

A.B.A.T.E.

of
Oregon, Inc.

Let Those Who Ride Decide

<http://www.abateoforegon.org>

September 2002



WHERE ARE WE ONE YEAR LATER?

We are approaching what will be one of this nation's most sombering anniversaries.

Please set aside a quiet time on the morning of 11 September to think about the people directly affected by the events of last year.

Give some spiritual solace to the people on those airliners who could not prevent their own destruction. Think about the selfless firefighters who, we've now learned, reached the 78th floor of the World Trade Center south tower and were preparing to put out the raging fires. Let your mind reach out and give comfort to all those who lost loved ones that day.

Government officials scrambling to reestablish control beseeched citizens to "get back to normal as quickly as possible."

We disagree.

One immediate result after the attacks was that people began to ask themselves, "What is important to each of us?"

The people who lost loved ones on 11 September 2001 know.

This has been a time to think about how we approach other peoples, our place in the world, what is *truly* important and what is presented as vital, but really isn't.

This will also be a day for national reflection.

Let us ensure that we remain true to the core values of liberty, justice, and respect that are the foundation this country was built on.

Other countries offered their condolences and aid, including our often overshadowed neighbors to the north, Canada. Despite protests over foreign policies, the United States is still viewed as a generous nation when disaster strikes in other parts of the planet. It should not be shameful for us to accept aid when it is our turn to need it.

Immediately after the collapse of the World Trade Center towers, there was a movement to erase them from movies and television programs. Their sight was just too painful a reminder of what had happened.

But now I *want* to see images of the towers.

I want to see images of them standing proud in the skyline.

How have the events of September 11th affected the missions of A.B.A.T.E. and other motorcycle rights organizations?

The concept of "homeland security" strikes at the very heart of the freedoms

we have struggled so long to achieve. With a pen stroke, our hard-fought gains can be wiped out in a moment of hysterical over reaction.

These are difficult times, not only for ourselves, but for people who associate with bikers. They must balance in their minds any media negative stereotyping with what they know to be true based on their personal experiences interacting with us. More than ever we must bring our positive democratic work to public attention.

We must remain vigilant not only against further terrorist attacks, but for public officials who overreact to events and take away the very liberties that many of us have strived so long to achieve or preserve.

Our country was given a bloody nose on 11 September.

We are surviving.

We've honored our fallen.

We've cleaned up the mess that somebody else made.

We are putting ourselves back together.

But we cannot forget.

-- Rot Path (c.o.e.)

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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 on.

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

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

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

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

-- Rot Path

MISSION STATEMENT

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

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

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

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

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

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

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

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

President Gerald Ford on May 5, 1976.

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

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

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

So, there you have it.

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

by Bill Bish
Executive Coordinator,
National Coalition of Motorcyclists
A.B.A.T.E. of California
(reprinted with permission)

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

P.O. Box 4504
Portland, Oregon 97208

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Crusty ol' editor -- Rot Path

rotnews@open.org
(503)-838-6893 (voice and FAX)

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Where's the pi from August?

Coordinator's Comments

Hello Everyone:

Hope all is going well for you and your families.

It's been a nice hot summer . . . well, maybe just a bit too hot (especially since I work outside — no air-conditioned office for me!)

Your state officers have been very busy this summer.

Jim Niece (Vice-Coordinator North) and Melinda McCrossen (Public Relations) worked hard revising the *Member Handbook* and new *Officer Descriptions*.

Joe Laurance (Vice-Coordinator South) has run a couple State Board meetings for me as I participated at other activities. Joe had a great time at the M.R.F.'s *Best of the West*, and is looking forward to the *Meeting of the Minds* in September.

Bob Hadley, (Vice-Coordinator East) is always ready to help on issues in his region. Bob led a great bunch of *Central Oregon* members to the July State Board meeting. We appreciated their participation, and remind all chapters that the State Board meetings are open to all members. Come and visit!

Probably the busiest of our state officers is Jill Tracy (Membership Secretary). We reached 2,000 active members in June! That's fantastic, but it sure keeps her busy! I wonder how Mother did that job for so many years? Thank you, Mother, for all your hard work!

The Recording Secretary, Charlie Hill, makes it to every State Board meeting, and does a great job getting the meeting minutes out in a timely manner.

The State Treasurer, Wendy Vaughn, has also been busy this summer. She is finishing her internship to become a Team Oregon instructor, along with her full-time job, not to mention keeping up with Ed Vaughn, the *Confederation of Clubs* representative.

Carla Richesin (Chapter Auditor) is

working on tax matters and keeping the chapter treasuries up-to-date.

And, of course, Rot Path is settling in as the Newsletter Editor, and doing a great job.

Rick Maish (Legislative Director) is keeping in touch with BikePAC and is keeping us all informed about the upcoming elections, and other legislative issues, along with the BikePAC representative, Brian Stovall.

In the last issue, I thanked some folks for their hard work they did at *Fossil*. I don't know how it happened (My spell-checker? Or just my cruddy typing) but Matt Hobbs' name was printed as Mike . . . *Oops!* We all know that Matt is married to Michelle Hobbs, (Products Director) and they make a great team. Michelle is busy coming up with new products to offer for sale, so look for those soon. And, sorry about the misspelling Mike, I mean *Matt!* [That's okay Ned . . . *Ted!*]

Cole Hembree (Sergeant at Arms South) is busy as the Chapter Coordinator for *Hub City*, along with his state duties. Cole will be attending *Meeting of the Minds* also, and is looking forward to meeting other motorcycle rights activists from around the world.

I can't forget to mention Keith Odoms (Sergeant at Arms East) who we expect great things from him in the future.

Geoff White (Education Director I) and Nora Rohde (Education Director II) are always busy spreading the word on A.B.A.T.E.'s Motorcycle Awareness Program.

Melinda McCrossen (Public Relations) has also been busy helping Rotten Roger (Run Coordinator I) plan the big holiday

Swap Meet that A.B.A.T.E. of Oregon is putting on November 17th at the Armory in Portland. Be sure to mark that date on your calendar. Rotten Roger is also busy getting plans underway for *Fossil 2003!*

Kurt Speas (Run Coordinator II) is



by Ted Tracy

always busy helping the *Lincoln County* chapter, and Kurt is also excited to be attending the *Meeting of the Minds* this year.

Iris Yeager (Historian) keeps our history in order, but is always looking for more, so send your photos with dates and names to Iris to include in the A.B.A.T.E. chronicles.

Ron Bloker (Sanctioning) took on a demanding job, especially this year, with the difficulty we had in locating insurance for events. He rose to the challenge and was able to find an affordable policy that offered good coverage.

Mad Dog (Webmaster) does a wonderful job keeping the A.B.A.T.E. web page fresh and interesting.

Chris Anderson was recently elected to the Quartermaster job, and he has a job in front of him compiling the inventory list, but I know he will be up to the challenge.

Brian Stovall and all the BikePAC folks are doing a great job gearing up for the elections and the next legislative session.

Speaking of elections, please help out when you can. Telephone calls and lawn signs are two easy ways to help the candidate of your choice, and to let them get to know you! We all need to work to help get biker friendly candidates elected to office.

Stay cool! -- Ted

Contact Your Coordinator

phone:

Portland area: **(503)-615-3101**
long distance **1-(877)-552-2283**

FAX:

(503)-615-0550

e-mail:

tntfam@europa.com

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

Central Oregon Chapter

A total of twenty-three members and guests present.

We started our meeting with the pledge of allegiance, under God even!

Statewide, A.B.A.T.E. has 2,000 members.

Yeah!

Chapter-wise, we have sixty-six current members for Central Oregon.

We made \$25 at a booth selling brownies. Sorry these were plain brownies at the *All Day Biker Blowout* held in Bend. Thank you Craig and Rose for manning this booth.

We now have life insurance (\$1,000) as part of our membership in A.B.A.T.E.

Several of our members met with C.O.B.R.A. [*Editor's note — wonder what C.O.B.R.A. stands for? Perhaps it could be: Can't Outlaw Biker's Rights, America*] to help sort out new teddy bears and other animals from all the used animals. C.O.B.R.A. kept the used ones. We, as a chapter, kept the new ones for our annual *Teddy Bear Run* on Saturday, 05 October 2002. We will meet at the *Black Horse Saloon* in Bend at 10:00 am. Flyers to come as we get closer to the date of the run.

[*Another editor's note — you only have one newsletter issue left before your run, so if you want the flyer in the October issue, you need to get it to Sanctioning now.*]

Ideas about a Central Oregon A.B.A.T.E. blood run were discussed. The main thought was to establish a reserve A.B.A.T.E. blood bank for all members, when or if needed. Sounds like a good idea.

Also discussed was getting a group rate for *Airlife* [*Yet another editor's note — What is "Airlife"?*] as A.B.A.T.E.

members. More research will be done on this.

The 50/50 raffle was won by John B. who donated all but \$10 back into our account.

Our new meeting time is the third Thursday at 6:00 pm at the new old Redmond Hotel banquet room in Redmond, Oregon.

CENTRAL OREGON MEETING TIME and PLACE

3rd Thursday at 1830 (6:30pm)
Redmond Hotel
Redmond, Oregon

POINT of CONTACT

John Baumann (541)-382-6146
Jay Swartz (541)-389-6773

CHAPTER ADDRESS:

17505 Snow Creek Road
Bend, OR 97701

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

Columbia River Chapter

We had a short meeting in August. Lee Austin, the *Southeast Portland* chapter co-ordinator, visited us and handed some Certificates of Appreciation to several chapter members who had helped with *Run 21*. Lee and his chapter did a great job on a run that has the potential to be one of the best in the state of Oregon, if not in the west. Great music and great vibes from the attendees and lots of freedom, an increasingly rare commodity these days. The 2002 *Run 21* demonstrated that adults can act like adults and still have a lot of fun. Way to go, *Southeast*. *Columbia River* will be there again next year supporting you.

Ken Ray also visited us. He gave a run down on some scary *E.P.A.* action involving emission controls. This is another issue that we must address or motorcycles as we know them will be gone. *BikePAC* and *M.R.F.* will be circulating details on what we can do.

I also had to inform Ken that I would not be leading another legislative attempt to pass a non-discrimination bill in the next session. When I tried last year, I received few stories of incidents of discrimination against bikers and unless you have those stories, legislators will not get excited enough to pass legislation. If there are incidents that are still occurring, then let me know and I may reconsider my position. It takes a lot of time and effort to lead a legislative change and I am not willing to do so unless there is a burning need and the live bodies willing to show up in Salem and testify.

After the meeting Lee, Aaron, Sammy and I rode up to the new

Summer Run site to check it out. I will report on the run in the next newsletter.

We are still eagerly awaiting Kornfed's report of the *N.C.O.M.* Convention in New Orleans.

Ray Payton would have won \$50 in the membership drawing had he attended the meeting.

The owners of the *U&I*, the place that we meet, donated some items to give to children, including school supplies. We are giving those items to the kids at the Shriners' Hospital and to the kids who went to the *Summer Run*. Thanks, folks, for the donation.

Finally, Donny (a.k.a. Santa Claus) is bartending at the *U&I* during the week. Drop by and say hello.

Spike

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

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

POINT of CONTACT

Spike (503)-282-4604

CHAPTER ADDRESS:

P.O. Box 11817
Portland, OR 97211

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

Douglas County Chapter

June is for riding.

With that statement it tells what's going on in our chapter. The majority voted for Sunday afternoon meetings and now we hardly get a turn out. I know I missed the June 2nd meeting to attend the Blackjack poker run in Lane County.

Other members went with me.

The big event that some of us went to was of course *Iron Horse* on June 21st through June 23rd. It was huge this year. One sign-up worker told me that it was approaching 10,000. I don't know if this is true but I know it was bigger than last year. However the lousy bands in my estimation should bring attendance down next year. I hope we do better for *S.O.S.* in Wolfcreek for music. Last years bands for both these event were super. Once again that's my opinion and not that of Oregon State A.B.A.T.E.

Our actual paid attendance has dropped according to Mary , our Membership Secretary. We are down around 87 paid members as opposed to 114 we had at one time. Other changes are happening that I will report on next month. Also we will tell you how much fun we had at *Coos River* by then.

Be safe and ride alot , summer doesn't last long.

Joe Brumbach
Chapter Secretary.

DOUGLAS COUNTY MEETING TIME and PLACE

1st Sunday at 1230 (12:30pm)
Round Table Pizza
Roseburg

POINT of CONTACT

Geno Reed (541)-679-7331

CHAPTER ADDRESS:

P.O. Box 501
Roseburg, OR 97470

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

Hub City Chapter

Howdy all

Well *Hub City Chapter* of this fine organization [A.B.A.T.E. of Oregon] is finally out of kindergarten.

We have managed to last one year so far.

I would like to show my appreciation to all the folks who have made this possible. When all this was started the response to starting a new chapter was very positive. There were those who thought that there might not be enough people to make this work.

We sure fooled them.

From 7 to 72 members strong and still growing. We are gaining strength in our membership with every meeting.

We have one more clean up day on the highway and we will get our adopt a highway sign placed on highway 34, between highway 99E and the railroad tracks heading toward Corvallis. This will not only get A.B.A.T.E. on a sign, but it's going on a well traveled highway.

In our local area.

In this case, the cost of advertisement is real cheap.

By the time you all read this the fun at *Beaver Creek* will be a vivid memory to those of us who were lucky enough to be able to attend. Sorry to those few of you who couldn't be with us but hey, there is always next year.

I feel the need to let those of you who don't want to get personally involved in all the political stuff we do throughout the year, but still want to get together for breakfast and a ride, you have a place in life after all:

The first Saturday of every month

Humpty's Dump

Albany Oregon

9 AM

Welcome to the life of the *Patriot Riders*.

