

Free!
(as thankfulness)

Promoting motorcycle awareness, education, safety, and liberty.

A.B.A.T.E.

of

Oregon, Inc.

<http://www.abateoforegon.net>



Let Those Who Ride Decide

welcome
Twin Rivers Chapter
(The chapters formerly known as
Columbia River and Northeast Portland)

November 2007

in gratitude



Thank you to all those people who allow us to ride.

Miners who find the metallic ores, smelters who create steel, factory workers who form the metals, rubber plantaion workers who tap the trees, chemists who formulate the plastics, roadworkers who pave and patch the streets, refinery operators who give our bikes fuel, mechanics who keep our bikes running, electrical line workers who keep power flowing to our homes and shops, farmers who grow crops, garment workers who create our clothes, food workers who keep us norished, and all the others without whom we could not enjoy life quite so much.

Somehow words and money seem inadequate to express our gratitude.



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

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.

- A.B.A.T.E. is a not-for-profit motorcycle 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. 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 with are important to their community.

So scan through our newsmagazine. 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
crusty ol' editor

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.

by Bill Bish

(A.B.A.T.E. of California ; executive coordinator, *National Coalition of Motorcyclists*)

"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, representative 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.

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

P.O. Box 4504

Portland, OR 97208

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crusty ol' editor — Rot Path

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State Coordinator's Comments



by Ed Vaughn

So it's November.

The planning session is past and we are down to two meetings left in the year.

Do we kick back for the holidays and let the rest of the year slide?

Nope, there is still work that can be taken care of that will help next years board of directors and executive board get a running start.

I'm sorry work kept me from October board meeting but I am happy to see that the early nominations for next year's state officers are mostly accepted or undecided as opposed to "hell no".

Even though my own interest in serving *A.B.A.T.E.* lies in a different direction in the coming years than being an officer, I wouldn't have missed the last two years. Being involved in the operation of our organization allows for a completely different insight into issues and actions and has taught me that things aren't as simple or black and white as they may seem from the outer edges of our group. The last two years has also given me a lot more respect (and I started with a lot to begin with) for the perpetual members and icons of our organization that work tirelessly year after year fighting the good fight and pushing the rest of us to measure up. My heartfelt thanks to all of you.

Now, what can we do to help next year's board slide into their new jobs?

First, all of you who are undecided should think strongly towards saying yes, you will run.

Next, anybody who wants to run and hasn't been nominated should talk to your chapter representative and get that taken care of at the

November board meeting. Don't think that just because somebody is already nominated for a position you want that you can't run. We deserve a choice and elections that actually have a little competition are better for every one. Getting the ball rolling on putting the ideas we came up with at the planning session in front of the members so they can say "yea" or "nay" will also help. Probably the most important thing we can do for next year is at our chapter level and that is choose our state board reps wisely.

State board representatives are the most important position in our whole organization. Your state board representative should be someone who wants the job, not just a fill in. They should be able to communicate well, to carry your chapter's ideas and needs to the state board, and to bring back information to your chapter you can use to help plan our future.

— Ed Vaughn

Contact Your Coordinator

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(503)-646-2060

e-mail:
vaughned699@msn.com

A.B.A.T.E. chapter reports**Central Oregon**

Think we can actually say that our annual *Teddy Bear Run* was a great success this year. Our chapter delivered around 1,400 stuffed animals to the four Central Oregon emergency rooms. The bike count was over 120, with only one incident of a flat tire. Pretty good odds!

Would like to thank everyone who helped put this event on, and also a special thanks goes out to Bob of *Bob's Concrete* for treating us all to breakfast that morning. Sure everyone enjoyed the day.

December is election time for the chapter so anyone wanting to run for a position come to the meeting and get involved. Kevin has decided to step down as coordinator this year. So that is a position which will need to be filled. He would like to give his appreciation to all of you for the support over the last couple of years. It was a great ride.

Renee' and Kevin

CENTRAL OREGON MEETING TIME and PLACE

2nd Sunday at 1400 (2:00pm)
Black Horse Saloon
 Bend, Oregon

POINT of CONTACT

Kevin Anderson (541)-389-2167
 John Baumann (541)-382-6146

CHAPTER ADDRESS:

65315 Kiowa Dr.
 Bend, OR 97701

A.B.A.T.E. chapter reports**Douglas County**

Fall is upon us. It's so nice to feel that little Pacific Northwest nip in the air and watch the trees' leaves turn. The changing of the colors! And yet there is something kind of melancholy about ending another summer of riding.

I for one have many fond memories of this year. Lots of wonderful days on the road with friends and our motorcycling family.

There were changes.

For one our very own Fast Eddie from Dixonville got married!

We grew, I hope, as an organization, learned some things, and are perhaps better suited for the months to come. We all have cause to look forward to the year ahead with the planning meeting having taken place, and our compass set to working successfully, not only with each other but within our respective communities.

On a more sad note, this past month we lost one of our brothers on the road and a couple of others are pretty bad off. It makes one want to take a moment of being thankful for coming through another year. And, being November now, maybe it's a reminder of our founding fathers, and how they took time for Thanksgiving too. Granted, they were looking for freedom, a new life and the basic sustenance to continue living into the next year. We are so blessed and privileged in our abundance.

I think we too should be thankful.

First for our freedoms, and they are many.

Secondly, we should continue to be

thankful for all of those who have served to provide us with these freedoms, and those who continue to do so. I've never before considered that Veteran's Day and Thanksgiving Day are in the same month. Coincidence? Maybe not. We can and should make Veteran's Day a day of thanksgiving for our veterans. This year, take a moment to thank a vet. Participate in the Veteran's Day events. Visit our National Cemetery here in Roseburg or another of your choice. Maybe even take a trip over to the veteran's administration hospital and visit someone, drop off some candy or other "care items". There will always be someone there who can use an unexpected gift.

Many of our elderly and/or disabled vets need help or are homeless or are simply living without some of the basics that we take for granted every day. If you want to do something and don't know what or how you can help contact *Oregon Veterans Motorcycle Association* or one of the veterans' service organizations such as *Veterans of Foreign Wars* or *American Legion*. They will be able to direct you.

Not to miss an opportunity to remind everyone our meetings are the third Tuesday, 7 p.m., *Round Table Pizza*. [Roseburg] The last two meetings we haven't had much of a turnout.

You are A.B.A.T.E.

Without you, this organization will cease to exist. Consider the future without *A.B.A.T.E.* and it gets a little frightening. Someone has to keep the

politicians and do-gooders in check.

Nominations and elections are coming up. Please consider how you can be a participant in seeing this organization continue to thrive and do it's work.

The next newszine will come out after the toy runs have begun, so be safe, and please, don't take chances.

On behalf of the *A.B.A.T.E.* family, let me say: "Thank you !" to the many veterans we are privileged to have in this organization. We appreciate you more than you know!

Becky Garino
Douglas County Chapter

DOUGLAS COUNTY MEETING TIME and PLACE

3rd Tuesday at 1900 (7:00pm)
Round Table Pizza

Roseburg

POINT of CONTACT

Jim Waggoner (541)-229-5532

<http://www.dcabateoforegon.org/>

CHAPTER ADDRESS:

P.O. Box 501
Roseburg, OR 97470

A.B.A.T.E. chapter reports

Hub City



Fair weather riding season is coming to a close again. Not sure about the rest of you folks but a few of us feel we did not have enough good riding weather this summer to carry us through an Oregon winter!

Reminder that nominations and elections for chapter and state officers will be held this month. We strongly encourage all those who have not held office to test the waters. It is a very rewarding experience.

Remember we are all in this together and any of the outgoing officers will be glad to help you acclimate to the new position you choose to hold. Any organization is only as good as its membership participation. New blood keeps new ideas flowing and officer's burnout from happening.

By the time you are reading this, the yearly planning session will have happened. Hopefully many members attended to help chart the course of A.B.A.T.E. for the coming year. It is important to keep the momentum going that was generated last year with the legislators and to keep a vigil watch on laws pertaining to the riding community.

There were several big winners at the last chapter meeting. Door prize winners were Jim Burnett (flashlight/lighter) and Frank Harms, Don, and Joni Erich, Don Nash won hats and lanyards.

Unfortunately Robert Fox missed the meeting and thus did not collect the monthly membership drawing money.

However, Jon Fulton was in attendance to take home \$76 in the



50/50 drawing.

The holiday season is fast closing in on us. There will be many toy runs and events taking place to help out the less fortunate in our community. Please take the time to support these charitable endeavors as they are worth while causes.

Also, remember to brush up on safe winter riding practices for it will too soon be up on us.

Happy turkey day and keep the rubber down!

HUB CITY MEETING TIME and PLACE

3rd Thursday at 1900 (7pm)
Ciddici's Pizza
133 Fifth Street
Albany

POINT of CONTACT
Garry Hastie (541)-967-7802

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P.O. Box 2503
Albany, OR 97321

A.B.A.T.E. chapter reports

Josephine County

Josephine County Chapter A.B.A.T.E.'s Fourth Annual Toy Run was held on October 7th, 2007 at the Fruitdale grange in Grants Pass. Once again, our chapter coordinator, Pat "Spanky" Allen did an amazing job of garnering cash donations, and auction/raffle items for this event. He also had a lot of help getting it coordinated which was the key to success for the day.

The weather held and the sunshine was most welcome as 311 bikes thundered through Grants Pass chasing Santa and Mrs. Claus who rode on a *Rural Metro* fire engine. Grants Pass public safety provided a patrol vehicle to head up the run. There were three other fire engine companies participating from Evans Valley, Rogue River, and the Illinois Valley.

The riders returned to the grange for a wonderful feast of chicken, hamburgers, hot dogs, and side dishes.

It's estimated there were approximately 500 people in attendance. For the first time, the chapter ran out of food due to the large number of attendees, but there was no growling or fussing about it at this festive event.

In addition, plaques were awarded for the best decorated Christmas bike and Spanky won first place with a bike that looked like a Christmas festival in itself. Lance and Karen Tolle, chapter members, won second place.

Auction items ranged from a chaffered wine country tour, to tools of every kind, furniture, tattoo certificates, hair care, beautiful jewelry, nights at local inns, wine baskets, stereos, and so much more. There were about 200 raffle items that included dinners at restaurants throughout our valley, jewelry, clothing, gift baskets, certificates, and so much more.

The 50/50 was won by Pete, a

chapter member, and he kindly donated \$50 of that to the toy run beneficiaries.

The auctions, raffles, and 50/50 brought in more than \$5,000 in cash donations and 700 plus toys for *Siskiyou Health Center's Project Baby Check and Ready Set Go*.

The band *Leadfoot* once again donated their time to this event and they kept the folks rocking the whole afternoon

(continued on page 30)

JOSEPHINE COUNTY**MEETING TIMES and PLACE**

3rd Wednesdays at 1900 (7 pm)

Fruitdale Grange

1440 Parkdale Drive

Grants Pass

POINT of CONTACT

Spanky (541)-471-6049

CHAPTER ADDRESS:

jo_co_abate@aol.com

A.B.A.T.E. chapter reports**Lincoln County**

We are doing well on the west side of the mountains. We have finished our last highway clean up for the year.

A check will be delivered at the state board meeting for the 10% of our profit. It is such a wonderful feeling knowing that we have helped in a small way for *A.B.A.T.E. of Oregon* to continue.

The time for starting many things has started. We will be doing nominations for new officers soon. This is as interesting on the chapter level as it is on the state level.

We are already discussing the senior Thanksgiving dinner in November. This is almost as old a project as *Beaver Creek* is. The seniors start asking about the dinner the last of August. Going to the center to visit is so much fun. This will be moving along with no problems as usual.

It still feels funny not doing anything for Mrs. Santa in *Lincoln County Chapter*. It's not that we wouldn't do it but that Mrs. Santa is no longer able to continue. Talked with her a while back and she doesn't remember me now. *Lincoln County Chapter* now has the pleasure of adopting a few families and making their holiday season a little more joyous.

Hope that all of you are ready for the little goblins to show at Halloween. They are a joy to behold. Shy little ones who are in awe that they receive a gift because they knocked at your door.

We hope to have at least a couple of people at the planning session in October.

The weather is cooling, not nearly



as much sun and definitely the days are getting shorter.

Be well and keep the rubber side down,

Millie

LINCOLN COUNTY MEETING TIMES and PLACE

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

American Legion Hall Post 116
424 W. Olive Street
Newport

POINT of CONTACT

Bob (541)-265-7586

CHAPTER ADDRESS:

P.O. Box 372
South Beach, OR 97366

A.B.A.T.E. chapter reports

North Coast



Summer is over, things are suppose to slow down, but not at the *North Coast*.

Coordinator Paul and myself rode down to *Clatsop Retirement Village* to bond with the old fogies. What we got was a big surprise. As we pulled in a petite elderly lady fought off an arriving ambulance to get to us before the bikes were shut off. She says "I want a ride."

That's how the day went.

Despite a cold, almost rainy day we gave ten seasoned souls a ride! The hardest part of the whole day was getting the riders on the bikes. After this was accomplished the ride was a breeze. The rest of the day was all smiles.

We gave rides to a mailman, a mechanic, a veteran, a doctor, and three housewives.

Most had never ridden before, some as youngsters, but that didn't matter, the experience was invigorating.

They loved it!

One bonus was our organizer was a high school student doing her senior project. She also rode and had to be pried off the seat.

One thing I learned was even though the body gets old, the soul

doesn't!

I went into this apprehensive and rode out with a sense of life. That's what happens when you have a 92 year old man riding behind you hanging on for dear life yelling "Yahoo!"

Future rides are in the makings.

Your chapter might try this.

North Coast is working hard on our *Spaghetti Dinner & Auction*. Hoping to achieve the success of our predecessors. Tomorrow we are headed over to *Good Don Kelly's* to sample the spaghetti and have a planning meeting. Any help or ideas are greatly appreciated. Also any items you think might bring a pretty good penny for the kids that you can do without please call me at (503)-325-4376

At our *Two Rivers Run*, Donny Vittitoe promised to start attending our meetings again. Well since he didn't make the last meeting he has \$130 less for his new bike fund!

Be safe and enjoy the ride!

Howie



Rain

ABATE of Oregon, Inc.
North Coast Chapter
presents this



or Shine

19 ANNUAL TOY RUN

Meet at:
Relief Picker
1007 3rd St
Astoria OR
10:00am
Depart at
11:00am

\$10.00 per Poker Hand
Extra Poker Hand \$5.00
Trophies for High & Low Poker Hands
North Coast

Get in the
Holiday
Spirit!
JOIN US!



End Point:
Astoria School
Lodge
609 17th St.
Astoria, OR

Questions??
Paul
503-440-0820
Howie
503-325-4376

Saturday, December 1st 2007

Proceeds will buy Christmas Gifts for
Children in Clatsop and Pacific Counties
Many Thanks to our Supporters!

ABATE of Oregon, Inc. Presents/Hosts/Co-Coordinates/Manages/Supports and Liberate through Community Fundraising and Legislative Action. Sponsored by ABATE of Oregon, Inc. Co-Coordinates in other ABATE of Oregon, Inc. and all activities are charitable contributions for children across the country.

NORTH COAST MEETING

TIME and PLACE

4th Sunday at 1000 (10 am)
Moose Lodge
420 17th Street
Astoria, Oregon

Children are welcome

POINT of CONTACT

Paul Ebelmesser (503)-440-0820

CHAPTER ADDRESS:

P.O. Box 1123
Astoria, OR 97103

A.B.A.T.E. chapter reports

River City



September 18, 2007

We had a long meeting tonight. The state board of directors report took some time and we had lots of extra discussion throughout the meeting. We may take a while, but we have a good time!

Larry brought cookies in honor of his new *Road King*.

Mike Morin would have won the membership drawing for \$35 if he had been at the meeting. It goes up to \$40 next meeting.

Our weather is cooling and the skies are not as bright, but there is still a lot of riding to do.

— Brian

Regular Meeting

Called to order by Rick at 7:00 p.m., ten people present.

Rick read the mission statement.

Guests and new members: None.

Minutes. Waived on a motion by Bob because they were presented in written form.

Correspondence: *M.R.F. Reports*, bank statement, thank you from *St. Vincent DePaul*, chamber newsletter.

Treasury report: \$215.72 in checking and \$1680.24 savings.

Bills submitted: Brian for state board of directors meeting travel.

Membership report: 71 wonderful individuals.

State board report: Long, detailed report, then worked on planning session agenda.

Legislative report: *BikePAC* meeting 06 October in Salem.

Ways and means report: New raffle –

Minnie Mouse was won by Bob Boynton.

Public relations report: Patch information.

Historian report: None.

Old Business

Group riding protocols: Lots of great rides happening.

New Business

Barbeque in the park ideas.

Larry got a new bike and brought cookies.

Mike Morin would have won the membership drawing if he had been at the meeting.

The featured bike on tonight's agenda was a 1925 *Henderson DeLuxe* 1301 cc

Meeting adjourned 8:13 p.m.

October 02, 2007

We had a very small meeting tonight and had some really good discussion about rides, swap meet, people, and the world we live in.

We had no drawings tonight, but Brian presented another fooler on the agenda with a pic of a 1977 *KTM* 50 cc TS.

We have cooler weather and lots of color in the trees, so it is a great time for a ride.

— Brian

Regular Meeting

Called to order by Rick at 7:05 p.m., eight people present.

Rick read the mission statement.

Guests and new members: None.

Minutes: Waived on a motion by Larry because they were presented in written form.

Correspondence: Chamber newsletter.

Treasury report \$260.72 in checking and

\$1680.24 savings.

Bills submitted: None.

Membership report: 71 delightful peoples.

State board report: None.

Legislative report: *BikePAC* meeting 06 October in Salem.

Ways and means report: None.

Public relations report: None.

Historian report: None.

Old Business

Group riding protocols: Steve got wet going to the *Lighthouse Run*, Brian went to Salem for new tires.

New Business

No drawings this meeting.

The featured bike on tonight's agenda was a 1977

KTM 50 cc TS.

Meeting adjourned 7:36 p.m.

Upcoming meetings

November 06, 2007

November 20, 2007

RIVER CITY MEETING

TIMES and PLACE

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

Roadstop Restaurant

2nd Street -- The Dalles

POINT of CONTACT

Rick Prentice (541)-296-8083

Brian Stovall (541)-298-1317

CHAPTER ADDRESS:

P.O. Box 1422

The Dalles, OR 97058

A.B.A.T.E. chapter reports**Salem**

We met at the new meeting location, *Almost Home* restaurant, 3310 Market street – Salem, Oregon. Thanks again to Matt Price for finding us a location.

Twenty five members were in attendance at our meeting. Pretty nice place and food is good, so come and make it a night out for your family.

The first biker night in Aumsville night was mildly successful. Thanks to Sheryl and Murge for your hard work. You made it a fun event. Captain Nemo needed his new trunk to haul off all the prizes he won.

The next biker night will be held on November 17, 2007 at 6 p.m. at *Tommy's Welcome Inn*, 142 S. Main street – Jefferson, Oregon. Please come out and support a worthy cause for both small communities.

