

Free!
(as tick-or-treat candy)

Promoting motorcycle awareness, education, safety, and liberty.

A.B.A.T.E.



of

Oregon, Inc.

Let Those Who Ride Decide

<http://www.abateoforegon.net>

Spooktober 2005



(photo illustration by Rot Path, yer crusty ol' editor, after going a bit crazy in PhotoShop.)

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

What We're About

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

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

- We are not a motorcycle club or gang.

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

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

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

MISSION STATEMENT

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

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

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

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

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

As the rights movement grew, Don Pittsley, a member of the *Huns Motorcycle Club* in Connecticut convinced his congressman, 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 Rasor of the *American Motorcyclist Association (A.M.A.)*, Ron Roloff of the *M.M.A.* of California and Ed Armstrong of *A.B.A.T.E. of Chicago* presented the house sub-committee on surface transportation with convincing testimony to repeal the helmet mandates.

Later that year, with California being sued by the *D.O.T.* because governor Ronald Reagan refused to comply with the federal helmet law mandate, Roloff helped convince California senator Alan Cranston to offer the language of the bill as an amendment to the *1975 Federal Highway Act*, which passed with overwhelming support from the California delegation because of the impending lawsuit, and was signed by president Gerald Ford on May 5, 1976.

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

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

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

So, there you have it.

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

by Bill Bish

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

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

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crusty ol' editor — Rot Path

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One Night Stand Flag Raising

Hub City



(photos by Mary Burnett, *Hub City Chapter*)

About The Cover . . .

Who Is That Headless Hack Rider?

The model for this month's cover is John Strauch (pronounced "str-ow"), a coworker of yer crusty ol' editor who normally has his head well in place where it belongs on his shoulders.

Last October, while riding to the coast on the first day of the month on a friend's two-wheeler, he crashed

and was badly injured. Two *Life Flight* rides and several months of recovery have seen him back on his hack flying the sidecar. (It's a form of physical therapy.) He now sports scars that would make Frankenstein envious and enough internal stainless steel hardware to burn out airport metal detectors.

But at least he can still ride.

His main regrets are totaling a friend's bike and being unconscious during the helicopter transports.

Oh yeah, his hack is a *Ural* bought from the Salem Russian bike dealer two years ago. It's a cherry little bike that gets the kind of attention we feel should be reserved for our fine selves.

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

Central Oregon Chapter

Greetings from sunny" *Central Oregon!*

The days are getting shorter and the nights cooler, but we still have a couple of months of riding left on this side of the hill. I hope everyone takes advantage of them and puts some miles on their bikes.

We had a good meeting in August with about 30 members attending, including one of our Wisconsin members. Nice to see you Steve! The majority of the meeting was spent getting our *Teddy Bear Run* organized. It looks like it is coming together as planned. I hope we have a good turn out. I will let everyone know next month if you did not attend.

One of our members went down on his way back from the *Desert Dash Rally* in Burns. Most of you know him as "Bird Dog". He wrecked about five miles south of John Day. There is speculation that he may have suffered a minor stroke resulting in his getting into the gravel and sliding sideways until the bike hooked up and high sided him. There were a couple other members with him who attended to him until an ambulance came and transported him to the John Day airport where he was air lifted to St. Charles in Bend. The injuries Bird Dog sustained were mainly a broken neck and broken ribs along with many

bumps and bruises, and a lot of road rash to his hands. Just before the crash he had stopped and put his leathers on but not his gloves otherwise there would have been more road rash.

This goes to show what the proper riding gear can do for you.

Hopefully by the time this newsmagazine reaches you he will be out of the hospital and recovering well at home. Bird Dog is an old road dog and a brother. If any members get the chance visit him or give him a call and help him out anyway we can. If you do not know how to get a hold of him give me a call.

There have been a couple of serious motorcycle crashes in the Central Oregon area this month. Please keep your eyes peeled and ride safe so the rest of the riding season is a safe one.

That's about it for this month as we have a meeting tomorrow and I have to get my act together for it because it will be our last meeting before our *Bear* run.

Remember "United we stand . . ." and you know the rest of that sentence.

Later,

John

CENTRAL OREGON MEETING TIME and PLACE

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

POINT of CONTACT

John Baumann (541)-382-6146
Andy Duran (541)-815-1490

CHAPTER ADDRESS:

17505 Snow Creek Road
Bend, OR 97701

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

Douglas County Chapter

There are changes in the air.

This month's chapter update is finally getting written, as usual, at the last minute – the 9th of September.

Reminders of 9-11 are now being overshadowed by hurricane Katrina and gas prices well above \$3 per gallon.

Last month, Clyde passed away.

And all over folks seem to be getting stretched to the limits.

The cycles of life and the changes that come with it.



This morning I realized how difficult it is to wake up without an alarm. The nights are a lot cooler and it's actually comfortable staying under the covers. The sun doesn't break the horizon until 7 a.m. (And even later today with clouds and the threat of possible showers.)

I talked to Tim last night and complained about not getting out to ride much over the past six months. I missed most of *S.O.S.* and my new job is consuming more time than I expected. I'm eager to hit the road, but not sure if I'll make it happen.

Winter is closing in.

Changes are ahead.

At our last month's meeting, we were reminded about the difficulties of legislative sessions and how we might be more productive in the future. *Fossil* generated a decent financial return, but the cost in terms of management and confidence was apparently significant. It sounds like *S.O.S.* was a good event without any notable problems. But next year may require a rethinking of the location and schedule. Two weeks from today, we'll be setting up for a revised format of

our *Casino Night*. It could be a huge success or maybe a big gamble that didn't pay off.

More changes ahead.

Our local coordinator, Abe, and state coordinator, Joe Laurance, have both been reminding us about officer vacancies ahead, and a need to plan for new management. Rex has regularly emphasized how the focus of *A.B.A.T.E.* has been blurred. Janie reports that membership renewals say that they either don't have the time or maybe the interest to get involved.

Changes that we tend to ignore.

Ironically, last month I also wrote about change being a scary thing for people. And just when we think we've got a handle on it, more change. Like it or not, change is a part of our lives. We can strive for stability but we may need to settle for being comfortable in our chaos. And still, the one thing that helps make the change seem manageable is the time we spend with friends, and for members of our organization, our time on the road.

That's the part of change that we don't want to ignore.

Happy trails to you,

Bill Korpa

secretary

Douglas County Chapter

**DOUGLAS COUNTY MEET-
ING TIME and PLACE**

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

POINT of CONTACT

Abe Zaffarano (541)-677-7366

CHAPTER ADDRESS:

P.O. Box 501
Roseburg, OR 97470

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

Hub City Chapter



<http://www.hubcityabate.com>



One Night Stand



Photos by Mary Burnett

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

CHAPTER ADDRESS:
P.O. Box 2503
Albany, OR 97321

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

Josephine County Chapter



Well, here's another monthly report from *Josephine County*.

I'd first like to say thanks to all the people in our chapter who have helped us with our different events and runs this year. I really am glad to get help with these events that our chapter puts on each year.

But we could really use more help doing these things. There are only a few doing the work so that everybody can have fun. I'm not trying to put anybody down. I understand that some people work a lot.

If anybody would like to help with events that we do here, please contact me or any other officer in the chapter. Any help you can give, no matter how small, would be great.

Okay, enough of that.

I'd like to say that our chapter is still one of the biggest in Oregon and I feel we have some great people who belong.

On October 16th we're having our

Second Annual Toy Run. Last year it was a blast . Please tell your friends and anybody else to come and have a good time. It will be at the *Fruitdale Grange* again, music by *Leadfoot Band*, raffle, 50/50, auction, and a group ride through town lead by Santa Claus. Last year we raised \$2,200, around 400 toys, five new bikes for local kids here in our county.

Let's try to do that again and maybe more.

So remember 16 October , 1 p.m. at *Fruitdale Grange*, Rougue River Highway, Grant's Pass.

Take care and ride safe.

And thanks to everybody for being part of *A.B.A. T.E.*

Spanky

JOSEPHINE COUNTY
MEETING TIMES and PLACE
1st Thursdays at 1900 (7 pm)
Abby's Pizza
205 Beacon Drive
Grants Pass
POINT of CONTACT
Spanky (541)-471-6049

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jo_co_abate@aol.com

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

North Coast Chapter



Ahoy me Bucko Billy,

Lashed to the main mast of this hell ship is the latest scuttlebutt.

I stuck the posters to both events in a bottle and threw them in the briny and hope that they drift towards Al Sims ship of the line. I'll be working the lines at the museum on national *Talk Like A Pirate Day*, but I won't be in pyrate garb.

Cycle Oregon (the non-motorized variety of bikes, mate) are coming into port and throwing a big bash, plus a blue water cruise ship will have her hook in the river and they'll be dumping 1,900+ landlubbers with fat wallets to plunder onto the streets of Astoria.

I'm going to try real hard to make it out to *End of Summer Run* Friday night, set up camp and then make all haste into Astoria the next morning to work. After he pillaging is over I'll sail back out to camp for the night.

Maybe I'll see you there and we can splice the mainbrace with a bit o' Nelson's blood.

Keep yer bearings straight,

Run 'em through

NORTH COAST MEETING

TIME and PLACE

4th Thursday at 1900 (7 pm)

Moose Lodge

420 17th Street

Astoria, Oregon

Children are welcome

POINTS of CONTACT

Bob Pruess 360/642-3857

CHAPTER ADDRESS:

P.O. Box 1123

Astoria, OR 97103

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

River City Chapter



August 16 2005

Okay, we talked about the *Fossil Run* committee meeting and the board of directors meeting.

Our newest member, Gene Mortimore, was here and added a lot of information about things in Fossil. The group had questions and he answered as much as he could. Tim suggested we take a ride out there on a Sunday and take pics to send in with our opinions. Great idea! Any idea that means a ride is a great idea! Cameras?

We had a very serious talk about showing up for the fair parking gig and six people raised their hands and more were ready for one day. So, on we go!

No drawings tonight since Cheryl was not present.

— Brian

September 6 2005

Good meeting with 25% attendance and one guest. Everyone was in good spirits and having a good time.

We talked about our changes to a

new bank and a new meeting place. The new meeting place will be the place this restaurant has moved to. It is the *Roadstop Restaurant* on second street where second splits into second and third at the west end of downtown. It was formerly the *Casa el Mirador* (or for the old timers, the *Arctic Circle*).

My, how things change!

We will try out this location for the next meeting and then make a more permanent decision. That meeting will be September 20.

Our Sunday rides will continue to start at the old place at the *Lone Pine* parking lot at 10:30 a.m. on Sundays.

We will keep you posted about further changes as they occur.

We had a report from the group who parked cars at the *Klickitat County Fair* and Lee brought the check for three hundred dollars. There was a lot of talk about the amount, as many remembered that there was supposedly a raise to five hundred. Lee will negotiate for next year.

Steve told the story of Brian losing his shorts in front of a Sunday churchgoer while trying to guide her into a parking spot. Darn, no camera!

Ya should a been there!

One of our members, Pat is in the hospital with diabetes trouble and we all signed a card for her and hope she gets better soon.

Another member, Jeff, is in critical condition after a crash on highway 14 a couple of weeks ago. Good luck to him, too.

We held no membership drawing tonight. Gene Mortimore won the 50/50 at \$7/\$6, which paid for part of his gas from *Fossil*.

For some time we have been doing another little contest. I put a picture of some fine vintage motorcycle on the agenda with a multiple choice set of

(continued on page 19)

RIVER CITY MEETING

TIMES and PLACE

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

Roadstop Restaurant
2nd Street -- The Dalles

POINT of CONTACT

Lee Eikanas (509)-773-5076
Brian Stovall (541)-298-1317

CHAPTER ADDRESS:

P.O. Box 1422
The Dalles, OR 97058

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

Salem Chapter

The meeting was fun and informative with Murge winning the *Harley-Davidson* tin in the coordinator's drawing. The *N.C.O.M.* regional meeting is coming up on October 22, 2005 at the *Sheraton Hotel* by the Portland airport. (PDX) You may call Michelle at (503)-787-4618 for more information.

Salem Chapter is working on getting senator Gary George as speaker per request from Butch. Our legislative director is on it!

We, as a chapter, need to remember that we are just one of 14 chapters that belong to *A.B.A.T.E. of Oregon, Inc.* and, as such, should look at the big picture when reviewing our place in said organization. Look at the mission statement that appears every month on page 2 of the newsmagazine. What can you do as a member to further the ideals brought forth in this statement?

Coming up this month is *Salem Chapter's Biker Night* (one of two). Saturday, October 1st at the *Macleay Country Inn*, 8342 Macleay Road S.E., Salem, Oregon. Starts at 7:00

p.m. Donation at the door: \$2 per person or \$3 per couple. Please bring a toy and/or a can of food. Raffle for door prizes cost \$1 each or 6 for \$5. There will also be a chance to get into the drawing for the biker prize chest that now has over \$250 worth of goodies residing within. The next *Biker Night* will be on November 5th, 2005 at *Poor John's Bottle Factory* in Stayton.

Meeting time for October is on the 23rd starting at 2:00 p.m. at *Papa's Pizza*, 4550 Commercial street, Salem.

Would love to see more people showing. Then we could have fresh input on our events that are soon to be upon us. There are some surprises coming up next year, be prepared!

Our annual Christmas party is going to be on December 17th, 2005 at Kathie and Ray DeMelo's house. Call for directions and any other thing you can think of. Phone

(503)-831-1807. This party will also be our monthly meeting. Since it is in Dallas, Oregon this gives our Polk county members a chance to

attend a great party and meet their fellow members. Bring your favorite dish as we will be pot lucking with a gift exchange and voting in of new officers. Nominations for these same officers will be at the November 27, 2005 meeting.

Thanks to all who helped out on the *O.P.B.* fundraiser on September 14th. There will be another one in a few months so expect another e-mail begging for volunteers.

Then there is a *really big thanks* to *Hub City Chapter* for putting on one

(continued on page 31)

SALEM MEETING TIME
and PLACE

4th Sunday at 1400 (2pm)
Papa's Pizza
4550 Commercial Street, Salem

POINT of CONTACT

Michelle FitzHenry
(503)-787-4618
salemchapterabate@earthlink.net

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Salem, OR 97309

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

South Coast Chapter



What? Spooktober on the south coast already?

Americans are doing for themselves in a crisis of barely imaginable proportions: We are taking care of our own.

I will pose these questions:

Are we, as Americans, who are obliged by the constitution and the bill of rights to not only participate in, but actually oversee the structure and function of our elected governing body,, fulfilling the legacy of these documents written in the blood of our brothers and sisters, our children and their grandparents to their grandparents and theirs before them?

Are we participating in the destiny of a nation founded in the spirit expressed by the Declaration of Independence?

Are we so busy fulfilling the "American dream" that we don't have time or the energy to ensure our own and children's future and destiny by participating on any level in the government that is by declaration "of the people, by the people and for the people" ?

If we, as participants in our own destiny had chosen to have one representative from each *A.B.A.T.E.*

chapter appear in Salem for the helmet bill hearing, each with a dozen handwritten letters in support of the issue. You do the math. Each letter is considered to represent the opinion of (correct me if I'm wrong) 1,000 constituents. 12 letters plus the representative is 13 X 14 chapters X 1,000 = 182,000 constituents represented would have us 75% of the way to having the choice, if of the allowable age, of wearing your helmet, or not!

Now here's the really good part: if you choose to not participate, you choose to let some slope-headed, pasty palmed career politician decide the destiny for you and your children and forfeit your right to even complain.

Yeah, I'm a little snippy this month.

It's a dirty job but I get to do it this time.

Ride free, if you've earned it!

Michael

P.S. If you didn't catch my meaning in that little rant: Be a righteous American, participate in your chapter and you participate in your destiny
Oh yeah, Happy Halloween

SOUTH COAST MEETING

TIME and PLACE

3rd Sunday at 1300 (1 pm)
Gino's Pizza
1324 Virginia Street
North Bend

POINT of CONTACT

Michael Van Osdol
(541)-269-0531
E-mail:
SouthCoastABATE@yahoo.com

CHAPTER ADDRESS:

P.O. Box 1
Lakeside OR 97449

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southcoast.abateoforegon.net

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

Southeast Portland Chapter

Hi all from *Southeast Portland*,

Well, fall is coming upon us. Please be careful riding on the wet roads.