Founded and fed by those who simply like to ride.

Hope to see you sometime soon.

Cole

Chapter coordinator

20 June 2002

Meeting called to order at 19:22 by Cole Hembree.

Pledge of Allegiance.

Moment of silence for our missing and fallen.

Introduction of guests:

Rot Path, Dennis Ritchie and Kim Fella
Reading of the minutes waived as copies were passed around.

Officer Roll Call and Reports:

Coordinator – The *Poker Run rocked!*
Congratulations to *everyone*. Debbie will be preparing a letter to A.M.C. thanking them for our H.O.G. folks!

At *Fossil* we had the most people per capita of any other A.B.A.T.E. chapter.

We got letters of thanks from *Crabtree Tavern* and from *Dixie Creek*. They want to be included again next year.

Treasurer, Cliff McCalley — We took in \$624 from the poker run. We had a total of \$30 overhead and our ending balance in the checking account is \$843.75! Suggestions for improving the next poker run should be put on hold just to bask in the glory for now.

Membership Secretary, Mark Fowler - We are up to 72 members now. Discussed the free live insurance which comes with membership.

Quartermaster - Kathy -- Will be ordering patches now that we have the money in our account.

Historian – on the phone so we skipped her.

State Board Rep – Mel Yeager
No State Board Report. The next report will have *Best of the West*.

At the *BikePAC* meeting they discussed

what we will be considering in the way of bills and O.A.R.'s. Discussed the headlight issue, the helmet law, felony for running down a biker, discrimination law. ***For all the flack we give Mel over his long reports, we are lucky to have him!***

Old Business

Poker Run Certificates – Mel will get them to Debbie

New Business

Don't fuel up where there are three pumps and only one hose.

Tum Tum Run (Patriot Riders) is the 20th of July to Blodgett (B.Y.O.B.) – No Charge. Saturday 9:00 AM at *Humpty's* for the *Patriot Riders* meeting.

Independence Day Ride – Newsletter page 39

Western Day Parade in Monmouth at the college campus on July 4th. Can call Rot Path for more information.

Northwest Biker magazine put out by John and Robin Zobrist

50/50 drawing was \$26.00 - won by

Cole who donated it back to the chapter. Thank you Cole. There were 29 people at the meeting!

The next meeting will be July 18 (3rd Thursday) at 7:00 PM at Pizza Hut in Albany.

The meeting was adjourned at 2047.

HUB CITY MEETING TIME
and PLACE

3rd Thursday at 1900 (7pm)
Pizza Hut at Heritage Mall
Albany

POINT of CONTACT
Cliff McCalley (541)-926-8363

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

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

Lincoln County Chapter



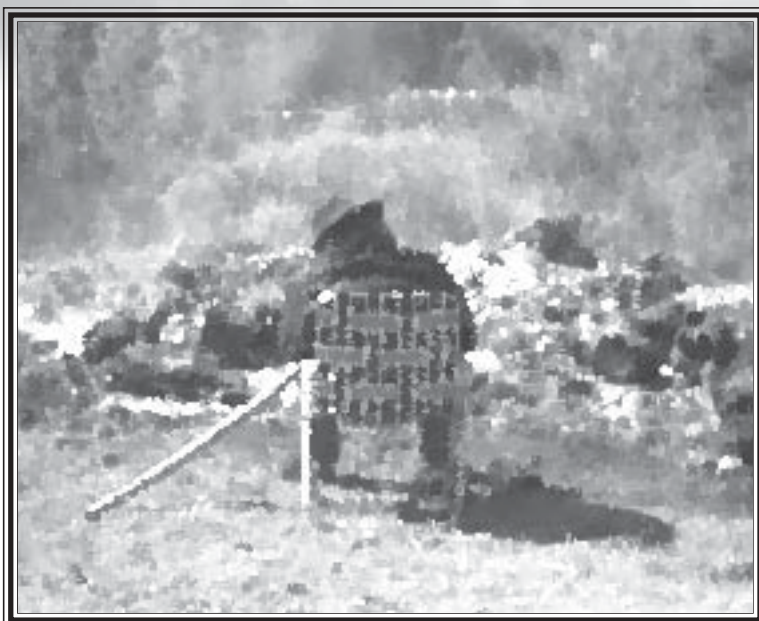
More photos on page 53

LINCOLN COUNTY MEETING TIMES and PLACE

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

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

CHAPTER ADDRESS:
P.O. Box 614
Waldport, OR 97394



Photos by Cole Hembree and Crowleydy.
Frame grabs and electronic processing by Rot Path.

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

North Coast Chapter

We've been having our meetings at our local Merts Campus building on the 4th. Saturday mornings at 10 am. This change from week night meetings seems to positive for the members and we gain the advantage of a possible ride afterwards. We have a drawing every meeting of the entire membership for a name. If present that member wins fifty dollars and if not the amount goes up every meeting by \$5.00. Not the best reason for being at the meetings but a nice surprise.

Our July meeting brought to us the news that Oregon state budget cuts have affected driver's education and it seems our Education Officer will be finding creative ways to get our Motorcycle Awareness message across. Do I hear an ominous warning that we have young drivers not only without the benefit of driver's training but also without an awareness of riders? Thankfully, Al Jaques, our Education man is already looking for alternative ways to get our message to young drivers.

One of *North Coast Chapter's* methods of fund raising is our coffee trailer and we recently had it at *Cow Chip* under the leadership of Christina and Jeff and helped by Bill R and Betty K and Kris K and yet more folks. Their efforts along with the money our fellow A.B.A.T.E. members spend at the coffee trailer are appreciated and of course the coffee trailer will be at *End Of Summer* this up coming September 20th weekend at Birkenfeld. This plug is not only to remind you of this combined Washington County Chapter and

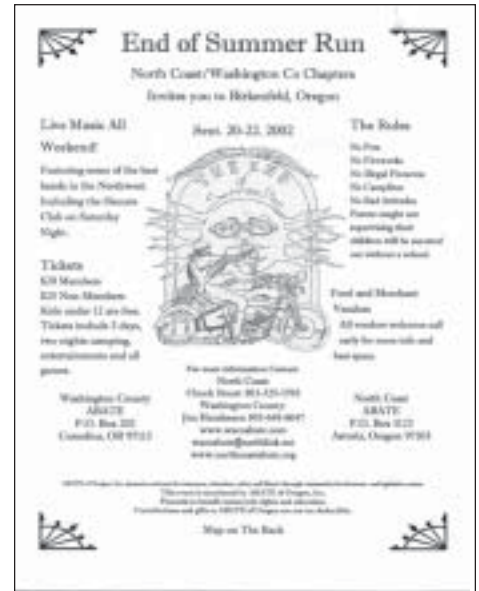
North Coast Chapter gala event but when you're there (I know you will not want to miss this run) don't forget the *North Coast A.B.A.T.E.* coffee trailer has smokes, soda, munchies and who knows maybe even earplugs for the early retirees.

The weather is great out here on the coast and we would enjoy a visit from you any time but come out on a 4th Saturday, catch us at our meeting and let's go for a ride afterwards. There are always riders present looking for an excuse to enjoy the day.

Did I write *North Coast* enough? Seems I might have been a little stingy identifying what chapter report this is!

Fraternally,

Chuck Stuart



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

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

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

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

Northeast Portland Chapter

Hello Everyone!

Well the *Northeast Chapter* is going pretty strong with total membership now at 106 members and continuing to climb.

Check out the pages of this tome and you will find a flyer for our Poker Run that will be held on Saturday, August 31st. It promises to be a nice ride in West Portland with some great stops along the way. And of course great people to associate with! We are planning to finish the route at the *Highway House Tavern* on Northeast Portland Boulevard.

We've elected new officers and they are as follows:

Coordinator	Crow
Secretary	Bev
Membership Sec	Kat
Treasurer	Tim
Sgt-at-Arms #1	Diesel
Sgt-at-Arms #2	Lightning
Ways and Means	Marty
Legislative Director	Diesel
Public Relations	Randy
Historian/Web Page	Oopy
Toy Run Rep	Mike
Chaplain	Mike

Nuptials occurred at *Paucho's Run* on Sunday, July 13th with Stan Taylor and his beautiful new bride, Heather, being married at the run. It was a beautiful sunny day for a wedding. Congratulation you guys – we all wish you a long and happy life together!!

Well, that's all for this month. Stay tuned, catch a meeting sometime, will you?

Mike



Geoff White
Chief rabble
rouser.



Bev
secretary



Diesel Dave



Erin and Sammi



Lightning



Kat
membership



Mike
toy run
& chaplin



Marty



Oopy
Historian and
web page

N.E. PORTLAND MEETING
TIMES and PLACE
 1st and 3rd Wednesdays at 1930
 (7:30pm)
 Round Table Pizza
 4141 NE 122nd -- Portland

POINT of CONTACT
 Rusty Taylor (503)-777-5121

CHAPTER ADDRESS:
 P.O. Box 5792
 Portland, OR 97228

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

River City Chapter

July 16, 2002

Old Business

Group Riding Protocols Rides are going well

Planned Rides Cow Chip, 7/21, River run, Latus Motors Diabetes Run, 7/27;

Beaver Creek is 8/10, 8/17, French's live band & beer, 8//24-25, Klickitat

Co Fair parking event

Safety no report

Adopt a Highway It's in the government's hands, Lynne watched the video for

all of us.

New Business

Coordinator's Comments:

Announcements:

Membership Drawing for \$25 was not won by David Hovland, it will be \$30 at the next meeting.

50/50 won by Teresa Hepker, donated back at \$9/\$9.

Thanks Teresa.

Adjourned 7:59 pm

Comments

We had a great day for *Fran's Run* (July 14), full of food, friends and fun. Thanks, Fran and Tad. It was good to ride with you on the way back. Hope you were warm enough. Last week we went on a 235 mile ride through Carson and over to Cougar (where it started raining. It was a soaker! Just a riminder, pack a coat every time, we live in Oregon (yes, I know all the rain was in Washington, but it's right next door).

Our regular meeting tonight was a good one. Mike and Delese brought cookies in honor of the new Road King that is even now getting a spiffy paint job to correct the color. He

should take possession at the end of the week. Congratulations!

Debra Lutje visited our meeting and is planning to join. Welcome, Debra, glad to see you enjoying that new bike.

Dave Hovland would have won the membership drawing for \$25 if he had been at the meeting, so it will be \$30 next meeting. Teresa Hepker won our 50/50 at \$9/\$9 & donate her share back to the chapter. Thanks, Teresa..

August 6, 2002

We had a small meeting due to lots of folks gone to Sturgis or elsewhere. Just 12 people, and two of them, Dennis and Bonnie White, were new members tonight.

Welcome to our group.

We had no Chapter list, so we did not hold that drawing tonight. It will be \$35 at the next meeting. Bonnie White won our 50/50 at \$8.50/\$8.50 and donated her share back to the Chapter. Thanks, Bonnie.

Called to order by Lynne at 7:06pm. 12 people present.

Pledge of allegiance. Led by Lynne.

Guests: New members Dennis and Bonnie White, welcome.

Minutes were waived on a motion by Pat, because they were presented in written form. Correspondence was a catalogue and copies of O.D.O.T. forms for the *Adopt-a-Highway* program.

Treasury Report is \$554.79.

Bills submitted: none.

Membership Report 89

Board Report: None

Legislative Report: E.P.A. draft regulations are out, lots of comments are needed.

Ways and Means Report: none

Public Relations Report: nothing new

Historian Report: none Need pictures

Old Business

Group Riding: *Diabetes Run* had 10 people and was very succesful

Planned Rides: *Beaver Creek* is 10 August; 17 August: French's live band and beer; 24-25 August: Klickitat Coounty Fair parking event

Safety: no report

Adopt-a-Highway: none

New Business

Coordinator's Comments:

Announcements:

Membership Drawing for \$30 was not held due to no list available, it will be \$35 next time.

50/50 won by Bonnie White, at \$8.50/\$8.50, and donated back to the Chapter. Thanks Bonnie.

Adjourned 7:29 pm

Upcoming meetings

September 3, 2002

7:00 PM

RIVER CITY MEETING**TIMES and PLACE**

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

Lone Pine Restaurant

335 Lone Pine Dr. -- The Dalles

(I-84 & US-197)

POINT of CONTACT

Lee Eikanas (509)-773-5076

Brian Stovall (541)-298-1317

CHAPTER ADDRESS:

P.O. Box 1422

The Dalles, OR 97058

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

Salem Chapter

Hi everyone,

We are starting to gear up for our annual toy run season, as many chapters are. Really hope to see our members get involved and come out for these events.

We are seeing more and more members coming out and it has been great. We have a 50/50 drawing each month. The more we have [at the meetings], the higher the pot. It is fun.

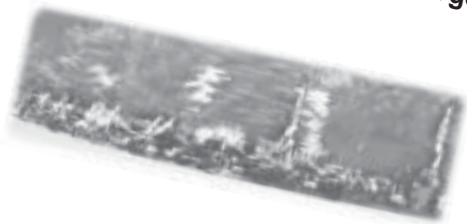
We are planning a ride for after the meeting on August 27th. Yet another way to add a little fun to the meeting.

[Murge]

Fox Creek Poker Run



A good meeting turn out.



Our interpid photographer, Marlene (on the right) during a Being John Malkovich moment in Nevada. (Who's she with, Madonna?)

SALEM MEETING TIME
and PLACE
 4th Tuesday at 1900 (7pm)
 Pietro's Pizza
 637 Hawthorne Ave NE--Salem

POINT of CONTACT
 Michelle and Morris
 (503)-371-7550

CHAPTER ADDRESS:
 P.O. Box 13957
 Salem, OR 97309

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

Southeast Portland Chapter

Hello to all you good people,

Well it happened and was it ever a good one?!?!