Salem Toy Run: 09 December 2007 starts at 2470 Mission street. (*K-mart* parking lot) Leave at noon. We will go to Aumsville and then on to Jefferson.

The rainy season is here on the wet side, leaves are falling, metal surfaces, road paint markings, standing water all become hazards.

Your awareness has to be height-

ened under these circumstances.

An advanced rider training class will help you in dealing with road hazards.

The *National Traffic Safety Board* has made a couple of broad statements lately that will have detrimental effects on states' rights. After a study of less than ten motorcycle crashes it was determined that training has no effect on rider skill and a national helmet bill should be put in place to solve the problem.

Deja vu, here we go again.

Unlike *N.H.T.S.A.* the *N.T.S.B.* can lobby states on matters like this.

What can you do about this is write your senators Smith and Wyden and tell them that the *N.T.S.B.* is out of line and operating beyond their scope and their funding should come to a halt. This is an attack on states' rights, so tell the same thing to your state representative and senator. The statement on rider training shows what they know. Blissful ignorance.

Send people out on a machine with no training? That is brilliant. We should of thought of this first.

Someone taught us how to do everything we do and then we improved on it through practice.

They are out to remove motorcycles from the roads of the U.S.A. Not today, not tomorrow, but eventually we will go like the horse and buggy.

Do something for your children, grandkids, and beyond.

Let's slow them down by fighting them on every issue.

Remember Creeper from the Nixon administration? He is on the board of the *N.T.S.B.*

It is not only motorcycle issues that are at stake here.

The constitutions of this state and nation are under attack.

SALEM MEETING**TIME and PLACE**

4th Tuesday at 1900 (7pm)
Almost Home Restaurant
3310 Market Street, Salem

POINTS of CONTACT

coordinator Quiet Mike
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salemchapterabate@earthlink.net

CHAPTER ADDRESS:

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Salem, OR 97309

A.B.A.T.E. chapter reports

Southeast Portland

Hello everyone!

It's November already.

Today is dark and dreary.

Just a quick reminder to ride safe. There have been many crashes and deaths lately. I don't want to hear of any more folks going down.

If you missed the picnic it was a blast. It was a bit chilly but the sun kept trying to shine.

Melinda, I can not thank you enough for what you do year after year. You do an awesome job. I don't know what we would do without your planning and support.

Randy, you are an excellent chef, as always.

Michelle, you truly are the door prize queen. (Isn't it amazing how I won the Honey Buns?) I would like to thank you for all that you do. You are always ready to come up with door prizes for any event. I have personally seen you go to great extremes to get the best donations for the many events that A.B.A.T.E. puts on and I have seen you get donations for other events also. You have more positions in our chapter than many other people could or would do. You are an outstanding woman! Our chapter would not prosper without your expertise. We can not thank you enough!

Everyone had a great time as usual. To those I forgot to mention I want to thank you also.

Just to let you know about our

upcoming events.

We have the *Musician's Toy Run Benefit*, November 3rd at *Trail's End Saloon* from 3 p.m. – 1 a.m. in Oregon City. This is a very worthwhile cause and the proceeds go to the toy run. Some of the northwest's finest musicians will be there including *Francine West and the High Speed Wobblers*. Also on slate for that night will be Wendy Dewitt, *Annieville Blues*, Jim Mesi, Norman Sylvester, Sonny Hess, Lisa Mann, *K. G. Jackson Band*, Dave Mathis, *the Six Shooters*, Doug Rowell, and Myron Leroy. The list of door prizes is astonishing.

We will be in Estacada for the *Veterans Day Parade* on November 11th. Please come join the fun.

There is a special event and benefit for Bill Bumgardner at *Trail's End* on November 17th from 6 p.m. to close. Bill has recently been diagnosed with terminal liver cancer and needs our support. Previous members of the original *Stingers* band will be there for a reunion with Bill, a former band member and bassist. Many other bands will be there including *Flashpoint*, *Marquee*, *Blues Train*, *the Ignitrons*, and *Franco and the Stingers*. There will be door prizes and all proceeds go to Bill and his family.

We have the trial date for Steve Fox coming up on November 8th at 8:30 a.m. at the Clackamas County courthouse. Let's get all the leather that we

can packed in there. Our brother needs us. If you stand for anything, take a stand against road rage. Let the courts know that as motorcyclists we won't take this any longer and that each action has a consequence.

Finally mark your calendars for December 1st for the ride to *Shriner's Hospital* for the toy run. Last year thousands of us made the ride. Let's make this the best yet. RAin or shine. Be prepared for the weather. Meet up at the *Tri Met* bus barn: 4012 SE 17th, Portland around 10 a.m. The drawing will be at noon for the new *Harley*. (Get your tickets.) The ride for the hospital leaves at 12:30 p.m.

Happy turkey day!!!!!!!

Deb "Honey Buns" Ross

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

Matt Hobbs (503)-928-1486

E-mail:

hobbsm@benefithelp solutions.com

CHAPTER ADDRESS:

P.O. Box 90233

Portland, OR 97290

A.B.A.T.E. chapter reports

Twin Rivers

Twin Rivers Chapter Welcomes You



Northeast Portland and Columbia River Chapters have officially merged together.

Combined chapter name is now *Twin Rivers Chapter*

Meeting time and place:
2 nd & 4 th Sunday - (13:00)
The Spare Room
4830 NE 42Nd. Ave
Portland, OR
97218-1610 - (USA, earth)
(503)-287-5800

Chapter contact information:
James Lee Rhoden - (Yukon)
2812 NE 86Th. Ave.
Vancouver, WA
98662-7368- (USA)
e-mail: yukon171@yahoo.com
(503)-960-5421

John M Betts - (Wheels)
chapter recording secretary)
e-mail: jmbetts@hotmail.com
(971)-285-6523 - (MOBILE)

TWIN RIVERS MEETING

TIME and PLACE

2nd and 4th Sunday at 1300
(1 pm)

The Spare Room
4830 N.E. 42nd -- Portland

POINT of CONTACT

James Lee Rhoden
(503)-960-5421

CHAPTER ADDRESS:

1939 N. Janatzen
Portland, OR 97219

(Yer crusty ol' editor thinks there may be some future confusion between North Coast Chapter's Twin Rivers Run and the name of newest chapter. We shall see.)

A.B.A.T.E. chapter reports

Washington County



So, here it is November, toy run season is in full swing.

Washington County is not one to be outdone in this department and we are hoping to top last year's record numbers.

Once again, *Paradise Harley-Davidson* will welcome us on November 17. We will change up things just a bit, so it will be a run with a twist.

Instead of a parade from *Paradise Harley-Davidson* to the *Hillsboro Elks Lodge*, we will hold a short poker run enroute. The cost of a hand is a toy (value of \$5 or more). At some point, we will meet up with a fire truck and end at the *Hillsboro Elks Lodge* for a little get together, some food, and drawing of the raffle tickets and door prizes. We are raffling off a couple of gift certificates from *Paradise Harley-Davidson*. The grand prize is a \$500 gift certificate, the first prize is \$250 gift certificate. There are usually other pretty cool prizes to be won.

As usual, I am right up against the deadline and my mind goes blank.

So I will end with the usual stuff for this time of year: Consider running for either a chapter or state officer position. The work can be rewarding and many hands make less work.

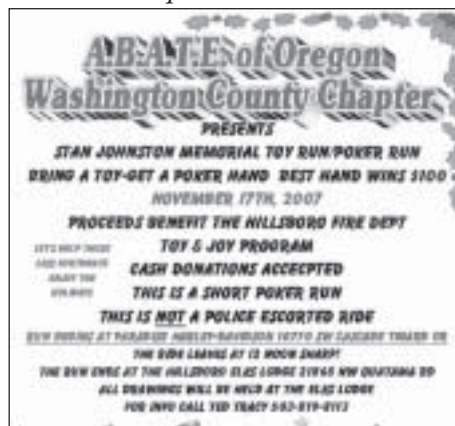
Also, consider taking a *Team Oregon* class, especially in the fall, winter, or spring. By taking the class during inclement weather, you will learn how to deal with the unexpected storm that makes riding a bit more of a challenge. You may also find that with the right gear and skills, you are able to enjoy more riding throughout the rest of the year. Just a thought.

Also, while I am thinking about it, please send proof of payment or cost of course when requesting reimbursement from either the state membership secretary or your chapter treasurer. (As state membership secretary, I need this information to process the reimbursement requests. I currently am waiting for ten people to send the information.)

So, be kind to each other, be watchful at all times, and watch out for the other guy because he certainly

is not looking for you.

Linda Henderson
recording secretary
WaCo Chapter



WASHINGTON COUNTY
MEETING TIMES and PLACE
2nd and 4th Mondays at 1930
(7:30pm)
Prime Time Restaurant
4202 Pacific Ave -- Forest Grove

POINT of CONTACT
(503)-357-3040

CHAPTER ADDRESS:
P.O. Box 202
Cornelius, OR 97113

A.B.A.T.E. chapter reports

We held our September 20th meeting at *Roaring Rapids Pizza*, 4006 Franklin boulevard, Eugene, Oregon.

We had 13 people show for the meeting. Four guests from the *Free Souls* came and brought flyers of their upcoming road rally September 29th from the Eugene clubhouse. Guests are always welcomed.

Our coordinator Jeff mentioned the Christmas dinner coming up. He also mentioned the upcoming *Fall Casino Night* at *Yukon Jack's* October 13th. and encouraged all to join in on the fun.

It was also mentioned that Fred Modaff has gotten married and moved out of the area so Bob Lowell asked to step back into the chapter chaplain position.

Rod then discussed the results of the *Swashbuckling Biker* event. We raised a total of \$357 after expenses and will send a check for \$35. to the state and a check for \$317 to *Team Oregon*.

Anne Cokeley motioned that we make a \$100 check to *Food for Lane County* because we only gathered a dozen cans. It was seconded and passed.

We then discussed what to do with the old trailer used for an information booth once in a while. Because of it's condition and lack of use, as well as no one having any place to store it, we decided to look at how to get rid of it. We will temporarily store it until that can be done. We motioned and approved to pay no more than \$50 a month for a few months if needed, while finding a way to move it on.

Rod reported that the October planning session will be a two day

Willamette Valley A.B.A.T.E.



event and that we need to furnish some of the meals for the event. He also discussed the state still needing all members e-mail addresses so we can get the word out quick if anything needs attention.

Dave Meeker is wanting to know if anyone in the southern portion of the State would be interested in helping sell *A.B.A.T.E.* products and promos.

Legislative representative Rick Maish reported that the *BikePac* planning session is October 6th at the *Salem Public Library*.

Our treasurer report showed general checking of \$2545.96, savings at \$950.85 of which \$833.37 is in the *Downed Riders Fund*.

Chapter newsletter editor hal is retiring and we need a new news editor before the year is over.

Bob Lowell shared that *Weyerhaeuser* has donated cash to purchase a new *C.M.A.* rescue trailer for picking up troubled riders. Bob also mentioned that the *C.M.A.* is holding a *Coat Run* October 20th at the Springfield Faith Center to gather goods to help the less fortunate. Some of the things accepted as donations are socks, mittens, gloves, coats, jackets.

The membership drawing was held and Hal Fletcher \$90 won. The next month's drawing is for \$20.

All were again reminded of the upcoming October 20th planning session.

Remember you get out of life what you put into it.

Keep it in the sun!

Rod Hatter

WILAMETTE VALLEY
MEETING TIME and PLACE
 3rd Thursday at 1900 (7pm)
Roaring Rapids Pizza
 4006 Franklin Blvd; Eugene
POINTS of CONTACT
 Jeff Schauer
 (541)-935-4632
 jschauers@hotmail.com
CHAPTER ADDRESS:
 Wilamette Valley Chapter ABATE
 c/o 976 Blackfoot Ave.
 Eugene, OR 97404
WEB SITE:
<http://www.wvabateoforegon.com>
CHAPTERWEB EDITOR
 Rod Hatter
 (541)-744-2494

Our Officers at Work

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

13 October 2007 – Albany Eagles

Meeting was called to order by Gene Mortimore, vice coordinator–east, at 12:15 p.m. with 13 of 13 chapters represented. All chapters present were eligible to vote, with the exception of *Columbia River* and *Douglas County*. Both chapters will be eligible to vote at the November state board meeting

Pledge of allegiance.

Moment of silence for downed brothers/sisters and service men/women.

Guests and first time attendees: None.

Motion made by Brian Stovall to accept minutes from September state board meeting as printed in the newsmagazine. Mel Yeager seconded. Motion passed.

Coordinator comments: Ed Vaughn – excused, working. Gene Mortimore presided.

Correspondence: None.

Vice coordinator–north: Richard Colwell – Absent.

Vice coordinator–south: Jim Jones – No report.

Vice coordinator–east: Gene Mortimore – There is a meeting tomorrow (October 14, 2007) about the use of *Bear Hollow* for the 2008 *Fossil Run*. There will hopefully be a contract resulting from this meeting. Mel Yeager spoke on an organized run to Kinzua in support of *Fossil*. He also mentioned that there is a championship grade golf course in Kinzua for anyone who likes golf. Howie Long is assisting Gene in this matter.

Membership secretary: Linda

Henderson – We have 2,006 current members. There were 94 memberships expired and 165 members in *Indian Creek* (A.B.A.T.E. members not belonging to an organized chapter).

Treasurer: Sue Mills – Currently we have \$8,884.11 in checking; \$33,772.97 in savings. This gives us a total of \$42,657.08.

Lincoln County Chapter presented to the treasurer a check in the amount of \$893.75 from *Beaver Creek*.

Anyone wishing to get reimbursement for attending any class offered by *Team Oregon* must include their receipt for the cost of the class. A.B.A.T.E. state board currently reimburses 50%. Chapters may reimburse for classes taken but it is at the discretion of the chapter. Check with your chapter regarding this matter.

Chapter representatives please let your chapter know that the 10% of your event must go to the state treasurer.

I.R.S. stuff must be in order for verification before the end of the year report is turned in to the I.R.S. So have your verification in order.

State auditor: Deb Ross – Oops, brought the wrong report. Left this month's report at home and brought last month's. Anyone who needs the current report will get it by e-mail just by asking for it. Reminder to everyone to keep your records up to date.

Newsmagazine editor: Rot Path – Thanks to everyone for their chapter reports.



Nic Oliver
state recording secretary

There are four reports not in yet (two of them are from the combining chapters, *Columbia River* and *Northeast Portland*). *Hub City* and *Lincoln County* still need to send their reports in. Getting them in by Wednesday would be great.

November's newsmagazine may need to be increased in the number of pages.

There was a flyer submitted for a benefit for Bill Bumgardner that was requested to be put in the newsmagazine, at no charge. Rot Path asked if he could do this and there were no complaints voiced.

The printing cost for last month was \$1,467 and mailing cost \$476. Discussion started on how to keep the cost versus income ratio in the black. Brian Stovall suggested a format change from current style to a tabloid style (similar to a newspaper) format. This will be looked into. Corporate memberships were discussed regarding benefits and cost. This item has been tabled until more information and research is implemented.

Legislative director: Mel Yeager – No legislative session to report on. Read minutes from the *BikePAC* meeting of October 6th, 2007. Turned in the minutes as his report.

Sergeant at arms–north: Randy Phipps – Reported that the *N.T.S.B.* (*National Traffic Safety Board*) wants its members to accept motorcycle crash data that it has as current. That data covers 40 years and only six

State Board Minutes

motorcycle crashes. Reported that the *N.T.S.B.* is already promoting universal helmet requirements as a necessary item for traffic safety.

M.A.D.D. (Mothers Against Drunk Driving) is recruiting other groups to stop the trend of some states to lower the drinking age to 18 years.

Reported on the eagle scout who requested a flag and plaque from the white house as a memorial to his grandfather with the wording of "...for love of god and country...". It seems a low level official intentionally left out the reference to God as he didn't want to offend anyone and this caused quite a problem in Washington D.C.

Also reported on a new regulation in Puerto Rico that required full leather gear to be worn by all motorcyclists in addition to the already mandatory helmets. Also included in that regulation was a lowering of the B.A.C. (blood alcohol content) level to 0.02 for motorcyclists while leaving the automobile B.A.C. level at 0.08. This caused such an outrage that the regulation was held over the very next day until February 18th, 2008, when it will be voted on.

Reported on the fall swap meet and gave the names of people who helped out. (Left the report at home but will send it to the newsmagazine.) Sue Mills also reported that there was a lot of help at this swap meet. Actually more than was needed, which was a very good thing as it really helped cover the gate and clean up after the swap meet and made everything go very smoothly.

Sergeant at arms--south: Bill Foster – Reported that things were pretty

squared away in the south. No other report at this time due to a death in the family.

Sergeant at arms--east:
(VACANT)

Products director: Dave Meeker – Absent.

Education director: Patricia Carner – Absent.

Education director II: Geoff White – Reported that the new school year has started and he is already getting requests for the *Motorcycle Awareness Program. (M.A.P.)* Stated that he is willing to meet with anyone wanting instructor certification an hour before state board meetings to get them certified. He has informational packets ready to give to schools to assist in getting the program into new schools as needed. There is a need for more instructors to cover more areas and schools. There seems to be a great interest from legislators in getting the *M.A.P.* information out there through the legislative process.

Report on S.T.E.A.M. (Seminars To Educate And Motivate) resulted in the question, "Do we want it?" There seems to be no interest so far and it is getting close. (February 2008) Roger suggested that Geoff contact Ed Vaughn regarding this issue. Discussion included the possible change in site for S.T.E.A.M. and Mel said that the *Eagles Lodge* in Albany might host the event for about half of the cost of *Chemeketa Community College* in Salem. Also discussion about what topics to have and the need for a guest speaker. It was suggested that he take this to the planning session next weekend. (October 20-21)

Started a discussion on applying for

part of the federal grant money available for motorcycle awareness. Quiet Mike said that he would contact Michelle Leary and get more information on this topic. Troy Constales is the state safety officer for Oregon.

Public relations director: Joan McCarty – Excused, medical reasons.

State run coordinator (Fossil):
(VACANT)

State run coordinator II: Howie Long – Reported that there is a contingent going to check out *Bear Hollow* site for the *2008 Fossil Run*.

State swap meet coordinator: William Sanders – Reported that the money given to him for the swap meets has been spread out to include the April swap meet in 2008. It seems that the cost for the flyers has almost doubled since last year. Willie is looking into using a new printer who will keep the cost down in consideration for recognition on the flyers. This is under investigation and review.

Roger reported that the fall swap meet netted \$4810.96 which is down about \$3,000 from last year. It was pointed out that the bad weather may be partially to blame as well as lack of getting the flyers out in time. This type of help is crucial and is a factor in the loss. Said that people need to step up and help out. The gate count was only 606 with 254 members attending. There were approximately six new members signed up and a few renewals.

Historian: Mary Burnett – Still wants pictures and articles and other items to put in the archives. She was handed pictures from *Run 21*.

(continued on next page)

State Board Minutes

(continued from previous page)

Sanctioning officer: Lee Austin – Report handed in. The *Shriner's Toy Run*, *North Coast's Spaghetti Dinner/ Auction* and *Toy Run* have been sanctioned.