Hope everyone had a great time going to all of the runs this summer.

First of all, I would like to thank the people in our chapter for voting to donate \$500 to the *American Red Cross* for the hurricane victims. Please remember to keep these people in our thoughts.

Summer Run has come and gone. We had a great time and the weather was wonderful. Thanks to all who worked to help make it a success. Special thanks to Robert Hale for coordinating the run. Thanks also to Rusty Taylor for the beautiful trophies for the bike games. Thanks to the following vendors who donated prizes for the special drawing and the adult games:

Stewart Leathers

Brother Speed

S&S Creations

Tippy Canoe

Congratulations to all of the winners of the bike games, sorry I lost my list.

Our family picnic is coming up in a couple of weeks. Free to everyone and put on by *Northeast* and *Southeast Portland* chapters.

Hope I saw alot of you there.

We still have tickets for sale for the *Shiner's Toy Run* bike so please buy your ticket to help out the kids. There will also be other prizes for second and third place. So get your money out. The wheelchair presentation will be sometime in October. It is great to see the expressions on the faces of the kids when they see what they have been given.

Well this is gonna be short as my brain is dead today.

Ride safe,

Vicki

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

Barry Skinner (503)-665-5063

E-mail bigbear.1@netzero.net

CHAPTER ADDRESS:

P.O. Box 90233

Portland, OR 97290

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

Washington County Chapter



Last month I erroneously reported that Mike Goodin died of injuries sustained in a motorcycle accident. That was incorrect and I apologize for my mistake. Mike died of an apparent heart attack at home. Either way, the loss is mourned.

With more motorcycles on the road, not only for the summer riding season, but also because of the increasing cost of fuel, the reports of near misses and crashes are going up.

I noted with interest Rot Path's September article regarding his close brush with doom due in part to his own judgment. I'm glad you're still with us Rot, and it is a sobering reminder that we sometimes ride under conditions that are less than ideal. We need to be vigilant not only in protecting ourselves from ourselves, but from others as well.

The frequent reminders to check tire pressure and other working parts of our bikes are made not just to annoy you. They are made to let you know that someone does care what happens to you, whether it is your fault or someone else's.

So, once more, check your tire pressure, make sure your oil is in good condition as well as the tires and lights and fuel and any other equipment specific to your ride. And don't ride beyond your skills or the

conditions require. [*And keep your mind on the road, not work or lust. — c.o.e. note*]

It is hard to imagine that by the time you read this, it will be well into the autumn riding season.

Our *End of Summer Run* will have been over and a memory. Hopefully, the weather gods will have smiled on Ted Tracy this year and honored his promise that there would not be 5" of rain in the 72 hours preceding the event. The run committee seems to have all the details in place, so we will be hoping that this year will be a bigger success than last years, but just as much fun. Stay tuned for details.

I do need to let the following *WaCo* members know that they did not win more than \$300 because they did not attend meetings in August: Monte Ginsman and Larry Bird have helped to drive the membership drawing up over \$350, thanks guys!

The 50/50 drawing has been averaging in the \$40 range and Rick Skaggs won it in early August and donated it back to the chapter. Rich Virchow won it in late August. Congratulations to both winners.

I would also like to take this opportunity to thank all the officers and volunteers who work so hard, not only at the chapter level, but also at the state level, to keep this

organization going.

A group of us recently attended *Beaver Creek* and had a great time. It was nice to see a chapter working well together and enjoying the event, knowing full well the amount of work that is required. This was our break before *End of Summer Run* where it is our turn to work and have a good time.

But just in case the officers and volunteers do not hear it often enough, thank you.

Now get out there, check your bike, and get on the road. The colors of autumn will be upon us soon and we should get out there and enjoy them.

Linda Henderson

WaCo secretary

WASHINGTON COUNTY
MEETING TIMES and PLACE

2nd and 4th Tuesdays at 1930
(7:30pm)
Prime Time Sports Bar
4202 Pacific Ave -- Forest Grove

POINT of CONTACT
Ted Tracy (503)-640-5766

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

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

What a busy end to a great, but short summer riding season. As far as I have heard, everyone in our chapter has returned safe from their summer riding adventures and numerous runs that seem to happen every weekend. I have heard some great stories and tales about various trips from several members and hope you share some photos with the rest of us all.

Willamette Valley just finished our fifth year *S.O.S. Coalition Run* at Wolf Creek park with *Douglas County A.B.A.T.E.* and *South Coast A.B.A.T.E.* participating with us again this year. We worked our asses off *and* had a great time putting on this annual run in spite of all the bureaucratic obstacles put to us by Josephine county. [*c.o.e. note — the county, not the chapter.*] We made it happen!

I would like to personally thank the local businesses at Wolf Creek for their support of the run, as well as all the sponsors who donated prizes to provide us with a stockpile of great raffle prizes, along with a special thank you to Pat and Bill Troop at the *Wolf Creek Store*.

But mostly a large thank you to the *S.O.S. Coalition* warriors from the three chapters who are the kind of brothers and sisters who continue to make me a proud member of *A.B.A.T.E.*

Over the past five years while helping with the *S.O.S. Run*, I can say I have made some great friendships and am glad to know these bikers who have been involved with this great coalition run. I would like to personally thank everyone involved, and we know who we are! I can say everyone carried his or her fare



share of the workload to make *S.O.S.* happen this year.

You all did a great job!!

As a side note, the *S.O.S. Coalition* would like to express our appreciation to the *Vagos Motorcycle Club* for their visit to our run this year at Wolf Creek and look forward to seeing them next year!

This past month our chapter has had to feel the sadness upon having heard of members who have recently lost family members and friends. Many in the chapter know who these members are! In an organization as close as we all are, such situations within our group affect us all and many have expressed their concern and prayers during this time in their lives.

I also want to inform you that Peggy is at home with a herniated disc in her back and is currently on bed rest with a possibility of surgery. Her impression is that she will not be attending any meetings for a while. We wish her well and hope she gets better soon.

The veteran's organization in Eugene is planning their annual veteran's parade this year, with no date provided at this time. We will keep you updated, as *Willamette Valley A.B.A.T.E.* will support and participate in the veteran's parade in

Eugene this year as we do every year.

Next get together for a chapter event is *Casino Night* coming up on October 8th at *Yukon Jack's* in Veneta. Please mark your calendar and help *Willamette Valley A.B.A.T.E.* with our last fund raising event of the year. Remember to bring auction items and have a good time playing blackjack from 2 p.m. to 6 p.m. Auction at 6 p.m. to 8 p.m. and live music provided the rest of the evening for a full night of enjoyment.

Ride on,

Hal

WILAMETTE VALLEY
MEETING TIME and PLACE
 2nd Thursday at 1900 (7pm)
Veteran's Memorial Building
 1626 Willamette Street; Eugene
POINTS of CONTACT
 Hal Fletcher (541)-688-4268
 Rick Maish (541)-746-7837
 Ruth Johnston (541)-935-6261
CHAPTER ADDRESS:
 Willamette Valley Chapter ABATE
 c/o 4618 Daisy Street
 Springfield, OR 97478
WEB SITE:
<http://www.wvabateoforegon.com>

Education Directors

Greetings from Geoff White and Ricci Laurance,

Hey, where's that guy been? That education director "has some splaining to do".

Well, I was on an uncharted tropical island in the South Pacific surrounded by lovely grass skirted gals singing and playing ukuleles. I was chosen by *N.A.S.A.* to participate in the first manned space trip to Mars. I just could not get out of the obligation. Almost reached the moon. I had to come back early to feed the pets and water the plants. I've spent the last few months in Sing Sing prison in New York for tearing that little mattress label off. A new skipper was needed to assist the *Cousteau* crew on a key undersea expedition to the lost city of Atlantis.

Naturally, Geoff White was the name on every one's lips around the planning table.

I can hold my breath for a really long time. I almost invented the longer lasting light bulb. It took a while to find out that it really didn't last any longer.

Man, research and development can take a lot of your time.

My dog ate the reports,...honest.

Laboratory volunteer work isn't really as dangerous as they all say it is. ?noses these all get I did Where

Okay, I don't really have any good excuses. I apologize for the lack of correspondence.

We are into another school year, so the *Motorcycle Awareness Program* is gearing up for another year of driver's education classroom presentations.

I'm excited to see that the schools and teachers are already calling to set up dates for our instructors' visits. Some of us have also had a busy summer with the Driver's Ed classes. Thank you to all the instructors that have taken the time to bring our valuable message to these students. The riders of Oregon owe you



Geoff



Ricci



instructors a special thank you for this service. Our roads are safer because of your efforts.

Remember that some of the staff members for the schools have changed, so a new teacher may not know about our offerings yet. If you do not hear from a particular school that has always contacted us in the past, give the administration office a call to see if there might be a necessity for us to reintroduce ourselves.

School budgets are tight. Our presentation still doesn't cost a thin dime.

With our exposure in the *Oregon Department of Transportation's* conference this year, we might be hearing from some new programs. Hopefully we will have the resources of manpower and material to accommodate their requests.

Thank you to Mel and Iris Yeager for their participation at the *Oregon Department of Transportation's* conference this year. Mel and Iris brought a demonstration of our classroom visit for the attendees of the conference to enjoy and consider.

This is a major breakthrough for our program folks. Important members of our state's roadway safety organizations will see what *A.B.A.T.E. of Oregon, Inc.* has to offer for motorcycle and automobile operator safety. Great accomplishment Mel, Iris, and *A.B.A.T.E.* The potential is growing.

S.T.E.A.M. (Seminar To Educate And Motivate) is approaching. It isn't too early to get ideas started and correspondence for class space and scheduling. S.T.E.A.M. is planned for the third Saturday in February, so mark your calendars, friends. Let's make this

a great opportunity to reach out to our membership with information, training, and motivation to keep our organization strong and growing. New members are strongly encouraged to attend. *A.B.A.T.E.* is a strong organization due to the talents and skills of our people, and our desire and ability to share our resources. S.T.E.A.M. is one of our best opportunities to strengthen the organization. Thank you to all who bring this opportunity.

Change is in the air for the education programs here in *A.B.A.T.E.* I have been and always will be proud and thankful to be a part of this great group of people. I know that we are in position to see some new, exciting, and extraordinary possibilities here. I'll be looking forward to seeing what our future holds for us.

Keep riding freely, enthusiastically, and safely friends.

Spread the emotion.

Spread the freedom.

Spread the thrills.

Spread the friendship and comradeship.

Spread the awareness, ya'll.

Take care,

Geoff White

Ricci Laurance



Our Officers at Work**A.B.A.T.E. State Board Minutes***10 October 2005*

by Charlie Hill
State Recording Secretary

A.B.A.T.E. state board of directors meeting minutes for September 10, 2005-at the *Eagles Lodge*, Albany Oregon.

The meeting was called to order by State Vice Coordinator North-Ed Vaughn at 12:18 with 10 of the 14 chapters represented, all present were eligible to vote. Chapters not in attendance were *Central Oregon*, *Columbia River*, *North Coast*, and *South Coast*.

Pledge of allegiance was recited.

Guests and first time attendees: John "Wheels" Betts (*Northeast Chapter*), Rock Orr (*Douglas County*), Patricia Carner (*WaCo*).

Reading of the minutes from the August 13, 2005: Motion made by Brian Stovall, seconded by Randy Phipps to adopt the minutes as published in the newsmagazine. Motion carried.

Coordinators Comments

Joe is attending a funeral where his club is doing the eulogy.

Ed wants the reps to have their chapters look at a bigger perspective of *A.B.A.T.E. of Oregon Inc.*, and not that of just a chapter but as a whole part of the organization.

Correspondence: None.

* * * **Officers' Reports** * * *

Legislative director: Rick Maish provided a short report in printed form for the chapter representatives. Rick noted where were at in the two year legislative cycle. We are in the interim

of the next legislative session. Chapters need to attend the planning session.

***A.B.A.T.E.*'s BikePAC representative:** Rick Maish – Things are quiet in general. They have contacted 16 people to join the *BikePAC* action team to begin the process of tackling the next session.

They have also been working on a work flow document that came up at the last planning session. It is in draft form and hopefully will be completed by the October planning session to be reviewed then voted on.

***Confederation of Clubs* representative:** Michael Schneider – Not present. Joe Laurance will be attending the meeting this month.

***Confederation of Clubs* representative II:** Karen "Kornfed" Colvin – Did not attend the meeting.

Education director: Geoff White noted the start of another school year and *Motorcycle Awareness Programs*.

Geoff has been busy contacting schools. Geoff also said if school contacts are made, make sure your certified instructors are still willing and able to do the classes, if not, we need to certify more people so we do not lose the school contacts.

The third Saturday in February is the next S.T.E.A.M. It is time to start planning what we want to have for classes.

Education director II: Ricci Laurance – Not present.

Membership secretary: Jill Tracy reported we have 2,323 members. Jill also noted the trend of people that

only sign up for one year then drop. The membership secretaries need to follow up on those and find out why they dropped.

Newsmagazine editor: Rot Path said he received an e-mail from Cheryl that said the *Pony Express* cancer ride has been canceled.

Rot thanked everyone for submissions. He is still looking for reports from *Central Oregon*, *Columbia River*, *Josephine County*, *Northeast Portland*, *Southeast Portland*, and *WaCo*.

N.C.O.M. board of directors and region 1 meeting is scheduled for October 22 and will be in Portland.

Products: Murge Gunter reported she has filled some mail orders. Murge has ordered free America patches and some t-shirts to balance her inventory.

Public relations: Richard Androes – Not present.

State run coordinator (Fossil): Duane Calkins has resigned from this position and his membership will not be renewed.

Swap meet coordinator: Stephan Baton reported the swap meet flyers are getting printed. The swap meet will be November 20th at the armory in Portland. Stephan will be coming to chapter meetings to bring you flyers. Make sure you hang five up in places as people will take them down. Also, you can leave ten or so on counters.

State run coordinator II: Ted Tracy – Not Present. Ted will move into the run coordinator position.

Treasurer: Nancy Curran was

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

excused, no report submitted.

State Auditor: Nancy Curran – No audit report this month.

Historian: Iris Yeager reiterated what Ed had said about focus on being one organization as we are all here for motorcycle rights.

Iris has *not* heard from anyone with information about Ronald Swanson for his son.

Iris noted her report for the magazine this month is three pages, a letter from years ago at the start of *A.B.A.T.E.* which reminds us of what we need to do. We need to start our actions before the legislative year begins.

Web page editor: Marty Soehrman was excused, his report is available on the web.

Vice coordinator—north: Ed Vaughn – Nothing more to report.

Vice coordinator—east: Ed Miller – Not present.

Vice coordinator—south: Hal Fletcher reported he has been involved in *S.O.S.* and that it went well. Thank you to the chapters involved.

Sergeant-at-arms—north: Randy Phipps reported he was sorry to have missed the last couple of meetings, one due to work.

Randy will be asking the northern chapters sgt-at-arms to help with security for the swap meet.

Sergeant-at-arms—south: Al Sims – No report.

Sergeant-at-arms—east: James Brummond – Not present.

Sanctioning officer: Al Sims reported he is still trying to change our insurance renewal date to the first part of the year.

Al said if you do not turn in event and run dates by October board

meeting, planning session at the very latest October 15, it will cost you a substantial amount of insurance for those additional events. The insurance company makes a package deal on the events and runs submitted. If you did not have it listed, it is not part of the package and will cost an additional amount.

Take newsmagazines back to your chapter.

Quartermaster: Stephan Baton – Nothing more to report.

Unfinished Business

O.D.O.T. safety conference: September 19-21. Randy said our *Motorcycle Awareness Program* will be presented there which could ultimately lead to grants funding our program.

Randy also said that Ricci Laurance can only attend the first two days of the conference, therefore the last day is paid if anyone would like to attend starting at 7:30 a.m., includes breakfast and lunch. Randy would like to see someone from the south coast area attend that last session.

Kornfed's membership has been revoked, a letter has been sent to her regarding the allegations submitted to the executive board. She will have the opportunity to present her side at the next board meeting.

Ziebarth noted the *Vagos* are upset regarding an article written in the *Courier* about them crashing the gate at *S.O.S.*. Hal informed him that he had written a letter to the *Courier* stating that was not true. The person at the gate gathering information was the park host who had no authority to do so and has also been fired by the parks department. The park host

has had a personal problem with the club for many years. Hal will take care of their concerns.