Run 21 was a great success.

Our run committee worked hard on this run and it really showed.

Maddog Productions did a great job with the bands. Friday night's bands were awesome. J.R. Sims was great at working up the crowd Saturday night for the main act,

Billy Gordon and the Blue Rockers.

Billy rocked us into the night with no interruptions from law enforcement!!!!

Birkenfeild is the place for us!!

The bike games were the best yet and the bike show was the biggest yet. There were too many fashion shows to mention, but thank you for the entertainment.

Hey, thanks to Rich and Karen for bringing up them *Run 21* girls!!!! They were so popular that Karen ran out of film!! Judy's (that's Haag not Cameron) Belly Contest was a hit as always. Thanks for letting me help girl!!!

Thank you to everyone who volunteered to make this run work.

Thank you to everyone [who] showed up to party with us.

All 569 of you!!!!!!!!!!!!!!!!!!!!!!!!!!!!

A special thanks, to the clean up crew. You all did a great job. Sso good in fact that Darren has invited us back next year.

Like I said, Birkenfeild is the place for us.

On to our next event.

We hope we saw a lot of you all at *Summer Run.*

Southeast Chapter is hosting *Summer*

Run this year.

All three chapters have worked hard to put this on.

Rusty pulled off getting a new site at the last minute. Hope you all had a good time.

More news on *Summer Run* next time.

Now on a personal note: I want to say a special thank you to every one [who] showed up for Jen's benefit. You all really rocked her world and mine too!!! It was such short notice but you all came through. Jen had an argument with Johns Fat Boy and she didn't win!!! Jen is a bartender and will be off her feet for several months to come. Thanks to her friends [who] showed up and those [who] are still sending in their contributions. We raised over \$1,000.00 for our sister's benefit.

Lastly, please remember the *All Portland Chapter Family Picnic.* The picnic is September 28th at Eagle Fern Park. Vicki and I hope to see you all there!!!!!!!!!!!!!!!!!!!!

Ride Safe,

Mammy Tami

P.S. I hope to have the results of the bike games and bike show from *Run 21* next time.

[*Editor's note: Tami is hereby cited for excessive use of exclamation marks.*]

To all my good friends,

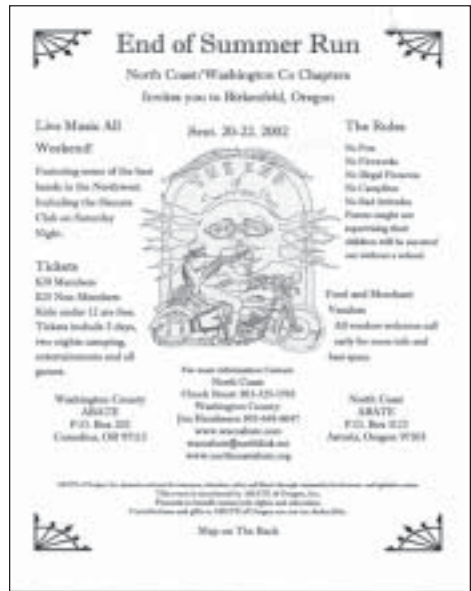
I wish to take this opportunity to

extend my sincere thank you. The benefit you guys put together meant more to me than you will ever know. Your friendship, love and support are as much a treasure to me as are all of you.

I am working on getting individual thank you notes to all of you.

Thank you again,

Jen "Waa" Eddy



S.E. Portland MEETING
TIMES and PLACE
 1st and 3rd Sundays at 1200 (noon)
 M/M Restaurant & Lounge
 137 N. Main -- Gresham

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

CHAPTER ADDRESS:
 P.O. Box 90233
 Portland, OR 97290

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

Southern Oregon Chapter

It has been a busy summer for a lot of us work and play going here and there and the heat in July and all the forest fire smoke in August.

At the August officers meeting we discussed when we should hold our election for our new officers for 2003, at the time I am writing this we haven't had our August general membership chapter meeting, but it is expected that we will have decided to hold election of officers in November this year and nominate in October.

Point is, our chapter needs some of you to get interested in being elected and come to the September general meeting and start getting interested in a position. And to let your brothers know who you are and where you want to volunteer your time and energy to keep our chapter going and working to support the mission statement and creed of A.B.A.T.E. of Oregon.

Another item of interest is the meeting day and time. We need you to come to the meetings and help decide if it should stay the same or consider changing to a day and time that is more suitable, to accommodate the attendance of the greatest number of chapter members. *Oregano's* has been good to us in providing our chapter with a meeting place.

Some times it is standing room only and other times, like in June, only 9 members showed up for the meeting, but that was right after Joe's Father's Day camp out. About a quarter of our membership showed up at his camp out and we had great time, just camping out, sitting around a fire shooting the breeze. No vendors, no games, and the music was the C.D.

player in someone's truck or the transistor radio on the picnic table. Most of us agreed to do it again next year. Who knows it might grow into an A.B.A.T.E. run.

Joe Vespoli, our chapter Run Coordinator, has been busy with overtime at work and some of the poker runs we were planning on got put off for lack of time to plan them, although Joe does have something in the works for this fall.

Vice coordinator Francois Martin went to the *Coos River Run* in July and reports that it was great party and a lot of fun.

I went to *Beaver Creek Run* in August and found it to [be] a lot of fun, a great party. The music was outstanding and the bonfire was the biggest one I have seen in years. When they torched off the twenty foot high pile of wood the flames must have been at least 40-50 feet high.

Going to the runs put on by other chapters is a good way to build the statewide brotherhood by meeting your brothers who belong to the other 13 chapters and if our chapter members attend other chapter events then the new brothers you meet there will be more inclined to attend our chapters events.

Also there is some legislation we need to fight and we need you to come to the meetings and write letters to fight it. So we really need everyone in our chapter to come to all of our fall meetings.

Herb Sweeten
Southern Oregon Chapter
State Representative



Herb Sweeten shows the Beaver Creek crowd how **real men** (from Southern Oregon) dismount their bikes.

(from video frame by Rot Path)


STATE OF JEFFERSON TOUR
2002
 The State of Jefferson Tour 2002, begins May 1, 2002 and ends September 30, 2002. It is a self-guided tour. There are suggested routes to assist you in planning your trips this summer, go to the places listed in your run passport, collect souvenirs. That can be anything that shows you were there, see your passport for accepted examples. We will provide you with a free door prize ticket for each stop you complete. We will be awarding plaques for 1st, 2nd, and 3rd places to the participants who complete the most number of the 50 tour stops.
Tour Passports are now on sale \$15.00
 Get your passport from Southern Oregon Chapter officers at Southern Oregon Chapter of A.B.A.T.E. of Oregon Inc. events or the general membership meeting held the third Sunday of each month at 2:00 pm in Gold Hill at Oregon Parks and Ports
AWARDS PICNIC
OCTOBER 13th, 2002
 Tom Flavin Park
 Grants Pass, Oregon
 Noon to dusk Salubrious \$2.00
 Free admission included (not picnic)
 Admission \$1.50 with run passport
 For more information Contact Southern Oregon Chapter members:
 Joe Vespoli 664-2734 or Fran Martin 664-2721-1000 or e-mail red23@charter.com
 A.B.A.T.E. of Oregon Inc. promotes motorcycle awareness, education, safety and liberty through motorcycle involvement and legislative action.
Memberships in A.B.A.T.E. of Oregon Inc. are available to individuals who are 18 years of age or older.

**SOUTHERN OREGON
MEETING TIME and PLACE**

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

POINT of CONTACT

Tim Rohde (541)-660-2729

CHAPTER ADDRESS:

P.O. Box 877
Phoenix, OR 97535

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

Washington County Chapter

For the second time in four days, some driver has tried to cut me off or has succeeded in doing so.

The first incident included a close call with my riding buddy, Debbie Done, as well.

Amazingly, the drivers involved were "mature" drivers. The first driver had to be over sixty, the second was at least thirty-five.

Maybe it's just a coincidence, but it got me to thinking — maybe we need to get our message out to the civic groups as well as the school kids.

The sixty year old could never say they did not see us. They made a choice to *not* pull over for the emergency vehicle. It was pretty close for Ma when she went to merge back to traffic and the driver of the car was overtaking us. She opted to slip behind the car.

Well, I have to tell you, that pissed me off. So instead of traveling at five miles per hour over the speed limit as the rest of traffic normally does, I admit I kept it right on the money. I'm sure this did not help matters for the driver of the car, but too bad. They are fortunate that Debbie is a good rider and does pay attention.

While I never got a red light to ask what their problem was with the emergency vehicle, I held my position in the left side of the lane. As the road widened for a left turn lane, they somehow got the impression I was going to make a left turn and they tried to pass me on the right.

Wrong.

I rolled on the throttle and held my position. This earned me about four blocks of horn at my back and a V-8 in the rearview mirror.

Yes, I could see their mouth working.

At their first opportunity, they made a turn and took a different route.

While it did not earn me any brownie points, I'm sure that I feel better for my actions. They would not have reached their destination any faster as the traffic

in front of me was never far from in front of me.

Funny thing about traffic.

The thirty-five year old would probably say they did not see me *because they weren't looking*.

When the sun shines, I am a road flare traveling down the freeway.

The lady in the truck behind me acknowledged the poor driving skill of the person who needed to get to the gym rather than wait for five cars at a light.

That's how many vehicles had the right-of-way — me and four others. Thanks for acknowledging the scariness that is behind the wheel. It must be some pretty important work if you cannot wait for five vehicles before pulling out in traffic.

My point with this venting is that it's not just the kids [who] need the teaching. I'm sure that each and every one of you have similar stories from your years of riding. It doesn't take long before you come across some inconsiderate or inattentive driver who just does not think about their actions or is so wrapped up in their own world that they fail to realize the potential consequences of their actions.

For those of you wondering about my temper and why I did not chase down either driver, I'm not ss sure that talking to either one of them would have helped. I was more concerned about Debbie than the driver, and too jaded about the other one to give it the effort. I saw the second driver make the decision to pull out and was able to react in time so that the driver behind me was not a threat to me.

So, enough about me.

Have you got your calendar marked for *End Of Summer Run* on 20-22 September at Birkenfeld? If you're going to be in the area or have the weekend free, please come on out and support *North Coast* and *Washington County* with this annual event. Camping, beer, bikes, vendors, food, music, and mud wrestling.

What could be better?

Our meetings have been pretty full. Winners have made off with pockets full of cash just for showing up! Both Thunder and Goldilocks won over \$20 each on the 50/50 drawings. Sue Kuhn-Powick did not win the membership drawing, so that made the pot even larger for John Hastings at the last meeting in July.

Our *August First Sunday Ride* was a bust. No one showed up because of the weather — I hope. So I went home and took care of things around the house.

Take care and ride safe.



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

[Editor's note -- Sadly, this is not the only tale of near-misses from cage drivers who weren't paying attention. See this month's editorial left-of-center.]

Our Officers at Work

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

10 August 2002

The meeting was called to order by our Vice Coordinator South, Joe Laurance at 12:20 with 10 of the 14 chapters represented. All chapters present were eligible to vote.

Pledge of Allegiance was recited.

Reading of the minutes from the July 13, 2002.

Corrections as follows per Jim Niece (Jim wanted this verbatim)

Jim Niece, Vice Coordinator North: BikePAC/*Confederation of Clubs* Representative officer duties descriptions.

The *State Officer Guidelines* have been updated to include the duty descriptions.

Member Handbook - As reported by Melinda, we both put in a lot of time on making the revised edition of the handbook a good one. Melinda has it on her computer and will put it on a C.D. so that we have a physical copy of it.

The "updated" bylaws that are in the July newsletter. (The copy of the bylaws that appeared in the May newsletter was not correct in content.) The bylaws that appear[ed] in the July newsletter are not updated, revised or changed bylaws. They are the bylaws that the board approved on 10 February 2001 and are correct in content.

*Annual Meeting*

Have been collecting information on the protocol/agenda for the meeting. Brian is handling the entertainment. Melinda will handle the guest speaker or the caterer [to be determined]. Melinda and I would like the board to consider moving the start time of the Board meeting to 10:00 - 10:30 a.m. for that day. We are envisioning a luncheon type annual meeting that may be more attractive to the potential attendees because it happens earlier in the day. We will need a summary of events from our historian, a yearly financial report from our treasurer and a summary report from the products officer, membership officer and public relations director. These reports should show the totals, successful actions, the high points, the significant things that are associated with A.B.A.T.E. of Oregon for the year 2002.

It was decided at the July State Board Meeting that the start time would remain at noon. Melinda said she didn't say anything about moving the meeting early.

Under New Business: #6, Stephen Baton questioned, Brian made a motion to table till next meeting, seconded by Cole regarding allegations of charter violation on *Southeast Portland* chapter over *Run 21*. The motion was carried. This will allow *Southeast Portland* members to attend the next board meeting and discuss the issue in full.

Coordinators Comments: Joe thanked those in attendance for coming to the *Beaver Creek Run*.



by Charlie Hill
State Recording Secretary

Correspondence: None

Guests: None

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

Legislative Director: Rick Maish not in attendance.

A.B.A.T.E.'s BikePAC Representative: Brain Stovall reports if you gave Brian your e-mail address you should have received an e-mail from *Motorcycle Rider's Foundation* [M.R.F.] regarding the E.P.A.-2 tier California emission regulations. You have ninety days to respond.

Ken feels we should be making appointments to see the legislators regarding this topic. We need as many people as possible to write or e-mail back a response since they count all contacts whether it be positive or negative.