Reported that the run calendar is running down and that everyone needs to look at their calendar and get their run dates set for next year.

The *Summer Run* will be changing their run date to the Labor Day weekend and will be called the *Fall Summer Run*.

Web page editor: Marty Soehrman – Excused, working.

Brian Stovall brought up the problem with the wireless internet setup. He voiced the growing frustration about why it isn't up and running already. It has been paid for and it needs to be done, with no more excuses. Rot Path stated that we have the equipment but it needs to be hooked up and Lee offered to bring the stuff to the next state board meeting if someone would get the equipment to him. Nic was charged with calling Ed Vaughn regarding this.

Quartermaster: Robert Hale – *Willamette Valley Chapter* has a trailer available for anyone that wants it. They have no place to store it and are willing to give it to another chapter. If anyone wants it, contact *Willamette Valley Chapter*.

Report included getting storage for *A.B.A.T.E.*'s equipment and other items for about \$15 a month and wanted to get approval for this expenditure. Brian Stovall pointed out that an officer does not need to get approval for expending funds in the normal performance of his office.

Sue Mills suggested that we pay for a year in advance rather than doing it month-to-month. Brian called for a vote of confidence in Robert to spend funds as needed in the performance of his duties. This vote was taken and was unanimous. Good job, Robert!

A.B.A.T.E.'s BikePAC representative: Randy Phipps – Said that Mel already gave his report. He brought up that the *M.R.F. (Motorcycle Riders Foundation)* has an opening for a S.M.R.O. (state motorcycle rights organization) representative because Steve Zimmer has taken a new position within the organization. If anyone is interested, send a letter of application to the *M.R.F.* in Washington D.C.

Confederation of Clubs representative: Pat Williams – Reported that there was no *C.O.C.* meeting this month.

Longview Tom has passed on due to the crash on September 28, 2007. His wife said to say "thank you" to everyone for their prayers and good wishes.

There will be a poker run ending at the *Gypsy Jokers Motorcycle Club* hall on October 27th.

There was a problem with a *Free Souls Motorcycle Club* member complaining about *Salem* and *Central Oregon* chapters of *A.B.A.T.E.* having their location rockers displayed. This problem is being handled.

Confederation of Clubs representative II: Ray DeMelo – Reported that *N.C.O.M. (National Coalition Of Motorcyclists)* conference on September 28th, 2007 went very well, despite the unfortunate crash involving Longview Tom.

Reported on law changes around the country and Washington state targeting motorcyclists for endorsements and "beanie" helmets. This seems to be aimed mainly at new bikes and clubs. Reported on the new ordinance in Sunnyside, Washington in which the ordinance prohibits the wearing of "colors" in town. This was intended to stop gang activity but affects motorcyclists as well.

Planning Session

- All suggestions are to be handed in to Nic who will forward them to Ed for consideration of being included in the agenda for the planning session.

- The question was posed as to how many things from last years' planning session were done. There was no information on this available.

- The planning session map in the newsmagazine has a problem in that the bridge at exit 170 has been torn down so coming from the north will require getting off of I-5 at exit 169 and going on the east side of the freeway to the *V.F.W.* hall.

Meals have been covered by *Willamette Valley Chapter* but because no other chapter stepped up to help with the costs, a hat will be passed to help cover the expenses.

Unfinished Business

- Officer vacancies: It is time for nominations for next year's officers. So this will be covered at that time.

New Business

Motions:

1. Made by Randy Phipps, seconded by *Willamette Valley Chapter*. That *A.B.A.T.E. of Oregon* reimburse Nic Oliver the sum of \$224.07 for costs not covered by Sam

State Board Minutes

Hochberg, Richard Lester, and *BikePAC*. Passed unanimously.

- Report on *N.C.O.M.*'s participation by Nic Oliver included the reason why he was asked to go to the conference. There was a television advertisement that was detrimental to motorcyclists. Nic wrote to the local television station about it and eventually the advertisement was removed from airing. The rest of the conference was covered by Ray DeMelo in his report. Nic touched on the importance of being proactive and not reactive. Get to know your legislators before you need their support so that they understand you and know who you are when you walk into their office.

2008 Officer Nominations

Coordinator

Matt Price – Accepted
Lee Austin – Undecided

Vice coordinator–north

Heidi Disrude – Undecided

Vice coordinator–south

None

Vice coordinator–east

Gene Mortimore – Accepted

Recording secretary

Nic Oliver – Undecided

Membership secretary

Linda Henderson - Accepted

Treasurer

None

State auditor

Deb Ross – Accepted

Newsmagazine editor

Rot Path – Accepted

Legislative director

Mel Yeager – Undecided

Sergeant at arms–north

Randy Phipps – Accepted

Sergeant at arms–south

Bill Foster – Undecided

Sergeant at arms–east

None

Products director

Dave Meeker – Undecided

Education director I

Geoff White – Undecided

Education director II

None

Public relations director

None

State run coordinator (*Fossil*)

Sue Mills – Undecided

Howie Long – Undecided

State run coordinator II

Sue Mills – Undecided

Howie Long – Undecided

Mary Burnett – Undecided

State swap meet coordinator

Willie Sanders – Accepted

Historian

Mary Burnett – Accepted

Sanctioning officer

Lee Austin – Undecided

Web page editor

Marty Soehrman – Undecided

Quartermaster

Robert Hale – Accepted

A.B.A.T.E.'s *BikePAC* representative

Randy Phipps – Accepted

Confederation of Clubs representative I

Pat Williams – Accepted

Confederation of Clubs representative II

Ray DeMelo – Accepted

- Report on the *M.R.F.* in that they are contemplating having advertisements in their newsletter to help cover the cost. The questions was posed, "Should they do that?" (*A.B.A.T.E. of Oregon* is a sustaining member of the *M.R.F.*) This new policy has questions such as "Would

this include attorney advertisements which before were not allowed at all?"

- Lee Austin proposed a potential money maker event for *A.B.A.T.E.* to consider: A biker rodeo for motorcycles. There ensued much discussion about this and Lee was asked to put a proposal in writing and present it to the board.

Announcements

- Next state board of directors meeting: November 10, 2007; *Eagles Lodge* on Broadalbin in Albany, Oregon at noon.

- *A.B.A.T.E./BikePAC* planning session is October 20–21st in Cottage Grove.

- *Willamette Valley Chapter* is having a *Fall Casino Night* at *Yukon Jack's* in Veneta.

- *Salem Biker Night* is Saturday, November 17th at *Tommy's* in Jefferson.

- *Musicians Toy Run Benefit*, endorsed by all the Portland chapters, will be November 3rd at the Oregon City *Trail's End Saloon* from 3 p.m. – 1 a.m.

- *Bill Bumgardner Benefit* November 17th at the *Trail's End Saloon* in Oregon City from 6 p.m. to closing.

- *North Coast Chapter's Spaghetti Feed* is November 17th from 5 p.m. to 8 p.m.

- Veteran's motorcycle club riders Veterans Day ride from *Paradise Harley-Davidson* to Sandy boulevard.

- *Washington County Chapter* toy Run is November 17th from *Paradise Harley-Davidson*.

- Washington state, Pacific county is having a spaghetti feed on November 11th in South Bend.

- State board officer nominations will be entertained at the November state board of directors meeting for voting at the December state board meeting.

Meeting adjourned 3:25 p.m.

From The . . .

GUNNY'S SACK

This is a sad month for the motorcycle world. On his way to the regional meeting of *N.C.O.M.* in Spokane, Washington, the chair of the *Oregon Confederation of Clubs*, Longview Tom, was involved in a serious motorcycle crash and did not survive his injuries. He passed on October 3, 2007 at 6:49 p.m.

Longview Tom, a.k.a. Thomas Joseph, was a lifelong biker and a strong advocate for the *Confederations of Clubs (C.O.C.)* in Oregon and elsewhere, and a tireless, innovative and courageous fighter for bikers rights. He was also a past president of the Portland chapter of the *Gypsy Joker Motorcycle Club*. Tom started the practice of holding summer *C.O.C.* meetings all over the state.

Tom was my mentor and my brother, and he worked very closely with our *A.I.M.* lawyer Sam Hochberg, on *C.O.C.* matters. We're both going to miss him terribly. Tom was 60 years old. A prayer or two from those of us who loved him won't hurt.

***N.C.O.M.* Regional Meeting Report**

The one-day conference in Spokane went off very well, although a pall was cast over us all, because of Longview Tom's crash. At the time, we didn't know if Tom was going to live or not. Although the pack Tom was leading that was coming from Portland didn't make it to Spokane, the meeting was attended by about a hundred bikers from around the west coast.

We filled the *N.C.O.M.* conference

room to capacity and the reports from our neck of the woods were very informative. We are still targets of big brother and need to be more active, politically. This being a primary election year, we especially need to keep our eyes open wide. There will be people attempting to pass bills that are detrimental to our welfare, however well-meaning they may think they are. Wherever you live, pay attention, now more than ever. Check for *N.C.O.M.* regional meetings in your area with your motorcycle rights organization, or online at <http://www.AIMNCOM.com>

TV Funhouse

The *N.C.O.M.* conference in Spokane included a short presentation from our *A.B.A.T.E. of Oregon* brother, Nic Oliver. He saw a TV promo for a new [public service announcement] called *Carpooling*. You might have seen the ad. Nic showed us a tape of it. It starts off with a big yellow sign that says "Motorcycles are Dangerous," and another version of the ad has the actors stating that they're "too dangerous," therefore they should carpool. When Nic saw the ad on TV, he didn't just get angry, he took action. He wrote to his local TV station in Eugene, Oregon and they pulled the promo as a result! The folks at KEZI-TV also said they were passing Nic's complaint along to the network, so they'd do something about it nationally.

See, Nic taught us an important lesson: One person can make a hell of a difference and it doesn't always



Gunny
chief of staff
Oregon A.I.M.

take a huge effort. Just a little thought and gumption. Nic is also the state recording secretary for *A.B.A.T.E. of Oregon*.

***A.C.L.U.* Backs Bikers**

We also had an important talk at the *N.C.O.M.* regional from Washington's *A.I.M.* attorney, Marty Fox, about several matters including the news about some small cities in central Washington that passed ordinances banning "gang colors," and that could theoretically punish you just for associating with members of a motorcycle club! Marty thinks they're unconstitutional, and the *A.C.L.U.* came out in support of Washington bikers. If a biker is convicted under one of these ordinances, the *A.C.L.U.* will probably file an "amicus" brief for any appeal.

The *A.C.L.U.* has also agreed to work with *A.I.M.* and *N.C.O.M.* founder Richard M. Lester in the appeal of their case for the *Tophatters Motorcycle Club* in California for their claim of discrimination against the *Gilroy Garlic Festival*. A three-judge panel had said that since the individual bikers had differing thoughts on what their patch meant, that therefore they had no free speech issue, even though they were ejected from the festival due only to their patch. The full group of judges in the ninth circuit court of appeals has agreed to re-hear the case. We'll keep you posted here in the *Sack*.

GUNNY'S SACK (continued)

Jerk Insurance

Marty Fox and Sam Hochberg both talked about how to protect ourselves on our scoots and in our cars and trucks, with the right type of insurance. The short message I got out of it was to buy very high limits of that uninsured motorist ("UM") coverage, because it also acts as under-insured coverage in lots of situations. Yeah, you'll still probably need a lawyer to wring the money out of 'em if you go down hard, even against your own company, since they stand in the shoes of the jerk who should have had coverage for the wreck. But, with UM, at least there's a pool of money to go after, for fair compensation.

If there's anything I've learned from my nearly 15 years as the *Oregon A.I.M.* chief of staff, it's that you gotta have high UM coverage, and you gotta hire a good personal injury lawyer if you go down, car or motorcycle. The insurance companies will just run roughshod over ya and you won't even know it until it's too late. *A.I.M.* lawyers are always available to you nationwide 24-7, even if you're not an *A.I.M.* member, at 1-(800)-On-A-Bike, 1-(800)-531-2424, or we're online at <http://www.AIMNCOM.com>

Electric Yellow

It was reported recently that a Croatian biker got zapped by lightning right where I sure don't wanna be zapped, as he stopped beside the road to take a leak.

Ante Djindjic, 29, from Zagreb, said: "*I don't remember what*

happened. One minute I was taking a leak and the next thing I knew I was in hospital." Doctors said the lightning went through his body and because he was wearing rubber boots, it grounded through his penis.

The biker suffered light burns to his chest and arms. "*Thankfully, the doctors said that there would be no lasting effects and my penis will function normally eventually.*" There are probably four or five jokes you could make from that story, but I think I'll leave it alone.

Riding The Wave

An article from *America Online* tells us you can take your scoot shipboard for a cruise! For the past five years, *Entertainment and Travel Alternatives* has been hosting cruises for bikers, says *A.O.L.* You bring your bike on board and then ride them at the ports of call. There are about a half-dozen organized cruises in 2007 with destinations in the Caribbean and Bermuda.

Honoring Our Own

At the annual *Meeting Of the Minds* conference this year, the *John "Farmer" Eggers* award was given to John Bolin, a long time biker and husband of our beloved Karen Bolin, whom we lost recently to cancer. Karen of course was president of the *M.R.F.* at the time. John and Karen were both heroes for their tireless work for motorcycle rights in this country. John's response was "*I don't deserve this.*" Yes, you do, John. Congratulations from us all. And *Semper Fi*, from the old Gunny.

Cellular Helmets

I guess it's not enough that the cell phone is a nuisance in cars, but *Benchmark Helmets* has waterproof devices to make 'em work inside your existing helmet. They have noise-cancelling mikes, stereo speakers and ten hours of talk time for about \$150. Might be just the dandy thing for you, but not for me. I'll keep my distractions when I'm off two wheels

Keep the round side on the bottom!

Gunny
chief of staff
Oregon A.I.M.

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The *National Transportation Safety Board (NT.S.B.)* approved recommendations for motorcycle safety focusing on passage of mandatory helmet-use laws in all states, but did not deal with other significant issues related to the safety of riders on the road.

The recommendations, which do not carry the force of law, come a year after the *NT.S.B.* held a public forum on motorcycle safety that gathered comments from motorcycle manufacturers, researchers, trauma physicians, law enforcement officials, insurance companies and motorcycle associations, including the *A.M.A.* Those groups expressed support for a wide range of motorcycle-safety initiatives, including campaigns against alcohol impairment, increased opportunities for rider education and stricter enforcement of licensing laws. In the end, though, the panel's final report focused almost exclusively on the helmet-law issue.

The *A.M.A.* remains disappointed that the *NT.S.B.* missed this opportunity to focus on meaningful issues related to the reduction of motorcycle crashes, rather than just reducing injuries once a crash occurs.

The *A.M.A.* has worked for years to secure federal funding for the first comprehensive study of the causes of motorcycle crashes in more than 25 years. And thanks to major financial support from the *Motorcycle Safety Foundation*, *Motorcycle Industry Council*, plus contributions from the *A.M.A.* and individual riders, the matching funds for that federal grant

are now in place and the study should begin this fall.

Miller Brewing Company has partnered with the *A.M.A.* and the Wisconsin department of transportation to create a program urging riders to drink responsibly and not ride impaired. The campaign, called *Keep Your Balance*, began at the *Fall Ride*, a rally in Wisconsin, and will go nationwide next year.

Free 20-minute phone cards will be given to riders to be used to call for a safe ride home if needed. On the back of the card are safe riding tips provided by the *A.M.A.* and the Wisconsin D.O.T. and information on alcohol responsibility from *Miller's Respect the Road* program. T-shirts and other incentives will also be given to riders who sign pledges to ride responsibly. Billboards and banners will promote the campaign at this week's rally.

Miller plans to take the campaign nationwide next year by providing materials to distributors across the country. For more, see the *Keep Your Balance* web site

D.P.S. Technical Inc./Chemhelp is now holding technical inspector and land manager sound training classes at the Colton, California *Rider Education Center*.

This class instructs students on the properties of sound and how to properly test motorcycles and A.T.V.s while correctly using *S.A.E.* recognized methods and instrumentation.

For further information contact them at 1160 Dewey Way, Suite D, Upland, California 91786 by phone at 1-(909)-981-5228, or go to <http://www.chemhelp.com>

The *A.M.A.* has expressed serious reservations about the report of motorcycle fatalities released by the *Insurance Institute for Highway Safety (I.I.H.S.)* recently. The report purports to show that sport-styled motorcycles are considerably more dangerous than other types of bikes. But an *A.M.A.* analysis of the report notes that the methodology used in the research makes it difficult to determine whether that's a valid conclusion.

The *I.I.H.S.* report is not a new study. Instead, it's an analysis of existing data from the national *Fatal Accident Reporting System*. The methodology consists of a comparison of fatalities for different styles of motorcycles based on a rate per 10,000 registrations. But that approach ignores a number of key factors, like the number of miles the bike was ridden, the traffic environment in which it was used, along with the age and experience of the rider, among others.

When it comes to age and riding experience, the *I.I.H.S.* does indicate that motorcycles in its "supersport" category are ridden by the youngest riders, averaging 27 years of age. In fact, its rankings of the average ages of riders killed on various styles of bikes coincides closely with the fatality rate it reports on that style of



News & Notes

American Motorcyclist Association

motorcycle. Making any interpretation of the *I.I.H.S.* report even more difficult is the classification system the group used in dividing motorcycles. It includes some unfamiliar categories, like “unclad sport” motorcycles, and leaves out well-established categories, like the sport-touring class.

In an attempt to sort through this confusion, the *A.M.A.* requested a copy of the classification system the *I.I.H.S.* used in its analysis and found several significant anomalies. For instance, although the *I.I.H.S.* report focuses on speed and acceleration as the factors that make its “supersport” category so dangerous, the two most powerful motorcycles available in the U.S., *Kawasaki’s ZX-14* and *Suzuki’s Hayabusa*, are placed in the sport category, which is rated considerably less dangerous. And they share that category with *Honda’s ST1300* and *Yamaha’s FJR1300*, two bikes that define the sport-touring class.

The timing of the *I.I.H.S.* report is also unusual. The *National Transportation Safety Board* specifically asked the *Federal Highway Administration* to work with states to develop uniform data-collection procedures that will result in better information about the number of miles traveled by motorcycles, one of the most important factors in evaluating crash statistics. As a result, this could be one of the final reports to use registration data exclusively, which is less accurate in reflecting actual motorcycle use.

This new *I.I.H.S.* report is

remarkably similar to a study the group financed 20 years ago that also purported to show higher fatality rates among sportbikes. At that time, the *I.I.H.S.* used its study as the springboard for a well-orchestrated campaign that included ready-made news footage it fed to television news operations across the country. That campaign culminated in the introduction of a bill in the U.S. senate to impose a horsepower limit on all motorcycles sold in the U.S.

The current *I.I.H.S.* research has plenty of echoes of that era in the late 1980s. In fact, the final sentence of the *I.I.H.S.* “status report” on the subject, published September 11, says, “*Short of banning supersport and sport motorcycles from public roadways, capping the speed of these street-legal racing machines at the factory might be one way to reduce their risk.*”

In response to that previous attempt by the *I.I.H.S.* to ban sportbikes, the *A.M.A.* conducted an analysis of the study and raised questions that the association submitted to Harry Hurt, lead researcher on the most comprehensive study of motorcycle crashes ever conducted. Hurt reviewed the research and declared it “*fatally flawed*” for exactly the kind of methodology problems seen in the new *I.I.H.S.* report. The association then coordinated a campaign among motorcyclists across the country that eventually led the senator to withdraw his proposed legislation.