New Business

Planning session: October 15, Cottage Grove V.F.W. *Willamette Valley Chapter* will provide continental breakfast, lunch, and drinks. Session runs 9 a.m. to 6 p.m.

Motion made by Hal Fletcher, seconded by Kurt Speas to nominate Ted Tracy for *M.R.F.* state representative. Ten state representatives were in favor, motion passed.

Motion made by Brain Stovall, seconded by Kurt Speas to approve the annual donation to *M.R.F.* in the amount of \$2,300. Nine state representatives were in favor, motion passed.

Motion made by Brian Stovall, seconded by Randy Phipps to accept the decision of the executive board of directors in the matter of Duane Calkins membership and position resignation, Ten state representatives were in favor, motion carried.

Motion made by Randy Phipps, seconded by Brain Stovall that *A.B.A.T.E.* pay for up to ten people to attend the *Oregon Summit*, October 7-9, 2005. Price \$215 each for ten people = \$1,500 (*error on motion, should be \$2,150*) Lodging sleeps six \$159 for two = \$318. Total approximate cost \$1,818 (*due to error should be \$2,468*) Ten state representatives were in favor, motion passed.

Kurt Speas said *Lincoln County* would like to challenge all chapters to donate \$5 each person to

(continued on next page)

State Board

(continued from previous page)

A.B.A.T.E. of Mississippi or A.B.A.T.E. of Louisiana for the hurricane victims. You can see the article and more information on the *M.R.F.* web site.

We have two positions open: run coordinator II as Ted Tracy has moved up to the run coordinator I position. Rich Virchow and Michelle FitzHenry have been nominated. We will take more nominations then elect at the next board meeting.

Ricci Laurance resigned from education director II and Patricia Carner and Nick Oliver have been nominated to fill that vacancy. We will take more nominations then elect at the next board meeting.

Announcements

WaCo — *End of Summer Run* September 15-17

Hub City — *One Night Stand* today
O.P.B. pledge drive going on this weekend.

Family picnic — September 24 at Eagle Fern Park

Willamette Valley Casino Night — October 8

Douglas County Casino Night — September 25 in Roseburg

The moving wall will be in Eugene October 21-23

Al Sims reminds everyone to tip the bartender.

Next State Board Meeting

October 8th

Viking Sal Senior Center

245 W. 5th Av.

Junction City, Oregon

Meeting adjourned at 1:50 p.m.

Minutes taken and submitted by Charlie Hill

state recording secretary

Historian

by Iris Yeager



I am hoping someone will remember Ronald Edward Swanson and be able give his son, Jason, some information. He was so young when his Dad passed away and just would like some facts about him to feel close to. Please let me know so I can let him know.

Now a repeat from a few years ago. Theresa Hepker passed this on for us to read and now that it is 30 years and the need is still as strong for us to read and think about it again.

A Letter From Luke – 1975

Well, we did it—after sitting on our duffs around here all these years, we finally got into the battle. A far cry from the past when on a couple occasions, 32 or 57 people mad a strike at the mandatory helmet law: 500 motorcycles rod in one pack to the capitol building in Salem, Oregon, Sunday, September 21. What a sight!

It all sort of began a few weeks ago in the Oregon State Penitentiary at a meeting of the Screaming Eagles Motorcycle Club. (Oregon being one of the few states allowing such social activities—a story by itself.) This seemed to be the one place several clubs come together. Well, one night an idea struck someone—let's start doing something about adverse motorcycle legislation besides sniveling! We decided our best bet would be to coordinate with and established, wide-spread organization: A.B.A.T.E. On August 22, an attorney who is helping us, Don Chambers, my lady Nancy Christopher, and myself, went to Salem and

incorporated A.B.A.T.E. of Oregon—a non-profit organization to deal with bumper bike laws.

We will be meeting once a month, but have been meeting once a week up til now to get the job done. We had our first meeting August 26th and wasted little time electing a board of directors and stating our aims, getting down to serious business: having a protest rally. Ron Bohnstedt, of Salem, found us a spot, the Polk county fairgrounds, 10 miles from Salem. We put our \$150 down for the rent and went about getting the rest of it together: beer, food, permits, etc.

Oh Boy!! Did we run into a wall! A certain person with the Oregon State Police ain't for real—I hope. He said they'd be there, but not to help, and several words leading us to believe that without his blessings the Oregon Liquor Control Commission would issue no permits. The O.L.C.C. in turn put pressure on the tavern that was going to provide the food and beer.

The Polk County Sheriff's office was little help. Every attempt to contact them resulted in anyone who knew anything, could tell us anything, or do anything were always "out". Far out! In the meantime, we've put out flyers to every shop, friend, club, loner, and organization we could find in the state. Some situation! All of a sudden, we're falling on our butt the first time out.

Giving up ain't our game. On the 10th of September, we located some Bureau of Land Management property, nailed it down on the 12th, and we were back in business. Keep in mind that how we have but one week to go and nothing but a park.

Well, we'd been making contacts all along, so all it really took was some full-time hard work. We put out more flyers,

got radio announcements, contacted everyone we could again, and decided we could station some people at the fairgrounds with new maps to had out to those showing up there. At the worst, they had to ride 42 more miles down a good road on a nice day. Easy one.

Emile's Fine Mobile Foods provided a trailer unit stocked with soft drinks, corn on the cob, hamburger, etc. A couple of clubs brought beer and we took up a collection for more. No one went hungry or thirsty.

In Portland, we assembled Saturday morning at B.C. Choppers on 82nd Avenue. We putted out at 10:30, some 200 strong and enjoyed a fine ride to Elkhorn, some 70 miles with our helmets and headlights on—no hassles, no tickets. Beautiful!

Elkhorn Recreation Site is a beautiful spot for any get-together. The B.L.M. furnished a couple truckloads of wood, there was water, a river, lots of trees—what else could you desire that you couldn't bring yourself?

Motorcycles and people kept coming in all day. Motorcycles from all over—I saw license plates from Oregon, Washington, Idaho, California, Colorado, Arizona, and Wisconsin. There was plenty of food and beer—one damn good party. The only real hitch was that something happened to the band—the music never did show up. While a good party was had by all, we wanted that microphone—we had Wade Knutson to give talk on safety, Mr. Chambers to speak to us about the law, and of course, I had a handfuf I wanted to say.

After a few hour of sleep, we managed to get the place cleaned up. And by word of mouth passed on the ride-to-the-capitol plan.

At 11:00, we rode out—some 500

motorcycles, 700 people. We maintained 45 mph in one nice tight pack using our own traffic controllers.

What a sight!

At one point you come down a grade into a two mile straightaway. Looking back, I couldn't see the end of that snake. I mean it blew my mind!

We rode our predetermined route, arriving at the capitol building right on schedule. Standing on the steps, I thought the scooters would never quit coming.

Well, it's not an election year, and we haven't attracted much attention yet in some areas, so there weren't any government people there and not much media coverage, so everyone sat on the around the steps and listened to me rap a few words about A.B.A.T.E., where we are at and where we are going. Everyone seemed to be pretty together.

Good responses from the clubs. They were, in alphabetical order:

Brother Speed, (Oregon, Idaho.), **Choosy Beggars** (Oregon), **Devils Disciples** (Nomads), **Free Souls** (Oregon, Washington), **Friends of the Highway** (Oregon), **Gypsy Jokers** (U.S.A.), **Outsiders** (Oregon, Washington), **Societys Saints** (Oregon), **Screaming Eagles** (OSP), and **the Shifters** (Washington)

Luke Metcalfe

chairman,

A.B.A.T.E. of Oregon

September 22, 1975

You will notice that this letter was written 30 years ago by our first leader in *A.B.A.T.E. of Oregon*.

We are going into a year with the legislature off, so why be thinking about it now? Well, if we want to get our goals accomplished we had better

get our game plans made and our team together. We better know that we best do our ground work before planting time.

We need to consistantly have numbers like thirty years ago. Numbers matter to those who are elected by counted votes.

Now, I need to tell you all that I will not be the historian starting 2006. It will be necessary to have someone else for this position. If anyone is interested please let us know. Also, please contribute a few labeled pictures of your events for the history books.

Thank you very much.

Iris Yeager
state historian

River City Chapter (continued from page 9)

answers and people try to figure it out. Tonight everybody was fooled by me, except our guest, Laura, who correctly identified the 1970 CT Honda 50 Trail Cub. She won an M.R.F. coin. Frenchy was sure he had it, but chose the wrong one.

Cheryl brought cookies for her beautiful new black and silver Kawasaki Vulcan Drifter. It has those deep calenced fenders, like an old Indian, and all the modern features you would ever want.

Nice.

She is saying something about pink over the silver????

— Brian

Upcoming meeting

October 4 2005



Motorcycle fatalities increased by 8 percent in 2004 over the previous year, according to statistics released Monday by the *National Highway Traffic Safety Administration*. (N.H.T.S.A.)

It was the seventh consecutive year that motorcycle fatalities rose, after years of declines during the 1990s and it demonstrates the importance of a national study of motorcycle crashes that was funded as part of the transportation bill passed recently by congress.

The multi-year transportation bill provides \$3 million in funding for the first comprehensive study of the causes of motorcycle crashes since the well-known Hurt report done in the late 1970s. The study was one of the top priorities on the A.M.A. government relations department's legislative agenda in recent years.

N.H.T.S.A. reported that 4,008 motorcyclists died on U.S. roads in 2004. While motorcycle fatalities increased 8 percent, and S.U.V. fatalities rose 5.6 percent, passenger car deaths dropped by 3.2 percent.

The driver of a *Jeep* who made a U-turn into the path of a motorcyclist, killing him, is considering suing the estate of the motorcyclist he killed, according to a newspaper report.

The *News-Times* in Danbury, Connecticut, quoted lawyer Philip Russell as saying he believes his client, Andrew Guazza, 31, of Beacon, New York, has a "valid claim" against the estate of the motorcyclist, Larry Pierce, 58, of New Fairfield, Pennsylvania.

On June 8, Guazza pleaded no

contest to negligent homicide in Pierce's death, which occurred in 2003 when Guazza made a U-turn in front of Pierce, causing the fatal crash. Pierce was airlifted to a hospital where he was declared dead on arrival. Guazza suffered injuries in the crash, primarily to his ankle.

Russell said the suit could be based on an allegation that the motorcyclist "came along unexpectedly at a speed substantially in excess of the posted speed," the *News-Times* reported.

A sleek, almost silent, nonpolluting fuel cell-powered motorcycle is set to begin gliding down U.S. streets by the end of 2006. The bike is dubbed the E.N.V. (pronounced "envy"), short for Emissions Neutral Vehicle. The London-based company Intelligent Energy decided to develop the bike itself after years of cool reception to its fuel cell technology from manufacturers.

Since its unveiling earlier this year, the E.N.V. has generated enormous interest/proof that the public is ready to embrace fuel cell technology, according to company officials.

The motorcycle has a top speed of 50 miles an hour and can run for 100 miles or up to four hours on a tank of compressed hydrogen. A fill-up costs about four dollars. E.N.V. makes no more noise than a home computer and emits only heat and water.

Intelligent Energy plans to sell the motorbike for between \$6,000 and \$8,000. The company believes the E.N.V. will appeal to both urban

commuters and recreational riders. (*National Geographic News*)

Arizona has been targeted by various environmental groups with a specific agenda to close many of the trails and roads in public lands to your off-highway vehicle. The threat is immediate and very real and we have already seen some areas restricted and others closed on public lands in Arizona. This will have a direct impact on your ability to access the areas that you and your families recreate in throughout the Grand Canyon state.

Because a huge percentage of public land in Arizona is managed by the *U.S. Forest Service (U.S.F.S.)*, *Bureau of Land Management (B.L.M.)* and *Arizona State Trust Land*, these groups have targeted these agencies to pursue their anti-access agenda. Arizonans have already seen the the closing of vast areas of public land to all off highway traffic in California and other Western states resulting from this type of extreme environmentalism. As you know, once an area is closed, the effort to reopen it requires detailed scientific research and lengthy legal challenges, which is extremely expensive and not always successful.

We don't want this to happen in Arizona, so two years ago a small group of off-highway vehicle (O.H.V.) clubs, businesses and organizations met in Phoenix to begin the process of assembling a statewide non-profit off-highway vehicle coalition that would act as a



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counter to these groups. The goal of this coalition is to represent all off highway groups on land management issues when dealing with federal, state, local agencies and private land owners.

The *Arizona Off Highway Vehicle Coalition (AZ.O.H.V.C.)* was incorporated in 2004 as a 501(C)3 non profit organization and a web site (www.azohv.org) was built to inform O.H.V. groups of critical land management issues in the state.

The next step is to invite every O.H.V. rider in Arizona to come listen and investigate the *AZ.O.H.V.C.* Come weigh the benefits of becoming a member of this coalition. A.T.V., motorcycle, 4x4, *Rock Crawlers Clubs*, as well as O.H.V. businesses and manufacturers are invited from all over the state. The first general membership meeting of the *AZ.O.H.V.C.* will be held October 8th, 2005 at 10:00 a.m. at the *Paradise Community College*, 18401 N. 32nd Street, Phoenix, Arizona 85032.

Now is the time for you to be heard and to join together with other O.H.V. groups, businesses and clubs to help shape how public lands are managed in Arizona. Only through participating in the process will we be able to affect how it is used.

For more information contact Steve Carmickle, president, *Arizona Off Highway Vehicle Coalition* at scarmickle@msn.com.

The United Kingdom's motorcycle industry is calling on the Government

to use its presidency of the European Union (E.U.) to rule out the proposals looming over new bike license rules.

Proposals being considered in Europe's *Third Directive on Driving Licenses* look set to make it tougher than ever for new riders to get on to two wheels within six years.

The *Motorcycle Industry Association* says the proposals for motorcycling are among the most draconian ever seen.

Key proposals include: minimum age for riding bikes larger than 125 cc likely to rise from 17 to 19, direct access to larger bikes not allowed until age 24 (currently 21), and new categories of motorcycle riding licenses creating several two-year steps between bikes of different engine size. Additionally the E.U. is proposing that riders be required to complete extra riding tests between steps.

Delaware, Florida, Kentucky, and Tennessee riders need to know that their respective states have already begun pre-filing legislation for their respective 2006 legislative sessions. Delaware's pre-filing began on July 2, 2005, Florida's pre-filing began June 24, 2005, Kentucky's pre-filing began April 14, 2005, and Tennessee's pre-filing began June 29, 2005.

Remember, influence is a year-round process. *A.M.A.* members, state motorcyclists rights organizations, and all riders must keep in touch with their elected officials on a regular basis, both at home and in their capitol offices, so

they know you personally and are always familiar with motorcycling issues.

In a surprise move, a youth who killed two motorcyclists and maimed their passengers when he crossed the center line and hit them in New Mexico has pleaded "no contest" to charges related to the crash. His penalty? A \$125 fine.

Gerald Bailon, then 15 years old, was driving a pickup truck alone on a learner's permit near Taos, New Mexico, on May 30, 2004 when his truck crossed the center line and hit a motorcycle ridden by Leslie Walker, 59, of Colorado, killing him. Walker's passenger, Kathleen Pullara, lost her left leg below the knee as a result of the crash.

Timothy Searles, 41, and his wife, Jennifer, were riding a bike along with Walker. Timothy died later from injuries he suffered in a crash while avoiding the pickup, and Jennifer suffered crippling injuries.

Later, district attorney Donald Gallegos dropped manslaughter charges against Bailon, saying the charges wouldn't stand up in court because of the legal requirements necessary to charge someone with manslaughter, or the greater charge of vehicular homicide. Gallegos referred the case to another district attorney for review, who ultimately charged Bailon with careless driving, driving left of center, and driving without a license.

On July 19 of this year, Bailon pleaded not guilty to the charges. But



rights.

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later that day, Bailon returned to court and changed his plea to “no contest.” The magistrate accepting the plea dropped the charge of driving without a license because Bailon, now 16, had obtained a driver’s license since the time of the crash. The magistrate then fined Bailon \$125 and ordered the youth to pay \$110 in court costs.