Write using the official numbers and clearly state your opinion and tell them why you are for it or against it, such as the use of motorcycles instead of cars decrease the pollution. Hopefully you will be opposed. If you want e-mail's, give your e-mail address to Brian. If you would like to be on a committee, contact Randy or Ken.

Europe has the most motorcycles, with Asia coming in second. [The United States] are further down the line.

If your not an M.R.F. member, see Brian and he can sign you up today.

Brian discussed again the seven

legislative items and reminded all that only half the Senators are up for re-election. Find out who and get involved, maybe put out signs for them.

- #1 Helmet law
- #2 Vehicle assault
- #3 Anti-discrimination
- #4. Confiscation and return
- #5 H.I.P.P.A.
- #6 Headlight off
- #7 Lane splitting

Confederation of Clubs
 Representative: Ed Vaughn was not here.

Confederation of Clubs
 Representative II: Michael Schneider was not here.

Education Director: Geoff White was not here.

Education Director II: Nora Rohde was not here.

Membership Secretary: Jill Tracy was not here.

Newsletter Editor: Rot Path - reported the *Summer Run* is back on. He is missing newsletter [reports] from *Central Oregon, Columbia River, Lincoln County, South Coast, Southeast Portland, Southern Oregon,* and *Washington County*. The Coordinator, Education Director and Public Relations reports have not been turned in. Also need contact lists updated.

Products: Michelle Hobbs not here.

Public Relations: Melinda McCrossen reports that she and Roger have *Swap Meet* fliers and post cards. They are already promoting *Fossil 2003*. Melinda also wants to remind everyone that if you want your event published in the bike magazines, you need to give her the information at least six to eight months in advance.

State Run Coordinator: Rotten Roger reports that he has *Swap Meet* fliers here today. Don't just set them on the counter, pass them out. Get out and promote it. If you are doing an event that has vendors, remember to get a copy their insurance *before* the event. Swap meet vendor space will be members \$35 and non-members \$40. If you do a poker run or event without getting it sanctioned and you're doing it on your own, make sure you don't use chapter funds on these events.

State Run Coordinator II: Kurt Speas was not here.

Treasurer: Wendy Vaughn was not here.

Chapter Auditor: Carla Richesin was not here

Historian: Iris Yeager was not here.
 Webpage Editor: Maddog was not in attendance.

Vice-Coordinator North: Jim Niece had no report.

Vice-Coordinator South: Joe Laurance was running the meeting.

Vice-Coordinator East: Bob Hadley was not here.

Sergeant at Arms North: Matt Hobbs was not here.

Sergeant at Arms South: Cole Hembree had no report.

Sergeant at Arms East: Keith Odoms was not here.

Sanctioning Officer: Ron Bloker was not here.

Quartermaster: Chris Anderson was not here.

Committee Reports

1. Run Committee: Rick Maish, Ron Bloker, and Michelle Lipchitz — No report.

Unfinished Business

1. Annual Meeting - Jim Niece,

Brian Stovall and Melinda McCrossen.

New Business

1. Motion made by Melinda McCrossen, seconded by Brian requesting that A.B.A.T.E. of Oregon Inc. give Chris Vierra a lifetime A.B.A.T.E. membership for his outstanding service as A.B.A.T.E. of Oregon State Coordinator. Six were for, motion carried.

2. Motion made by Cherie Hembree, seconded by Cole to table all unfinished and further new business until next meeting when there are more people in attendance. Eight were for and one opposed; motion carried.

Meeting adjourned at 1:38 p.m.

Next meeting will be **September 14, 2002.**



Photos by Cole Hembree

Education Director

by Geoff White



Greetings from Nora Rohde and Geoff White,

Another summer is coming to an end, and another hopefully busy school year of motorcycle awareness classes is about to take off.

I'm still waiting to receive some of the last class reports, so I can tally our totals of classes and student attendance for the 2001 / 2002 school year.

Awareness instructors, please make an effort to get your reports to me so we can get an accurate count. These records will help to illustrate the dedication of groups like A.B.A.T.E. towards making our roads safer for all motorists.

The state legislature will be addressing agendas expanding the scope of driver education in our state to cover the topics of alternative forms of transportation such as motorcycles, bicycles, public transportation, and other forms of travel.

We have a program that will possibly be very useful to the schools when the topic of motorcycles and motorcycle/automobile interaction arises in the class lesson. We are the best reference that I can imagine for introducing the topic of motorcycle awareness so far, and with the support of many of our riders, we could bring the voice of the motorcyclist to a wide range of driver's education students.

Now is a great time to become part of a group that is truly striving towards presenting, in a positive manner, the needs and desires of a large motorcycling public in the state of Oregon. With the programs for

motorcycle rider training combined with the programs for driver awareness of motorcyclists, we will be successful in reducing the risks that are involved in our activity.

Ask any of our certified instructors how you can become a valuable contributor in this effort. The more people [who] we have involved means that more schools will be able to see our program, and possibly a few more riders will have a safer, more enjoyable ride.

I hope that A.B.A.T.E. will always be a leader in the field of motorcycle awareness. With your assistance, we will be able to keep the motorcyclist's agenda in the mainstream of driver awareness.

Please, also consider that there is always a need for chapter education directors to help keep the motorcycle awareness program organized on a chapter level.

We had a successful session with Team Oregon in July that provided twelve motorcyclists with an "M" on their driver's license. Twelve people took advantage of our ability for A.B.A.T.E. to request a special class to learn to ride or obtain their motorcycle endorsement status on their driver's license. Out of the twelve member class, six were A.B.A.T.E. members [who] received a fifty percent reimbursement for the class upon successful completion. (Some chapters have offered this reimbursement to encourage its members to get their endorsements. This reimbursement is a policy that is decided at a chapter level, so ask if your chapter will offer

it to you if you wish to take the Team Oregon basic motorcycle rider training class.) Three of the individuals [who] took this specific class were asked by the Team Oregon instructor to consider becoming an instructor for Team Oregon.

If the people [who] have earned their endorsements wish to have their names publicized, I'll post them at a later date. Congratulations to the "Distinguished Dozen"! Ride with pride, people!

It is a very good time to consider getting your contacts together for the teachers and classes for the upcoming school year's driver's education classes.

Many times you will find that a specific teacher has moved on, or another teacher has become involved. Often the outgoing teacher does not leave all of our information for the next teacher, so we have to somewhat "start all over". Try to contact the schools as soon as possible in the first few weeks to establish a line of communication with the coordinators of their driver's education programs. At this time, usually, the new teachers will be notified of our awareness program. Be patient, but remember, sometimes it takes a few calls to get reacquainted and back into their regular request lists. We still have our introduction packages to offer the schools that have not yet had our program, or have a new driver's education staff. Each chapter should have some of the pre-made introduction packages. However if you cannot locate one, please contact Nora Rohde or Geoff White and more will be sent to you.

Getting our "foot in the door" is always a goal, but keeping that foot in there is an ongoing process that we

can't overlook.

There is still a wonderful fall season of riding with events to come. Educational opportunities are always presenting themselves, so be alert. We educate anytime someone sees us out there riding merely by setting an example. The ability to bring a positive view to motorcycling rests in our hands.

Get involved in your chapter's functions, and support your fellow riders in any way you can.

Ride free, but remember that its not always a carefree path. Do not assume that the driver of that vehicle sees you every time. (A lesson that I've learned the hard way). Have a great season and spread the awareness, ya'll.

Take care.

Geoff White (503)-774-7558

Nora Rohde (541)-479-4451



EDUCATION DIRECTOR - 1

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

EDUCATION DIRECTOR - 2

Nora Rohde
 (541)-821-1487

BikePAC of Oregon, Inc.



**P.O. box 5612
 Salem, ORegon 97304**

BIKEPAC MEMBERSHIP APPLICATION

(please circle type of membership)

INDIVIDUAL

Associate \$10
 Full \$25
 Family \$35
 MAB* \$50

CLUB or ORGANIZATION

General \$50
 Supporting \$100
 MAB * \$200

CORPORATE

Sponso \$100
 Supporting \$250
 Platinum \$500
 MAB * \$1,000

* Member of the Advisory Board

State Senate District: _____ **House District:** _____
 (from your voter registration card)

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist Fund, unless you specify the following:

Place \$ _____ of my contribution into a dedicated fund that will only be used to support a candidate running for office in my legislative district.

Name(s): _____

Address: _____

City: _____ **State:** _____ **ZIP:** _____

Phone Number: (____) - _____

E-mail: _____

For more information about BikePAC of Oregon, Inc. contact:

**Ken Ray, Executive Director
 (503)-351-8193
 ken@consultken.com**

Public Relations Director

by Melinda McCrossen
(503)-231-2701
melindam@ipns.com



Talk about cutting me some slack, Rot Path has been patiently waiting for this report!

Some of you might think that I used the excuse of physical recovery. Well, I'm done with that and have moved on to remodeling my house. What a change I've been doing 10-12 hours of physical labor every day for the last two weeks. I'm not used to it (even before surgery) and so my hat's off to those of you who work like that five days a week, year 'round.

The big news is that the Annual Meeting committee (to which I reluctantly belong), finally had its first meeting. Here's the agenda for Saturday, **December 14th**. All events will take place at the regular meeting place and there are no out-of-pocket costs involved with any of the activities.

Noon - 2 PM: Regular A.B.A.T.E. Board of Directors meeting, including election of officers.

2 PM: The A.B.A.T.E. of Oregon Annual Meeting will begin.

2 PM - 3 PM: Buffet lunch will be served to any member in attendance.

3 PM - 4 PM: Officers present awards to members.

4 PM - 5 PM: Entertainment and general frolicking.

The State Coordinator and the State Treasurer will present year end statements to the group before the awards are given out to volunteers.

Any State Officer who wishes to acknowledge any A.B.A.T.E. member,

civilian, or organization for their contributions to A.B.A.T.E. need to get the names to a State Board meeting by the November Board Meeting. It is expected that the officer submitting names will present the award at the December 14th Annual Meeting.

Another assignment for all state officers, is that if you wish to submit a short (two paragraph) summary of activities for the year, get that to the November meeting (or sooner) too. I will be attempting to produce the first ever, A.B.A.T.E. Annual Report, and so contributions are highly encouraged. They should not be chatty, like my state reports are in the newsletter, but more like a year end report of successes with a short vision statement about the immediate future. I have always believed that such a publication would enhance our efforts to promote ourselves as business-like and stable.

I sure hope you think about coming to down to Junction City for the afternoon on December 14th. With new officers being elected in your chapters, this is an excellent opportunity for new officers and new members to get a good idea of what we are all about. We won't ask you what you think at this meeting. That will happen at the Planning Session in October and I hope you come to that too.

As for other public relations activities, Roger and I finished all of the *Swap Meet* postcards, raffle ticket, vendor form, vendor letter, and poster

in June. A few weeks later I heard from him about the idea of taking five dollars off the vendor fees for A.B.A.T.E. members. I thought that was a terrific idea and so did the other officers [who] Roger polled. So, we completely changed the vendor form and it looks so much better now.

A few weeks ago, Roger got a phone call about being listed in the

2003 Biker Guide and so I put together the information they wanted to know about our *Fossil Campout*. As most of you know, our events calendar isn't discussed until November and then locked into place by December. I know I keep on reminding everyone (including myself) that the national biker publications require many months of advanced notification. There's not much we can do about events that aren't even scheduled yet, but once your event is set, you need to get the word out.

Next week, Roger, Katrina, myself and many others, will get together to do the ever famous poster stuffing for the *Swap Meet*. Thanks to the *Shriners Toy Run* volunteers in Portland who distribute *Swap Meet* posters at all the events they attend. Everyone who has worked a shift selling *Toy Run* tickets has done an excellent public relations job. Being out and about, talking about what we believe in, is how we change other people's opinions about what it means to be a biker. I know there are other chapters doing the same thing and I appreciate their good work as well.

You know, every month I think I have nothing to say and then I rattle on for a page. Enjoy the beautiful September weather.

It's back to work for me.

Thanks, Rot Path.

Historian

by Iris Yeager



Here is my report for the month of August.

Mel has to be a pallbearer for a secretary from his work, who died of cancer. We regret being unable to attend one of our favorite runs of the year.

[Included] is a picture from back in the beginning of the *Beaver Creek* runs. The picture is of Rich and Linda Rau doing the weenie bite during the *Beaver Creek Run* in August, 1989. Mel scanned an original photo. Hope it comes through okay.

I would like to encourage people going to the various runs this summer to share pictures and descriptions with your A.B.A.T.E. Historian. That is how we develop memories to share with future A.B.A.T.E. members and friends.

Have a great and safe summer.

Iris



Beaver Creek, circa 1989. Wennie bite contests haven't changed that much, though the mustard's gotten hotter.

Run Coordinator Report for *Fossil*

To all volunteer team players: *Fossil* was a real success because of *you*.

First, I'd like to thank Tina Charron for becoming an E.M.T. (Emergency Medical Technician), and then coming back to work at

Fossil as official E.M.T. She also organized all the other E.M.T.s this year, which was a great help.

Next on my list are: Joe Lawrence for his relentless work at the gate; Matt Hobbs and Cole Hembree for their steadfast organizing of people at the gate and security; Jim Henderson from

WaCo [Washington County] for organizing an outstanding mud wrestling contest; Judy for putting together a fun beer belly contest; State Coordinator Ted for showing us some strong men and women; Geoff White for taking the responsibility for parking all the vendors.

Finally, Tim Taylor and Rusty Taylor need to be mentioned. Tim hauled the golf carts and Rusty pulled the run trailer. Cowboy pulled the generator and I brought the water truck and stage to *Fossil*.