Federal regulations that preempt

state authorities are weakening state legislatures’ ability to represent their constituents, says Delaware state representative Donna Stone, president of the Washington-based *National Conference of State Legislatures (N.C.S.L.)*. Stone went before the U.S. senate committee on the judiciary recently to ask for an executive order on federalism “*which would protect state law from being preempted by unelected bureaucrats.*”

The committee was hearing testimony on federal agencies usurping congressional and state laws through the regulatory process, according to *N.C.S.L.* This is epitomized in the *A.M.A.*’s ongoing struggle to close the loophole surrounding *H.I.P.A.A.* legislation.

Stone suggested some provisions that the executive order should include, such as increased consultation with states and local elected officials before the passage of federal law or regulations that would affect them. She also suggested a rule of construction that would allow ambiguities between state and federal laws to be construed in favor of state laws when there is no explicit intention of preempting state law.

For more information on the *A.M.A.*’s efforts to close the bureaucratic loophole in *H.I.P.A.A.* visit the *Rapid Response* section of <http://www.AMADirectlink.com>

Europe’s *Motor Cycle Industry* association (*M.C.I.*) welcomed the

(continued on page 47)

Motorcycle Riders Foundation

National Motorcycle Safety Grant Awardees Announced



The *National Highway Traffic Safety Administration (N.H.T.S.A.)* announced the 2007 list of states that will be receiving motorcycle safety grant awards.

“The increase in states applying for and receiving these funds highlights what riders have known for years: quality rider education and awareness campaigns work,” said Jeff Hennie, vice president of government relations for the *Motorcycle Riders Foundation (M.R.F.)*. He added *“The wild success of this program ensures that it will continue to be a key component of the motorcycle safety landscape.”*

The grant program, also known as the “2010 Funds” after the section where it can be found in the most recent *S.A.F.E.T.E.A.-L.U.* highway bill (PL 109-59), was an idea born out of the motorcyclists’ rights community. This important legislation was drafted and lobbied for by the *M.R.F.* and supporting state motorcyclists’ rights organizations (*S.M.R.O.s*).

Now some marching orders: it is your job as stakeholders in the motorcycle safety community to watchdog your governor’s highway safety representatives to see that the funds are used wisely and appropriately. It is important to note that the U.S. congress wrote the legislation to direct the use of the funds to *only* go toward rider education or motorcycle safety awareness programs. The money is *not* for impaired riding campaigns (there is a separate set of 402 funds available for those programs) and it

is *not* for personal protective equipment enforcement or any other inappropriate spending.

The legislation is air tight and the agreement that the states enter into when they accept the funds is iron clad: use these funds to implement or expand rider education and motorcycle awareness campaigns and that’s it. Should you become aware of any mischief when it comes to the 2010 funds in your state, please contact the *M.R.F.* Washington D.C. headquarters.

The legislation also makes these funds available to not-for-profit organizations incorporated in your state through your governor’s highway safety representative. The law does not command your state government to make the 2010 funds available to not-for-profits, but simply says they can if they choose. Your next job is to make a strong argument with your state government to turn over some of the funds to your *S.M.R.O.* to fund your rider education or motorcycle awareness programs.

The full list of awardees along with the amounts received is below.

Arkansas, Kansas, and Vermont are new to the 2010 grant program this year.

States either not applying for or not qualifying for the funds this year are Alabama, Mississippi, and South Carolina.

FY 2007
grant

Alaska	\$ 100,000
Arizona	\$ 102,607
Arkansas	\$ 100,000
California	\$ 365,542
Colorado	\$ 101,815
Connecticut	\$ 100,000
Delaware	\$ 100,000
Florida	\$ 205,733
Georgia	\$ 140,234
Hawaii	\$ 100,000
Idaho	\$ 100,000
Illinois	\$ 180,184
Indiana	\$ 118,289
Iowa	\$ 100,000
Kansas	\$ 100,000
Kentucky	\$ 100,000
Louisiana	\$ 100,000
Maine	\$ 100,000
Maryland	\$ 100,000
Massachusetts	\$ 108,810
Michigan	\$ 156,129
Minnesota	\$ 116,293
Missouri	\$ 120,344
Montana	\$ 100,000
Nebraska	\$ 100,000
Nevada	\$ 100,000
New Hampshire	\$ 100,000
New Jersey	\$ 126,221
New Mexico	\$ 100,000
New York	\$ 229,882
North Carolina	\$ 136,206
North Dakota	\$ 100,000
Ohio	\$ 167,043
Oklahoma	\$ 100,090
Oregon	\$ 100,000
Pennsylvania	\$ 175,342
Puerto rico	\$ 100,000
Rhode Island	\$ 100,000
South Dakota	\$ 100,000
Tennessee	\$ 113,809
Texas	\$ 283,221
Utah	\$ 100,000
Vermont	\$ 100,000

Motorcycle Riders Foundation

Virginia	\$ 121,987
Washington	\$ 114,149
West Virginia	\$ 100,000
Wisconsin	\$ 116,070
Wyoming	\$ 100,000
<hr/>	
total	\$ 6,000,000

Open S.S.M.R.O. position on M.R.F. Board

Candidacy papers for sustaining state motorcyclist rights organization (S.S.M.R.O.) representative to the *Motorcycle Riders Foundation* board of directors are due by November 15th, 2007. This is a two-year term. Steve Zimmer, the incumbent, is not running for re-election. He has accepted the position of *M.R.F. PAC* director. Application for this position requires that the interested individuals send their candidacy papers to the *M.R.F.* office.

Nominations by other persons are not accepted, the candidates must nominate themselves. Candidates must be members in good standing of the *M.R.F.*

The ideal candidate for this position should have experience and knowledge in the workings of their S.M.R.O. The winning candidate must be willing and able to travel to three board of directors meetings plus one regional conference each year and be able to communicate with other board of directors and committee members between meetings by e-mail and telephone. Basic computer skills and strong communication skills are needed. The candidate should expect to spend an average of ten hours per week for *M.R.F.*-related work. There may also be requests from other

S.M.R.O. for you to attend their meetings or training sessions.

Your candidacy paper should include positions you have held in your S.M.R.O., both currently and previously, and how long you held those positions. Any letters of endorsement from S.M.R.O. leaders should be sent at the same time. These letters, along with your candidacy paper will be mailed along with the ballot to all eligible S.M.R.O.s for their vote.

Ballots will be mailed out by December 1, 2007, and will be due back at the *M.R.F.* office by January 15, 2008. The winning candidate will be seated at the winter *M.R.F.* board of directors meeting. For more information on the duties and time requirements of this position contact Dave Dwyer (dad@mrf.org) or Steve Zimmer (steve@mrf.org)

Send candidacy papers and letters of endorsement to:

Motorcycle Riders Foundation, Inc.
Attn: S.S.M.R.O. election
236 Massachusetts Ave. NE
suite 510
Washington, D.C. 20002-4980

Or if you prefer, e-mail them to: mrfoffice@mrf.org with "S.S.M.R.O. Candidate" in the subject line. All e-mail submissions will be printed and mailed with the ballots, so put them in the format you want the electors to see.

N.H.T.S.A. News and the First Timers

Late last week the *National Highway Transportation Safety Administration* held a motorcycle

safety meeting as part of their ongoing quarterly motorcycle safety networking series. Perhaps the most noteworthy development pertains to the motorcycle crash study mandated by congress a few years back. The controversial study came to a bump

(continued on page 48)

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 *M.R.F.* is involved in federal and state legislation and regulations, motorcycling safety education, training, licensing and public awareness. The *M.R.F.* 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 M.R.F. Reports*.

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236 Massachusetts Ave. NE
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Voice: **(202)-546-0983**
Fax: (202)-546-0986
E-Mail: jeff@mrf.org
web site: <http://www.mrf.org>
National membership information:
(800)-MRF-JOIN
<http://www.mrf.org/join.php>

To join locally or for more information call Ted Tracy:
(Portland)

(503)-615-3101

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

Compiled and Edited by Bill Bish, National Coalition Of Motorcyclists



N.T.S.B. Misses The Mark

The *National Coalition of Motorcyclists* (N.C.O.M.) joins the growing chorus of motorcyclists rights organizations nationwide that take issue with recent recommendations by the *National Transportation Safety Board* that states enact mandatory helmet regulations, and has released the following statement from James D. "Doc" Reichenbach II, chairman of the N.C.O.M. board of directors:

"Motorcycle deaths in this country are certainly reaching epidemic proportions. But without conducting a thorough investigation, the N.T.S.B.'s claim seems to be it is the motorcyclists' fault. Is it the motorcyclist's fault that they choose not to wear helmets and that larger vehicles run over them?"

In 2004 Louisiana reinstated their mandatory helmet regulation. In 2006 the deaths jumped almost 20%. The projection this year is it will jump more than 10% again, reaching record numbers.

In Florida since the helmet regulation was amended the fatality rate for helmet-wearing riders has far exceeded that of non-helmet riders. In fact, in every injury category helmeted riders are suffering more injuries and deaths than helmetless riders. In 2005 more than 59% of the motorcyclist deaths in Florida were helmeted riders. Since 2000 the motorcycle registrations have increased more than 160%. To believe there is no correlation between the increase of registrations and the increase in deaths is just sticking your head in the sand. In other words the N.T.S.B.

thinks motorcyclists should be forced by regulation to wear a helmet even though helmeted riders represent three out of five fatalities.

As far as the motorcycle riders costing the taxpayers money, N.C.O.M. certainly does not agree with the statement [by] C.N.N. about our children's health, nor do our more than 1,000 N.C.O.M. member groups across the country.

What we are concerned with is the idea that motorcyclists are being neglected as taxpayers and citizens. We are fathers, mothers, sons and daughters. We are your next-door neighbors and the veterans who risked their lives to protect this country in time of war. Are we to lose our rights because the N.T.S.B. has not done their job of gathering information and instead just makes blanket statements? The N.T.S.B. should encourage motorcycle training and educate the non-riding public that motorcycles are out there sharing the road."

"Supersport" Motorcycles Under Fire From Insurance Institute

A recent media blitz by the *Insurance Institute for Highway Safety*, an insurance industry trade group, purports that so-called "supersport" motorcycles are nearly four times deadlier than all other types of bikes and have the worst overall insurance losses.

The *I.I.H.S.* study, which basically reviews existing federal *F.A.R.S.* (*Fatal Accident Reporting System*) data and

calculates motorcycle fatalities by type of motorcycle, blames the growing popularity of racing platform cycles amongst younger riders in part for a dramatic increase in U.S. motorcycle deaths, according to a September 11 article in *USA Today*.

The study criticizes manufacturers for promoting the speed of supersport bikes, noting that "speed" was cited in 57% of the supersport fatal crashes and 46% of the fatal sport and unclad sport motorcycle accidents.

Supersport bikes also have the highest overall collision coverage losses among 2002 to 2006 model bikes, a figure almost four times higher than touring motorcycles and six times higher than cruisers.

The bikes are also popular targets among thieves, stolen at a rate seven times higher than the average for all 2002 to 2006 motorcycles.

"Short of banning supersport and sport motorcycles from public roadways, capping the speed of these street-legal racing machines at the factory might be one way to reduce their risk," suggests the *I.I.H.S.* report on the study.

In the late-80s the *I.I.H.S.* convinced Missouri senator John Danforth to introduce a bill in congress calling for horsepower limits on all motorcycles sold in the U.S., but he withdrew his controversial "super bike ban" following intense lobbying by motorcyclists' rights activists and the motorcycle industry.

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

Compiled and Edited by Bill Bish, National Coalition Of Motorcyclists

British Charity Demands Downsizing Of Motorcycles

A row has erupted in England after an influential road safety charity, *RoadPeace*, called on the government to limit the weight, speed, and power of high-speed motorcycles in an effort to slow the pace of rising rider fatalities. Make bikes slower to save lives, claims the charity in correspondence with the *Transport Select Committee* demanding that ministers issue new regulations "downsizing" motorcycles.

The move has sparked a furious reaction from the *British Motorcycle Foundation*, notes the *Evening Standard* newspaper, and the *B.M.F.* has quit *RoadPeace* claiming it has been betrayed by the organization it has been an active member of since 2002.

The federation also questioned the charity's figures, pointing out that the majority of motorcycle crashes involved riders of bikes with engines under 125 cc. It suggested that pedestrians and cyclists were responsible for many collisions with motorcycles. In a statement, the *B.M.F.* said: "The vast majority of motorcycle crashes are caused by other road users, road defects, or by poor road design."

Sheila Rainger of the *R.A.C. Foundation*, a motor vehicle safety charity, said: "RoadPeace is authoritative and is listened to but, unfortunately, in this case its demands are based on emotion, not facts."

Sounding Off On The Noise Issue

As record numbers of motorcycles hit the road, states and localities from Denver to New York are cracking down on motorcycle noise. Motorcycles have set new sales records for 14 consecutive years, with 1.2 million new bikes sold last year, but not everybody is happy with the sound of that.

- As of July 1, riders in New York can get slapped with \$440 in fines for having loud exhaust pipes.

- Those revving their engines too loudly in Lancaster, Pennsylvania can get \$150 tickets.

- In Daytona Beach a city ordinance prohibits operating "any noise-creating device for the purpose of drawing attention to the source of the noise."

- Denver now allows police to fine the owners of motorcycles with mufflers that are not certified by the *Environmental Protection Agency (E.P.A.)*, which sets federal noise-pollution standards.

- *A.B.A.T.E. of North Dakota* is planning a court challenge and has enlisted the assistance of *A.I.M.* attorney Ralph Vinje to fight two citations issued under a new Bismarck municipal noise ordinance, where officers armed with portable decibel meters have been overzealously enforcing the new regulation since it went into effect August 1st. *A.B.A.T.E.*'s attorney, Vinje, told the *Bismarck Tribune* that if the police order an engine be revved for testing purposes there isn't much choice, but he wouldn't submit to the

test voluntarily. "The ability to make noise is not the same as making noise," said Vinje, who owns a *Harley-Davidson* with non-stock exhaust. "If they stop me for little or no reason and have you rev up your engine, that's like asking you to break the regulation."

"My speedometer indicates my vehicle is capable of doing 120 mph, but that doesn't mean I will," added Michael Jay, executive director of *A.B.A.T.E.* Vinje and Jay feel that loud pipes do provide extra protection for motorcyclists, announcing their proximity to drivers in enclosed vehicles.

Motorcycle Sales Slow

The runaway freight train of motorcycle sales may finally be slowing down. For more than a decade, motorcycles recorded record sales figures, often showing double-digit annual increases, defying nationwide economic slowdowns and stock market dips.

But for the first half of 2007 the *Motorcycle Industry Council* reports that U.S. motorcycle sales are down for the first time since the mid-90s,

(continued on page 49)

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at 1-(800) ON-A-BIKE. Visit us on our website at:

<http://www.aimncom.com/>

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N.C.O.M. Conference – September 29, 2007

by Nic Oliver

This conference was marred by an crash in which Longview Tom, *Gypsy Jokers Motorcycle Club*, had to be life-flighted to *O.H.S.U.* with life threatening injuries. This crash occurred just as they were leaving Portland to attend the conference. These injuries included head trauma, broken ribs and other bones, punctured lung, and other physical trauma. Longview Tom was in a coma until Tuesday, October 2nd when he passed away at 6:49 p.m. His memorial service was planned for Sunday, October 7th at 3 p.m. at the *Central Bible Church* on Glisan in Portland, Oregon. He will be missed.

Due to the crash, there was virtually no contingent from Oregon at the conference.

Butch Harbaugh report

Welcomed new member to *N.C.O.M.*, *BikePAC of Idaho*

Told of a “club” that is only in Washington D.C., the *Lawmakers Motorcycle Club*, which is made up entirely of legislators.

Reported on noise regulations that are taking place and stated the main cause of crashes is people not paying attention to their driving and what is going on around them.

New York police officers have been given the ability to judge if a motorcycle’s pipes are too loud without formal testing. This can result in a \$440 fine.

In Denver, Colorado, a motorcycles exhaust must have the *E.P.A.* stamp on them or the pipes will be fined for being noncompliant. [*c.o.e. note – This only applies to newer*

bikes.]

Report on the *N.H.T.S.B.* resulted in a government committee being formed and the first proposed recommendation is that all riders must wear a helmet. This is a start to a national helmet regulation. This could take the form of the federal government withholding highway funds for non-compliant states. Since 2000 the number of motorcycle registrations have gone up 160%.

Motorcyclists’ being responsible is the big issue being reviewed, such as “don’t drink and ride”, crash prevention instead of equipment changes. Inexperienced rider crashes being reviewed for training necessity purposes as training is very important in preventing crashes.

Motorcycle air bags are another issue being looked into. So far only 1,000 have been installed, as they are an extra that can be added at the buyers expense.

Another issue being reviewed is the “inflatable rider suit”.

In crash research, promotion for mandatory helmet use, only 14% of automobiles made corrective maneuvers [while] 45% of motorcycles made corrective maneuvers in avoiding crashes. The government insists that this is proof why helmets are needed.

HR-1076 is in regards to the medical exclusion for wearing a helmet and is aimed at ending the exclusion for riders.

Idaho State Legislator

Representative Phil Hart:

Is currently a bicyclist and is interested in motorcycle issues because of the similarities in regulations. He is the vice-chairman of the *Idaho Transportation Committee*. His hobby is political activism and is a supporter of freedom of choice issues. Discussed the process for getting legislation through the Idaho system. This process is quite different from Oregon, as the bill is not made public until the person who writes it decides that they are ready to make it public.

Discussed how it is important for the public to be involved in the entire process and to know their legislator on a personal basis. Said to build the relationship early and do not wait until the last minute to get support from your legislator. Stressed how public involvement is very important in the entire process and knowing whom they need to talk to and get support from.

Sam Hochberg:

Oregon A.I.M. Attorney

The need for P.I.P (personal injury protection) was discussed as to why all riders should carry as much as they can get. Insurance companies do not want to pay until all other avenues of payment have been exhausted under other than P.I.P. coverage. Sam Hochberg stated that this type of insurance could typically pay for itself by raising the deductible on your insurance. The average medical bill runs far more than most insurance coverage provides payment for. This

N.C.O.M. Con

(continued)

leaves the rider paying out of their pocket for medical needs in the case of a crash.

Update your information with A.I.M. by calling 1-(800)-531-2424

Stressed the need for having U.I.M./U.M. (under insured motorist/uninsured motorist) coverage as well as P.I.P. This is important, as it is better to have good coverage if you need it then to not have the coverage and a crash is not fully covered.

Said to check out the web site MMA-CA.org.

Misc. News

Minnesota has a regulation that protects motorcyclists as a discriminated class of people. This regulation does not allow any establishment to turn away or refuse service to a motorcyclist due to their attire.