This is just one of many cases the *A.M.A.* has been watching as part of our *Justice for All* campaign. You can learn more about the campaign by contacting *A.M.A.* grassroots manager Terry Lee Cook at (614)-856-1900, ext. 1288; by e-mail at tcook@americanmotorcyclist.org; or by going to the *Justice for All* web page.

American Motorcyclist Association (*A.M.A.*) president Robert Rasor has been named to the steering committee for an international conference on motorcycle safety to be held in March in Long Beach, California. The committee brings together some of the most knowledgeable experts from the motorcycle industry, international and U.S. motorcycle organizations, and the government. The March, 2006, *International Motorcycle Safety Conference* is titled *The Human Element*.

The chairman of the steering committee chair is Tim Buche, president of the *Motorcycle Safety Foundation*. Joining the *M.S.F.* sponsoring the conference are the *Fédération Internationale de Motocyclisme*, the *German Institute for Motorcycle Safety* (ifz – *Institut für*

Zweiradsicherheit), and the *National Highway Traffic Safety Administration*.

Crisp County, Georgia motorcyclists are working to reverse a policy that prevents students from riding motorcycles to their local high school. The issue arose when the principal at *Crisp County High School* denied a student’s request for a parking permit because he wanted to ride a motorcycle to school. The principal then went to the school board and the board passed a policy banning students from riding motorcycles to the high school, even though students have been allowed to do so in the past.

The policy does not apply to faculty and staff, who can ride to the school. The ban didn’t seem right to *A.M.A.* member James Musselwhite, himself a 1962 graduate of the same school. Musselwhite and other motorcyclists in Crisp county are working to overturn the ban. One of those is Jim George, the president of *A.B.A.T.E. of Georgia*, who happens to live in Crisp county, a small, rural county in south-central Georgia. Both Musselwhite and George spoke against the ban at a subsequent school board meeting.

“In cases like this, the best approach is grassroots action,” said Terry Lee Cook, the *A.M.A.* government relations department grassroots manager. “Local elected officials pay attention when their neighbors, the people who vote them in and out of office, let them know

they’re doing something wrong. And that’s what motorcyclists in Crisp county are telling their school board.” The *A.M.A.* will continue to work with local motorcyclists on the issue.

The British *Motorcycle Action Group* (*M.A.G.*) is calling on riders to lobby officials to head off a new set of Swedish-style strategies to cut road deaths and injuries through stringent anti-motorcycle regulations designed for the European Union. (E.U.) They fear the new rules are aimed at reducing the numbers of riders coming into biking – because that’s an easy way of cutting accident rates.

M.A.G. claims that this latest road safety scheme is a: “prime example of bewildering over-regulation in an effort to cut motorcycle accidents,” and points out that the *European Commission* has now set itself an accident reduction target of 50% in its *Third Road Safety Action Plan*.

M.A.G. claims that by 2011 the cost of obtaining a motorcycle license will be out of the reach of young riders and the contribution that motorcycles can make to the reduction of congestion and environmental protection will be reduced.

M.A.G. also claims that the whole process of the directive can be seen as a philosophical approach that tougher testing and training will reduce accidents simply by reducing the numbers of motorcyclists.



A Pennsylvania man crossed the center line and crashed into a charity ride that was being escorted by police according to authorities. One man was killed and several others were injured. The fatal crash occurred during the *Chris Jones Benefit Bike Run* on Route 309 near Drums, Pennsylvania. William Delaney, 41, of Plymouth, Pennsylvania was killed, and his wife was hospitalized in critical condition. Other riders were injured.

A report in the *Wilkes-Barre Times Leader* said Jeffrey M. Borrin, 23, the driver of the S.U.V., was driving with a suspended license and was awaiting sentencing on a previous drunk driving charge. Since this incident Borrin is in trouble with the law again being caught driving with eleven bags of heroine in his car. Borrin has also been cited several times for driving with a suspended license since the deadly crash.

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

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

For more information, visit the AMA website at:

www.AMADirectlink.com

Legislative Report Rick's Ramblings On Stuff

As you have already read in the last state newsmagazine, *BikePAC* has a new legislative director, Brian Stovall. Brian actually isn't new to this. He's been with *BikePAC* since to get go. In fact he's one of the founders of *BikePAC*. So who'd be better than Brian to kick off the next legislative two year cycle! And talk about kick-off, he's on a roll already to make things happen!

First of all he contacted a number of involved individuals back in August and has already drafted a ten-page outline of what the legislative cycle should look like, from a *BikePAC/A.B.A.T.E.* point of view. It's still out for review.

Where should we be right now in the two year legislative process?

Well, according to Brian's outline we should have just finished a review of this past year's legislative activities, performance, and elected *BikePAC* officers, which has happened. Then in August and September we head into what is termed the "interim political activities cycle" where we should be setting legislative priorities for the next session, and be reviewing language of possible bills.

At the *A.B.A.T.E.* board of directors meeting we should be getting involved in the following possible activities:

1. Making plans for the upcoming *A.B.A.T.E.* planning meeting in Cottage Grove.

2. Chapter representatives and legislative directors should be getting the information out to their chapters about the planning meeting.

3. Chapters should be setting up delegates to attend the meeting, at least two from each chapter should be the minimum, but more would be great!

4. At the planning meeting we should be reviewing improvements in our processes and determining bill selection preferences, etc.

Next on the horizon is getting



Rick Maish
legislative director
lynandrick@msn.com

involved in the next election year processes for 2006 which is starting *now* with announcements of who's running for different offices. We will need to get involved in this process by supporting your choices in the legislative process, by being involved in their campaigns, finding out where they stand on biker issues, letting them know what's important to us, not only motorcycle issues but also other issues important to you personally.

So what's this all about?

It's called *involvement!*

It's participation in the planning and bill selection process. Without it we are lost before we even get started.

So get fired up.

Get people from your chapter down to the October planning meeting in Cottage Grove.

It's only one day!

It's fun, it's interesting and it's a great time and place to meet some of your brothers and sisters who are fighting the fight for motorcycle rider's freedoms.

It will also be one of the most rewarding experiences for 2005 and while you're at it, you'll be helping to get things started in the right direction for the upcoming two year legislative cycle.

If you're interested in being more involved and want get on the *BikePAC* action team, get with Brian.

(gulducaci@gorge.net or contact me.) They currently have about fifteen members.

Motorcycle Riders Foundation

The *Motorcycle Riders Foundation (M.R.F.)* is issuing the following release at the request of *A.B.A.T.E. of Louisiana, Inc.* The *M.R.F.* urges all riders and motorcycling organizations to support the *A.B.A.T.E. of Louisiana Relief Fund* in their time of need.

"After speaking with James "Poet" Sisco it is apparent that many *A.B.A.T.E.* members have lost everything," said *M.R.F.* president Karen Bolin. "I applaud James and *A.B.A.T.E. of Louisiana* for their efforts."

From *A.B.A.T.E. of Louisiana Inc.* state executive president James "Poet" Sisco:

"*A.B.A.T.E. of Louisiana Inc.* is taking the lead in assisting the motorcycling community here in Louisiana now that we are back up and running. We are asking for cash

donations to assist motorcyclists who have been displaced or require other help. We will disburse these donations on a case-by-case basis according to the greatest need and what assistance is available to the individual at the time.

We will only take credit where credit is due, of course, and all donations from other state motorcyclists' rights organizations and individuals will be credited to them on our web site on the supporters' page. None of the donations will be kept by our organization. We will disburse every penny received to those that are deemed truly needy.

All donations should be mailed to our corporate mailing address so the state treasurer can track the donations and facilitate the disbursements as directed by A.B.A.T.E. of Louisiana's executive state board. The corporate address is:

P.O. Box 541
St Amant, LA 70774.

Any Louisiana motorcyclists affected by this disaster should contact A.B.A.T.E. of Louisiana Inc. We are here for you in your time of need and we will assist in any way possible. You are our brothers and sisters and it is you we are here to serve as your state's M.R.O.!

Points of contacts for this relief effort are:

State executive president
James "Poet" Sisco
1-(800)-393-5966
abatepoet@aol.com

State executive treasurer
Barb Sikes
1-(800)-268-5416
barb1106@yahoo.com

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*.

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

Voice: (202)-546-0983
Fax: (202)-546-0986
E-Mail: jeff@mrf.org
website: 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:

1-(877)-55A-BATE
from Portland: (503)-615-3101



Do something more to protect your rights!

Register, vote, write and ride!

JOIN AND SUPPORT Motorcycle Riders Foundation

Freedom Fighter Donation _____

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 Annual Joint Membership \$40 3-Year Joint Membership \$100 New Member Renewal Member # _____

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E-mail Address			
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2) Are you a member of a state motorcyclists' rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name:			
Mail with remittance to: Motorcycle Riders Foundation, Inc., PO Box 1808, Washington, DC 20013-1808 (202) 546-0983 • Fax (202) 546-0986 • http://www.mrf.org • MRFWash@aol.com			

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

Compiled and Edited by Bill Bish, National Coalition Of Motorcyclists

Bikers Help Hurricane Victims



Bikers have big hearts and a willingness to help the less fortunate, and this generosity is particularly evident in the aftermath of hurricane Katrina, which ravaged the gulf coast on August 29th leaving hundreds dead and thousands homeless in the costliest natural disaster ever to strike American soil.

A.B.A.T.E. of Louisiana and *A.B.A.T.E. of Mississippi* have set up disaster relief funds to aid bikers who are victims of the storm. *A.B.A.T.E. of Oklahoma* recently donated \$500 to each of those organizations to assist in their efforts, and many other motorcycle clubs and organizations are also contributing. *A.B.A.T.E. of Florida* set up a three-acre shelter in the panhandle for those forced from their homes by the floodwaters and damage.

Rolling Thunder members from their Mississippi chapter went into flooded areas and helped direct distribution of donated necessities to disabled and displaced veterans.

The *Christian Motorcycle Association* rendered aid to Katrina refugees by serving coffee and offering essential needs in their time of distress.

American *Honda* announced that the company would make personal watercraft, all terrain vehicles and off-road motorcycles available to local agencies providing emergency relief efforts in the affected areas. To ensure the quickest possible assistance

preparations have been made to supply units through local *Honda* dealerships in the vicinity.

Harley-Davidson announced that it is making a \$1 million donation to the *American Red Cross* hurricane 2005 relief fund for the victims of hurricane Katrina and will also donate a 2006 touring motorcycle to be used as a fund-raiser on *The Tonight Show with Jay Leno*. Celebrity guests will autograph the motorcycle, which will then be placed up for bid on *eBay*. A similar *Tonight Show* fund-raiser to benefit tsunami relief efforts raised \$810,000 earlier this year.

Boston *Harley-Davidson* teamed up with defending world series champion *Boston Red Sox* players in hope of raising \$1 million through the *Rally for Fellow Americans in Need*. Two *Harleys*, one bought by the team and the other donated by the *Harley* dealership, were auctioned off. Sox teammates Keith Foulke, John Damon, Kevin Millar and Gabe Kapler all ride *Harleys* and participated in the fundraising effort. "This is our country and there's a serious tragedy in New Orleans and if everybody contributes something, somehow, I think it can work," said first baseman Millar.

Gas Hikes Boost Interest In Two-Wheelers

Motorists tired of paying an arm and a leg for fuel are giving up their gas-guzzling S.U.V.s and cars in favor of a more economical — and more fun — mode of transportation: motorcycles and scooters.

NADAguides.com, a leading vehicle information web site, today announced that during the past three months, more people researched scooter and motorcycle pricing and specifications at its web site than at any other time during its five-year history. Experts for the company cite high gas prices as a leading cause for the boost in its online motorcycle traffic, saying car, truck and S.U.V. owners are realizing they can dramatically reduce their monthly gas budgets by owning a motorized two-wheel vehicle as an alternate means of travel.

"The motorcycle and scooter market is red hot right now," said Lenny Sims, managing editor at *NADAguides.com*. "On average, it takes about \$60 to fill an S.U.V. with a tank of gas and about \$15 to fill a motorcycle when you consider today's gas prices. With numbers like these, it's easy to see why people are making the switch to a more economical approach to driving." Sims goes on to say that motorcycles

(continued on next page)

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

(continued from previous page)

and scooters offer a convenient mode of travel as well. "Economics aside, they're convenient in traffic and easy to park. If you live in a crowded urban area — or a fast-growing suburb for that matter — they offer a quick and easy way to get around town."

During the months of June, July and August 2005, traffic to the motorcycle section of the NADAguides.com website reached 810,901 visitors, an increase of 31% compared to the same timeframe a year ago.

So what were the most commonly researched motorcycles at NADAguides.com during June, July and August of this year? According to the website, five makes and models zoomed past the competition: 1. *Harley Davidson XL1200C* 2. *Yamaha YZFR65/C YZF-R6* 3. *Honda VT750C4 Shadow* 4. *Honda CBR600F411* 5. *Honda CBR600RR3*. Following are the top three most researched scooters: 1. *Honda Silverwing* 2. *Suzuki Burgman* 3. *Vespa ET4*.

Airbags Now Available On New Honda Motorcycles

Honda Motor Company has developed airbags for motorcycles that the Japanese automaker says is the world's first for production motorcycles.

The airbag, which inflates after sensors detect an oncoming crash, will be available on the new *Gold Wing* motorcycle that will go on sale in spring 2006 in the United States.

Tokyo-based *Honda* said the airbags will reduce injuries in head-on

collisions.

The airbag opens in front of the riders and reduces the speed at which they get thrown off the motorcycle, lessening injuries when they hit the road or another vehicle, said *Honda*.

Massachusetts Bikers Harassed Over Helmets

A group of about two dozen Massachusetts motorcyclists riding in the *Yankee Homecoming Parade* on Sunday, August 7th were ordered by police to don their helmets. When one of them refused to obey, citing a newly enacted law excluding motorcyclists participating in public parades from the state's helmet law, he was pulled from the parade by police.

Motorcyclists are now accusing police of being ignorant of the law, and some of them are so angry about their confrontation with police that they are calling for another boycott of the city of Newburyport, similar to one three years ago when motorcyclists felt they were being unfairly targeted by police in a crackdown on loud pipes and told to stay out of town. Their participation in the parade, at the invitation of the city, was meant as an "olive branch" to show that relations between the city and the riders had improved.

"There's just this negativity toward motorcyclists," said Paul Cote, legislative director for the *Massachusetts Motorcycle Association*. "The more things change, the more they stay the same."

"I am the law," the officer said, according to Cote, the biker who was

kicked out of the parade for refusing to put on his helmet.

But the law was changed in February 2004, allowing an exception to the requirement that motorcyclists wear helmets for a "properly permitted public parade." Helmets are otherwise required at all times on roads in Massachusetts. Some of the riders challenged by police on Sunday were the very same ones who spent five years lobbying for that change in the helmet law, Cote said.

The reasoning was that most parades travel at very slow speeds, and the whole point of being in a parade is so spectators can see them, something that is hard to do when faces are covered by helmets, Cote said. Helmets can also be very hot during a parade when the temperatures hit 90 degrees, as they did on that Sunday, he added.

Police later admitted they were wrong, acknowledging that the law now allows motorcyclists to take off their helmets during parades, but have refused to issue an apology.

Philippine City Bans Helmets

While most governments around the world push for laws requiring motorcycle riders to wear helmets, Pagadian City in the Philippines has barred motorcyclists from donning helmets. The reason? To prevent crime.

Mayor Samuel Co implemented executive order number 72 for a three-month trial period, after which the city council will decide if they will pass a permanent ordinance banning the wearing of helmets while driving along city roads.

Referring to a local study, Co

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

pointed out that 95 percent of the crimes involving carjackings and shootings were committed by suspects aboard motorcycles complete with either helmets or bonnets to conceal their identity. With the use of helmets now banned, it would be easy to identify suspects who pass along major routes in the city, Co said. Hidden cameras will be set up to capture images of the motorcyclists for easy identification.

In neighboring Dipolog City, local officials are also contemplating a similar ordinance following complaints from residents that most of the robberies and traffic related crimes were committed by suspects wearing helmets and other head gear.

Motorcyclist Appointed To Virginia Transportation Safety Board

Long time motorcycle rights lawyer and founder of the *Virginia Coalition of Motorcyclists*, Tom McGrath, has been appointed by the governor of Virginia to serve a four year term on the *Commonwealth Transportation Safety Board*. He is the first motorcyclist to be appointed to the Board.