This team of five, including Dwayne Caulkins, set up and cleaned up the *Fossil* site.

We *really* need more people to help clean up next year because we weren't able to leave until Tuesday.

I'd like to thank all the team players for making *Fossil* successful. Come and join the A.B.A.T.E. team and make a difference.

Rotten Roger

From The

GUNNY'S SACK



Recognition

I'm blessed to associate with many motorcycle people, but some really stand out in my mind. Right up on the top of the list is **Butch Harbaugh**, who lives here in Oregon, and is also Chairman of the N.C.O.M. Legislative Task Force (L.T.F.), and true friend. **Longview Tom** of the *Gypsy Jokers Motorcycle Club*, and Chairman of the *Oregon Confederation of Clubs* has been an inspiration to me, when he took over the job from another great one, **Showman**, from *Brother Speed Motorcycle Club*. And people like **Rotten Roger** Hendricks, our Oregon A.B.A.T.E. run coordinator and lifetime freedom fighter, are always there for you. Rotten also won a **Silver Spoke** Special Recognition Award from N.C.O.M. last year.

There are so many that they can't all be mentioned in one presentation, but I'm just feeling this gratitude welling up in this old biker. So, I'll try to include many more as we go on with future *Gunny's Sacks*. I don't want to leave anyone out if I can help it. These people are the driving force in Oregon's fight for freedom and my brothers and sisters, and I love them all.

Oregon Confiscations

Some late word on the motorcycle seizure case we've been following. This is a *pro bono* case that's been handled by our A.I.M. (Aid to Injured Motorcyclists)/N.C.O.M. (National Coalition of Motorcyclists) Attorney here in Oregon, Sam Hochberg. You'll

recall a bike was seized because Eugene cops "*thought*" parts were stolen.

That was in February.

Sam's firm went to court and raised constitutional arguments about why they shouldn't be permitted to keep a scoot indefinitely! The *Oregon Confederation of Clubs* stood behind the plaintiff with support, and the case went to the Court of Appeals, but it had to be withdrawn.

Why?

The cops finally *claim* to have found a stolen part now, so the appeal is moot, says Sam.

But here's the *good news*: As a result of this high-profile case, and because it's happened to so many other Oregon bikers, our political action committee, BikePAC of Oregon, has targeted this confiscation law for reform in the legislature. Sam's on the BikePAC committee that is going to try to structure and propose a fair law to our lawmakers. We'll keep ya' posted, here in *Sack-land*, and you Oregon riders oughtta be members of BikePAC, if you aren't already. The membership info is always in your A.B.A.T.E. and other biker newsletters.

News Bits 'N' Pieces

Mies, Switzerland — This is a *no, no* and it doesn't matter who you are. New Zealand motocross rider Joshua Coppins tested positive at the Austrian 250cc Grand Prix for more than six times the limit of the stimulant pseudoephedrine. He was suspended and a heavy fine slapped on.

Why don't I feel sorry for him?

Detroit — How about these apples?

According to the Associated Press services, *Harley* is *no longer* the bike of choice for thieves. Of the 25 most stolen motorcycles in 2001, eight were *Hondas*, seven were *Suzukis*, six were built by *Yamaha*, three by *Kawasaki* and just one by *Harley-Davidson*, according to the study by C.C.C. Information Services Inc. The most popular bike to steal was the *Yamaha YZFR6*. *Honda* was the most stolen make regardless of model.

I'm sure *Harley* is pleased to pass the honor on and I'd guess

Honda would sooner sell bikes than have them stolen.

Orlando, Florida — Less than 75 miles from the Kennedy Space Center one of our other American bike success stories, *Polaris' Victory*, has launched their own mission in the largest product release in their history. A whole gob of new products. New all terrain rigs, new water sports stuff, and a stunning new custom cruiser called the "*Vegas*". 92 inches of go, and pretty, according to press releases. Maybe we all need to pay *Polaris* dealers a visit. Sounds like some goodies we might not be able to live without.

England — A 15 year-old lad here was killed during a riding demonstration, at a charity event, when he collided with two others in the event that were down. Here's a fellow who was riding with people who *knew* what they were doing in a set display, and still he lost his life. Our hearts go out to his family; yet if there is any good in the whole thing it

proves the fact that training, training, training is so important. Things can happen *so* fast. We must be alert *any* time we're on our scoots.

Atlanta — If you get chased down the sidewalk by a man in blue on two wheels, it might be a cop on one of those *Segway* scooters we reported on here in the *Sack*. You've seen 'em on TV: the wheels are one next to the other, like a push-mower. You just stand on the damned thing and it pops you around town. More for fast sidewalk riding, I figure. The company that builds these odd little machines has turned over a small batch of 'em for the cops in Atlanta to use, to figure out whether it's gonna work for 'em, or if they will just feel silly riding them. We'll see!

Insurance Institute Blames *Sturgis* Rally For Rider Deaths

With the rally around the corner at this writing, the Insurance Institute for Highway Safety reminds us that rider deaths have increased since 1997. And, while the proportion of all fatally injured riders 40 and older was 40 percent in 2000, up from 14 percent in 1990. I read somewhere that the trend is reversing. Either way, could an "Experienced Rider Course" be in your future? It couldn't hurt.

How About A Beanie Recall?

NexL Sports Products says all sizes of its NXT "Beanie" helmets, NEXL 01, Part Nos., MB021, MB031, and MB041 manufactured prior to February 28, 2002, fail to comply with Federal Motor Vehicle Safety Standard (F.M.V.S.S.) 218," which is the federal

reg on helmets. ...not that anyone can figure out what that 218 really means. But, if you own one of these critters get back to the manufacturer and they'll make it right.

From Tiger Mike In Oklahoma Comes This Good Word . . .

I got word that a biker named Ron from Broken Arrow, Oklahoma just contacted Tiger Mike, from *A.B.A.T.E. of Oklahoma*, with some good news. I want to share it with folks, since we need to savor our victories large and small.

For awhile now, according to Ron, a specific police officer from the Broken Arrow Police Department has been handing out exhaust violation tickets to Harley riders only. From the information Ron received, the officer had given out 90 tickets in 30 days, and Ron says he was going *strictly* by the *appearance* of the pipes.

No noise measurements at all.

His boss, the Broken Arrow Chief of Police, was contacted by the Oklahoma Highway Patrol, and they requested a meeting with the Chief and the officer involved. Ron said that after this meeting, the Chief and the officer met with the county District Attorney. Apparently, the D.A. told the cop to cut it out, because of all the complaints from various high-level offices!

So, big *kudos to Ron* for keeping after this, and for keeping his A.B.A.T.E. folks informed.

This is what we need: rank-and-file citizen-riders keeping vigilant and fighting to preserve riding liberty. Thanks to Tiger Mike for the info, and all you folks up in the Broken Arrow area, enjoy your victory, stay gracious,

and we'll all learn a lesson from ya.

Gunny Again

It's also important we remember the people [who] take such good care of us when we are hurt and our scooters are all bent up by cage drivers.

Our A.I.M. attorneys across this great country of ours (and Canada) are our most important asset and we should always take advantage of that. These good folks ride with us daily and know what our world is because they live in it with us. If you are involved in an accident or just need some legal advice on harassment or helmet issues, do call your A.I.M. attorney or 1-(800)-On-A-Bike, and you will get useful information. Advice is always free.

Keep the round side on the bottom

Gunny,

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NEWS and NOTES



The A.M.A., responding to a July 30 press release issued by the Insurance Institute for Highway Safety (I.I.H.S.), has pointed out significant errors in the I.I.H.S.'s arguments concerning crashes involving older motorcyclists.

In its release, the I.I.H.S. claimed that the annual *Black Hills Rally and Races* in Sturgis, South Dakota, serves as a case-in-point illustration of the increase in motorcycle-related fatalities in recent years, notably among riders over age 40. Specifically, the I.I.H.S. said that 36 of the 69 motorcycle-related fatalities in South Dakota between 1995 and 2000 occurred in the month of August, when the Sturgis event is held.

However, the I.I.H.S. neglected to take into account the enormous increase in the motorcycling population of South Dakota as a result of the rally, leading the group to erroneous conclusions, the A.M.A. noted.

According to figures from the I.I.H.S. release, there were six motorcyclists killed in South Dakota during the month of April over the six-year period, four in May, seven in June, eight in July, four in September and four in October. No motorcycle-related fatalities were recorded from November through March. The I.I.H.S. then said that the 36 motorcyclist fatalities in the month of August during the six-year period made it clear that older motorcyclists at the rally were raising overall fatality numbers in the state.

An A.M.A. analysis of the data, however, shows that the I.I.H.S.'s

conclusion is unsupported by the facts. The A.M.A. pointed out that figures from the Motorcycle Industry Council for 1998, the middle of the time period cited by the I.I.H.S., show there were 19,600 motorcycles licensed for street use in South Dakota. But during August, when the Black Hills Rally and Races attract riders from across the country, the motorcycling population of the state surges to more than 400,000.

The A.M.A. also disputed the I.I.H.S.'s contention that recent increases in the median age of motorcyclists who were victims of fatal accidents "isn't because of the aging of the population." In fact, according to figures from the M.I.C. quoted by the I.I.H.S., the average age of a motorcycle owner in America has risen from 24 in 1980 to 38 today. As a result, a much-larger percentage of the motorcycles on the road are being ridden by riders over 40, and that trend is reflected in accident statistics.

In addition, the I.I.H.S. stated that changes in helmet laws in some states "are contributing to the increases in motorcycle deaths." But the group failed to note that motorcycle sales have increased by approximately 20 percent in each of the last four years, meaning that the number of motorcycles on the road has grown enormously. Meanwhile, fatalities have increased by about a third during the entire four-year period and were actually down by 11 percent in the period from 1990 through 2000 and down by nearly 50 percent since 1980, a better safety record than any other type of highway transportation.

 Pennsylvania Department of Transportation (PENNDOT), with the assistance of Gannett Fleming Incorporated, is studying bicycle/motorcycle detection methods at signalized intersections. The goals of the study are to determine what methods are being utilized, where they are most appropriate for installation, and their effectiveness under various conditions. Two major components of the study include a survey of agencies and organizations regarding current practices and a field assessment of several methods.

For further information contact; Doug Tomlinson/ Bill Laubach , Pennsylvania Department of Transportation, I.T.S. and Congestion Management Division, PO Box 2047, Harrisburg, PA 17105-2047

E-mail:

dtomlin@dot.state.pa.us

wlaubach@state.pa.us

Phone: (717)-787-3657

Fax: (717)-783-8012

Illinois Senate Bill 1550, introduced by Senators James Myers (R) and Mary O'Daniel (D), was recently signed by Governor George Ryan. The new law amends the Illinois Vehicle Code and provides that certain special veterans license plates may be issued for motorcycles. Contact the Illinois Secretary of State, Vehicle Services office at 1-(800)-252-8980 or in Chicago at (312)-793-1010 for more information. Or visit them on-line at:

<http://www.sos.state.il.us/departments/vehicles/vehicles.html>

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Missouri House Bill 1270, sponsored by William (Bill) Gratz (D-Cole County), establishing the "Motorcycle Safety Trust Fund" was signed into law by Governor Bob Holden on July 11, 2002. A portion of the fines for various traffic and criminal violations will be deposited in the fund for use by the department of public safety to finance the state motorcycle safety education program.

Pennsylvania Senate Bill 238, sponsored by Senator Robert Tomlinson (R-Bucks County), is a provision forbidding local ordinances from prohibiting or citing as a violation the parallel or angle occupancy by one or more motorcycles in any parking space on any highway otherwise available for parking for other individual vehicles. Show your support for this bill by writing to your senator at the Pennsylvania Senate, Capitol Building, Senate Post Office, Harrisburg, PA 17120.

Greek police have started a new crackdown, on locals and tourists alike, looking for helmetless riders.

Anyone caught riding without a helmet will face the risk of their motorcycle being impounded immediately and a walk home after July 8, when special police squads start patrolling the streets of Athens and Attica, home to several popular tourist spots.

Offenders will also have to visit the traffic police, show that they have a helmet, and pay 42 Euros to regain their motorcycles (24 Euros for scooters) on top of a 78 Euro penalty,

said police.

Massachusetts House Bill 4099, an act for issuance of handicap decals for motorcyclists who qualify, passed the House of Representatives by a standing vote of 35-0.

The bill now goes back to the Senate for final approval, then to the Governor.

Contact the Senate Policy and Steering Committee, Senator Pamela P. Resor, Room 410, State House, (617)-722-1120, e-mail address: PResor@senate.state.ma.us and ask for support of this legislation.

U.S. Representative Mike Thompson (D-CA1) introduced legislation recently that would make nearly 840,000 acres of federal land in Northern California wilderness if it, and Senate legislation, passes Congress. About half those acres are in Humboldt, Del Norte, Trinity and Siskiyou Counties. Thompson, of Napa, represents California's First District which includes some of the lands included in the bill. Sentiment from some counties on a similar bill authored by U.S. Senator Barbara Boxer of California shows staunch opposition to further restrictions on federal property.

The House and Senate versions of the bill aim to place roughly 2.4 million acres under wilderness protection. Representative Hilda Solis, D-El Monte, has authored House legislation covering about 1.5 million acres in Southern California. All told, these actions would jump the percentage of wilderness areas from 13 to 16.5 percent of land in California.

Many of the proposed wilderness areas are inventoried roadless areas already and proponents' claim that no areas legally open to vehicles now will be closed. However A.M.A. remains concerned about the proposed areas due to a lack of maps accurately reflecting the composition of the lands being proposed for wilderness designation.