Washington state is toughening their enforcement of checking for motorcycle endorsements. They are impounding motorcycles in which the rider does not have a current motorcycle endorsement. All new bikes with the "paper" license plates (the ones that you get from the dealer until you get your metal plates) are virtually guaranteed to be pulled over and checked for motorcycle endorsements on their licenses. The "beanie" helmets are being targeted as being noncompliant with federal standards and clubs are especially being targeted.

Closing

The need to stay proactive and not just reactive was stressed. Get to know your legislator and get involved.

Sometimes We Do It To Ourselves

Group Crash Not Covered By Portland Paper

If you routinely read only the Portland major newspaper you probably missed a dismaying event that happened to a group of riders going up I-5 north of Salem to a funeral in Portland on Sunday, 07 October.

Another rider who planned to join them was waiting along side the freeway, but instead of taking his place at the rear of the group, he tried to enter in the middle and hit another biker. They both went down and their bikes were hit by another rider.

One of the riders has been released from the hospital, but two others remain, one critically injured. Salem's newspaper, the *Statesman Journal*, has been covering the crash including a front page article on Monday, 08 October. Oregon's other state newspaper doesn't seem to have even mentioned the crash. (We wonder why it's not news to them.)

This crash comes under the heading of "sometimes we do it to ourselves".

We expect a certain degree riding expertise and vigilance when group riding. Yet we can never truly relax and assume that everyone knows what they're doing, especially in a mixed group where experience varies widely. We have to make allowances not only for oblivious cage drivers but for our own riders as well.

This was an especially sad crash and we can only hope that everyone involved recovers fully.

Be careful out there.

Letter To The Readers

For many years I've been going to *End Of Summer Run (E.O.S.)* and have had a blast each time.

The event is well planed and run very professionally. This is due to a lot of hard work by everyone involved.

However I'd like to send a big thank you to two people in particular. They are Linda and Jerry. These fine folks took their time to bandage as well as transport me to a hospital in Forrest Grove. They even waited until I got my stitches and then took me back to *E.O.S.*

Without people like Linda and Jerry, this could of been a bad day. Again I would like to thank them for going out of their way to help a klutz.

-- Lenny Pletsch
member of *North Coast Chapter*
coordinator *Pacific County Chapter*,
Washington

We Need Yer Novemembr And December Reports Early !



Josephine County

(continued from page 7)

Josephine County Chapter A.B.A.T.E.'s Fourth Annual Toy Run was held on October 7th, 2007 at the Fruitdale grange in Grants Pass. Once again, our chapter coordinator, Pat "Spanky" Allen did an amazing job of garnering cash donations, and auction/raffle items for this event. He also had a lot of help getting it coordinated which was the key to success for the day.

The weather held and the sunshine was most welcome as 311 bikes thundered through Grants Pass chasing Santa and Mrs. Claus who rode on a Rural Metro fire engine. Grants Pass public safety provided a patrol vehicle to head up the run. There were three other fire engine companies participating from Evans Valley, Rogue River, and the Illinois Valley.

The riders returned to the grange for a wonderful feast of chicken, hamburgers, hot dogs, and side dishes.

It's estimated there were approximately 500 people in attendance. For the first time, the chapter ran out of food due to the large number of attendees, but there was no growling or fussing about it at this festive event.

In addition, plaques were awarded for the best decorated Christmas bike and Spanky won first place with a bike that looked like a Christmas festival in itself. Lance and Karen Tolle, chapter members, won second place.

Auction items ranged from a chaffered wine country tour, to tools of every kind, furniture, tattoo certificates, hair care, beautiful

jewelry, nights at local inns, wine baskets, stereos, and so much more. There were about 200 raffle items that included dinners at restaurants throughout our valley, jewelry, clothing, gift baskets, certificates, and so much more.

The 50/50 was won by Pete, a chapter member, and he kindly donated \$50 of that to the toy run beneficiaries.

The auctions, raffles, and 50/50 brought in more than \$5,000 in cash donations and 700 plus toys for Siskiyou Health Center's Project Baby Check and Ready Set Go.

The band Leadfoot once again donated their time to this event and they kept the folks rocking the whole afternoon.

There are hundreds of people to thank for their support in this extraordinary endeavor. People's generosity in our valley is just incredible. All of the folks who donated will be receiving certificates for their generosity. Spanky received many compliments stating it was the best toy run they'd ever attended in southern Oregon.

Not a lot coming up in the valley for November. Mark your calendars for our Thanksgiving potluck during the November 21st meeting.

To our many members and riding friends, please be safe on the road. Winter will bring difficult driving conditions and we want everyone to take great care.

Make sure your dues are paid and see you all next meeting.

Gypsy
recording secretary

Dumped Yer Scoot?



(Photo by Kirsten Lewis)

Maybe it's time for a Team Oregon class.

(And A.B.A.T.E. pays half the cost.)



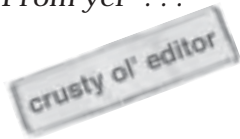
<http://teamoregon.orst.edu/>

Don't Make Yer Crusty Ol' Editor Pull His Hair Out



Get Yer Reports In On Time

From yer . . .



Life Is Not A Movie

(Or a video game)

c.o.e. – 70



by
Rot Path

After the October state board meeting, yer crusty ol' editor meandered the back streets of Albany over to *Heritage Mall* to treat his fine self to a java chip mocha frapacino grande (roll the "r", make the flamingo gesture) with peppermint. The young server noticed some of the miniature Navy service medals that c.o.e. wears on his *A.B.A.T.E.* sweatshirt and asked if c.o.e. was a Viet Nam war veteran. When the answer was affirmative, he offered his fist for c.o.e. to bump.

"Right on," he says knowingly. "I've seen *Full Metal Jacket*."

"That was a movie," c.o.e. points out.

Let us be grateful for all we have rather than wistful that we have not.

Citizens who haven't been in the military cannot begin to know what a regimented life is like.

People who haven't experienced war cannot truly imagine the noisy confusion of action, the immediate fear of pain, and the uncertainty of life.

And those who have never ridden a motorcycle can never completely understand why we ride or what we experience that keeps us in the saddle. Because clearly we must get some sort of renewing and fulfilling benefit from riding or we wouldn't continue to do so despite dangers we face from distracted/disinterested cage drivers or all the social obstacles and regulations that society attempts to impose on us.

Movies, television, video games, newspapers, and magazines can never fully capture life experiences because somewhere at some level is the knowledge that the person undergoing emotional reactions to the event can

terminate their participation by walking out, turning off, pausing, or closing whatever media they've chosen to experience.

Real life doesn't have any of those options.

Watching a well-made movie may lead to understanding but has no direct emotional involvement and is no substitute for firsthand experience and the learning that comes with it.

Yes, riding a motorcycle *does* involve an inherent degree of injury risk. So does sitting up or standing or walking or any action that removes us from being in the horizontal embrace of the earth's surface. In fact, any activity that involves being vertical embodies a degree of danger, for the law of gravity cannot be successfully denied for extended periods of time.

But what beginning and surviving riders learn through classes and experience is risk management. Once motorcyclists have mastered the basics of handling their machines, the real dangers they face are external to their bikes. Road surfaces and obstructions cause problems, however the greatest danger of all is from other road users.

In a society where commercial corporations have the same constitutional rights as individual citizens (but not the mortality), the mass media is used to create consumer dissatisfaction with their quality of life that supposedly can only be removed by purchasing particular products. An atmosphere of social fearfulness is deliberately created to increase corporate profits, not benefit the whole of society.

Unfortunately, this profit-at-any-cost motive has grown to encompass most movies, television, video games, and printed material to such an extent that it has become the *de facto* socializing

agent for younger generations.

You can see the effect when out riding or driving. Increasingly people are treating roadways like video games, weaving in and out of traffic, endangering the health of other road users, passing hazardously and illegally, exhibiting no concern for anyone else on the road, focused only on "winning this round". (Being first.)

"We" is being replaced by "me". (Profit-at-any-cost corporations, like torturers, know that the key to breaking down any group's defenses is to isolate individuals to make them feel alone, then brainwash them into trusting those who keep them imprisoned.)

So what do we do?

We think.

We exercise our liberty.

We expand "me" to become inclusive "we."

We take back our lives, resources, societies, governments.

We use the freedom we have to wisely chose how we interact corporations.

We live, we ride.

Contacting yer crusty ol' editor:

Phone: (503)-838-6893 (Polk County)

FAX: direct dial (503)-838-6893

(If you hear the answering machine message, wait until it finishes, then press # 9 9 and [SEND] on your FAX machine.)

E-mail:

statenewsmag@abateoforegon.net

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

att. newsmagazine editor

P.O. box 4504

Portland, Oregon 97208

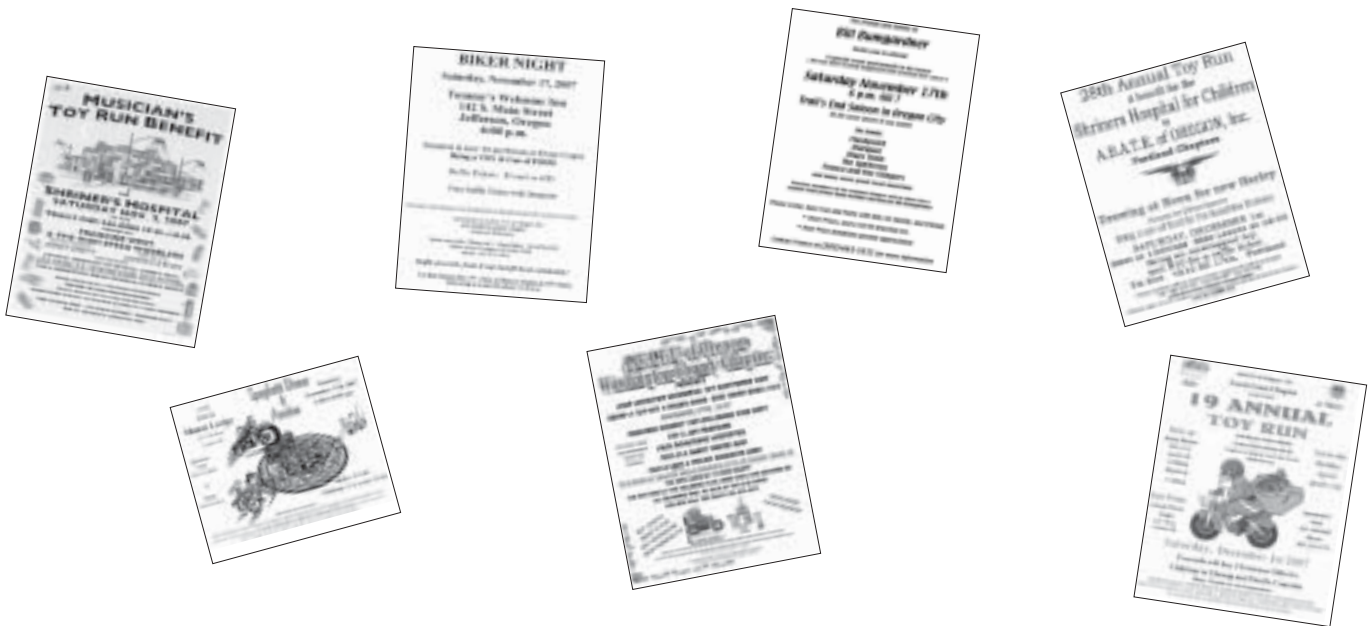
Note: Photos and copy-ready artwork should be stiffened with cardboard to prevent folding, spindling, or mutilating. Include a self-stamped addressed envelope if you want your material returned. (Otherwise the c.o.e. has a woodstove and your unclaimed contributions may end up keeping his toes warm.)

2007 RUN LISTINGS

(Boldface indicates state-sanctioned Oregon A.B.A.T.E. events)

03 Nov	Musicians' Toy Run Benefit	Oregon City	(503)-351-5054
17 Nov	North Coast Spaghetti Feed and Auction	Astoria	(503)-325-4376
17 Nov	Biker Night —Salem Chapter	Jefferson	(503)-678-6302
17 Nov	Toy Run —WaCo Chapter	Tigard	(503)-819-8113
17 Nov	Bill Bumgardner benefit	Oregon City	(503)-661-5311
01 Dec	Shriners' Toy Run	Portland	(503)-255-5415
09 Dec	Toy Run —Salem Chapter	Salem	(503)-678-6302
01 Dec	North Coast Toy Run	Seaside	(503)-325-4376
Dec	Willamette Valley Mission Benefit	Eugene	(503)-351-8193

It's not too early to begin planning yer runs fer next year.



Advertising Rates

	Business card	1/4 page	1/2 page	Full page
3 months	\$50	\$75	\$100	\$175
6 months	\$75	\$125	\$175	\$300
12 months	\$100	\$175	\$300	\$500

Call **(503)-838-6893** for advertising information.

Or mail hardcopy and payment to:

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

att. State Treasurer

P.O. box 4504

Portland, Oregon 97208

(Deadline is the 10th of each month.)

Graphics Submission

Graphics intended for publication may be sent as printed hardcopy or on CD, floppy or ZIP disk to the post office box. (Reinforce envelopes to prevent bending. Include post paid envelope if materials are to be returned.)

Material may be sent electronically as e-mail attachments to:

statenewsmag@abateoforegon.net

(Please do not FAX graphics as the quality is crap.)

Graphics format used is: 200 ppi greyscale

Full page is 7.375" w by 9.25" h

1/2 page is 7.375" w by 4.75" h

Single column is 2.375" wide

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A.B.A.T.E. of Oregon Meetings and Events . . .

November 2007

(autumn)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1  4th quarter moon	2	3
4 Delusional Summer Time ends (Turn clocks back one hour to Pacific Real Time) Southeast Portland 1200 (12 pm) Guy Fawks Night	5	6 Election Day (You did vote, didn't you?) Lincoln County 1900 (7 pm) ----- River City 1900 (7 pm)	7 Northeast Portland 1900 (7 pm)	8	9  new moon	10 STATE BOARD MEETING Albany Eagles 1200 (12 p.m.) Run Committee 1100 (11 a.m.)
11 Veteran's Day Thank vets for your freedoms Central Oregon 1400 (2 pm) ----- Columbia River 1230 (12:30 pm)	12 Washington Co. 1930 (7:30 pm)	13	14	15 Hub City 1900 (7 pm) ----- Willamette Valley 1900 (7 pm) <small>death of Albertus Magraus, alleged discoverer of the philosopher's stone-1280</small>	16 <small>Harry Potter and the Philosopher's Stone opens-2001</small>	17  WaCo Toy Run Tigard ----- North Coast Spaghetti Feed Astoria ----- Salem Biker Night Jefferson
18 Southeast Portland noon	19	20 Douglas County 1900 (7 pm) ----- Lincoln County 1900 (7 pm) ----- River City 1900 (7 pm)	21 Josephine County 1900 (7 pm) ----- Northeast Portland 1900 (7:00 pm)	22 Thanksgiving (Thank a turkey for your meal.)	23	24  full moon (mourning moon)
25 North Coast 1000 (10 am) elder tree of the month begins	26 WaCo 1930 (7:30 pm)	27 Salem 1900 (7 pm)	28	29	30	

MUSICIAN'S TOY RUN BENEFIT



FOR

SHRINER'S HOSPITAL SATURDAY NOV. 3, 2007

AT THE
TRAILS END SALOON 3P.M.-1A.M.

HOSTED BY

FRANCINE WEST & THE HIGH SPEED WOBBLERS

FROM SAN FRANCISCO...

WENDY DEWITT

FROM SEATTLE...

ANNIEVILLE BLUES

FROM PORTLAND...

**JIM MESI, NORMAN SYLVESTER, SONNY HESS,
LISA MANN, K.G. JACKSON BAND, DAVE MATHIS,
THE 6 SHOOTERS, DOUG ROWELL, MYRON LEROY**

Bring a new toy or a minimum \$5 donation.

PLEASE! We also need door prizes!

Please donate to this very worthy cause.

DONATIONS: Call Art or Francine @ (503) 351-5054 **THANKS!**

THE TRAILS END 1320 MAIN STREET, OREGON CITY

Call for directions: (503) 656-3031

at the
Astoria
Moose Lodge
420 17th Street
Astoria, OR

**Spaghetti Dinner
&
Auction**

**Saturday
November 17th, 2007
5:00 to 8:00 pm**

Questions
Paul
503-440-0802

or

Howie
503-325-4376



**Adults \$10.00
Children 12 & under \$3.00**

Many Thanks to our Supporters!

ABATE of Oregon, Inc. promotes Motorcycle Awareness, Education, Safety and Liberty through Community Involvement and Legislative Action. Sanctioned by ABATE of Oregon, Inc. Proceeds will buy gifts for children in Clatsop and Pacific Counties. Contributions or gifts to ABATE of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.

Dumped Yer Scoot?



(Photo by Kristen Lewis)

**Maybe it's time for a
Team Oregon class.**

(And A.B.A.T.E. pays half the cost.)

 A logo for 'TEAM OREGON' featuring a silhouette of a motorcycle. The text 'TEAM OREGON' is written in a bold, blocky font above the motorcycle.

<http://teamoregon.orst.edu/>

**You won't get yer report in until
report in until
*WHEN ? !***

 A t-shirt featuring a graphic of Santa Claus with a beard and a hat. Below the graphic, the text 'ABATE OF OREGON INC.' and 'Get Them Into Ride School!' is visible.

Get Yer Reports In On Time

BIKER NIGHT

Saturday, November 17, 2007

**Tommy's Welcome Inn
142 S. Main Street
Jefferson, Oregon
6:00 p.m.**

**Donation at door: \$3 per Person or \$5 per Couple
Bring a TOY & Can of FOOD**

Raffle Tickets : \$1 each or 6/\$5

Free Raffle Ticket with Donation

Gifts and/or contributions are not tax deductible as charitable donations for income tax purposes.

**Sanctioned by A.B.A.T.E. of Oregon, Inc.
and Hosted by Salem Chapter
Everyone Welcome!**

**Want more info: Please call > Quiet Mike 503-678-6302
White Trash Choppers 503-391-0739
Sheryl 541-327-2953**

Raffle proceeds, food, & toys benefit local community!

**Toy Run Sunday Dec. 9th , 10am, K-Mart at Mission & 25th, Salem
Delivering in Aumsville about 11:30 a.m.**

A.B.A.T.E. of Oregon Washington County Chapter

PRESENTS

STAN JOHNSTON MEMORIAL TOY RUN/POKER RUN
BRING A TOY-GET A POKER HAND BEST HAND WINS \$100
NOVEMBER 17TH, 2007

PROCEEDS BENEFIT THE HILLSBORO FIRE DEPT

LET'S HELP THOSE
 LESS FORTUNATE
 ENJOY THE
 HOLIDAYS

TOY & JOY PROGRAM
CASH DONATIONS ACCEPCTED
THIS IS A SHORT POKER RUN

THIS IS NOT A POLICE ESCORTED RIDE

RUN BEGINS AT PARADISE HARLEY-DAVIDSON 10770 SW CASCADE TIGARD OR
THE RIDE LEAVES AT 12 NOON SHARP!