Among his accomplishments, McGrath led the successful effort to allow motorcyclists access to the high occupancy vehicle (H.O.V.) lanes and convinced the general assembly to pass legislation guaranteeing motorcyclists the right to use these lanes.

He spearheaded efforts to increase funding for the *Virginia Motorcycle Rider Safety Training Program* and worked to enact legislation to preserve

the funding.

McGrath was also instrumental in having legislation passed requiring the teaching of motorcycle awareness as part driver education in high schools.

McGrath is the *Aid to Injured Motorcyclists (A.I.M.)* attorney for Virginia, and was awarded the *Silver Spoke Award* for his legal and legislative accomplishments by the *National Coalition of Motorcyclists (N.C.O.M.)*

The *Board of Transportation Safety* seeks to identify the elements of a comprehensive safety program for all transport modes, the identification of unique safety needs of each particular mode of transportation, the identification of the common elements of accident situations and the allocation of grant funds made available to the *Department of Motor Vehicles*.

Wierd News

Geminis Worst Drivers

What's your sign? Please don't shoot the messenger, but *Suncorp Metway, Ltd.*, a multi-faceted Australian financial service, ranked car crash claimants by their sun sign in a study of 160,000 crash claims over the previous three-year period. This is what they found out:

The number one worst drivers were Geminis; "typically described as restless, easily bored and frustrated by things moving slowly," explained Warren Duke, *Suncorp's* national manager of personal insurance. "They had more car crashes than any other sign."

No astrologer would argue with

that description of the sign of the twins and probably this isn't very surprising news. But what about the other zodiac signs?

Second and third place holders for this dubious honor are Taurus and Pisces. "Taureans were thought to be obstinate and inflexible," said Duke, "while Pisceans could be risk-takers and daredevils."

Capricorns, who came last on the list, are typically described as patient and careful, and therefore the safest drivers with the fewest crashes.

The great middle ground of this survey is held by sun signs in this order, from worst crash records to the best: 4-Virgo; 5-Cancer; 6-Aquarius; 7-Aries; 8-Leo; 9-Libra; 10-Sagittarius; 11-Scorpio.

Duke said the study was carried out as part of *Suncorp's* annual review of claims.

Quotable Quote

"You must be the change you wish to see in the world."

Mahatma Gandhi
(1869-1948)
Indian spiritual,
political leader

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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From The . . .

GUNNY'S SACK



I just returned from a meeting of the Oregon *Confederation of Clubs* (C.O.C.), down in Canyonville, Oregon.

There were two things that stuck me at this meeting. We need more participation from everyone involved in the confederation and we need to get our people to the capitols of our states when our legislatures are in session. This year here in Oregon our people didn't take seriously the need to show ourselves at the capitol and the things we needed to get done didn't happen. We cannot rely on our *BikePAC*. lobbyists to do the job alone. Elected officials pay attention to people who care enough about their issues to show up and be seen. If we aren't a presence in their minds they have other things to do. The squeaky wheel gets the grease. We need to let those folks know we care enough to go and talk to them.

I didn't count the attendance, but it sure feels good to see the interest in the C.O.C. from around the state.

The C.O.C. is here to serve the interests of all motorcycle groups through action, both in the courts and otherwise. That includes you folks who ride those speedy sport bikes, or the very fuel-efficient motor scooters we are seeing. It doesn't matter what you ride, your group is welcome to send a representative. By working together we can accomplish so much more.

This 2005 summer, we continued the new practice of meeting monthly in different towns around the state. Kind of spreading the thing around.

And more members from the various clubs and other rider groups can more easily attend and see what goes on.

Winter Oregon C.O.C. meetings are back to every other month in October, to be held in the Portland-Salem area. As in every meeting, clubs and other rider groups are cordially invited to send a representative to look us over.

Next month, the meeting will be in Eugene. Get in touch with me, and I may be able to give you times and places.

Best way to catch the Gunny is on the internet: Just send me an e-mail, to AIMGunny@aol.com. If you have any trouble getting a hold of me, just contact m'boss, *A.I.M.* lawyer Sam Hochberg, either by e-mailing or calling his office direct. He can track me down. Sam's e-mail is as it's been for years, SamBikeLaw@aol.com, and his office in Portland has a toll-free you can use, at 1-(800)-347-1106. Or, you can even find me through the *A.I.M.* offices, by calling 1-(800)-On-A-Bike. They'll find Sam, and he will find me! It works.

Newsbits—N—Pieces

Katrina's Biker Victims

We are all very aware of the vast suffering in the southeast part of our country. *A.B.A.T.E. of Louisiana* is doing their best to assist bikers there who need it. Many lost everything.

Help our brothers and sisters by sending contributions through *A.B.A.T.E. of Louisiana*. Send donations to their state mailing address, so the treasurer can track the

money and get the help flowing quickly:

A.B.A.T.E. of Louisiana
P.O. Box 541
St. Amant, LA 70774

Any questions on the relief effort, get: state executive president – James "Poet" Sisco at

1-(800)-393-5966 or
abatepoet@aol.com

or the state executive treasurer – Barb Sikes, at barb1106@yahoo.com, or call her at 1-(800)-268-5416.

Another Fatal Crash

Montebello, California – The police here are investigating a fatal motorcycle crash that allegedly occurred because of motorcycle street racing. The sad result of this incident is two people are dead and another seriously injured. If indeed these folks were racing on the street, it shows me real stupidity. If not, then why on earth weren't they all paying attention to their surroundings? The bikers, a man and women, were killed and the car driver was badly hurt.

The point for me is rider education classes might have saved some lives. Give the idea some thought folks. Accidents will happen but we should do everything in our power to prevent them happening. Rider training is a great place to start. Even us graybeards can learn a thing or two. Might even keep us alive.

Nigeria – The *Nigerian Motorcycle Union* received a letter from the Nigerian commissioner of information asking their members to be law-abiding, to register their bikes, and to get their motorcycle licenses. He also commended this Nigerian biker group for their efforts in finding jobs for their members and others in the community.

Doesn't sound too unfamiliar to this Gunny's old ears – most *Sack* readers who are in any biker association or club here in the U.S.A. have probably heard campaigns before about getting our people to get their motorcycle endorsement! Just goes to show, no matter the country, continent, society, or color of skin, bikers have similar issues, and we stick together to look after our own. In Nigeria, as anywhere.

Washington state – A couple here were jailed for road rage recently, because they were charged with running a biker off the road. The driver of the car was charged with first degree assault for striking the bike with her car, causing him to leave the roadway and crash. Her husband was also charged, in his case with forth degree assault, because this fool jumped out of the car, and went and tackled the biker after he crashed! The biker was still lying on the side of the road, suffering from his injures.

This case needs to be monitored, to be sure these people get what's coming to them. From the judicial system, that is.

As a side note, the organization that is tracking just such cases, and that does so much more in the way of information for bikers, is the *Sons of Liberty Riders*. Let me give you just a

little info about it, now that I have yer attention!

Sons of Liberty Riders: These folks aren't a club and they're not really an association either. They're a group of biker activists of all stripes and from all over. They share information on the internet and gather at least once a year for their *T.E.A.* conference. (*T.E.A.* = *The Extreme Activists*, since they are just that.)

My boss, Oregon *A.I.M.* (*Aid to Injured Motorcyclists*) lawyer Sam Hochberg, is knowledgeable about these folks but here's how you can find out more and read all about it:

Go to their web sites!

You can also sign up for their very helpful e-mail list. You'll get daily e-mails about bikers rights issues from around the country and you can contribute your own words and actions too. Nobody beats these folks for the sheer amount energy and volume of information they have and will share. Their time is donated. They're in it for our rights not our money.

Find out what's going on for yourself and go to <http://www.solriders.com> .

The group also sponsors a site on the *R.O.W.*, or *Right of Way* campaign, to increase penalties for drivers who cause us to crash! The *R.O.W.* site is <http://www.bikers4row.org>

Go look at 'em and bookmark them now!

Keep the round side on the bottom

Gunny
chief of staff for Oregon
A.I.M.

Aid to Injured Motorcyclists
1-(800)-On-A-Bike

THE AIM/NCOM
MOTORCYCLE E-NEWS
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For more information, call us at
1-(800) ON-A-BIKE
Visit us on our website at:
<http://www.aimncom.com>



A Letter From Frank Saxton

A letter to the editor opinion piece response.

I totally agree with the c.o.e. editorial in the August, 2005 issue of the *A.B.A.T.E.* newsmagazine. (*What went wrong? Oregon Motorcycle Legislative Efforts Come To Naught*) However, I think that Rot Path's comments only scratch the surface of where the real activism (or lack of it) problems in Oregon lie. In fact, blaming nameless, faceless "people" for our lack of legislative success is a fairly well worn but ineffective accusation.

It is certainly true that our legislative efforts would be more fruitful if there were more than a handful of people engaged in these efforts every year. But the real question that needs to be answered is "why do most people in Oregon who own motorcycles care so little about their rights?" This question is particularly vexing since there are many thousands of motorcycle owners in this state who truly love their lifestyle, sport, hobby or whatever you want to call it. Is it because most motorcyclists don't see the threats that "Global Harmonization", "Zero Vision" or *N.H.T.S.A.* present to the future of motorcycling? If not to them personally then certainly to their children and future generations? If we've learned anything from history it's that once a freedom is lost, it's generally lost forever. So just what does it take to get people to take time out of their busy lives to invest a little into protecting an activity that they love?

Part of the problem, IMO, is that most motorcyclists don't even see the problem. We've had a helmet law for 17 years. You have to be in your late 30's to even remember what it's like to roll out of your driveway in Oregon without having to wear a helmet. Most motorcyclists these days are riding late model *Harleys*, *Gold Wings* or other bikes that have implemented so-called anti-tampering devices that preclude one's ability to make adjustments and improvements to their machines. Used to be, you could rebuild your transmission on the side of the road with little more than a *Leatherman* tool. Not so anymore. That intimacy we once had with our bikes has mostly gone the way of the moose. Additionally, I don't think many motorcycle owners really understand or believe that there is a large group of "safeycrats" who would like nothing better than to obliterate motorcycles from the landscape. The only thing that mandatory helmet laws have ever done was to reduce motorcycle registrations by 1/3 in those states that implemented them. So from that perspective, helmet laws do indeed work. If anyone thinks that these people actually care about the lives, health and well being of a bunch of greasy dumb bikers, I have a bridge for sale that I'd love for you to take a look at. It's not helmet laws that are the issue. It's the threat to motorcycling in general that's in jeopardy.

I used to go around to various *A.B.A.T.E.* meetings showing pictures of prototype motorcycle and personal airbag systems including one's that are

only effective if the riders are wearing seatbelts. If the notion of being required to wear a seatbelt on a motorcycle doesn't incense folks to action, I really don't think having to wear a helmet that they've had decades to get used to is going to do it.

So what button needs to be pushed to generate some passion and activism on the part of Oregon's motorcycle owners? Sorry to say, you got me.

The other part of the problem, IMO [in my opinion], is that Oregon's S.M.R.O. leadership is looking for followers, not leaders. They love it when warm bodies show up to sit in legislative committee hearings or in the gallery on the day of a vote. But the "powers that be" are a lot less open to folks who come along who actually have two brain cells to rub together and have their own ideas on what the road to success ought to be. I could cite a few examples in my own case, but I did not write this piece with the intentions of being self-serving. Suffice it to say that Oregon's "old guard" has it's own ideas about how to get legislation passed and contrary views and opinions are not welcome. One would think that the continued lack of success might prompt a willingness to look at fresh ideas but so far, that's not been the case for the most part. The few initiatives that I was actually successful at implementing, like getting motorcycle owners to become active P.C.P.s and making *A.B.A.T.E.* a powerhouse at the D.P.O. state level were a hard fought battles that made me a lot of enemies before we got

there. And imagine my dismay when all of this work was rewarded by mostly "old guard" S.M.R.O. leaders voting *against* helmet law repeal at the last two state conventions! We not only had enough votes to put helmet law repeal on the D.P.O. state legislative agenda in 2002 and 2004, we had sufficient votes in the room to declare pink to be the new Oregon state color if we wanted to. Talk about shooting yourself in the foot!

Why do I bring this up? Mostly because I think it is wholly unreasonable to expect people to show up, donate time and money and yet keep their mouths shut when it comes to strategic and tactical decisions. True, everyone gets to air their opinions at various "planning sessions" but if you've been paying attention for the past few decades, you'll notice that passionate free thinkers like Bear, Dave Ganslein and others tend to be dismissed as ***holes* rather than as valued members who can actually help get things done.

IMO, it's not enough to simply engage more onlookers in this struggle. What Oregon needs is a bunch more bikers who feel passionately about motorcycling and who see mandatory helmet laws and other similar legislation as being contrary to everything that America stands for. The search for these types of people is difficult enough in a place like the peoples republic of Oregon where most voters never saw a tax they didn't like or a right that they didn't mind taking away from the other guy. But even more difficult this task is when people of passion like myself are dismissed and even shunned because we refuse to do the same old tired crap that hasn't worked before and is

unlikely to work in the future.

If *A.B.A.T.E.* and *BikePAC* truly want "people" to get involved, the leadership in these organizations need to re-think their attitudes towards those who color outside the lines and who may challenge their own preconceived notions about what it takes to get things done. You can say what you like about me as a person. But I worked very hard to get connected at the central committee level in both parties in several counties. I am a well-known face and name to many of our elected officials and have cordial relations with many legislators including some who are dead set against our issues. I even ran against one of our biggest problem house representatives last term. I am unapologetically brash and outspoken about things that I feel strongly about. IMO, these are attributes that make for an effective freedom fighter. You might want to read the biographies of some of the revolutionaries who are responsible for making the U.S.A. a free country if you believe that being a demure, silent, "team player" is the way to get things done.

I am pretty much retired from motorcycle rights in Oregon and I certainly don't expect anyone to read this and think, "Gee, I guess we were wrong about Frank. Let's invite him for a beer and a group hug." I wrote this piece because I'm pretty sure I know why Oregon still has a helmet law and I'm pretty sure I know why participation at the "grass roots" level continues to dwindle. If c.o.e., and various S.M.R.O. leaders want to continue to publish editorials periodically bemoaning the fact that it's still just the same three dozen-odd freedom fighters working these issues

year after year after year, by all means, be my guest. But if nothing changes as far as the core attitudes of the people in charge are concerned, don't expect future "alter calls" to be any more effective than recent ones.

I do have to say that I have the greatest respect and admiration for a lot of the people who tirelessly fight for motorcycle rights year after year. Personally, I am too realistic to fight a war that can't be won but I certainly applaud your zeal if not your good sense. If it means anything to you, I very much appreciate you people who continue to fight the good fight.

Frank Saxton
life member,
A.B.A.T.E. of Oregon
Frankie@Easyrider.com

Salem Chapter (continued from page 10)

great party with the *One Night Stand*. I am so glad that I went and partied my birthday there. It was well run and well done. Can't wait until next year.

That's all folks. Keep smiling and waving at the other motor vehicles. They will either wonder if they know you or wonder what you have been up to.

Kindest regards,

Michelle J. FitzHenry a.k.a. *Chapter Goddess*

<http://home.earthlink.net/~abateinfo>
salemchapterabate@earthlink.net
(503)-787-4618

Apathy Demon

by Nic Oliver

To all *A.B.A.T.E. Of Oregon* members,

It is good to be back in Oregon after seven years in Arizona, but I am disheartened to find *A.B.A.T.E. of Oregon* in the clutches of the demon of apathy.

It seems the core group of members that was fighting for our rights back then is virtually the same as now. What confuses me is that each and every one of us knew what *A.B.A.T.E. of Oregon* was about when we joined. Each of us knew that all of us had to work together to get freedom of choice back on the helmet issue and to guard ourselves against the passage of unfair regulations regarding motorcycling. You knew this and I knew this! *A.B.A.T.E. of Oregon* is *not* a social club!

It is a grassroots motorcycle rights organization. (M.R.O.) Each one of us has to get off of our butts and do some work if we want to achieve our goals.

Think about it!

If it takes one person eight hours to do a job then that means if eight people work together the job will be done in one hour and everyone wins!