The U.S. Department of Interior appropriations bill was considered by the House of Representatives recently, and advocates for access to public lands and private property rights won important victories!

Representatives. Rush Holt (D-NJ) and Chris Shays (R-CT) intended to offer an amendment to prohibit snowmobile use in Yellowstone National Park. After seeing they were going to lose the vote by a large margin, Holt and Shays pulled the amendment from consideration.

Representative Jay Inslee (D-WA) intended to offer an amendment to "codify," or make into permanent law, the Clinton Roadless regulations, which would severely limit access to public lands and private inholdings. A wave of opposition from public lands access, private property rights and labor unions concerned with economic damage built up; when it was clear the amendment would be defeated Inslee to pull it off the floor.

A.M.A. vice president for government relations Edward Moreland called on Congress to fund a new in-depth study into the causes

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of motorcycle crashes, in testimony before the U.S. House Subcommittee on Highways and Transit recently.

Moreland was testifying on congressional plans to renew the Transportation Equity Act of 1998, which relates to a variety of transportation issues.

A.M.A. Testifies on Capitol Hill for Steps to Improve Motorcycling Safety

Pickerington, Ohio — Edward Moreland, vice president for government relations at the American Motorcyclist Association (A.M.A.), called on Congress to fund a new in-depth study into the causes of motorcycle crashes, in testimony before the U.S. House Subcommittee on Highways and Transit Thursday.

“The last such study was completed and released over 21 years ago,” Moreland testified. “The changing dynamics of motorcycling, infrastructure and safety measures demand modern, comprehensive and impartial research.”

The decades-old research Moreland referred to is *Motorcycle Accident Cause Factors and Identification of Countermeasures*, commonly called the “Hurt Study” after lead researcher Harry Hurt. The research is still the most comprehensive study to date on the causes of motorcycle crashes.

Moreland was testifying on congressional plans to renew the Transportation Equity Act (T.E.A.) of 1998, which relates to a variety of transportation issues.

In addition to calling for

comprehensive research into the causes of motorcycle crashes, Moreland asked lawmakers to make motorcycle safety a priority, to include motorcycles in research involving vehicle collision-avoidance systems, to continue the ban on lobbying at the state and local level by the National Highway Traffic Safety Administration (N.H.T.S.A.), and to retain provisions in the law that give motorcycles full access to any highway or portion of a highway that used federal funds for planning, design, construction or maintenance.

Moreland also asked lawmakers to stay away from imposing penalties on states that don't adopt mandatory helmet-use laws, to require motorcycle parking in parking facilities built with federal funds, and to establish lower tolls for motorcycles on highways, bridges and tunnels that collect tolls.

Finally, Moreland suggested that the law be strengthened to ensure that the N.H.T.S.A. focuses on crash prevention rather than injury prevention.

Officials Say They Won't Regulate Motorcycle Apparel

Pickerington, Ohio — In response to concerns expressed by the American Motorcyclist Association (A.M.A.) and others, federal traffic safety officials have pledged that they will not regulate motorcycle apparel under provisions of a new law, the A.M.A. reports.

The National Highway Traffic Safety Administration (N.H.T.S.A.) on July 10 issued a final rule requiring motor vehicle manufacturers and their



suppliers to report customer satisfaction data and certain other information to federal officials. The reporting requirement is to help the N.H.T.S.A. identify defects related to motor vehicle safety. The rule implements requirements of the Transportation Recall Enhancement, Accountability, and Documentation (T.R.E.A.D.) Act that was approved in 2000 following problems related to Firestone tires on Ford Explorers.

The notice of the proposed rule stated the regulation would cover, among other things, “accessory equipment and off-vehicle equipment that is not part of a motor vehicle, such as retroreflective motorcycle rider apparel and child restraints.”

The A.M.A. told the N.H.T.S.A. that including motorcycle rider apparel in the reporting requirements appeared to go beyond what Congress intended in approving the T.R.E.A.D. Act, and that such a requirement appeared impractical and unworkable.

The federal agency specifically ruled out such a possibility, stating: “We have not, and we do not intend to prescribe standards or requirements for motorcycle apparel other than protective headgear...The proposed rule would not, and the final rule does not, control motorcycle clothing.”

A.M.A. Exposes Insurance Institute Errors

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American Motorcyclist Association



arguments concerning crashes involving older motorcyclists.

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Dakota. But during August, when the Black Hills Rally and Races attract riders from across the country, the motorcycling population of the state surges to more than 400,000.

"That's a 2,000 percent increase in the number of motorcyclists riding South Dakota's roads," noted Edward Moreland, A.M.A. vice president for government relations, "while the fatalities reported by the I.I.H.S. amount to a 360 percent increase over the monthly average during the riding season in the state."

Fatality Figures Underscore Need for New Accident Study

Pickerington, Ohio — The American Motorcyclist Association (A.M.A.) has once again called for a comprehensive nationwide study of the causes of motorcycle crashes after the federal government released final motorcycling-related fatality statistics for 2001.

The National Highway Traffic Safety Administration (N.H.T.S.A.) released final figures Wednesday that show 3,181 motorcyclists were killed on the nation's roads last year, up from 2,862 the previous year. The final figure represents an 11.1 percent increase over 2000.

The fatality figures for 2001 also indicate that the highest percentage increases came among riders under the age of 40, which marks the reversal of a four-year trend. The N.H.T.S.A. had issued a report last summer that noted deaths among motorcyclists over the age of 40 were on the rise beginning in the late '90s.

The recent upward trend of

motorcyclist fatalities followed 17 consecutive years of declines. From 1990 through 1999 alone, motorcycling-related fatalities dropped by 48 percent.

The A.M.A. noted that one significant reason for the increase in motorcycling-related fatalities is that motorcycling has seen an enormous increase in popularity, with sales of new street bikes up more than 100 percent over the past five years, from about 243,000 in 1997 to more than 500,000 in 2001.

The A.M.A. expressed concern over the increase in motorcycling fatalities, but noted the raw numbers offer no clear explanation for the increase.

"The death of any motorcyclist is a tragedy," said Edward Moreland, A.M.A. vice president for government relations. "But because there's no recent research, we don't know the reasons behind the increases in fatalities. There's a desperate need for detailed, comprehensive research."

Rae Tyson, spokesman for the N.H.T.S.A., said his agency also sees a need for research.

"We agree with those in the community who believe a new causation study is called for," Tyson said. "We hope to be able to find the money for one."

The last comprehensive federal study of motorcycling accident data was published in 1980, and dealt with accidents only in Southern California. That report, *Motorcycle Accident Cause Factors and Identification of Countermeasures*, commonly called the "Hurt Study" after lead researcher

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American Motorcyclist Association



Harry Hurt, is still the most comprehensive study to date on the causes of motorcycle crashes.

For the past several years, the A.M.A. has asked the N.H.T.S.A. to conduct a nationwide study of motorcycling accidents that would help identify elements that can improve rider safety. In 2000, the N.H.T.S.A. and the Motorcycle Safety Foundation released a *National Agenda for Motorcycle Safety* to serve as a blueprint for improving motorcycling safety in the future. Representatives of the A.M.A. and other industry groups were part of a team that helped shape the plan, which calls for more research into the causes of motorcycle accidents and potential ways to reduce them.

Moreland recently testified before a U.S. House subcommittee asking Congress to fund comprehensive research to determine the causes of motorcycle crashes.

A.M.A. Urges Motorcyclists to Meet with Lawmakers

Pickerington, Ohio — The American Motorcyclist Association (A.M.A.) urges all concerned motorcyclists to meet with their members of Congress now, while Congress is in recess.

During the congressional recess, which lasts until September 2, federal lawmakers normally return to their home districts and hold town hall meetings to meet with constituents.

Terry Lee Cook of the A.M.A. Government Relations Department said that attending those town hall meetings is a good way to let federal lawmakers know that motorcyclists are concerned about issues, and motorcyclists vote.

Cook suggests telling lawmakers that there is a great need for a comprehensive nationwide study of the causes of motorcycle crashes. He also suggests urging lawmakers to require that motorcycles be accommodated in parking facilities built with federal funds, and to ensure that off-highway riders get their fair share of Recreational Trails Fund Program money to build and maintain motorized trails.

“This is one of the few opportunities people have to meet with their federal legislators,” Cook said. “We need to be sure that they know we motorcyclists are voters in this important election year.”

For background on motorcycling issues to discuss with your lawmakers, contact Cook at (614)-856-1900, ext. 1288; or by e-mail at tcook@ama-cycle.org.

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

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Motorcycle Riders Foundation

Motorcycle Riders Foundation Promotes More Safety and More Motorcycling at Congressional Hearing



Washington, D.C. - In testimony before a key Congressional Committee today, the Motorcycle Riders Foundation (M.R.F.) promoted its plan to increase motorcycling in America while enhancing the safety of riders and all road users. Dubbed "Motorcycles Rev the Future," the M.R.F. plan centers on boosting motorcycle rider skill training, motorist awareness of motorcyclists and other road users, and better integration of the motorcycle in transport planning.

Tom Wyld, M.R.F. Vice President for Government Relations, presented an overview of "Motorcycles Rev the Future" to the House Subcommittee on Highways and Transit chaired by U.S. Rep. Thomas Petri (R-WI), an M.R.F. Champion of Motorcyclists' Rights and Safety. Also testifying on behalf of motorcyclists was Ed Moreland of the American Motorcyclist Association (A.M.A.).

M.R.F. emphasized that motorcycles help solve the nation's most pressing surface transportation challenges: fuel consumption and traffic congestion. "Motorcycles slash traffic congestion," Wyld said. "Carrying one person to and from work to the auto's 1.1 persons, motorcyclists complete urban commutes in a fraction of the time of other motorists while imposing 51 times less road wear. Motorcycles also cut fuel consumption. If just ten percent of the 1.5 trillion annual car miles were traveled instead by motorcycle, America would save over

4.1 billion gallons of fuel - enough fuel to power every freight train in the nation for a year, with enough left over to send over 100,000 tractor-trailers around the world."

"Motorcycles Rev the Future" is a four-part legislative initiative to advance motorcycling as part of the reauthorization of the Transportation Equity Act for the Twenty-First Century (T.E.A.-21). This reauthorization (T.E.A.-03) will be the highest priority transportation issue for the 108th Congress, which convenes in January 2003. The M.R.F.'s testimony today before the Highways and Transit Subcommittee is a key step in this long-term effort.

M.R.F.'s Wyld emphasized "the jewel in the crown" of the M.R.F. agenda - motorcycle safety. "Throughout the 1990s, rider training was a problem getting worse, with waiting periods for training a year and longer. Since the September 11 attack on America, rider training is in crisis with state budgets for the program being sharply reduced or even eliminated. 'Motorcycles Rev the Future' gives states a modest, but sufficient, incentive to restore these crucial programs to prevent accidents, thwart injuries and save lives."

Other safety initiatives of "Motorcycles Rev the Future" include the establishment of a "Motorcyclist Advisory Council" at the Federal Highway Administration (F.H.W.A.). Comprised of experts like a representative of the National Association of State Motorcycle Safety

Administrators (S.M.S.A.), the Council will help F.H.W.A. solve a host of problems, especially crash barriers and road maintenance practices that are hazardous to motorcycles.

Visit <http://www.mrf.org/TEA-03.php> to view the prepared testimony presented today at the Congressional Committee Hearing, the complete text of the M.R.F.'s T.E.A.-03 initiatives, and a pdf copy of the M.R.F.'s "Motorcycles Rev the Future" brochure.

E.P.A. Releases Proposed Street Bike Emissions Standards

As predicted in December 2000 by the Motorcycle Riders Foundation (M.R.F.), the Environmental Protection Agency (E.P.A.) has introduced a Proposed Rule to adopt the stringent, future California emissions standards for street motorcycles nationwide. E.P.A. Administrator Christie Todd Whitman signed the proposal July 25 that sets California-inspired limit values of 1.4 grams/kilometer hydrocarbon (g/km HC) plus oxides of nitrogen (NOx) for the 2006 model year and 0.8 g/km HC plus NOx for 2010 for "Class III motorcycles" (280 cc or greater).

Although it has not yet been

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published in the Federal Register (anticipated publication in August), the Proposed Rule states that the deadline for public comments is November 8, 2002, and schedules a public hearing September 17 in Ypsilanti, Michigan.

The Motorcycle Riders Foundation is conducting an in-depth review of this complex Proposed Rule and will be issuing further comments regarding its implications in the days to come.

In our continuing effort to keep our members and supporters informed, however, we wanted to give you as early an opportunity as possible to review the pertinent documents yourselves.

You can view the E.P.A.'s Proposed Rule and print it in either pdf or wpd format at:

<http://www.epa.gov/otaq/whatsnew.htm>

You can view the July 26 U.S. Newswire story regarding these proposed standards at:

<http://www.usnewswire.com/topnews/prime/0726-136.html>

You can view the July 26 Associated Press story regarding these proposed standards at:

<http://www.washingtonpost.com/wp-dyn/articles/A7416-2002Jul26.html>

Call To Action: M.R.F. recommends that all riders and rider organizations, particularly State Motorcyclists' Rights Organizations (S.M.R.O.s) nationwide, carefully review this new Proposed Rule. After you have completed your review of

these proposed standards, please contact Tom Wyld directly at wyld@mrf.org as soon as possible with your comments and suggestions.

M.R.F. Granted N.G.O. Status by United Nations

The United Nations has granted "Non-Governmental Organization (N.G.O.)" status to the Motorcycle Riders Foundation. This status (technically, "Roster Consultative Status") empowers the M.R.F. to coordinate directly with "Working Party 29" (WP.29) - the negotiators in Geneva, Switzerland who are hammering out "Global Technical Regulations on Wheeled Vehicles."