THE RUN ENDS AT THE HILLSBORO ELKS LODGE 21865 NW QUATAMA RD
ALL DRAWINGS WILL BE HELD AT THE ELKS LODGE
FOR INFO CALL TED TRACY 503-819-8113

**BUY A RAFFLE
 TICKET TO WIN
 GIFT CERTIFICATES
 FROM PARADISE H-D**



**DOOR PRIZES
 50-50 DRAWING**

Bring two cans of food to benefit Monika's House womens shelter and get a free door prize ticket!

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

This event is sanctioned by A.B.A.T.E. of Oregon

Contributions and gifts to A.B.A.T.E. of Oregon are NOT tax deductible

Proceeds from this event benefit motorcycle rights and education.

The friends and family of
Bill Bumgardner

Invite you to attend:

*A special event and benefit in his honor
(Bill has been recently diagnosed with terminal liver cancer)*

Saturday November 17th
6 p.m. till ?

Trail's End Saloon in Oregon City

\$5.00 cover (more if you want)

the bands:

Flashpoint

Marquee

Blues Train

The Ignitrons

Franco and the Stingers

and many more great local musicians

*Previous members of the original Stingers will be there for a
reunion with former band member and bassist Bill Bumgardner*

Please Come, have Fun and Party with Bill, his family, and friends

- *Door Prizes, and a 50/50 drawing too.*
- *Door Prize donations greatly appreciated*

Contact Franco at (503)-661-5311 for more information

28th Annual Toy Run

A benefit for the

Shriners Hospital for Children

by

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

Portland Chapters



Drawing at Noon for new Harley

Pictures by QWest Pioneers

Bring a can of food for the Sunshine Division

SATURDAY, DECEMBER 1st

Meet at 10:00AM Ride Leaves at 12:30

**Bring an unwrapped toy
and \$10 for a raffle ticket**

Tri-Met 4012 SE 17th, Portland

Net proceeds from raffle are used to purchase equipment for kids at the hospital

Info: Mike 255-5415 Dick 654-9498 Shag 695-3460

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

Contributions or gifts to A.B.A.T.E. of Oregon, Inc. are nontax deductible as charitable contributions for federal income tax purposes.

www.toyrun2007.com



ABATE of Oregon, Inc.
North Coast Chapter
presents their



19 ANNUAL TOY RUN

Meet at:

Relief Pitcher

HWY 101 S.

Seaside, OR

10:00am

Depart at

11:00am

\$10.00 per Poker Hand

Extra Poker Hand \$5.00

Trophies for High & Low Poker Hands

50/50 Drawing

Get in the

Holiday

Spirit

JOIN US!

End Point:

Astoria Moose

Lodge

420 17th St.

Astoria, OR



Questions??

Paul

503-440-0802

Howie

503-325-4376

Saturday, December 1st 2007

**Proceeds will buy Christmas Gifts for
Children in Clatsop and Pacific Counties**

Many Thanks to our Supporters!

ABATE of Oregon, Inc. Promotes Motorcycle Awareness, Education, Safety and Liberty through Community Involvement and Legislative Action. Sanctioned by ABATE of Oregon, Inc. Contributions or gifts to ABATE of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.

A Grassroots Success Story

How One Person's Voice Made A Difference

To whom it may concern:

This is the second letter I have written in regards to an advertisement you ran on your 11 o'clock news broadcast. The advertisement this time aired at 11:31 p.m. on 18 September 2007.

This advertisement advocates car-pooling and while that may very well be a good thing, the manner in which the advertisement is done is condescending.

I am an avid motorcyclist and I am insulted by the advertisement. The first yellow sign that shows up is one that states "motorcycles are dangerous". This is an outdated and totally false characterization of a legal and legitimate form of transportation.

While some riders may be operating their motorcycle in an unsafe manner, this does not make motorcycles dangerous.

A motorcycle is not dangerous.

A motorcyclist is, however, vulnerable.

Contrary to popular Hollywood stereotyping, a motorcycle is more environmentally friendly, more fuel efficient and far less damaging to Oregon's roadways than a car or truck.

Here in Oregon, we have probably the finest in motorcycle training available anywhere through *Team Oregon*. Also, *A.B.A.T.E. of Oregon Inc.* has a motorcycle awareness program that is designed to train drivers how to be aware of motorcycles and how to share the road with motorcycles. This program

is also second to none and given freely to any group that requests it.

These groups have worked long and hard to stop the Hollywood stereotyping of motorcycles and their riders.

Motorcycles are also recognized as H.O.V. (high occupancy vehicle) eligible. This means that they are allowed to utilize the car-pool lanes on Oregon's freeways and highways.

Contrary to your advertisement, scooters and bicycles are not allowed to do that.

It is difficult to comprehend why your news station would stoop so low as to insult so many people with such a slanderous advertisement. Motorcycle riding is a constantly growing form of transportation and is greatly enjoyed by many people. For some, it is their only means of transportation.

I am again asking you to remove this advertisement from use. I have this advertisement recorded and have been in contact with legal representatives regarding its continued use. Please feel free to contact me directly regarding this at **chippawop@Netscape.com**

Sincerely,
Nic Oliver
recording secretary
A.B.A.T.E. of Oregon Inc.
development director
BikePAC of Oregon

=====

Hi everyone,

How about this?!

My letters seem to have worked! Will wonders never cease? Thought that you would like to be kept up to

date.

Nic

— Begin forwarded message:

From: "Michelle Johannes" <mjohannes@kezi.com>
Subject: Carpoolers
Date: Thu, 20 Sep 2007 14:04:33

Hello Dominic

Thanks for watching *KEZI 9* and for your opinions regarding the *A.B.C.* television network's new show "Carpoolers" commercial. I passed along your concerns to *A.B.C.* and received this reply:

"I have made the department aware of this matter. This creative is being pulled. A.B.C. received a similar complaint from a subway riding association. We will verify with on-air."

Please allow a week for the new commercial to be sent and the old commercial to be pulled from the schedules. Since we do our schedules days out we may not be able to catch all those spots that are going to air in the next few days.

Again, thanks for your e-mail and for your patience.

My Best,

Michelle Johannes
marketing & promotions manager
KEZI 9
Eugene, Oregon
(541)-485-5611

(*Note:* The following article was published by *BikePAC* a few years ago and it was decided it needed to be re-visited. — Randy Phipps)

How To Be A More Effective Citizen

by Randy Phipps

A.B.A.T.E. representative to *BikePAC* board of directors

The purpose of this article is to help you become a more effective lobbyist for *A.B.A.T.E.* legislation during legislative session.

A lobbyist is, in general: any person who communicates with a legislator. Not all lobbyists' are paid individuals and many organizations use volunteers, such as *A.B.A.T.E.*

To get started, a lobbyist should know or be able to learn quickly the following things:

- The basics about the legislative process and the key committee members or other legislators who have either jurisdiction or influence over your legislation and can affect its movement.
- The details of the bill you are supporting and why its provisions are important to the legislator's constituents and to *A.B.A.T.E.*
- The organizational structure of your group and how it communicates with its members.

More important, you should have strong interpersonal skills. As a lobbyist for *A.B.A.T.E.* you may bring great understanding of government, its processes, and its key members. If the relationship skills are lacking, you shouldn't attempt to contact your legislator without some guidance from *BikePAC* representatives.

Communications

The key to mobilizing our lobbying strength.

Many non-profits rely completely

on written communications to move their members to action. They fail to recognize that if written communications are followed up with telephone calls, the organization would greatly multiply the number of contacts its members make with legislators.

Most of us find it all too easy to put aside written communications that request us to take action, especially if the action involves writing a letter or calling a legislator. Our intentions are good, we plan to do it in a day or two, but somehow that day never comes. We have to give time and thought to the communication, and we are not completely sure how to go about it. If you are called however, if there is a person on the other end of the line urging us to act on the request, you are much more likely to do it.

Telephone follow-up is time-consuming and can be costly, but the increased contacts repay the investment of time and money. Moreover, those who phone always receive valuable information from the key volunteers to whom they are speaking to through the give-and-take of a conversation. Furthermore, those who make the calls almost always find the process itself energizing, given the camaraderie that develops between the callers and those who are being asked to make the contacts.

In any communication within our organization, accuracy counts. If a

member uses inaccurate information that she or he received from you when they communicate with a legislator, everyone loses. The legislator loses because accuracy is critically important to all that he or she does. Few things can be more embarrassing to a legislator than to have used erroneous information. Your groups' members loses credibility with the legislator and you lose credibility with your members. If you inadvertently send inaccurate information to your members, always correct it as quickly as possible, painful as that may be.

How to communicate effectively with legislators

There have been a number of studies on which communications count most in influencing a legislator's point of view. The most effective method will be the one that works best for you. Personal visits, thoughtful letters from constituents, and telephone call from constituents whom the legislator respects, all of these can be highly effective. On balance, a personal visit from an influential constituent is clearly better than a letter or a phone call from the same constituent.

In all communications, whether by phone calls, letters, or personal meetings, it is important to be accurate, brief, clear and timely. No matter who much you will sometimes want to, never get angry or argumentative with your legislator about his or her failure to support

How To Be A More Effective Citizen

(continued)

your position. You will almost certainly have to go back to that same legislator sometime in the future. If you have strained your relationship by getting angry, no matter how much you may have been justified in doing so, chances are that you won't even get through the door. If you do, your information will be largely discounted.

Letter writing

When writing to your legislator(s), if you personally know them, make that clear in your opening paragraph. Of course, use the legislator's first name if you have established that kind of relationship, and sign it with your first name.

- Write on plain stationery or on your personal or business letterhead. Some legislators downgrade the importance of a letter if they think it has been motivated by an organization as part of a campaign. Do, however, mention *A.B.A.T.E.* if you are fairly certain that it will strengthen the impact of your letter.

- Handwritten letters are fine, as long as they are legible. These often get more attention than typed letters. Legislators know that a machine cannot produce a handwritten letter.

- Keep your letter to one page. Put it in your own words, avoid buzz words or jargon, or profanity, and use only those acronyms that you are certain the legislator will know (*A.B.A.T.E.* is an example of an acronym). Cover only one issue per letter.

- In the first paragraph, ask for the action that you want your legislator to take. Send enclosures if you think

more information than you have already provided is needed. Identify the legislation clearly, with the bill number of the legislation, if you know it. Sign your letter over your typed or printed name.

- Ask the legislator to reply, and ask very directly whether he or she will support your position. Legislators are masters of non-replies, that is, letters that avoid giving you their positions. To smoke out his or her position, be as direct as possible while still being courteous. Like everyone else, legislators dislike a threatening tone. Chances are very good that your legislator will be very aware of the political fallout of not voting for your proposal, and so it serves no useful purpose to even hint about it.

- Be certain the legislators' name is spelled correctly and that the address is right. Envelopes get detached, so remember to put your return address on the letter. Be certain that your legislator receives the letter before the vote. This is very important. It does no good to ask for a vote on our behalf arriving Tuesday when the vote was on Monday.

- Thank the legislator. Legislative staffers repeatedly say that legislators seldom receive thanks. Sending your thanks is the right thing to do and is a great way to strengthen a relationship. Also write to let the legislator know if you disapprove of the way he or she has voted. That will get their attention, too.

- Provide copies of any replies you receive to the leaders (*A.B.A.T.E.* chapter coordinator or state board)

and the government relations committee (*BikePAC*). It is useful to keep them up-to-date on where the legislator stands and on whether to keep pressure on him or her.

- Don't overstate *A.B.A.T.E.*'s influence. It will only detract from your message. Do let your legislator know the size and mission of our group. This can be found on the inside cover of the monthly newsletter. Legislators are very aware of how much attention to pay to almost every group in their districts, so don't overstate or understate. Just give the facts.

- Send letters only to your own legislator. Keep in mind that legislators mostly only pay attention to letters from within their own district. They mainly downgrade letters from outside their district. Remember, any letter is better than none, even an e-mail if occasion warrants.

Personal visits

Personal visits by constituents are very highly ranked among effective ways of communicating with legislators. The first time you meet with your legislator face to face, you may be nervous. This is natural and it would be unusual if you weren't. Keep in mind however, that legislators are almost always very eager to win your support. After all, it is your vote that they want in the next election. They want to put their best foot forward with their constituents and they are sincerely interested in getting their

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How To Be A More Effective Citizen

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constituents' view on legislation. Legislators and staffers repeatedly state that the information that nonprofit groups provide is important to their decisions, so don't feel that you are entering the legislator's office as a supplicant.

Try to set an appointment up with the legislator's staff for the day you will be calling on them. Legislators almost always do try to meet with their constituents. However, don't turn down the opportunity to meet with a staffer, if it develops that the legislator can't meet your schedule or an appointment you have set up.

Representatives and senators maintain district offices and meetings there can be particularly productive because legislators usually are more relaxed when they are home on weekends or during recesses. Present your views with conviction, but don't put him or her on the defensive.

You will probably know more about your subject than your legislator does, so there is no reason to feel abashed. Legislators will welcome information and will particularly appreciate any anecdotes or illustrations that spell out what the impact will be on people in their legislative districts.

It helps to cover your issue from the legislator's perspective, tying it in with his or her past votes or interests. Listen attentively. Often, the legislator's opening discussion with you will give you clues about how to connect your issue with his or her concerns.

If you don't have the answer to a legislator's question, say so. Don't

bluff. Tell the legislator that you will provide the information, and then be certain that you do. If you do tell your legislator this, tell *BikePAC* so that they can get the information to your legislator as quickly as possible.

Give responses to arguments that you know your opposition will raise, but don't downgrade your opponents. They believe in their cause as strongly as you believe in yours. It is important to provide information, both orally and in a fact sheet that you can leave with the legislator. *BikePAC* generally has these on hand during our scheduled visits to the capitol. Have a fact sheet for the legislative aide as well. The aide may be your principal contact in the future, so be certain to strengthen that contact during the visit.

After the visit, write a letter of thanks to the legislator. Remind him or her of any agreements reached, and provide any information that you promised.

Phone calls

There are times when it is crucial to have immediate contact from the grass roots. There is often less than 24 hour notice before a key vote comes up in committee or even before a final vote in the legislature. The fact that your legislator receives ten or twenty calls on your issue just before a vote can make a difference. You can reach any member of the legislature by calling a central number.

In Oregon, outside Salem, the number is: 1-(800)-323-2313.

In Salem it is: (503)-986-1187.

This is almost as fast as calling the

legislator's office directly. Telephone calls to the district office are second best. They achieve the objective of communicating your message. However, there may be a crucial delay in a district office's reporting your call to the legislator, particularly if he or she is not in the district at the time.

When a vote is coming up, it may not be possible on short notice to talk by phone with your legislator, regardless of how well you know him or her. If you can't reach the legislator, ask for the legislative aide who's assigned to your issue. If you can't reach the aide, leave your message with the person who answered the phone. Legislative offices do keep count of the pro and con calls on issues, so at least be certain to leave your message. Keep your call brief. There will be little if any time to persuade. Your message can simply be two sentences, one asking for support and the other stating why. To help make your point succinctly, you may want to write out your message and have it before you call.

Remember, these techniques have been used by many lobbyist's over the years and by citizen lobbyists dealing with their state and federal legislators. This is a guideline and what works with one legislator may not work with another.

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"Motocycles-a public asset.

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The Future of Motorcycle Rights in Oregon

An opinion piece by Frank Saxton

(life member A.B.A.T.E. of Oregon and private citizen)

In 1987, “we” were asleep at the handlebars. I include myself in the “we” group although I had only lived in Oregon for less than a year when the mandatory helmet regulation came along. I moved here from New Hampshire where a few years earlier we had gotten the briefly enacted helmet regulation there repealed. Who would have thought that a generation later, there would be Oregonians (and Washingtonians) who have no idea what it is like to roll out of their driveway on a motorcycle without having to wear a helmet? As a baby boomer soon to become senior citizen, I’m not sure that I will ever know what it’s like to be a free American again, that’s for sure.

And mandatory helmet regulations are the least of it, in case you haven’t been listening to the news the past twenty years or so. The entire *Bill of Rights* seems to have found it’s way into the scrap heap. Compared to the loss of our fourth amendment rights, government forcing us to wear these stupid brain buckets on our heads seems almost comical these days. Helmet regulations used to be a symbol of government’s paternal arrogance. Now they are little more than a footnote.

I read Mel’s, Ed’s, and other’s comments about the upcoming A.B.A.T.E. planning session and the future of *BikePAC*. Moved by what I read, I figured it was once again time to waste a few electrons to pass along a few comments for whatever they might be worth.

First off, let me say that I totally support the statement that appears in each month’s *A.B.A.T.E.* newsmagazine, inasmuch as *A.B.A.T.E.* is “A brotherhood against totalitarian enactments”. I also fully support and agree with the genesis of *A.B.A.T.E.* as an organization aimed at getting rid of mandatory helmet regulations. I do not, however, support or agree with the watered down, politically correct comments that follow this unambiguous charter statement. I am one of a dwindling group of old timers who’s blood pressure goes right through the ceiling at the very mention that mandatory helmet regulations might be a good thing. And to be even more clear, I got into motorcycle rights because of government attempts to restrict noise and horsepower in the 1960’s, not the emergence of mandatory helmet regulations which came later on.

Ed brings up some good points regarding the up coming planning session. One of the things that I would suggest talking about is deciding exactly what *A.B.A.T.E. of Oregon* will be all about in 2008 and beyond. *A.B.A.T.E.* is clearly not following the same vision that that Luke Metcalf and the early founders had in mind when *A.B.A.T.E.* organizations started popping up all over the U.S.A. in the early 1970’s. I think if you put a dozen *A.B.A.T.E.* members in a room and asked them, “What is *A.B.A.T.E.* all about?”, you’d get a dozen different responses. “Outsiders” still view us as the

“helmet regulation guys” but I don’t think our identity is nearly as crisply understood internally. It ought to go without saying that it’s a lot more difficult to get to your destination if you have no idea what the destination even is.

Personally, I didn’t think that *A.B.A.T.E.*, and by extension many of it’s members, even care about mandatory helmet regulations anymore. And if this turns out to be true, so be it. But at least be honest with the members and with yourselves and say so. Don’t be giving all of this lip service to being a so-called “motorcycle rights organization” and then vote against helmet regulation repeal at functions such as the democratic party state convention, for Pete’s sake!

Oregon, as well as every state, needs a forum that is focused on protecting motorcycle rider’s rights. Be that *A.B.A.T.E.*, *BikePAC*, *A.M.O.*, *M.M.A.*, or whatever. If *A.B.A.T.E.* seeks to be that forum, that’s great. But accomplishing that objective will take a lot more walking and a lot less talking. I think that *A.B.A.T.E.* leaders have become very proficient in running efficient meetings and *A.B.A.T.E.* puts on some great runs and social functions. But as an organization, I would give *A.B.A.T.E.* an “F” with regard to legislative zeal. I’ve long since lost count at how many *A.B.A.T.E.* meetings I’ve been to where legislative issues were never even talked about!

