinkets,
“This ain’t what it’s all about, is it?”
So they set aside their gin,
Discovered their child within,
And found the true holiday spirit.

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NEXT STATE BOARD MEETING:

Saturday, 11 January 2003 at Noon
7th and Kalmia
Junction City, Oregon

CHAPTER MEETINGS

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

Chapter:	Date/Time::	Location:
Central Oregon	2 nd Sunday 1400 (2:00 ^{pm})	Old Redmond Hotel; Redmond
Columbia River	2 nd Sunday 1230(12:30 ^{pm})	U&I Tavern; 6910 N. Interstate Ave.; Portland
Douglas County	1 st Sunday 1230 (12:30 ^{pm})	Round Table Pizza; Roseburg
Hub City	3 rd Thursday 1900 (7 ^{pm})	Los Dos Amigos;1402 Pacific Blvd.; Albany
Lincoln County	1 st & 3 rd Tues 1930 (7:30 ^{pm})	American Legion Hall, 424 W. Olive Street, Newport
North Coast	4 th Saturday 1000 (10 ^{am})	Merts Campus; 6540 Liberty Lane; Astoria
Northeast Portland	1 st & 3 rd Wed 1930(7:30 ^{pm})	Round Table Pizza; 4141 NE 122 nd ; Portland
River City	1 st & 3 rd Tues 1900 (7 ^{pm})	Lone Pine Restaurant;335 Lone Pine Dr., The Dalles (I-84 & US-197)
Salem	4 th Tuesday 1900 (7 ^{pm})	Pietro’s Pizza;1637 Hawthorne Ave NE; Salem
South Coast	3 rd Sunday 1100 (11 ^{am})	Gino’s Pizza; 1324 Virginia Street; North Bend
Southeast Portland	1 st & 3 rd Sun 1200 (noon)	M/M restaurant & Lounge; 137 N. Main; Gresham
Southern Oregon	3 rd Sunday 1400 (2 ^{pm})	Oregano’s Pizza; Gold Hill
Washington County	2 nd & 4 th Tues 1930(7:30 ^{pm})	Prime Time Sports Bart; 4202 Pacific Ave; Forest Grove
Willamette Valley	3 rd Thursday 1900 (7 ^{pm})	Foxfire Restaurant; 4740 Main Street; Springfield