It is the intent of WP.29 to develop emissions, safety, noise and other standards that govern the manufacture of all motor vehicles worldwide. Regulations proposed internationally gain added momentum domestically, because the United States and other contracting parties to the Geneva Agreement that vote to establish a particular global regulation are required to initiate proceedings to establish that regulation domestically (e.g., by publishing a Proposed Rule in the Federal Register). The U.S. delegation to WP.29 is composed primarily of staffers from the Environmental Protection Agency (E.P.A.) and the National Highway Traffic Safety Administration (N.H.T.S.A.). N.H.T.S.A. is the lead federal agency in WP.29 negotiations.

N.G.O. status enables the M.R.F. to work at both the U.N. and U.S. levels

to more closely monitor proposed regulations to help ensure that they do not run contrary to the rights and safety concerns of American motorcyclists. "Obtaining N.G.O. status for the Motorcycle Riders Foundation gives American motorcycle consumers a voice they've needed to fight for their rights and safety at the international level," said M.R.F. President Tom Pauley. "We look forward to continuing our work at this level with the Federation of European Motorcyclists Associations and the American Motorcyclist Association."

M.R.F. -- Who We Are

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

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

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

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

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

Compiled and Edited by Bill Bish, National Coalition Of Motorcyclists

**Feds Propose New Motorcycle Emissions Standards**

No more air-cooled engines? No more carburetors? Catalytic converters? By 2010, motorcycle tailpipe emissions must be slashed by over 80%, making it necessary for manufacturers to use fuel injection on the intake and catalytic converters on the exhaust in order to comply with tough new federal regulations, as well as altering cam timing and making other engine modifications, including liquid cooling.

The federal *Environmental Protection Agency (E.P.A.)*, which has already succeeded in curbing emissions for the first time from off-road motorcycles, All terrain Vehicles (A.T.V.), snowmobiles and diesel-powered boats to help reduce pollution, is now turning their attention to street motorcycles, and new bike buyers in future decades will likely see a big difference in design, styling and price.

The *E.P.A.* released its proposed rule on motorcycle emissions on July 26, 2002, and following a brief public comment period intends to implement the California-style cutbacks in a two-phase plan beginning in 2006.

Stricter new limits will be established for hydrocarbons and nitrogen oxides emitted by the engines, requiring motorcycles over 280cc to reduce emissions from a currently allowable 5 grams of Hydrocarbons per kilometer to 1.4 grams/km by 2006 and 0.8 grams by 2010, achieving more than an 80% reduction in less than a decade.

Nitrogen oxides, which are unregulated at this time, must also be reduced to 1.4 grams/km in 2006 and 0.8 grams/km by 2010.

Smaller cc motorcycles must also meet stringent new standards, ultimately reducing HC and NOx emissions to 1.0 grams/km by 2010.

The proposed standards for new motorcycles will not affect their performance, says the *E.P.A.*, adding that the Agency's proposal does not in any way change the existing law that makes it illegal to modify the emission control devices causing the emission systems to exceed applicable standards. Motorcycle owners may make cosmetic changes such as the color and chrome.

Public hearings on this proposal will be held by the *E.P.A.* on September 17, in Ypsilanti, Michigan, with the public comment period ending November 8, 2002, after which the final regulations will be issued. For more information on the proposed rule, how to submit comments and the public hearings, visit: <http://www.epa.gov/otaq/roadbike.htm> and <http://www.epa.gov/otaq/recveh.htm>.

The *National Coalition of Motorcyclists (N.C.O.M.)* encourages all concerned riders and motorcyclist's rights organizations to make their feelings known to the *E.P.A.* and our elected officials on this important issue which will affect the future of motorcycling as we know it.

[Editor's note -- An engine being developed for aircraft may thwart the E.P.A.'s action. Known as the "Constant Pressure Engine" (or "scotch-yoke"), it promises "near 0 ppm...emissions.]

Handlebar Height Repeal Clears Pennsylvania House

House Bill 1553 to repeal height restrictions on motorcycle handlebars in Pennsylvania, passed unanimously through the House of Representatives and is expected to see movement in September when the Senate reconvenes, reports Rocky Gambale on behalf of Pennsylvania's *Confederation of Clubs*.

"This Bill passed the House 196-0 on June 12th, and has to date no opposition in the Senate," according to Rocky-G, adding, "I cannot stress enough that we also thank *BikePac*, Charles Umbenhauer and *A.B.A.T.E. of Pennsylvania* for their assistance with this legislation, their help has been invaluable."

Earlier this year, both New Hampshire and Minnesota modified their motorcycle handlebar height requirements. Minnesota eliminated the handlebar height limit altogether, while New Hampshire amended their "15 inches higher than the seat" maximum height limit with a "no more than shoulder height when seated" legal limit.

Massachusetts Motorcyclists Demand Equitable Insurance

The *Massachusetts Motorcycle Association (M.M.A.)* has requested to meet with the Division of Insurance to discuss discriminatory price and

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coverage practices, and seeking equitable changes in insurance practices for more than 125,000 registered motorcycles in the Commonwealth.

"We're tired of not having the same coverage availability for our motorcycles as we have for our cars and trucks," said Jimi Ricci, chairman of the *M.M.A.*, and a member of the *N.C.O.M.* Board of Directors.

"It's unfair," said Betsy Lister, *M.M.A.* Safety and Education Director who has been an independent insurance agent over 28 years and owns Lister Insurance Agency, "that as 'motor vehicles,' motorcycles don't have the same options as other vehicles when it comes to coverages and limits."

She cites that motorcycles are excluded from "stated value" coverage, when the market value of a custom or specially modified motorcycle's value exceeds it "book value"; no "multi-vehicle" discounts; no "anti-theft" discounts; and only \$5,000 in coverage can be purchased in "optional" medical payments coverage by riders, despite their ability to pay the increased premiums. Premium income and loss data over the past three seasons is "unfairly disproportionate," she says.

M.M.A. Legislative Director Paul Cote, a former insurance claims examiner and currently a legal consultant on accident reconstruction and claim handling, sent a letter to Division of Insurance Commissioner Julianne Bowler "requesting a meeting with policy-makers within the Division to address these inequities"

that the *M.M.A.* has uncovered.

"Nationwide, more than 80% of the motor vehicle/motorcycle accidents are the motor vehicle operator's fault," says Cote, "yet we suffer due to their negligence and our limited coverage availability. We want to address that, and our rates with the Commissioner."

"I'm happy we have the talent, experience and energy of Betsy and Paul on our *M.M.A.* Board to address these issues professionally," said Ricci. "We believe a lot of good will come out of this for those who ride motorcycles in the Commonwealth."

Allstate Loses — Motorcyclists Win!

An attempt by *Allstate Insurance* to eliminate motorcyclists from medical payment coverage went down in defeat in the case of a young passenger on a bike in Virginia, thanks to the efforts of Virginia *Aid to Injured Motorcyclists (A.I.M.)* Attorney J. Thomas (Tom) McGrath.

Jennifer L., a teenager living with her grandmother, went for a ride on a motorcycle owned by a friend. The driver crashed the bike and Jennifer was injured. Her grandmother had a policy of insurance on her car with *Allstate Insurance Company*, and for an extra premium she purchased a \$1,000 medical payment benefit which would reimburse any resident relative of the grandmother's household up to \$1,000 for injuries sustained in an accident.

The law in Virginia requires an insurance company that sells bodily injury liability insurance to also offer medical payment insurance provided

it covers the named insured and any resident relative of the named insured while in or upon, entering or alighting from or through being struck by a motor vehicle.

"*Allstate* sold the coverage to Jennifer's grandmother but had changed the language in its policy to limit the coverage to injuries sustained while in or upon a four wheel vehicle," said attorney McGrath. "This attempt to cut motorcyclists out of coverage is part of what I see as an ongoing struggle between us and the insurance industry. They keep trying to take away our freedom to ride by trying in every way to deny us coverage."

Suit was filed in the Circuit Court of The City of Richmond based on the statutory language and the fact that the definition of "motor vehicle" in Virginia includes motorcycles. "In addition to the \$1,000 that we claimed was owed to Jennifer L., we asked for double the damages plus attorney fees and court costs."

McGrath argued, and the Court agreed, that *Allstate's* effort to change its policy was really an attempt to change the Virginia statutory law. "The Court declared *Allstate's* definition void and we received a check in the amount of \$6,345," said McGrath. "Not bad for a \$1,000 claim."

If you have medical payment benefits on any of your policies, check the language and if you find that it is similar to *Allstate's* in that it defines a motor vehicle as an automobile or vehicle having four wheels, please let A.I.M. know.

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“Remember this,” McGrath admonishes, “companies that write insurance are always seeking ways to limit what they have to cover. Only we can protect our rights.”

Politics and the Art of Motorcycle Mechanics

With another election cycle coming upon us, we'd like to share with you the following article by Marcia Mercer written June 25 for the Media General News Service, regarding the political appeal of motorcycles:

Washington — In the world of presidential politics, it was hot news. John Kerry, the Democratic senator from Massachusetts, had decided to make a serious bid for the White House.

No, he didn't announce his candidacy. Officially, Kerry was still testing the waters.

But to political observers, Kerry had sent a clear sign of his intentions. He got rid of his Italian-made *Ducati* motorcycle a few weeks ago in favor of a shiny black *Harley-Davidson*.

The switch wasn't just a matter of what Kerry is riding. It said Kerry is running.

In America, it's not enough to dash around the country, raising money, making eye contact, acting humble and talking about your vision. Lots of people do that.

To show you're a real presidential contender, you need to do something that shouts, “I'm a regular guy.”

It's a curiosity of American politics that presidential candidates have to prove they're ordinary men, the kind

of guy other guys enjoy hanging out with.

Kerry may be super-smart and super-rich, a fellow with four houses and a chestful of combat medals. Voters may have elected him to the Senate three times. But he has a problem: people see him as aloof, arrogant and stiff. (Shades of Al Gore?)

So, Kerry works at presenting himself as a man's man. He tells people he flies airplanes. Plays ice hockey. Windsurfs. And he hopped on a *Harley*.

A man with three purple hearts shouldn't have to prove anything. But that's a topic for another day.

“It's an American icon,” said a *Harley-Davidson* spokesman. Sales of the American-made bikes are up 21 percent post-Sept. 11.

At least Kerry didn't send his wife, Teresa Heinz, out on a chopper. In 1996, G.O.P. candidate Bob Dole's wife Elizabeth rode onto the *Tonight Show* stage on the back of a *Harley*, behind Jay Leno. The very ladylike Dole wore jeans, motorcycle boots and a black leather jacket with chains.

The motorcycle effect was dramatic in Ames, Iowa, in August 1999, when the Republicans sponsored a presidential straw poll, a symbolic test of popularity in the state with the first presidential caucuses.

At first, it looked as if the governor of Texas might skip the event. But no. The sign that the man with the famous pedigree had decided to be a serious presidential contender came when he rounded up a couple hundred bikers.

Led by the unlikeliest of Republicans - Senator Ben Nighthorse Campbell of Colorado, with his

ponytail and black leather jacket with chains - the bikers swooped in off the prairie and revved their *Harleys* for George W. Bush in the parking lot outside the arena. Take that, Gary Bauer.

George Bush, the elder - senator's son, prep school, Yale - never could shake the perception that he was born with a silver spoon in his mouth. George Bush, the younger - president's son, prep school, Yale - wasn't going to let that happen to him.

Bush didn't actually straddle a motorcycle that day, but that was okay. He was one of them. He won the straw poll.

A few months after that, Elizabeth Dole, a presidential candidate in her own right, rode on the back of a *Harley* to a barbecue in Salem, New Hampshire.

Later in the 2000 campaign, Democratic vice presidential candidate Joe Lieberman, visited the *Harley-Davidson* factory in Kansas City. Lieberman donned a helmet and hopped on the back of a

Harley. The candidate joked that putting on the helmet was “another act of courage.”

A few weeks before Election Day 2000, Al Gore went on the *Queen Latifah Show* and talked about how much he and Tipper had loved riding motorcycles in their youth.

In 2002, when it comes to projecting an image of raw, American manliness with the help of a motorcycle, John Kerry has an edge. He likes riding bareheaded, and freedom-loving New Hampshire, site of the first presidential

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primary, has spurned mandatory helmet laws.

Brace yourself for a barrage of pictures showing regular guy Kerry astride his black *Harley*, hair blowing in the wind.

Weird News of the Month

*Children Blackmail Parents
With Landmine Suicide Threats*

Authorities in India say children are using landmines to blackmail their parents. Army personnel patrolling India's border with Pakistan claim to have averted eight suicide attempts in the last month. The *Dainik Ujala* newspaper reports a teenager who was rescued after crossing into mined territory claimed he was trying to kill himself because his parents refused to buy him a motorbike. Harnam Singh, a farmer from the border village of Kahangarh, said: "The mines have become a very effective tool for blackmail.

Children know they can extract anything from their parents if they threaten to walk into the danger area."

A Death in the Family

"Little Jimmy" Rouse, Business Manager for the *Modified Motorcycle Association (M.M.A.)* of California and member of the *National Coalition of Motorcyclists (N.C.O.M.)* Board of Directors, died on Friday, July 19, 2002, in Sacramento of complications from lymphatic cancer.

"Lil' Jimmy was one of the founding fathers of the *M.M.A. of California*

back in 1972 and has been involved ever since," said "Sleepy," Chairman of the *M.M.A.* Board of Directors. "Lil' Jimmy helped fight for motorcyclists alongside Ron Roloff, Gorilla, Whitey, and Sonny.