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The Future of Motorcycle Rights in Oregon

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Again, I am not making judgments here and I'm not taking pot shots at anyone. I'm simply suggesting that part of the *A.B.A.T.E.* planning session ought to include being honest with ourselves and declaring what our real intentions and goals are. Ed and Mel correctly state that there are a few really dedicated freedom fighters out there and that is very true. I can name about three dozen people who are supremely dedicated and who can be counted on to show up and work hard, year after year, to further the cause, whatever that might be. But in a state that has a couple of hundred thousand motorcycle and A.T.V. owners, an army of thirty-six seems a bit unrepresentative.

There's a quote that states, "Stupidity is doing the same thing over and over and expecting different results". Clearly, twenty years of doing what we've been doing isn't working. Therefore, in my opinion, it's way past time for some "out of the box" fresh ideas on the subject. Unfortunately, one of the things that I learned very early on here in Oregon, is that volunteers are welcome but only if they are willing to follow the leader and so long as they are incapable of independent thought. This may sound a bit self-serving and perhaps it is. But the fact is that many of the ideas that I had fifteen years ago were initially met with anger and hostility even though a lot of them were later implemented as "great ideas" as soon as someone else was able to take credit for them. Like I even care who gets credit for

this stuff. All I want to do is to be able to ride my scooter without having to wear a stupid helmet that will probably put me in a wheelchair one day.

I can think of several very clever, creative, out-of-the-box thinkers who were ignored and even shunned by what I'll call the "old guard" because they had ideas or a message that these people did not want to hear. I'll only mention one, because he is no longer with us: Bear (a.k.a. R.W. Alford)

A very, very smart man who could always be counted on to volunteer for even the crappiest assignments. I've seen old guard people literally run the other way when Bear was headed toward them. Not exactly the "we need every volunteer we can get" alter call that frequently shows up in the *A.B.A.T.E.* newsmagazine.

Here's a flash: really smart people (and I am not including myself in this group) often lack social skills (okay, I'll include myself in that group) and really smart people often come up with brilliant ideas that are so bizarre that it takes a while for them to sink in if your I.Q. doesn't happen to be in the stratosphere.

More than once I've been in a room full of people when Diesel Dave Ganslein would come up with some idea and everyone would just roll their eyes and moan. And I have to admit that inside I was thinking that this was about the most stupid thing I've ever heard. But after I thought about what Dave said for a while, I started to think maybe that wasn't a half bad idea after all. And by

morning, I had come to realize that Dave's idea bordered on genius.

Me listening to Diesel Dave as he droned on at an *A.B.A.T.E.* meeting in 1997 is how helmet regulation repeal wound up being passed as part of the 2000 democratic party legislative agenda several years later. Not that I'm so smart because I most certainly am not. But I was smart enough to recognize genius when I saw it. It took me at least a year to really understand what Dave was even talking about. But as it became increasingly clear that he was on to something I was only too happy to work with him on it.

One of the significant failings that I see in *A.B.A.T.E.* and *BikePAC* is that volunteers are only welcome if they are willing to sing out of the official, old, worn-out song book. In my opinion, successes will be few and far between until blustery, high-energy movers and shakers with fresh ideas are welcomed into these organizations.

I'll wrap this up by commenting about *BikePAC* which seems to be at a crossroads. Having been it's executive director for a time, this is a topic that I know something about. When I took over *BikePAC* in 1999, it was with the plan that I would be leading an army of state motorcycle rights organization zealots on to victory. It was never my intention to fight the battle alone. Mel made quite a point of this in his recent legislative report and I think he is 100% correct.

Running *BikePAC* was hugely expensive to me both financially and

The Future of Motorcycle Rights in Oregon

(continued)

in terms of time. I found myself doing pretty much everything myself since people who had volunteered to do this or that became somehow "too busy" to do whatever it was that they promised to do. There were also people following their own agenda and doing their own thing, which often was inconsistent with the objectives of the organization.

To be candid, I got tired of trying to lead a non-existent army while dealing with these frustrating internal battles and a lot of back stabbing. So, unless little or no legislative successes are the end objective, I would strongly suggest that the *BikePAC* "committee" take a serious look at everything about itself to see what pieces are in dire need of changing. I'd be happy to help with this self-exploration exercise but I won't spend my days standing next to my mailbox waiting for an R.S.V.P.

Shunning people is not a very productive strategy when it comes to recruiting volunteers. People who dislike me intensely are sometimes extremely friendly and cordial to people in the legislature who truly hate us and would do anything they possibly can to hurt us. I'm figuring that if the old guard can be friendly to folks like that, they can at least be sociable to someone like me who's veins start popping out from my neck at the mere mention of mandatory helmet regulations. Perhaps in another place and another time.

If you've managed to make it this far, here is my latest fearless prediction: it's not a question of "if" but only a question of when the Washington and Oregon department

of environmental quality will start inspecting motorcycles. So even if you don't mind wearing a helmet, enjoy those drag pipes, screaming eagles, *V&H*, or whatever you are running now because pretty soon your hog is going to sound like an air bag equipped *Gold Wing*.

And won't you be happy then!

— Frank Saxton

A.B.A.T.E.@Easyrider.com

Need Refresher Training?



(Photo by Kirsten Lewis.)

Maybe it's time for a Team Oregon class



A.M.A.

(Continued from page 23)

publication of the revised highway code as good news for motorcyclists. The first revised highway code in eight years has been unveiled by road safety minister Jim Fitzpatrick. The updated code offers the latest road safety rules and advice, as well as promoting greater courtesy and understanding among all road users, particularly those who are most vulnerable.

A section entitled *Road Users Requiring Extra Care* underlines the need for drivers to look out for vulnerable road users such as motorcyclists and cyclists. Both groups of road users share many of the vulnerabilities of using the road in busy traffic environments and specific advice to car drivers to "Think bike" at road junctions and when overtaking is very welcome.

The publication of the revised highway code is timely as it comes on the day that new detailed road casualty statistics from the department for transport (*Road Casualties Great Britain 2006*) show that overall motorcycle casualties fell by 6% in 2006. This means that for the first time, total motorcycle casualties are now below the baseline that was set for the government's 2010 casualty reduction target; this is very good news for motorcycling in Europe.

The new statistics also reveal that 82% of motorcycle crashes and 75% of rider fatalities involve another vehicle, but other vehicle drivers colliding with motorcycles are about twice as likely as the rider to have

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A.M.A.

(Continued from previous page)

failed to look properly. Indeed, statistics indicate that motorcyclists are the most vigilant of all road users but suffer from the carelessness of others.

The *National Highway Traffic Safety Administration* (N.H.T.S.A.) announced the 2007 list of states that will be receiving motorcycle safety grant awards. All of the states receiving the funds received at least \$100,000. The program will award approximately \$6 million to 47 states and Puerto Rico.

The grant program, known as "2010 Funds" is funded in the most recent *S.A.F.E.T.E.A.-L.U.* highway bill. The U.S. congress wrote the legislation, in response to state motorcyclists' rights organizations request for additional safety funding, to direct the use of the funds to specifically fund motorcycle rider education or motorcycle safety awareness programs. The legislation also makes these funds available to your state through your governor's highway safety representative.

Massachusetts' proposed new regulation, 211 C.M.R. 79.00 dealing with private passenger motor vehicle insurance rates begins the commonwealth moving to a competitive market with auto insurance premiums and coverage for 2008. Yet motorcyclists have been expressing their disapproval claiming the 37-pages of proposed regulations fail to mention motorcycles at all.

Leaders from the *Massachusetts Motorcycle Association* and others, in written testimony, complained that

owners of motorcycles are historically short-changed on coverage and discounts afforded to private passenger cars and trucks, while being charged excessive rates when compared to claims payouts.

Riders asked that the new regulation either afford motorcycle consumers the same coverage availability and discounts that other private passenger vehicle owners enjoy or that separate and distinct regulation be established in this new competitive market of motorcycle consumers.

In response to increased public interest following the collapse of the I-35W bridge in Minneapolis recently, the Washington-based *American Association of State Highway and Transportation Officials* (A.A.S.H.T.O.) has launched a web site dedicated to providing information on the nation's bridges.

Information on the site will include: the number of bridges in the federally financed U.S. transportation system; the bridges' conditions and the work done to improve their conditions; explanations of key terms used by state and federal bridge experts; and federal estimates of the funding needed for bridge work in the U.S. Specific information on an individual state's bridges is available from the state's department of transportation and often is listed on the D.O.T. web site.

A.A.S.H.T.O.'s bridge web site is available at www.dot.state.ia.us, or by clicking "U.S. Bridge Information" on the A.A.S.H.T.O. home page, <http://www.transportation.org>

M.R.F.

(Continued from page 25)

in the road when *Oklahoma State University* declared that lack of funding would sideline the report. To their credit, the industry, via the *Motorcycle Safety Foundation* (M.S.F.) and *Motorcycle Industry Council* (M.I.C.), ponied up the missing \$3 million dollars need to fuel the study. Now with a full tank of gas, the study can begin in earnest. The sample size is estimated to be between 900 and 1,200 individual crashes and will use the *O.E.C.D.* methodology, the same employed by the *Motorcycle [Accident] In Depth Study* (M.A.I.D.S.) study conducted in Europe recently. This is an important aspect because should the study have used another methodology it would have been difficult at best to compare the two studies.

The comprehensive crash study is now awaiting approval from the federal *Office of Management and Budget* (O.M.B.). A mere formality the feds insist on to guarantee that the money is well spent. The timeline is difficult to pin down - I think someone in the safety meeting said it best, "the study should be approved in six months, give or take six months" in other words, hurry up and wait.

The M.S.F. had some interesting news about a press event they held earlier this summer in California. In order to put media types directly in touch with motorcycle safety they did what any logical safety organization would do, have them actually crash a car into a motorcycle. You read that right; they innovative folks at M.S.F. actually staged a near collision with reporters in a car and a trained stunt

M.R.F.

(Continued from previous page)

rider nearly running into the passenger vehicle. The theory is that the near miss will give the reporters a real world view of what can happen when car drivers don't pay full attention to the road and particularly motorcycles. Not a bad idea from your friends in Irvine, California.

Another interesting fact brought to the table by the *M.S.F.* was the fact that the state of Pennsylvania, an avid *M.S.F.* advocate, actually had to cancel beginner rider courses due to lack of interest. Also in California there have been reduced wait time in some markets from 90 days down to as little as one week.

Perhaps the training bubble has burst in some areas, is oversaturated, or just needs more promotion. Either way its a welcome dilemma as opposed to courses filling up overnight and often exceeding capacity. It is this rider's opinion that more training available to the general public, the better.

Your friends at *N.H.T.S.A.* closed the meeting by informing the group that they will in fact be pursuing some national standards for rider education, currently there are none. It's important to note they will not be developing curriculum. They are very clear on that instead they will develop a set of standards on what to expect a rider course graduate to be able to do. Its unclear how this will sort out, but rest assured, the *M.R.F.* will be there every step along the way to usher in this new set of standards and to make sure its a gold standard and nothing less.

-- Jeff Hennie

N.C.O.M.

(Continued from page 27)

and were off by 7% compared to the first six months of last year.

Dealers noted that with supply catching up to demand nationwide, consumers are getting better deals, with financing incentives, stable pricing, and great values with added features such as anti-lock brakes, fuel injection and other technical improvements for very little additional cost to consumers.

Motorcycle sales nationally have always been somewhat independent of practical economics, Wade Rice of *Rice Honda-Suzuki-Victory* told the *Rapid City Journal* "They say three percent of the population rides motorcycles. That's the bad news," Rice said, but from the dealers' perspective, "The good news is that 28 percent want them."

Weird News**Two Wheels + 160 m.p.h. + School Zone = Three Years Of Lockup.**

According to *N.B.C.*, a 20 year-old Mesa, Arizona motorcyclist was recently sentenced to three years in prison for riding his 2006 *Honda CBR 600* through a school zone and crosswalk at speeds over 160 mph. Law enforcement officials first spotted the ex-racer traveling at roughly 140 mph through morning rush hour traffic, and a 30 minute pursuit ended with a foot chase that resulted in the man's arrest. Apparently, his history of reckless driving and riding under a suspended license didn't help his argument in court.

Canadian Colors Case Goes To Court

In what is believed to be a provincial first, a trial date has been set for a *Hells Angels* member who was charged for wearing his club colors in a bar, in violation of Saskatchewan's new colors ban.

Richard Bandet, 34, is charged with the ticket offense under a provision of the *Safer Communities And Neighborhoods* act (*S.C.A.N.*) that makes it against the regulation to wear "gang colours" in licensed establishments like bars. Under the act, "colours" refers to "any sign, symbol, logo, or other representation identifying, associated with or promoting a gang or a criminal organization."

On June 9, during the same weekend as a poker run involving the club, Moose Jaw police were checking local bars for *S.C.A.N.* infractions when they noticed a biker wearing his colors.

Under *S.C.A.N.*, those found guilty of a first offense under the gang colors section of the legislation face a maximum \$10,000 fine and/or one year in jail. Subsequent offenses carry a maximum fine of \$25,000 and/or one year in jail.

Quotable Quote

"This nation will remain the land of the free only so long as it is the home of the brave."

Elmer Davis
(1890-1958)

American radio announcer
and news commentator

November Cryptogram

RESVFCVT BY NOV FERNO EX NTHRYBNBER,
FESBRM XTEF NOV CEPRNZ EX NOV OHTSVYN
NE NOV YNBDDR VYY EX ABRNVT.

—KHFVY JHFCEY

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.



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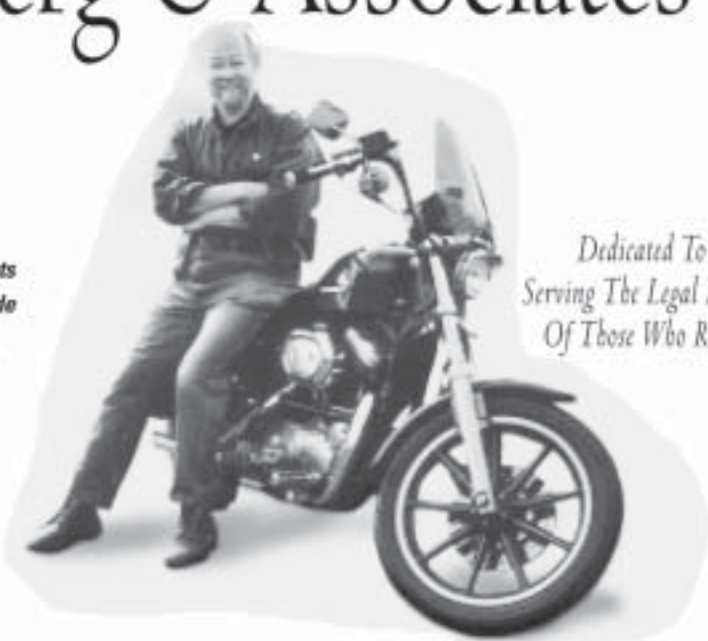
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ATTENTION ABATE OF OREGON MEMBERS: Our nationwide network of A.I.M. attorneys do rate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the **National Coalition of Motorcyclists**.



SERVICE? PARTS? ACCESSORIES? RIDING APPAREL?

A.I.M. INDEPENDENT SHOP PROGRAM

To inform A.I.M. members of biker-friendly shops and establishments and provide access to emergency services.

Participating Oregon I.S.P. Shops

J-D Cycles Albany (541)-926-8894	D & S Harley-Davidson Medford (541)-535-5515	Obsessions Motorcycle Service Portland (503)-281-6992	Deano Custom Cycles Salem (503)-588-1688
Coos Cycle Supply Coos Bay (541)-269-7292	Phantom Cycles Pendleton (541)-278-1644	Wingman Enterprises Portland (503)-257-4141	Walker's Cycle Salem (503)-363-0634
Fred's Honda Corvallis (541)-757-1034	Eastside Motorcycle Co. Portland (503)-282-8876	Ace Discount Motorsports Redmond (541)-548-2607	Greg Coen Motor Co. Springfield (541)-747-3525
American Iron Eugene (541)-685-9489	Motorcycle Salvage Portland (503)-233-4686	Fast Eddie's Dixonville Cycle Roseburg (541)-673-6120	Dinosaurs Unlimited Warren (503)-397-0647



I.S.P. is a service of the law offices of Richard M. Lester and A.I.M.

ACCIDENT? CALL 1-(800)-ON-A-BIKE 1-(800)-531-2424

24 hours Toll free Nationwide



BREAKDOWN? GREAT DEALS!

RENT A HARLEY
 TRIKES, ATVs & SCOOTERS ALSO AVAILABLE

Eaglerider of Central Oregon
 2498 South Highway 97, Suite B
 Redmond, OR 97756

Phone: 541-504-3183
 Fax: 541-504-3193

Worldwide Locations

EAGLERIDER
 HARLEY-DAVIDSON
 USA

www.eaglerideroregon.com



MASON'S
Custom Motorcycle & Service Inc.

493 NE 3rd Ave. # A100 Canby, Oregon 97013

503-266-3333 / 503-266-3133 fax

masonscustom@aol.com

Located across the street from the west end of the Clackamas county fairgrounds.



Specializing in *American* made motorcycles

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- Custom Guidance
- Service
- Repair
- Maintenance
- Parts
- Tools
- And Friendly conversation with no *attitude*

Need to Buy or Sell a Home?

No one understands your real-estate needs better than we do!

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John L. Scott

REAL ESTATE

Forest Grove Market Center Office
2012 Main Street
Forest Grove OR 97116
503-359-9100

Debbie Done, Broker

Mobile: 971-409-6744

Office: 503-359-9100

donedebb@yahoo.com



Rick Skaggs, P.C.

Broker

Office: 503-359-9100

Mobile: 503-318-6317

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Man Percon, MD, ChPT, FACP, MPP, Maribellet

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- Arthritis
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- And More

NEED ENERGY?

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on the product of your choice



BikePAC of Oregon, Inc.

Membership Application

PO Box 5612
Salem, OR 97304
www.bikepac.com

(please circle desired type of membership below)

Individual	Corporate	Group or Club
Associate \$15	Sponsor \$150	General \$75
Full \$30+	Supporting \$300	Supporting \$150
Family \$40+	Platinum \$750	MAB* \$300
MAB* \$60+	MAB* \$1000	

*Member of the Advisory Board

Your contribution will be directed into the BikePAC general fund, which includes the education fund, unless you specify the following:

Put \$_____ of my contribution into a dedicated fund supporting motorcycle-friendly candidates

(Qualifies for Oregon tax credit up to \$50 individual and \$100 couple)

Name _____

Address _____

City _____ ST _____ ZIP _____

Email _____

I am in state senate district _____

I am in state representative district _____

BikePAC of Oregon – A Political Action Committee Of Motorcyclists For Motorcyclists

Political Action Committee (PAC) n. A committee formed by a special interest group to raise money and make contributions to the campaigns of political candidates whom they support and to create or directly influence legislation on behalf of that group.

BikePAC of Oregon promotes the interests of motorcyclists through education and legislative advocacy



<http://teamoregon.orst.edu/>



It's time you did something more to protect your rights!

JOIN AND SUPPORT **Motorcycle Riders Foundation** REGISTER, VOTE, WRITE AND RIDE!