The work is easier on everyone and there would be more time left for everyone to enjoy themselves.

Imagine it like this: If each of us gave just one hour a week, that equates to over 2,000 hours each and every week that is spent on protecting our rights/freedoms. The average job is 40 hours a week, which leaves 128 hours a week for each of us to spend as we wish. That means that if each

of us gives just one hour a week then more hours will be spent on protecting our rights/freedoms in one week than any one of us will spend at work for an entire year!

That math is pretty simple isn't it?

Then when the committee at the capital held it's hearings why were there only four people there? Where were the over 2,000 other members?

Come on people!

We are not talking about this being a full time job! For your part you might be asked to write a couple of letters or make some phone calls or put up a lawn sign for a candidate who supports us or work for a couple of hours at one of our fund raisers or some other little thing that to us may seem inconsequential but it is important in the overall scheme of things.

Each and every one of us said we would help in the struggle to protect our freedoms/rights when we joined. We were not forced to join, instead we "chose" to serve each other and ourselves.

I am a 100% disabled veteran. I served this country once and I'm proud to have done so.

However, that was easy when compared to the ongoing fight to protect our rights/freedoms from others who want nothing less than to control our lives. They do this without regard to our wants or desires but by their own opinion that it is "for our own good/protection" as we are too stupid to make those choices for ourselves.

Personally, I want to be able to choose what I do, not be told. As long

as I'm not harming anyone else I should be able to choose what I do and how I ride. Don't you want that right for yourself? If you said "yes", then what are you going to do about it?

All of us have excuses for not doing anything. What if our founding fathers felt like that? What if we had no volunteer military to fight for us? What if all of us said, "All I want to do is party?", or "I'm not showing up till the beer is there" or "my work schedule takes all my time." or "I pay my dues!"

Just how long does it take to write a couple of letters or to make a couple of phone calls? Our founding fathers willingly gave up everything for you to be free.

A.B.A.T.E. of Oregon is not asking for that much, just for your help!

I guess the real question is this: What are your freedoms worth to you?

I am sure that some of you are asking yourselves, "Just who does this loudmouth think he is talking to me like that?"

Well, I am a member of *A.B.A.T.E. of Oregon*, just like you!

Also, just like you, I volunteered to help *A.B.A.T.E. of Oregon* in it's struggle to protect all of our rights/freedoms. I also served *A.B.A.T.E. of Oregon* as an officer at the state level and the chapter level for several years.

Yes, I can be abrasive and I have a big mouth.

I also have chosen to be a part of protecting our rights/freedoms and to support each other in this fight, just like you!

I am asking each and every member to remember that the organization called *A.B.A.T.E. of Oregon* is *you!*

The 1-5% members who consistently give of themselves and work all the time can't do the job without the rest of you helping them. Your dues are only a small part of your voluntary obligation which barely pays for the monthly newsmagazines.

I'm not a member trying to win a popularity contest.

I'm here to help protect our rights/freedoms.

I have been called an irritant and I hope to continue to irritate those lawmakers who are trying to take away our freedoms enough so that they will stop, at least for now, trying to control my life and the lives of those I have chosen to work for and with, to protect those who enjoy motorcycling, freedom and the pursuit of happiness as guaranteed under the constitution. (A bit of paraphrasing there, but it is how I feel.)

These are the facts, people. They may not be pleasing or pretty but that doesn't make them any less real!

Here is another fact: Unless we *all* work together, *we will lose!*

Think about this: We can win together or we can lose together.

It is your choice!

If all that you can do is bitch and complain and you do not help in the struggle then we *will* lose!

All of us need each other.

I, for one, am not about to give up or quit the fight.

What is your choice?

Freedom isn't free

Nic Oliver

life member #38

Signs Of The Times

Check Out This Texaco Station In Keizer, Oregon



This is a gas station in Keizer. I thought it was great that they would do this. The station is at the corner of Cummings Lane and River Road North.

The photo was taken by Steve Zander.

Kindest regards,
Michelle J. FitzHenry

Independence For Independents

Small Willamette Valley City Has Two Bike Shops



River City Cycle (not to be confused with our gorge chapter) is reputed to have some of the best deals on road rubber to keep yer scoot rolling along comfortably. He also does insurance and custom work. Don't forget to check out their t-shirts. Located at the end of 10th street after turning south off of the main drag.



Located on highway 51 just north of the greater metropolitan Independence area, *Wheelsmith* is *not* a bicycle shop. They have a machine shop and do bike restorations and some fabrication.



Check out the metalflake green rolling frame that's parked outside during business hours. Just drop yer goodies into it and other riders will be "oohing" and "awing" you whenever you roll to a stop.

There's even a *Brooks and Terry's* expresso stand across the street so you can grab a caffeine fix and baggel to enjoy at the picnic table in front of *Wheelsmith*.

***BikePAC* of Oregon Crash Report**

www.BikePAC.com 503-347-0524

The purpose of this form is to allow *BikePAC* to track your motorcycle crash and to follow what legal action may be taken, if any, by the police or district attorney, against the party at fault. We would also like to follow the case with you, and let us know what the outcome was, either as to any criminal charge against the other party, or whether you settled any civil claim or had to go to trial or arbitration to get it handled. Ultimately, *BikePAC* may use this information, anonymously of course, to show the legislature the actual problems Oregon motorcyclists face every day in our legal system, and which laws may need changing. We are specifically interested in tracking what criminal punishment is meted out to drivers who are hurting and killing Oregon motorcyclists.

Please submit this form ***even if you do not have all the information***. We will use this form to track the event anyway. Please submit as soon as possible. If you need additional paper to finish this, please feel free to do so. Please print carefully. Thank you.

R.M. "Randy" Phipps
legislative director—*BikePAC of Oregon*

Your name, address, phone and e-mail:

Date of motorcycle crash:

Location (mile marker, intersection, city or nearest town or street address):

What happened? Left turned, rear ended, broadsided, etc, and the nature and extent of any ***injury*** to rider(s).

Was anyone ***cited*** or ***arrested***? If anyone was, please provide the name of the person cited, the nature of the criminal or traffic charge, the name and location of the court, the name of the district attorney handling the prosecution, and any other pertinent details or case numbers:

Victim's name (s), address, license number (driver and vehicle), year and make of vehicle(s):

Other driver(s) info (name, address, license number, state issued by, etc.):

Law officer who attended (name, department (police, sheriff, state trooper), badge number (B.P.S.T. number in Oregon):

Please submit to **Sam Hochberg** and **Gunny**, either via FAX at 503-224-3869, or mail to the following address:

Sam Hochberg
Attorney at law
720 SW Washington, #750
Portland, Or. 97205

DISCLAIMER: By submitting this information to the law firm of *Sam Hochberg & Associates*, you are ***not*** thereby creating a lawyer-client relationship for purposes of the crash or any other purpose, and the law firm assumes no responsibility as to any claims you may have regarding this accident. This form is ***not*** a solicitation for your case. If you do desire representation or consultation from *Sam Hochberg & Associates*, ***do not use this form***, but contact the firm separately at the above address, via e-mail at **SamBikeLaw@aol.com**, or call **(503)-224-1106** or **1-(800)-347-1106**.

From yer . . .



Easier To Loose Than To Regain

c.o.e.— 45



by Rot Path

Ridin' a bike is ten per cent physical and ninety per cent spiritual.

On the open road very little physical effort is required to stay upright and aimed in the general direction you want to roll. That leaves your senses immersed in the world around you, which in turn nourishes the spirit within. The thrum of engine and tires soothes the creative portion of your mind, letting it play and discover news ways of looking at life. (Many tribal people use drumming to accomplish the same sort of mental separation.)

Hang around any group of bikers for awhile and you soon learn one of their greatest passions is the freedom to ride. Anything that reduces that ability to experience the open road is to be contested.

Which is why so many bikers are also becoming active in legislative matters. It's too easy for lazy or prejudiced politicians to enact uninformed regulations that severely restrict motorcyclists' freedoms. We know not to expect help from the general population because motorcycle restrictions don't directly affect them. We've learned that we have to help ourselves.

And bikers have become very politically savvy.

When Oregon politicians have attempted to define what kind of helmets we must wear, how high our handlebars are to be, or how we get fuel, we've fought back and won. Riders got fired up. We blanketed the front the of capitol building with bikes and bikers several times a year. We turned up and testified at committee hearings. We wrote letters. Some even became precinct committee persons and affected party policy towards motorcyclists.

Its worked before. It can work again.

But politicians are not the only threat to freedom faced by rider and non-rider alike. Too often public office holders are influenced by well financed lobbyists, political action committees, and corporations seeking personably favorable conditions to increase profit margins at any cost.

Now there is nothing inherently wrong in our culture with profit-making. But when profit-making becomes a corporate obsession to the exclusion of people's well-being and pursuit of happiness, it crosses the line into the realm of mental illness.

And when well-funded corporations misrepresent the truth or outright lie to achieve a reduction in people's freedoms as a means to increase their obscene profits, we the people must become informed, join together, and rise up and stop them.

One such attempt to wrest freedom, local control, and money from communities is underway right now at the federal level. Yet the vast majority of Americans are unaware that the *very* rich telephone companies are behind three pieces of federal legislation would allow them to provide cable television without paying any local rental (franchise fees) for using our public right-of-ways for their fiber and cables.

Lack of local franchise fees translates into lack of local control. (If you think local cable companies are unresponsive now, imagine trying to get a local problem fixed by a national cable corporation.)

House resolution 3146 and senate bills 1349 and 1504 would erode a little bit more of our individual and community freedom, giving them to national corporations who hardly need them except

as a means to increase their bloated profit margins.

It's not too late to get involved. Phone your senators and representatives and persuade them not to support the telephone companies' bills. (The irony will be profound.)

It's great practice for defending biker's freedoms.

*October
When big old fat golden
maple leaves parachute
to ground, giving back
what they've taken from
the earth.*

— Pat Henderson

(not continued on another page)

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: rotnews@open.org

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.)

Thanks go out to Michael Van Osdol of South Coast Chapter for the concept of "Spooktober" used throughout this issue. (This is just the sort of thing that happens in the background when e-mailing.)

2005 RUN LISTINGS

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

01 Oct 2005	<i>Teddy Bear Poker Run- Central Oregon</i>	Bend	(541)-382-6146
01 Oct 2005	Biker night- <i>Salem</i>	Salem	(503)-787-4209
08 Oct 2005	Casino Night- <i>Willametter Valley</i>		
15 Oct 2005	ABATE/BikePAC Planning Session	Cottage Grove	
16 Oct 2005	2nd toy run - <i>JoCo</i>	Grant's Pass	(541)-471-6049
22 Oct 2005	<i>NCOM regional conference</i>	Portland	
05 Nov 2005	Biker night- <i>Salem</i>	Stayton	(503)-787-4209
19 Nov 2005	Toy run- <i>Washington County</i>	Tigard	(503)-
11 Dec 2005	Toy run- <i>Salem</i>		(503)-



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.

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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:

rotnews@open.org

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

Graphics format used is: 200 dpi 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

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

Spooktober 2005

samhain

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Central Oregon Teddy Bear Run Bend ----- Salem Chapter Biker Night Salem
2 Southeast Portland 1200 (12:00 pm)	3  new moon solar eclipse - 0333	4 Lincoln County 1900 (7:00 pm) ----- River City 1900 (7:00 pm)	5 Northeast Portland 1930 (7:30 pm)	6 Josephine County 1900 (7:00 pm)	7	8 STATE BOARD MEETING Senior Center-Junction City 1200 (12:00 pm) Run committee 1100 (11:00 am) Willamette Valley Casino Night Veneta
9 Central Oregon 1400 (2:00 pm) ----- Columbia River 1230 (12:30 pm)	10  2nd quarter moon Columbus totally misses India	11 Washington Co. 1930 (7:30 pm)	12	13 Willamette Valley 1900 (7:00 pm)	14	15 ABATE/BikePAC Planning Session VFW-Cottage Grove
16 South Coast 1300 (1 pm) ----- Southeast Portland noon Josephine County Toy Run Grant's Pass	17  full moon (blood moon)	18 Douglas County 1900 (7:00 pm) ----- Lincoln County 1900 (7:00 pm) ----- River City 1900 (7:00 pm)	19 Northeast Portland 1930 (7:30 pm)	20 Hub City 1900 (7:00 pm)	21	22 N.C.O.M. Regional Conference Portland airport Sheraton
23 Salem 1400 (2:00 pm)	24  4th quarter moon	25 Washington Co. 1930 (7:30 pm)	26	27 North Coast 1900 (7:00 pm)	28	29
30 daylight savings time ends - young people no longer have to wait in the dark for school buses	31 samhain/halloween					



Central Oregon ABATE Chapter Presents
8th Annual
Teddy Bear Poker Run
October 1, 2005

Group ride beginning at the Blackhorse Saloon
20585 Brinson Blvd., Bend 541-382-4270

Time: Gathering for breakfast 9:00 a.m.
Ride begins at 10:00 a.m.

The Teddy Bears will be delivered to all Central Oregon area hospital emergency rooms.



\$5.00/hand with a brand new Teddy Bear
\$10.00/hand no Teddy Bear
Door Prizes and 50/50 Raffle

CONTACTS: JOHN BAUMAN 541-382-6146 and ANDY DURAN 541-815-1490

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

*Contribution or gifts to ABATE of Oregon are not tax deductible as charitable contributions for federal income tax purposes
Sanctioned by ABATE of Oregon, Inc.*

BIKER NIGHT

SATURDAY OCTOBER 1, 2005

MACLEAY COUNTRY INN
8342 MACLEAY ROAD S.E.
SALEM, OREGON
7:00 P.M.



Donation at door: \$2 per Person or \$3 per Couple

Bring a TOY & Can of FOOD

Raffle for Door Prizes: \$1 each or 6/\$5

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

For Information Call:
Michelle (503) 787-4209
Kathie (503) 831-1807
White Trash Choppers
(503) 391-0739

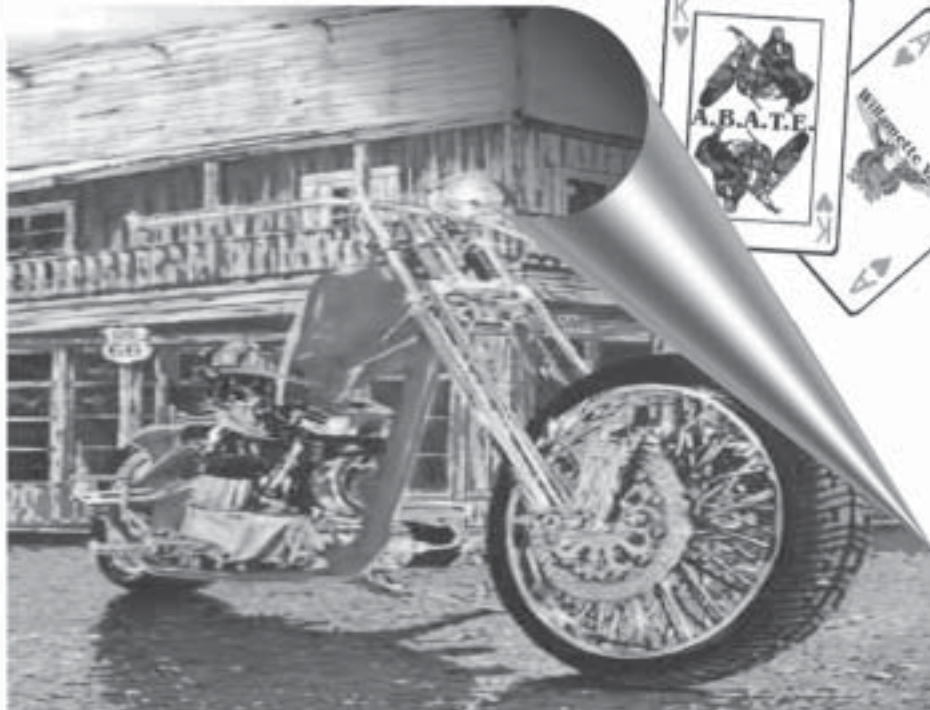
Raffle proceeds, food, & toys benefit local community!

**Toy Run Sunday, December 11, 2005, 10 a.m., K-Mart
at Mission & 25th, Salem**



CASINO NIGHT & AUCTION

SAT., OCT. 8 - YUKON JACK'S



4th & W. BROADWAY
 VENETA
 Danny-935-1921

GAMBLING
2pm to 6pm
AUCTION
6pm to 8pm
Live Music
9pm

For Information Contact:
 Ruth: 541-935-6261
 Peggy: 541-349-9864

GAMBLING, FRIENDS & LOTS OF FUN
EVERYONE WELCOME

BLACK-JACK TABLES & 50/50 DRAWING
(Everyone Please Bring Usable Auction Items)

This Event is Sanctioned By A.B.A.T.E. of Oregon Inc. Contributions or Gifts to ABATE of Oregon are Not Deductible as Charitable Contributions for Federal Income Tax Purposes. Funds Raised Will Be Used To Support Our Activities Defending YOUR RIGHT TO RIDE FREE.
 ABATE of Oregon Web Site: <http://www.abateoforegon.org>
 Willamette Valley ABATE Web Site: <http://wvabateoforegon.com>

Dedicated to Freedom of the Road



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



BikePac of Oregon, Inc.

Be a part of the solution!

ALL MEMBERS ARE WELCOME AND NEEDED!!!

**Cottage Grove VFW,
3160 Hillside Drive,
Cottage Grove, OR.**

(See map on the back)

2005/2006 Annual Planning Session

Saturday, October 15, 2005

A Saturday morning snack and lunch will be provided.

9:00 a.m. thru 6:00 p.m.

For more information call or email Joe Laurance:

541-679-3775 or Coordinator@abateoforegon.net

A.B.A.T.E. of Oregon proceeds go to fund motorcycle awareness, education,
safety and liberty through community involvement and legislative action.

Contributions or gifts to A.B.A.T.E. of Oregon, Inc. are not tax deductible as charitable contributions
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www.abateoforegon.net

Cottage Grove
(the city)

A.B.A.T.E. of Oregon
and
BikePAC of Oregon

Planning Session

15 October 2005

9:00 a.m. to 6:00 p.m.

Exit 170 I-5



(6th Street)

3160



V.F.W.

(Taylor Butte Road)

Hillside Drive

V.F.W. Hall
3160 Hillside Drive
Cottage Grove, Oregon
(I-5 exit 170)

I-5

(6th Street)

EVERYONE IS INVITED!! Please join us!!

2nd Annual Toy Run

Sunday, Oct. 16th 2005

1:00 pm

Fruitdale Grange
1440 Parkdale Drive
Grants Pass
(corner of RR Hwy. & Parkdale)

Josephine County Chapter

Bring a new toy &
a side dish

Toy Run to benefit:

Siskiyou Community Health Center, Project Baby Check
& Ready Set Go

POTLUCK
50-50 & PRIZE RAFFLE
SILENT AUCTION

MUSIC PERFORMED BY
LEAD FOOT BAND

New Toys
& Cash
Donations
Gladly
Accepted
and Always
Appreciated



Ride through town
*weather
permitting.



For more information call
Pat (541)-471-6049 or (541)-659-8715
www.abateoforegon.org

Sanctioned by ABATE of Oregon, Inc.
*Contributions or gifts to ABATE of Oregon are
not deductible as charitable contributions for
federal income tax purposes.



BOARD OF DIRECTORS MEETING AND

REGION I SEMINAR

Alaska- California- Hawaii- Idaho- Oregon- Washington

AGENDA - OCTOBER 22, 2005

10:00a.m. - 12:00Noon

FREEDOM OF THE ROAD THROUGHOUT THE NATION

Butch Harbaugh- Chairman, NCOM Legislative Task Force

GET OUR PEOPLE ELECTED TO PUBLIC OFFICE

State Senator Gary George- NCOM Legislative Task Force Member

12:00p.m. - 1:00p.m.

LUNCH

1:00p.m. - 2:45p.m.

BEYOND HELMETS- OTHER LEGAL ISSUES IN OUR REGION

Marty Fox, A.L.M. Attorney, Washington

Sam Hochberg, A.L.M. Attorney, Oregon

2:45p.m. - 3:00p.m.

BREAK

3:00p.m. - 4:00p.m.

REGIONAL MEETING

Legislative and Legal Problems In Our Region

Moderators, Richard Bright and Jeff Rabe- NCOM-Board of Directors

4:00p.m. - 5:00p.m.

PROPOSED NEW FEDERAL GANG LAWS

AND IT'S EFFECTS ON YOUR RIGHTS

Jim Hernandez, Professor of Criminal Justice

5:00p.m. - 5:15p.m.

BREAK

5:15p.m. - 6:00p.m.

CONFEDERATION OF CLUBS REGIONAL MEETING

Moderator Longview Tom, Gypsy Joker MC, Chairman Oregon COC

Reports from Representatives of Each Confederation Present

7:00p.m.

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Columbus, Night and Day

a Deep Red story

by R. O'Toole

"Happy Columbus Day, D.R.," called out Mona as she cut her engine and rolled to a stop next to where D.R. was parking her bike in front of *Apricot Annie's*.

"It ain't today, is it?" mumbled D.R. swinging a long red leather-clad leg over the seat and letting her Nighttrain lean to the left. "Oh damnit, damnit, damnit!" she wheezed as she caught the bike by its handle bars and tried to keep it from rolling onto its side.

"Wouldn't it be easier to put the stand down first?" offered Mona, snapping her own down and leaning her bike onto it.

"Cute!" grunted D.R., the muscles of her arms and exposed midriff staining magnificently to keep her vintage bike from falling onto its side. "How 'bout some help here?"

Mona was already off her bike and applying her ample form to helping pull D.R.'s bike upright.

"Thanks," gasped D.R. as the bike was righted and she toed the sidestand down. Letting the bike onto the stand, she leaned on the seat catching her breath. "I hate doing that."

"You'd think you'd learn by now," observed Mona, not being particularly helpful or sympathetic as she freed her dark hair and shook it out.

"Yeah?" asked D.R. straightening up and releasing her own scarlet tresses. "Well, someone distracted me with Columbus stuff."

"Since when do dead explorers get your attention?" asked Mona as they stowed their riding gear.

"They don't," grouched D.R. "Had

a rough Saturday last night."

"Sounds like you need some caffeine injected into your bloodstream," suggested Mona as they headed inside their favorite hangout. "Or versa-visa."

They paused just inside the door as their eyes acclimated from the bright Indian Summer sunshine outside. D.R. slender frame shivered.

"Those who don't remember the past are condemned to repeat the eleventh grade."

— James Loewen

"Greetings fair ladies of the road!" called out a reedy voice from the shadows.

"Oh great!" mumbled D.R., "Now my Sunday just got rough too. Com'on." She led the way to the bar where Jordon the bar tender was already pouring two steaming mugs of coffee.

"Monday," said Mona, nodding as Jordon raised an eyebrow and a small pitcher of cream.

"What?" asked D.R., sounding strained as she gratefully enfolded a hot mug in her hands, savoring the freshly brewed aroma.

"Columbus Day is Monday, not today," stated Mona sipping her coffee, nodding and winking at Jordon.

"Right you are," piped up the reedy voice from just behind them.

D.R. started, barely avoiding sloshing hot coffee on herself. "Damn it, limeball, don't sneak up on us like that!"

Newton Dewey, his nearly incandescent green riding suit unzipped enough to expose his plaid bowtie, laid hands on their shoulders. "My apologies good ladies." D.R. shrugged his cold fingers off angrily. "I did not intend to startle you." Mona patted his hand where it remained on her shoulder.

"Why the hell do you talk like that?" flared D.R. "Why can't you talk like a real guy instead of what's-his-name, Don Juan?"

"I think she means Don Quixote," explained Mona to Newton. He squeezed her shoulder, enjoying the touch of his fingers on her olive skin made possible by her habit of cutting the sleeves off her black t-shirts. "Lighten up redhead," she said shifting her focus to D.R. "How many other bikers have admiring groupies?"

"Why the hell couldn't he stay in California?" grouched D.R. before applying herself to lowering the level of coffee in her mug.

"I am not bothered by the outbursts of fair Dulcenea," explained Newton gallantly. "Ironically, it was the Spanish who financed Columbus's first trip to the Americas." D.R. rolled her eyes.

"First trip?" asked Mona, surprised. "I thought he just discovered America, then went home and died in poverty."

"Oh no," admonished Newton,

leaning forward and discovering views down D.R.'s red leather halter top and where Mona had removed the collar of her t-shirt and cut a deep V in the front. Both women were still displaying the effects of wind chill. His grip on Mona's shoulder tightened convulsively as he sought to regain control of largely untapped emotions.

Mona winced slightly. "Perhaps you should drag up a stool and tell us about it," she suggested, gently prying his fingers from her skin.

"What?!" exclaimed D.R. "I had more than enough American history in school. I already know this story and don't need to hear it again." She shot a dark look at Newton who was pulling a stool over and crowding it between them. "Especially from *him*." He was unaware of the glare from D.R.'s unusual set of eyes – one green, the other albino.

"Oh, drink your coffee and stop being such a grouch," commented Mona as Newton clumsily clamored onto his stool, brushing and bumping them both, possibly accidentally. "You might actually learn something."

"What the hell is a forty-seven year old virgin going to teach me?" declared D.R. "How to tie a bowtie?"

"Do you want to know how?" asked Newton earnestly, settling in between the women, his legs touching their's. D.R. rotated on her stool enough to break contact, saying nothing more, concentrating on her coffee.

"Well," continued Newton, oblivious to social niceties. "It seems that Columbus wasn't just interested in exploration. When he found a land untapped by Europeans, he returned the following year with a much larger, well-armed expedition and the intent of extracting gold and other valuables

for his own use."

"Well, I suppose that since he discovered America, he should be allowed some profit for his troubles," ventured Mona.

"But he *didn't* discover America," asserted Newton. "How can you 'discover' a place where other people have been living for thousands of years?"

"Yeah, he's got a point," conceded D.R. reluctantly.

"And he wasn't even the first person from the eastern side of the Atlantic to reach the Americas," continued Newton.

"Oh yeah," mused D.R., "I remember reading about that Swiss guy on the raft when I was a kid. What was his name? Thor something?"

It was Newton's turn to roll his eyes.

"Sheese, D.R.," wondered Mona, her dark eyes wide in disbelief, "are you going to tell us he saved Holland by sticking his hammer in a dike?"

"History was never my favorite subject," sulked D.R.

"I believe you were referring to Thor Heyerdahl and his Polynesian raft journey in the Pacific."

Mona leaned around Newton to playfully poke D.R.'s shoulder. "You got the wrong guy, the wrong trip, and the wrong ocean."

Newton's back arched involuntarily as Mona's full softness brushed forth and back against his arm.

"Wasn't it Lief Erikson?" asked Mona settling back on her stool. "Didn't he find Greenland or someplace then go back to Norway?"

A shuddering sigh escaped from Newton, torn between the women's fragmented knowledge and the sensuality he was experiencing from

their close proximity. Reluctantly he recalled himself to historical matters as another bike rumbled up to park outside.

"Actually," confided Newton leaning toward Mona and lightly placing a hand on her thigh, "the Norse had a well-established colony on Greenland from the tenth to sixteenth centuries. They were exporting wood from Labrador to Greenland. There is even the possibility that they may have reached as far south as the New England area centuries before Columbus set sail."

"Now just a minute," declared Mona, straightening, "some of my ancestors were Italian. It was Columbus and Columbus alone who found the way to America."

"Hey, hey," chimed in D.R. "I just remembered something I heard as a kid about some Irish priest who sailed across the north Atlantic in a leather boat. I think he got to Iceland and other places." Mona looked skeptical. "This was *years* before yer Columbus."

"And of course there are the Olmec stone heads in Mexico," stated Newton, trying to lightly place a hand on D.R.'s thigh, which was firmly brushed off.

"And who are Olmec stoners when they're at home?" asked Mona's ol' man, plopping down onto the stool on the other side of her. Newton quickly withdrew his hand from her leg.

"Um . . ." flustered Newton, "they were, uh, a Mexican tribe, actually."

Mona's ol' man signaled for his own cup of java, then regarded Newton

(continued on next page)

Columbus, Night and Day

(continued from previous page)

with his head cocked to one side. "What about them?"

"They, uh, carved nine-foot high stone statues in southeast Mexico facing the Atlantic."

"Like those ones on that island in the Pacific?" asked D.R. in spite of herself.

"Somewhat similar," agreed Newton, turning away from Mona's ol' man's hooded gaze. "Except that the Mexican statues have Negroid features."

"What?" exclaimed all three listeners.

"How can that be?" demanded D.R.

"When were they made?" asked Mona suspiciously.

"They've been dated as having been created somewhere between the sixth and seventh centuries."

"Ah! About the time of the Irish," declared D.R.

"Uh, B.C., actually," amended Newton.

"B . . .?" began Mona, slightly aghast.

"C." finished Newton, slightly smugly.

Mona's ol' man looked thoughtful. "Hmm, yeah."

D.R. leaned forward to look at him. "You knew about this?"

"I used to hear things from other kids at school who were more African than me."

"More African' . . .?"

"Yeah, well, most folks with curly hair have a touch Africa somewhere in their family history."

"Guess I never really thought about it."

"Okay," interjected Mona, "why were these Mexican tribes making

African statues so long before Columbus?"

"Because," declared Newton, "there is a very real possibility that Afro-Phoenicians may have visited Mexico at that time. Whether by intent or accident, scholars are unsure. They can't even agree if the trips actually happened. But there is strong evidence that they did."

"Huh. Might have," observed Mona. "If all this stuff *might* have happened then why bother with it?"

"Well *Im* damn well interested in it," declared Mona's ol' man. "It might have been my ancestors who found America instead of yours."

"Your forgetting my Dene blood, aren't you?" shot back Mona.

"What little there is of it," retorted her ol' man.

"There's enough. Tribes were here before any of the Afro-Europeans blundered their way here."

"I thought you were Italian proud of Chris blundering his way here," put in D.R.

"Well, . . . I am," admitted Mona uncertainly. "At least his trip is well documented."

"That's true," put in Newton. "But not in U.S. high school history textbooks."



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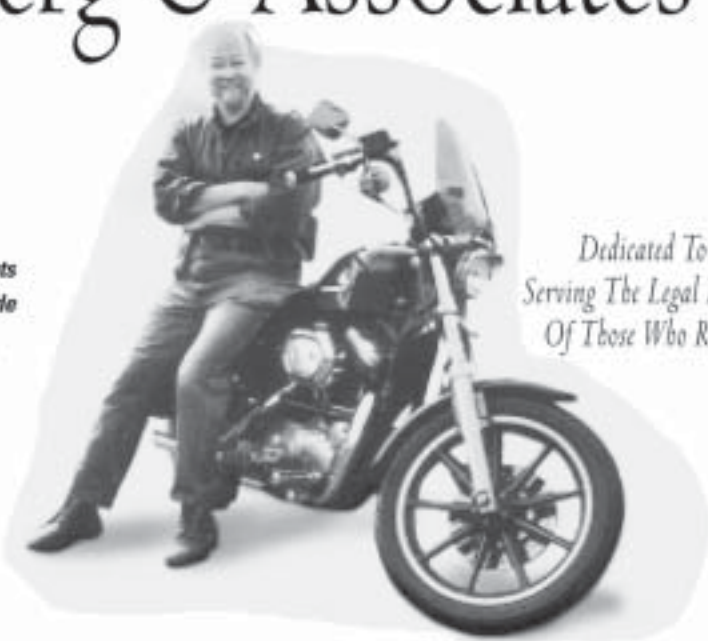
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- ☆ Receive RMLS agent info DIRECT, updated daily

ENJOY ULTIMATE FREEDOM & CONTROL!

Details at www.johnlscott.com/terrif or call TOLL FREE 800-215-2775 Ext 2705

Who understands your needs better than another scooter tramp?

Terri Fiyalko, REALTOR®, John L. Scott, (503) 543-3751 Commercial & Residential Property

LOVE LEATHERS ON THE MOVE!