- Annual Individual Membership \$25
 3-Year Individual Membership \$65
 Annual Sustaining Membership \$100
 Freedom Fighter Donation _____
 Annual Joint Membership \$40
 3-Year Joint Membership \$100
 New Member
 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 the 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., 236 Massachusetts Ave. NE, Suite 510, Washington, DC 20002-4980
(202) 546-0663 • FAX (202) 546-0986 • <http://www.mrf.org> • membership@mrf.org

CHARGE IT!

- Visa MasterCard
 American Express

Card #	Exp. Date
Signature	Date

FOR OFFICE USE ONLY
(All information treated confidentially)

Referred by _____
 Date _____
 MRF# _____
 Exp. Date _____
 Member was given:
 Pin
 Patch
 Year Placker
 Newsletter
 What issue? _____

A.B.A.T.E. of Oregon Duffy's Revived Road List

Please keep your information up-to-date.
Contact yer crusty ol' editor with any changes.

P T G P I M G L
I O A H N E A O
C O R O F A S D
K L A T O L G
U S G O S I
P E N

name: phone number: location:

			P	T	G	P	I	M	G	L
Central Oregon area										
John Baunmann	(541)-382-6146	Bend	X	X	X	X				
Bigfoot Powerlift	(541)-617-1691	Bend	X	X	X	X				
Bird Dog	(541)-420-2062		X	X			X			
Steve ChakAr	(541)-410-0389		X	X	X	X	X			
Dale Hix	(541)-548-1633	Redmond	X	X	X		X			
Ed Miller	(541)-923-5503	Redmond		X	X	X	X		X	
Richard Shurley	(541)-549-8180	Bend	X	X	X	X				
Lincoln County area (updated September 2007)										
Kurt & Shirley	(541)-563-6526	central coast	X	X	X	X	X	X	X	X
Ralph & Wanda Janes	(541)-265-6850	central coast	X	X	X	X	X	X	X	X
Joe & Ruth	(541)-563-3711	central coast	X	X		X	X	X	X	X
Bob & Millie	(541)-265-7586	central coast	X	X	X	X	X	X	X	X
Walt Young	(541)-336-9550	central coast	X	X	X		X			
Norm	(541)-563-4653	central coast	X	X	X	X	X	X	X	X
Ed & Laura	(541)-265-7586	central coast	X	X	X	X	X	X	X	X
Hilda	(541)-265-9376	central coast	X	X	X	X	X	X	X	X
Jack	(541)-336-3844	central coast	X						X	
Dan the Wizard (?)	(541)-961-3207	central coast	X	X		X	X	X	X	
Brenden Kane (?)	(541)-265-3535	central coast	X		X		X	X	X	
Randy and Deb Becker (?)	(541)-563-7191	central coast	X	X	X	X	X		X	
North Coast area										
Curve Hagert	(503)-325-6383	Astoria	X	X	X	X	X	X	X	X
Salem area										
Walt Allegar	(503)-363-4727	Salem	X		X					
Michael Boggs	(503)-391-5600	Salem	X	X	X	X	X		X	
Terry Edwards	(503)-856-9281	Salem	X	X	X					
Tylor Johnson	(503)-856-9180	Salem	X	X	X					
Rot Path	(503)-838-6893	Independence					X	X		
L.R. Schroeder	(503)-873-2492	Silverton						X		
South Coast area										
John Ireland	(541)-572-4300	Bridge/Myrtle Point	X	X	X	X	X	X	X	
Larry Winter	(541)-572-0207	Bridge/Myrtle Point						X		
Tom Curran	(541)-888-2572	Charleston	X	X	X	X	X	X	X	
Susie Worthington	(541)-269-2354	Coos Bay						X		
Sherm Acord	(541)-888-6672	Coos Bay		X	X	X	X	X		
Brian Bryan	(541)-269-2934	Coos Bay		X	X	X	X	X		
Bill&Judy Shineflew	(541)-269-0553	Coos Bay	X	X	X	X	X	X	X	
Ross Pipe Works	(541)-290-1958	Coquille		X	X		X	X		

Is Your Road List Entry Correct?
Please call (503)-838-6893 if your information changes.

If you're out riding around our beautiful state and you have trouble on the road, you can call someone on the road list who is close to where you are and ask for help. The X marks in the columns indicate what kind of help is available. This is a wonderful service provided by folks who care about motorcyclists, so please don't abuse their kindness. (Yeah, that means you, telemarketers.) If you would like to participate, phone (503)-838-6893, e-mail to statenewsmag@abateoforegon.net, or send your information to A.B.A.T.E. of Oregon.

A.B.A.T.E. of Oregon Duffy's Revived Road List

P T G P I M G L
I O A H N E A O
C O R O F A S D
K L A T O L G
U S G O S I
P E N'

name: phone number: location:

=====

South Coast area (continued)

Greg McNair	(541)-396-6477	Coquille	X	X	X	X	X	X
Charlie Hill	(541)-759-2388	Lakeside			X		X	
Bob Kudrna	(541)-759-4164	Lakeside		X			X	X
Brian&Paula St. Louis	(541)-572-6108	Myrtle Point	X	X	X	X	X	X
Mike Richards	(541)-396-2609		X	X	X	X	X	X

Portland area

Lee Austin	(503)-760-9015	Portland	X	X	X		X	X	X
Steve Baton	(503)-761-3362	Portland		X	X		X		X
Rich Colwell	(503)-519-0727	Portland		X	X		X	X	X
Ron Conway	(503)-654-x578	Portland	X	X	X		X	X	X
B. Davenport	(503)-668-7810	Portland	X	X	X		X	X	X
Dick Emmonds	(503)-654-9496	Portland	X	X	X		X	X	X
Dan Hein	(503)-xx7-4826	Portland		X	X		X		X
Matt Hobbs	(503)-666-8806	Portland	X	X	X		X	X	X
Emmett Hurd	(503)-631-35xx	Portland	X	X	X		X	X	X
Dave Janca	(503)-730-6998	Portland		X	X		X	X	X
Roy Kirk	(503)-653-0183	Portland		X	X		X		X
Ken Mortallero	(503)-860-2793	Portland		X			X		X
Craig Rawley	(503)-666-3334	Portland	X	X	X	X	X	X	X
B. Skinner	(503)-665-5063	Portland	X	X			X	X	X
Scott Tuthill	(503)-630-2419	Estacada	X	X	X	X	X	X	X
Geoff White	(503)-774-7558	Portland			X		X	X	

-

Southern Oregon area

Ray Adams	(541)-679-5097	Winston	X	X	X	X	X	X	X
Eric Grout	(541)-673-0686	Roseburg					X		
Ron & Pat Wine	(541)-832-2219	JoCo	X	X	X	X	X	X	X

Washington County area

Rick and Tina Stocker	(503)-341-2568(c)		X	X	X	X	X	X	X
Rich and Margo Virchow	(503)-502-4941(c)		X	X	X	X	X	X	X
Gunny Hutcheson	(503)-816-9832(c)			X	X	X	X	X	X
Ken Woolston (Mungo)	(503)-359-1135		X	X	X	X	X	X	X
Roger Yarnell	(503)-324-9139		X	X	X	X	X	X	X
Trace Ceccacci	(503)-639-4768		X	X	X	X	X	X	X
Greg GoatboyVaughn	(503)-502-4229(c)		X	X	X	X	X	X	X
Mark Pratt	(503)-357-1727		X	X	X	X	X	X	X
Cindy Henderson	(503)-648-6047		X	X	X	X	X	X	X
Ed Vaughn	(503)-646-2060		X	X	X	X	X	X	X
Ted and Jill Tracy	1-(503)-819-8113		X	X	X	X	X	X	X
Kent and Pat Gore	(503)-848-7653		X	X	X	X	X	X	X
Dave and Diane Hansen	(503)-357-5091		X	X	X	X	X	X	X
Troy Davis	(503)-260-6451		X	X	X	X	X	X	X
Chuck Jeffcoat	(503) 649-7344		X	X	X	X	X	X	X

Willamette Valley area

Bob & Nina Avery	(541)-998-8318	Junction City	X				X		X
T. Brown	(541)-607-8500	Eugene		X	X		X	X	X
Ron Budde	(541)-343-6447	Eugene	X	X	X				

A.B.A.T.E. of Oregon Duffy's Revived Road List

P T G P I M G L
I O A H N E A O
C O R O F A S D
K L A T O L G
U S G O S I N'
P E

name: phone number: location:

Willamette Valley area (continued)					
Jim Drew	(541)-782-1136	Oakridge	X X	X X	X
Michelle FitzHenry	(503)-787-4618	Falls City	X X X	X X X	
Gary&Carolyn Freeman	(541)-760-1827(c)	Philomath/Corvallis	X X X	X X X	X
Bryan Freitas	(503)-793-9641	Eugene	X X X	X X X	X
Rod Hatter	(541)-744-2494	Springfield	X	X X	X
Ted Hudgins	(541)-338-8380(c)		X X	X X	X X
Mike & Ruth Johnson	(541)-935-6261	Venteta	X	X	X
Rich (Snake) Kaestner	(541)-929-4589	Philomath/Corvallis	X X X	X X X	X X
Rick & Lyn Maish	(541)-746-7837	Springfield	X X X	X X X	X X
Nic Oliver	(541)-487-5570	Alnaby	X X X	X X X	X X X
Fred Reyes	(541)-896-3348	Eugene/River Road	X X X	X X X	X X
Michael & Peggy Schneider	(541)-349-9864	Eugene	X X X	X X X	
Roy Smith	(541)-689-2407	Eugene	X	X	X
Warren Tegge	(541)-344-0344	Eugene	X	X	X
other areas					
Ray & Kathy DeMelo	(503)-393-2201	Keizer	X X	X X	
Mike Farmer	(541)-386-8744	mid-Columbia River	X X X	X X X	X X
Rick	(541)-673-4371	Dillard	X X X	X X X	X X
Joseph Laurance	(541)-679-3775	Dillard	X X X	X X X	

Is Your Road List Entry Correct?
Please call (503)-838-6893 if your information changes.

Oregon Road Maintenance Phone Numbers for State and Interstate Highways

Oregon Department of Transportaion (O.D.O.T.)

For street maintenance and signal problems associated with safe motorcycle operation in your *local* community, check in your telephone directory for the city, county, or state maintenance section in charge of the street with a safety problem that you have identified. Ensure that you have the names of the streets or roads and give accurate information about the safety problem.

- Region 1 (Portland and metro area) (503)-731-8200
- Region 2 (Salem and northwest Oregon) (503)-986-2600
- Region 3 (Roseburg and southwest Oregon) (541)-957-3500
- Region 4 (Bend and central Oregon) (541)-388-6180
- Region 5 (LaGrande and eastern Oregon) (541)-963-3177

Road and weather information:

1-(800)-977-6368 (O.D.O.T.)

web site:

<http://www.oregon.gov/ODOT>

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

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

Wanted

Wanted

2005 custom built softail, flat black paint with special graphics and pin-stripe, fat bob style gas tanks, blackened out spoked 21 inch front wheel with bright red ring on outer edge. Custom 18 inch stainless steel rear wheel with stainless steel diamond style spokes with 170 series Avon tire. Powder-coated custom *Kraftech* frame with 34 degree rake and 2-inch stretch. 80 inch black and chrome *Evo*-style motor with updates to carburetor, powder-coated heat resistant black modified *Screaming Eagle* dual exhaust. Black and chrome *Harley* 5-speed transmission. Powder-coated flat track style handlebars and wide glide front end. Custom built fenders. **\$12,500** or best offer. Pictures available on *Southeast Portland Chapter* web site in classified ads. Call **(503)-257-7390**

(Jan 2008)

1977 *Shovelhead FLH* 4,000 miles on rebuilt engine. B-grind cam, oil cooler, extra parts, original fiberglass. \$9,000 Springfield **(541)-736-0242** or **(541)-554-4795**

(Jan 2008)

Your *Oregon A.B.A.T.E.* membership lets you reach over 2,000 potential buyers for three months. That's right, member classified ads are one more perk of belong with *A.B.A.T.E.*

(Not for business ads, please.)

2004 or 2005 *Harley-Davidson FLHTC Eecltra Glide Classic* with carbureted engine. Any color but black. **(503)-648-1367**

(Jan 2008)

Seeking Parts? Or That Special Bike?

Reach over 2,000 folks with their own little personal treasure troves who may be willing to part with them if you cross their palms with silver. (Or paper or plastic.) Wanted ads are another one of your perks as a member of *Oregon A.B.A.T.E.* Aren't you glad you joined us?

(No business ads, please. This is personal.)

Answer to October CRYPTOGRAM

Samhain turn away,
Run ye back to the light of day,
Samhain hope and pray,
All ye meet are the gentle fae.

— Heather Alexander

(Cryptogram is elsewhere . . . like page 50)

Join A.B.A.T.E. and Make A Difference

For considerably less than the price of topping off your cage's fuel tank you can join *A.B.A.T.E. of Oregon* and get this fine rag mailed directly to you. A membership form is available in every issue inside the back cover.

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.) Please limit ad length to 50 words so everyone can play.

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 2007

Position/Name:	Phone #:	E-mail:	FAX #:
COORDINATOR	1-(800)-xxx-xxxx (state-wide)		
Ed Vaughn	(503)-646-2060	vaughned699@msn.com	
VICE-COORDINATOR NORTH			
Rich Colwell			
VICE-COORDINATOR SOUTH			
Jim Jones	(541)-680-5501		
VICE-COORDINATOR EAST	(541)-933-3725(c)		
Gene Mortimore	(541)-993-3725 (c)	mortimoreloise@yahoo.com	
MEMBERSHIP SECRETARY			
Linda Henderson	(503)-615-3101	jimandlinda802@verizon.net	
SECRETARY			
Nic Oliver	(541)-487-5570	chippawop@netscape.com	
TREASURER			
Sue Mills	(503)-791-0681	treasurer@abateoforegon.net	
STATE AUDITOR			
Debbie Ross	(503)-855-3101	carverbiker1@comcast.net	(503)-855-3165
NEWSMAGAZINE EDITOR			
Rot Path	(503)-838-6893	statenewsmag@abateoforegon.net	(503)-838-6893
LEGISLATIVE DIRECTOR			
Mel Yeager	(541)-967-1286	mel_yeager@msn.com	
SGT-AT-ARMS NORTH			
Randy Phipps	(503)-347-0524	neportabate@yahoo.com	
SGT-AT-ARMS SOUTH			
Bill Foster	(541)-942-7039 (c)		
SGT-AT-ARMS EAST			
[O P E N]			
PRODUCTS DIRECTOR			
Dave Meeker	(503)-985-0233		
EDUCATION DIRECTOR-1			
Patricia Carner	(503)-671-0124	patriciahdgal@msn.com	
EDUCATION DIRECTOR-2			
Geoffrey White	(503)-774-7558	gwhite5528@worldnet.att.net	
PUBLIC RELATIONS			
Joan McCarty	(503)-249-7125	fanwrite@comcast.net	
FOSSIL COORDINATOR			
Ted Tracy	(503)-628-5445		
SWAP MEET COORDINATOR			
Willie Sanders	(503)-249-8791		
RUN COORDINATOR-2			
Howie Long	(503)-325-4376	hll@pacifier.com	
HISTORIAN			
Mary Burnett	(541)-259-3860		
RUN SANCTIONING			
Lee Austin	(503)-760-9015	la44@runningblue.com	(503)-761-1972
WEB PAGE EDITOR			
Marty Soehrman	(503) 824-2924	webmaster@abateoforegon.net	(503)-239-0556
QUARTERMASTER			
Robert Hale	(503)-314-2518		
BIKEPAC REPRESENTATIVE			
Randy Phipps	(503)-347-0524	neportabate@yahoo.com	
CONFEDERATION OF CLUBS REP #1			
Pat Williams	(360)-852-8890	PatWilliams55@aol.com	
CONFEDERATION OF CLUBS REP #2			
Ray DeMelo	(503)-551-8627	redvtwin79@yahoo.com	

(Return address on reverse side)

A.B.A.T.E. of Oregon, Inc.
att. MEMBERSHIP
P.O. Box 4504
Portland, Oregon
97208

DON'T
 FORGET
 YER
 STAMP

^-- fold along this line --^

CHANGE OF ADDRESS

NAME: _____

NEW ADDRESS: _____

CITY: _____

STATE: _____

ZIP CODE: _____

MEMBERSHIP NUMBER: _____

SIGNATURE: _____ (tape bottom edge)

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	\$25
___ Couple membership	\$30
___ Family membership	\$35
___ Lifetime membership	\$250

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

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P.O. Box 4504
Portland, ORegon 97208

ADDRESS SERVICE REQUESTED

PRESORTED STANDARD
U.S. POSTAGE
PAID

PORTLAND, OREGON
PERMIT No. 3142

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

As we ride on down life's winding road,
Please give pause to think of folks untold,
Who often toil unseen,
In lives that seem quite mean,
Their service has more value than gold.

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NEXT STATE BOARD MEETING:

Saturday, 10 November 2007 at noon

Eagles Lodge – Albany, Oregon

RUN COMMITTEE MEETING AT 1100

CHAPTER MEETINGS

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

Chapter:	Day:	Time:	Location:	Phone:
Central Oregon	2 nd Sunday	1400 (2 ^{pm})	<i>Black Horse Saloon</i> ; Bend	(541)-389-2167
Douglas County	3 rd Tuesday	1900 (7 ^{pm})	<i>Round Table Pizza</i> ; Roseburg	(541)-459-7652
Hub City	3 rd Thursday	1900 (7 ^{pm})	<i>Ciddici's Pizza</i> ; 133 Fifth Street; Albany	(541)-967-7802
Josephine County	3 rd Wednesday	1900 (7 ^{pm})	<i>Fruitdale Grange</i> ; 1440 Parkdale Drive; Grant's Pass	(541)-471-6049
Lincoln County	1 st & 3 rd Tues	1900 (7 ^{pm})	<i>American Legion Hall</i> , 424 W. Olive Street, Newport	(541)-265-7586
North Coast	4 th Sunday	1000 (10 ^{am})	<i>Moose Lodge</i> ; 420 17th Street; Astoria	(503)-325-4376
River City	1 st & 3 rd Tues	1900 (7 ^{pm})	<i>Roadstop Restaurant</i> ; 2nd Street, The Dalles	(541)-296-8083
Salem	4 th Tuesday	1900 (7 ^{pm})	<i>Almost Home Restaurant</i> 3310 Market Street, Salem	(503)-390-4292
Southeast Portland	1 st & 3 rd Sun	1200 (noon)	<i>M&M Restaurant & Lounge</i> ; 137 N. Main; Gresham	(503)-666-8806
Twin Rivers	2 nd & 4 th Sun	1300 (1 ^{pm})	<i>The Spare Room</i> ; 4830 N. E. 42nd.; Portland	(503)-960-5421
Washington County	2 nd & 4 th Mon	1930 (7:30 ^{pm})	<i>Prime Time Restaurant</i> ; 4202 Pacific Ave; Forest Grove	(503)-357-3040
Willamette Valley	3 rd Thursday	1900 (7 ^{pm})	<i>Roaring Rapids Pizza</i> 4006 Franklin Boulevard;	(541)-688-4268