07 May 2005, 1145 – Over 500 bikes leave the ol' outpost home on St. John's road for a ten mile rural ride to Ridgefield, Washington

1912 NE 179th St.
Ridgefield, WA ,98642
(360)-823-2300



J.R. Sims entertains over 2,000 Love friends at the grand opening

- FABULOUS RIDING APPAREL INVENTORY
- BEAUTIFUL POOL TABLE
- 1/3 MILE EAST OF I-5
- FREE REFRESHMENTS INSIDE

OPEN 9-7 DAILY

RIDE ON OUR HIDE

YOU WILL SIMPLY LOVE
OUR 8,500 SQUARE FOOT
NEW COUNTRY STORE



Chaps and Vests
Coats and Boots

CRUZ-IN LEATHERERS

503-656-CRUZ 2789



HOURS:
 Mon - Fri 9am - 6pm
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Jewelry
Sun Glasses
Saddle Bags
and much more!

Stop in and check out our monthly specials!

16641 SE 82nd Drive, Suite 103, Clackamas, OR



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.



Angela Earl 
 Broker
<http://www.AngelaEarl.com>



6110 N. Lombard Street
 Portland, Oregon 97203
 Office (503)-286-5826 x 118
 Fax (503)-283-6300
 Mobile (971)-219-8207
 E-mail angela_earl@century21.com
 Website www.century21peninsula.com
Each office is independently owned and operated.

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
(Clackamas County)	(503)-655-8521
(Multnomah County)	(503)-248-5050
(Washington County)	(503)-629-0111
(Clark County, Washington)	(360)-699-2446

Road and weather information:

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

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

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

name: phone number: location:

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	X		
Dale Hix	(541)-548-1633	Redmond	X	X	X			X		
Ed Miller	(541)-923-5503	Redmond		X	X	X	X	X		X
Richard Shurley	(541)-549-8180	Bend	X	X	X	X				

Lincoln County area

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
Walt Young	(541)-336-9550	central coast	X	X	X		X			
Dan the Wizard	(541)-961-3207	central coast	X	X		X	X	X	X	X
Brenden Kane	(541)-265-3535	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
John Waterbury	(503)738-5475	Seaside	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		
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	

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 rotnews@open.org, or send your information to *A.B.A.T.E. of Oregon*.

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Duffy's Revived Road List

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 K L A T O L
 U S G O S
 P E

name: phone number: location:

South Coast area (continued)

Ross Pipe Works	(541)-290-1958	Coquille		X	X		X	X
Greg McNair	(541)-396-6477	Coquille	X	X	X	X	X	X
Joseph Laurance	(541)-679-3775	Dillard	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

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
Debbie and Brian Done	(503)-357-5620		X	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

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

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

name: phone number: location:

Washington County area (continued)

Greg GoatboyVaughn	(503)-502-4229(c)		X	X	X	X	X	X	X	X
Mark Pratt	(503)-357-1727		X	X	X	X	X	X	X	X
Cindy Henderson	(503)-648-6047		X	X	X	X	X	X	X	X
Ed Vaughn	(503)-646-2060		X	X	X	X	X	X	X	X
Ted and Jill Tracy	1-(877)-552-2283 toll-free		X	X	X	X	X	X	X	X
Kent and Pat Gore	(503)-848-7653		X	X	X	X	X	X	X	X
Dave and Diane Hansen	(503)-357-5091		X	X	X	X	X	X	X	X
Troy Davis	(503)-260-6451		X	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					
Jim Drew	(541)-782-1136	Oakridge	X	X		X	X			X
Michelle FitzHenry	(541)-787-4209	Falls City	X	X	X	X	X	X	X	X
Gary&Carolyn Freeman	(541)-760-1827(c)	Philomath/Corvallis	X	X	X	X	X	X	X	X
Bryan Freitas	(503)-793-9641	Eugene	X	X	X	X	X	X	X	X
Rod Hatter	(541)-744-2494	Springfield	X			X	X			X
Ted & Sandy Hudgins	(541)-513-6216(c)			X	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
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
Stan Smith	(541)-895-4072	Creswell	X	X		X				X
Warren Tegge	(541)-344-0344	Eugene	X					X		X
Ron Vonsild	(541)-924-3969	Albany	X	X	X	X	X	X	X	X

other areas

Jay & Kathy Hadley	(541)-836-7548	Highway 38	X	X	X	X			X	
Ray & Kathy DeMelo	(503)-393-2201	Keizer		X	X			X	X	

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Revised: May 2005

A.B.A.T.E. PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
_____	AYP2	Year Pin - 2 yr. member - blue	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue	3.00	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue	4.00	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	5.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	5.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	5.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	3.00	_____
_____	AFP	Fossil Pin	5.00	_____
_____	ACWP	ABATE Uplifted Wing- 5 color on white	5.00	_____
_____	ALH	ABATE Logo Hats	15.00	_____
_____	CW	Screw The Helmet pin	3.00	_____
_____	AFRTS	ABATE T-Shirts	15.00	_____
_____		Long sleeve T-shirts	20.00	_____
_____	Sm_____ Med_____ Lg_____ X-Lg_____ 2X_____			_____
_____	AFRTL	ABATE Sweatshirts	25.00	_____
_____	Sm_____ Med_____ Lg_____ X-Lg_____ 2X_____			_____
_____		Polo shirts	20.00	_____
_____		Ladies V-neck shirts	20.00	_____
_____		Ladies crew neck shirts	20.00	_____



YEAR PIN



New!
Long-sleeved black shirt with A.B.A.T.E. logo -- \$40

ABATE PINS



MISCELLANEOUS

ABATE T-SHIRTS


Chapter Logo setup fee with each order = \$15.00 (One time charge)



NOTE: Assorted Colors.

(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)

NOTE: A.B.A.T.E. Chapter orders -- Please contact Products Director *before* placing order.

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL	
_____	AWS-L	ABATE Wing Sticker - black/red (left side)	3.00	_____	
_____	AWS-R	ABATE Wing Sticker - black/red (right side)	3.00	_____	
_____	AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	5.00	_____	
_____	AMS	ABATE #1 Membership Sticker - large, 5 color	3.00	_____	
_____	HLS	HELMET LAWS SUCK Sticker - small	1.00	_____	STICKERS
_____	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	1.00	_____	
_____	ACWS	Warning Sticker: "This Bike Belongs To A Member of ABATE, Don't Mess With It"	2.50	_____	
_____	HLSB	HELMET LAWS SUCK Bumper Stickers	3.00	_____	
_____	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Stickers	3.00	_____	
_____	MIM	UNITED WE STAND, DIVIDED WE FALL Patch	5.00	_____	
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available	1.25	_____	SPECIAL ORDER ITEMS
_____	LPSL	Loud Pipes Saves Lives	3.00	_____	
_____	AEP-L	Straight Wing Eagle pin	5.00	_____	
_____	EAP	Eagle Pin	5.00	_____	
_____		Chapter Coordinator	5.00	_____	OFFICER ROCKERS (special order items)
_____		Chapter Vice-Coordinator	5.00	_____	
_____		Chapter Secretary	5.00	_____	
_____		Chapter Membership Secretary	5.00	_____	
_____		Chapter Treasurer	5.00	_____	
_____		Chapter Historian	5.00	_____	
_____		Chapter Legislator	5.00	_____	
_____		Chapter Educational Director	5.00	_____	
_____		Chapter Ways & Means Director	5.00	_____	
_____		Chapter Sergeant-At-Arms	5.00	_____	
_____		Chapter Public Relations Director	5.00	_____	
_____		Chapter State Representative	5.00	_____	
_____		Chapter Rockers- (Need to be ordered by Chapter Ways & Means Director)		_____	



Sub Total _____

Shipping & Handling Charges

Under \$25.00 = **\$6.50**
\$25.01-\$100.00 = **\$8.50**

T-shirts (over 1 Doz.) shipping **\$8.00**

TOTAL _____

Thank you for your order ;-)

mail order to: **A.B.A.T.E. PRODUCTS**
att. Products Director
P.O. Box 4504
Portland, ORegon 97208

PHONE: (503)-362-9136

E-MAIL:

Date _____

Prepaid _____

Name _____ Phone Number (_____) - _____

Street Address (for UPS shipping) _____

City _____ State _____ ZIP code _____



NOTE: A.B.A.T.E. Chapter orders -- Please contact Products Director before placing order.

Chapter orders require chapter check or state representative purchase at state board meeting.

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 Advarrrrtiments

For Sale

1981 iron head *Sportster*. Lowered, with large four gallon tank, rebuilt top end, new paint, clutch, seat, primary chain, and many other new parts. **\$4,000** or best offer. **(503)-493-1352**

(Oct 2005)

New S&S carb "G" complete kit. A/C manifold set with *Divinci* venturi kit. **\$300**

1970 shovel frame. Everything except shock bolts and swing arm bearings, seals. **\$800**. Jim Ziebarth **(541)-472-0924**

(Oct 2005)

For Sale

Woman's medium *First Gear* jacket, black leather/carbon fiber gloves (men's, small), and flat black Scorpion helmet (men's, medium) to match bike. Please call Mary Nelson at **(541)-914-1760** or Joyce and Bobby Nelson at **(541)-726-1556** (evenings only).

(Nov 2005)

1988 *Harley-Davidson FXR*, 53K original miles, blue and silver with much chrome, S&S carb, straight pipes, bags, good tires. Senior-owned. **\$9,500**, some trade. Call **(541)-592-3570** between 10 am and 8 pm.

(Nov 2005)

Lost Or Found

Found – *Harley-Davidson* hard saddlebag cover, black with top rail and *ElectraGlide* metal logo on I-84 at milepost 66 westbound around August 1. It can be claimed by contacting *River City Chapter* through Brian Stovall at **(541)-298-1317** or **gulducati@gorge.net**

Found at *Cow Chip Boogie*: a ladies ring. If you can identify it call **1-(360)-636-4494**, ask for Debby Ingram, secretary *Cowlitz County A.B.A.T.E.* **debbyi360@aol.com**

Answer to September CRYPTOGRAM

She moved on in and dropped her anchor,
Her smooth tanned skin made me hanker,
To walk her decks, to sail her fast,
And run my bunting up her mast.

— Pat Henderson

Spooktober Cryptogram

CQQB MTFOWB, MQT ZORAR' RJVO MQTPOJT

DQ BFC DSO BARD OWKHQROB SOTO;

PHORD PO DSO XJW YSQ RU JTOR DSORO RDQWOR,

JWD KATRD PO SO YSQ XQLOR XI PQWOR.

— RSJVORUOJTOR' OUFDJUS

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

HOW CRYPTOGRAMS WORK: The idea here is that each letter in the cryptogram represents a letter of the alphabet. ("Y" might equal "L" for instance.) Look for word patterns to help establish which word is what. (Single letters will be "I" or "A"; "the" and "and" are common three-letter words; the most widely used English letter is "E".)

Spies used to send messages using cryptograms because they kept their opponents busy trying to crack the code while the spies went about their skulldruggery.

Now days cryptograms is mostly recreational.

These advertisements are for personal items only and are free to Oregon A.B.A.T.E. members. Each ad will run for three months. (Date in parenthesis is the last issue in which the ad will appear.) 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 2005

Position/Name:	Phone #:	E-mail:	FAX #:
COORDINATOR	1-(800)-xxx-xxxx (state-wide)		
Joe Laurance	(541)-nnn-nnnn	josephlaurance@charter.net	
VICE-COORDINATOR NORTH			
Ed Vaughn	(503)-646-2060	vaughned699@msn.com	
VICE-COORDINATOR SOUTH			
Hal Fletcher	(541) 688-4268	hlfletcher@esasigns.com	
VICE-COORDINATOR EAST			
Ed Miller	(541) 923-5503		
MEMBERSHIP SECRETARY	(503)-615-3101 (Portland area)		
Jill Tracy	1-(877)-552-2283	fourtracys@msn.com	(503)-615-0550
SECRETARY			
Charlie Hill	(541)-759-2388	abateoforegonsecretary@yahoo.com	
TREASURER			
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STATE AUDITOR			
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NEWSMAGAZINE EDITOR			
Rot Path	(503)-838-6893	rotnews@open.org	(503)-838-6893
LEGISLATIVE DIRECTOR			
Rick Maish	(541)-746-7837	lynandrick@msn.com	
SGT-AT-ARMS NORTH			
Randy Phipps	(503)-347-0524	neportabate@yahoo.com	
SGT-AT-ARMS SOUTH			
Al Sims	(541)-	hdalandmo@comcast.net	(541) 926-1312
SGT-AT-ARMS EAST			
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PRODUCTS DIRECTOR			
Margy Gunter	(503) 362-9136		
EDUCATION DIRECTOR-1			
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EDUCATION DIRECTOR-2			
Ricci Laurance	(541) 679-3775		
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FOSSIL COORDINATOR			
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Stephan Baton	(503)-761-3362	ondrd@comcast.net	
RUN COORDINATOR-2			
Ted Tracy	(503) 640-5766	fourtracys@msn.com	
HISTORIAN			
Iris Yeager	(541)-967-1286	mrsyeager@cybcon.com	
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CONFEDERATION OF CLUBS REP #1			
Michael Schneider	(541)-349-9864	dyna88mike@yahoo.com	
CONFEDERATION OF CLUBS REP #2			
Karen "Kornfed" Colvin	(503) 283-3054		

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

(Return address on reverse side)

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 YER
 STAMP

^-- fold along this line --^v

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 \$20
 ___ Couple membership \$25
 ___ Family membership \$30

Total number of members: _____
 Amount enclosed: \$ _____
 Date paid: _____

Chapter: _____	
New member ?	Renewal ?
Yes _____	Yes _____
No _____	_____
Patch Received ?	Membership #
Yes _____	
No _____	

Please send completed application to:

Membership Secretary
A.B.A.T.E. of Oregon, Inc.
P.O. Box 4504
Portland, Oregon
97208

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

ADDRESS SERVICE REQUESTED

PRESORTED STANDARD
U.S. POSTAGE
PAID

PORTLAND, OREGON
PERMIT No. 638

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

Biker Jo was a halloween rider,
And thinking of having some more "cider",
"But I won't lose my head,
And then wake up quite dead",
So the grim reaper didn't get to swipe her.

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**Change
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NEXT STATE BOARD MEETING:

Saturday, 08 October 2005 at noon
Sal Viking Senior Center; 245 W. 5th AV.,
Junction City, Oregon

RUN COMMITTEE MEETING at 11:00 a.m.

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CHAPTER MEETINGS

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

Chapter:	Date/Time:	Location:
Central Oregon	2 nd Sunday 1400 (2:00 ^{pm})	<i>Black Horse Saloon</i> ; Bend
Columbia River	2 nd Sunday 1230(12:30 ^{pm})	<i>The Spare Room</i> ; 4830 N. E. 42nd.; Portland
Douglas County	3 rd Tuesday 1900 (7 ^{pm})	<i>Round Table Pizza</i> ; Roseburg
Hub City	3 rd Thursday 1900 (7 ^{pm})	<i>Ciddici's Pizza</i> ; 133 Fifth Street; Albany
Josephine County	1 st Thursday 1900 (7 ^{pm})	<i>Abby's Pizza</i> ; 205 Beacon Drive; Grants Pass
Lincoln County	1 st & 3 rd Tues 1900 (7:00 ^{pm})	<i>American Legion Hall</i> , 424 W. Olive Street, Newport
North Coast	4 th Thusday 1900 (7 ^{pm})	<i>Moose Lodge</i> ; 420 17th Street; Astoria
Northeast Portland	1 st & 3 rd Wed 1930(7:30 ^{pm})	<i>Round Table Pizza</i> ; 4141 NE 122 nd .; Portland
River City	1 st & 3 rd Tues 1900 (7 ^{pm})	<i>Roadstop Restaurant</i> ; 2nd Street, The Dalles
Salem	4 th Sunday 1400 (2 ^{pm})	<i>Papa's Pizza</i> , 4550 Commercial Street, Salem
South Coast	3 rd Sunday 1300 (1 ^{pm})	<i>Gino's Pizza</i> ; 1324 Virginia Street; North Bend
Southeast Portland	1 st & 3 rd Sun 1200 (noon)	<i>M&M Restaurant & Lounge</i> ; 137 N. Main; Gresham
Washington County	2 nd & 4 th Tues 1930(7:30 ^{pm})	<i>Prime Time Sports Bar</i> ; 4202 Pacific Ave; Forest Grove
Willamette Valley	2 nd Thursday 1900 (7 ^{pm})	Veteran's Memorial Building 1626 Willamette Street; Eugene