Lil' Jimmy was involved to the very end, even reviewing and approving the newsletter the night before. Lil' Jimmy was always there for all motorcyclists and will be missed beyond description."

Our sympathies go out to the *M.M.A.* and to the family and friends of "Little Jimmy" Rouse, a pioneer in the motorcyclists rights movement and a true freedom fighter.

Quotable Quote

"If we don't all hang together, then we'll all damn sure hang separately, by the straps of our own helmets."

"Little Jimmy" Rouse,
M.M.A. of California

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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What do you think of the image above — a motel guest using the Statue of Liberty, an icon of national freedom, for a nightlight?

The Worst Of The Best

The first couple of times this image flashed by on the television screen, your crusty ol' editor figured that he was seein' things again. What company in their right mind would use a gift from France to the American people as a way to rent motel rooms?

Oh yeah.

Worst . . . uh, Best Western.

Rot Path had a run-in with their corporate mind-set in the early '90s. Just about the time that he is thinking of forgiving them and giving them another chance, their publicity pinheads pull off this type of advertising. (Rot Path tries to avoid name-calling, but isn't always successful.)

If you're as upset as well, call them up and let them know why.

When you make convention reservations, make sure you find out the name of the hotel it's being held at. (You can always stay in a competing hotel close by.)

If your group is considering hosting a convention, let this chain know why you don't want to use thier facilities. When they lose business because of poor public relations, you can bet their share holders are going to want to know why.

Bottom line — would you stay at a motel that trivializes the core values of our nation?

-- Rot Path

From yer crusty ol' editor . . .

Everyday Heroes



"Where have all the good men gone?"
We are surrounded by heroes.
"It's gonna take a superman to sweep me off my feet."

Ours don't wear colorful costumes with fluttering capes or possess extraordinary super powers.

"Isn't there a white knight upon a fiery steed?"

Ours often wear black leather, ride a variety iron ponies, and display patient dedication.

"Racing on the thunder."

Our heroes don't leap over tall buildings or intentional fly through the air.

"He's gotta be fresh from the fight."

Our heroes walk the halls of legislative power, educating elected officials.

"Where's the street-wise Hercules?"

Our heroes don't have unnatural strengths bestowed by the gods.

"I need a hero."

Our heroes work behind the scenes, giving up a portion of their time here on earth, steadfastly doing what needs to be done without pay so that motorcyclists throughout our state can enjoy the freeing liberty of the open roads.

To my mind, these are the real heroes.

"And he's gotta be larger than life."

Not the headline-grabbing flamboyant egotists.

"I'm holding out for a hero 'til the morning light."

We are our own heroes.

While putting together this newsletter every month, yer crusty ol' editor (c.o.e.) has taken to listening to favorite musical passages playing back through the computer's sound system. One of the favored soundtracks is from the 1984 movie *Footloose*. And easily one of the most powerful pieces is *Holding Out For A Hero* performed by Bonnie Tyler, especially with the volume cranked up.

(The drumming is fantastic.)

This is one of those songs that is so well produced that the words don't really matter — you get a sense of the message while immersed in the experience of the performance.

This is the month of Mabon, when day and night become balanced briefly before the slide into darkness begins. The fruits of our individual harvests are reaped and briskness is in the air.

Well, yer c.o.e. finally began actually listening to the words and began to realize that they can't apply to real life. (Perhaps Tina Turner's *We Don't Need Another Hero* from *Mad Max: Beyond Thunderdome* would be more appropriate.)

The concept of superheroes is wishful thinking. There is no one to dash in and, in one fell stroke, right all the wrongs people suffer. We must do that ourselves.

And we do.

Everyone who joins A.B.A.T.E. or other state motorcycle rights organizations is a micro-hero. They've taken a step beyond just sitting around crying in their beer over the state of motorcycle legislation.

Then they begin to attend meetings, speaking up on issues they feel are important, volunteering to help at functions. Now they've become mini-heros.

As they become increasingly involved and active in motorcyclist issues, the years slip past. They have become the heroes among us.

The next time you are at an A.B.A.T.E. function or state board meeting, pause for a few seconds and look around at the people.

You are surrounded by heroes.

Last month yer crusty ol' editor

published a picture of the the Rot Cycle in its latest paint scheme along with the remark that "Cage drivers who claim they don't see this bike obviously aren't looking."

That van driver either wasn't looking or wasn't seeing.

Coming down off the bridge at Independence heading east and he pulled right out in front of me. Dogged the bike's brakes and horn while downshifting like we're taught in Team Oregon classes. (Thankfully he kept going through the intersection or yer c.o.e. would have had to pull a Xena.) Got the bike stopped, then pulled a 180 and followed him back over the bridge. When he halted at the stop

sign, whipped the bike around and parked it in front of him, then went back to have a little "chat" with the older couple in the white van.

It was the usual line: "I'm really sorry, I didn't see you."

Now it's very easy to become slightly unhinged and start yelling at people who nearly kill you. After all, your hands are probably shaking, your heart pounding, and you may be feeling those adrenaline needle pricks in your legs and arms.

But one of the few things yer crusty ol' editor has learned down through the years of riding is that if you weren't injured or killed, you can use the opportunity to educate the driving public about motorcycle awareness. After all, you've got a captive audience. And they feel guilty as hell for almost causing you to crash into them — especially if you can take some deep breaths and present yourself in a calm, reasonable manner.

As a parting shot, yer c.o.e. usually tells them to forget fines or jail time: "If you'd hurt or killed me, you'd have to answer to my mother and sister."

Watch out fer the folks not watchin' out fer you,

— Rot Path

2002 RUN/ EVENT CALENDAR



(Ongoing)	Sate of Jefferson Tour	(541)-664-8754 (Southern)
September 1 st	Sunset H.O.G. Poker Run	
September 7 th - 8 th	A.H.D.R.A. All Harley Drags--Woodburn	
September 7 th - 8 th	End of Sun Run	(503)-325-1703 (North Coast/Washington Co.)
September 14 th	Liverpalooza 2002	(503)-497-2364 (KUPL)
September 14 th	Rogue Ride for St. Judes	(541)-282-9764 (Shady Cove)
September 15 th	Eugene Motorcycle Swap Meet	(503)-391-7900
September 20 th -22 nd	End of Summer Run	(503)-861-1703 (WaCo/N. Coast)
September 21 st	Wheels of Summer Poker Run	(503)-623-2564 (Dallas)
September 28 th	All Portland Chapter Picnic	(503)-760-9015
October 6 th	Grand Prix Washugal	(503)-254-9928
October 12 th	Casino Night Willamette Valley Chapter	(541)-746-7837 Rick
November 3 rd	A.M.A. run sanctioning meeting	(503)-538-0979
November 10 th	Millican Desert Run	
November 16 th	Washington County Chapter Toy Run	(503)-357-1727
November 17 th	A.B.A.T.E. of Oregon Fall Swap Meet	(503)-285-4329
November 17 th	14th Annual Spaghetti Feed and Raffle	(360)665-6513 (North Coast)



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.

ANSWER TO PREVIOUS CRYPTOGRAM -- August --

Outside of a dog,
books are a man's best friend.
Inside of a dog,
it's too dark to read.

-- Groucho Marx



THE SOUTHERN OREGON CHAPTER OF A.B.A.T.E. OF OREGON INC.
PRESENTS

STATE OF JEFFERSON TOUR 2002

The State of Jefferson Tour 2002, begins May 1, 2002 and ends September 30, 2002, it is a self-guided tour. There are suggested routes to assist you in planning your trips this summer, go to the places listed in your run passport, collect souvenirs. That can be anything that shows you were there, see your passport for accepted examples. We will provide you with a free door prize ticket for each stop you complete. We will be awarding plaques for 1st, 2nd, and 3rd places to the participants who complete the most number of the 50 tour stops.

Tour Passports are now on sale \$15.00

Get your passport from Southern Oregon Chapter officers at Southern Oregon Chapter of ABATE of Oregon Inc. events or the general membership meeting held the third Sunday of each month at 2:00 pm in Gold Hill at Oregon Pizza and Pasta

AWARDS PICKNIC

OCTOBER 13TH, 2002

Tom Pierce Park
Grants Pass, Oregon
Noon till dusk Barbeque 50/50
Free admission included run packet
Admission \$6.00 with out passport

For more Information Contact Southern Oregon Chapter members:
Joe @ (541) 664-8754 or Frog @ (541) 472-1430 or e-mail ves525@charter.net

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

Contributions or gifts to ABATE of Oregon are not tax deductible as charitable contributions for federal income tax purposes.

Proceeds to benefit Southern Oregon Chapter of A.B.A.T.E. of Oregon Inc.

SANCTIONED BY A.B.A.T.E. OF OREGON INC.

www.abateoforegon.org

LIVERPALOOZA 2002

Saturday, 14 September 2002

Ride begins at Columbia Motorcycle/Harley-Davidson in Vancouver.

Registration begins at 9 a.m.

Ride leaves at 11:30a.m and will proceed in a group to the Estacada Timber Park where there will be live music, bike games, vendors, food, and beverage for a big picnic.

Ride Grand Marshalls will be Robby Knievel, Dan Haggerty (Grizzly Adams), and Lindsey Richter from Survivor Africa.

- There will be a ride in, winner takes all, bike show -- \$500 prize.
- Weenie bite contest -- \$100 first prize.
- Slow bike race -- \$100 first prize.

Registration is a minimum of \$35.00 per person. First 500 people who fill out their registration slip and mail their check will get a ride pin.

If they donate \$50 or more, they will also get a t-shirt.

Anyone donating \$100 or more will get all the above plus they will be eligible to win a Willie G. Davidson autographed leather jacket, a pair of tickets to any U.S. destination served by Alaska Airlines or

Horizon Air, round trip transportation for two bikes to

The Laughlin River Run 2003 courtesy of HOG Haulers Inc.

The Comfort Suites adjacent to Vancouver Mall is proud to support Liverpalooza 2, by extending a 15% HOG discount to all event riders. Ask for the HOG rates when making your reservations by calling (360)-253-3100.

The ride is open to all makes and models of street legal motorcycles.

Registration forms available at:

Vancouver

Columbia Motorcycle Harley-Davidson
Anderson Cycle Inc. 3312 E. 4th Plain
Pro Calibre East 4th Plain

Tigard

Destination Harley Davidson
Bob Lanphere Honda

Gladstone

Indian Motorcycle 13844 S.E. McLoughlin

Oregon City

Action Motor Sports 1301 Main Street

Portland

Latus Motors Harley-Davidson
Wingman Enterprises 5663 N.E. 105th (near Airport)
Cycle Gear 8830 S.E. Stark
All American Cycle 55 S.E. 11th ave.
Honda of St. Johns 7741 N. Lombard

Salem

Walker's Harley-Davidson

Newberg

Extreme Cycle

Registration forms are available at many area motorcycle shops, or on line at www.KUPL.com. Further information by calling Columbia Harley at (360)-695-8831 or call KUPL at (503)-497-2364. Fill out form and mail with check to:
Liverpalooza 2002 c/o KUPL Radio 222 S.W. Columbia, Suite 350 Portland, Or. 97201

Eugene, Oregon



Motorcycle Swap Meet

Sunday

September 15th, 2002

9:00am 4:00pm

Lane County Fairgrounds

Exit 194B off I-5

Admission \$5

Children under 12 free

FREE PARKING

Information:

Call Wes: (503)-391-7900

e-mail : marlabaumann@attbi.com



End of Summer Run



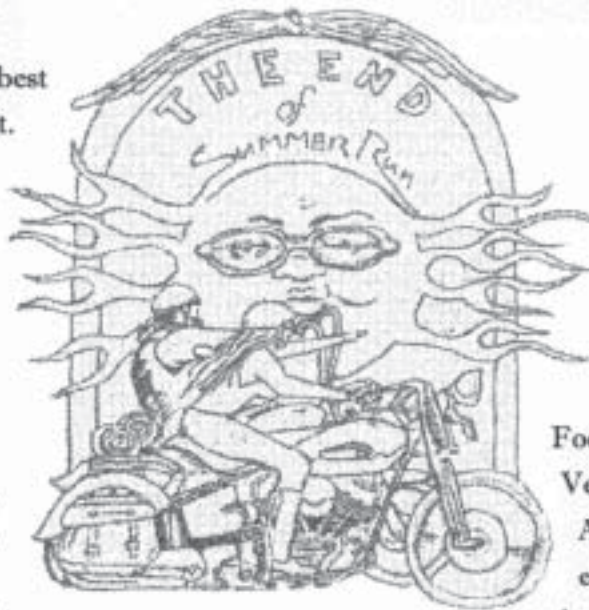
North Coast/Washington Co Chapters
Invites you to Birkenfeld, Oregon

Live Music All
Weekend!

Sept. 20-22, 2002

The Rules

Featuring some of the best
bands in the Northwest.
Including the Sinners
Club on Saturday
Night.



No Pets
No Fireworks
No Illegal Firearms
No Campfires
No Bad Attitudes
Parent caught not
supervising their
children will be escorted
out without a refund.

Tickets
\$20 Members
\$25 Non-Members
Kids under 12 are free.
Tickets include 3 days,
two nights camping,
entertainments and all
games.

Food and Merchant
Vendors
All vendors welcome-call
early for more info and
best space.

Washington County
ABATE
P.O. Box 202
Cornelius, OR 97113

For more information Contact:
North Coast:
Chuck Stuart 503-325-1703
Washington County:
Jim Henderson 503-648-6047
www.wacoabate.com
wacoabate@earthlink.net
www.northcoastabate.org

North Coast
ABATE
P.O. Box 1123
Astoria, Oregon 97103

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

This event is sanctioned by ABATE of Oregon, Inc.

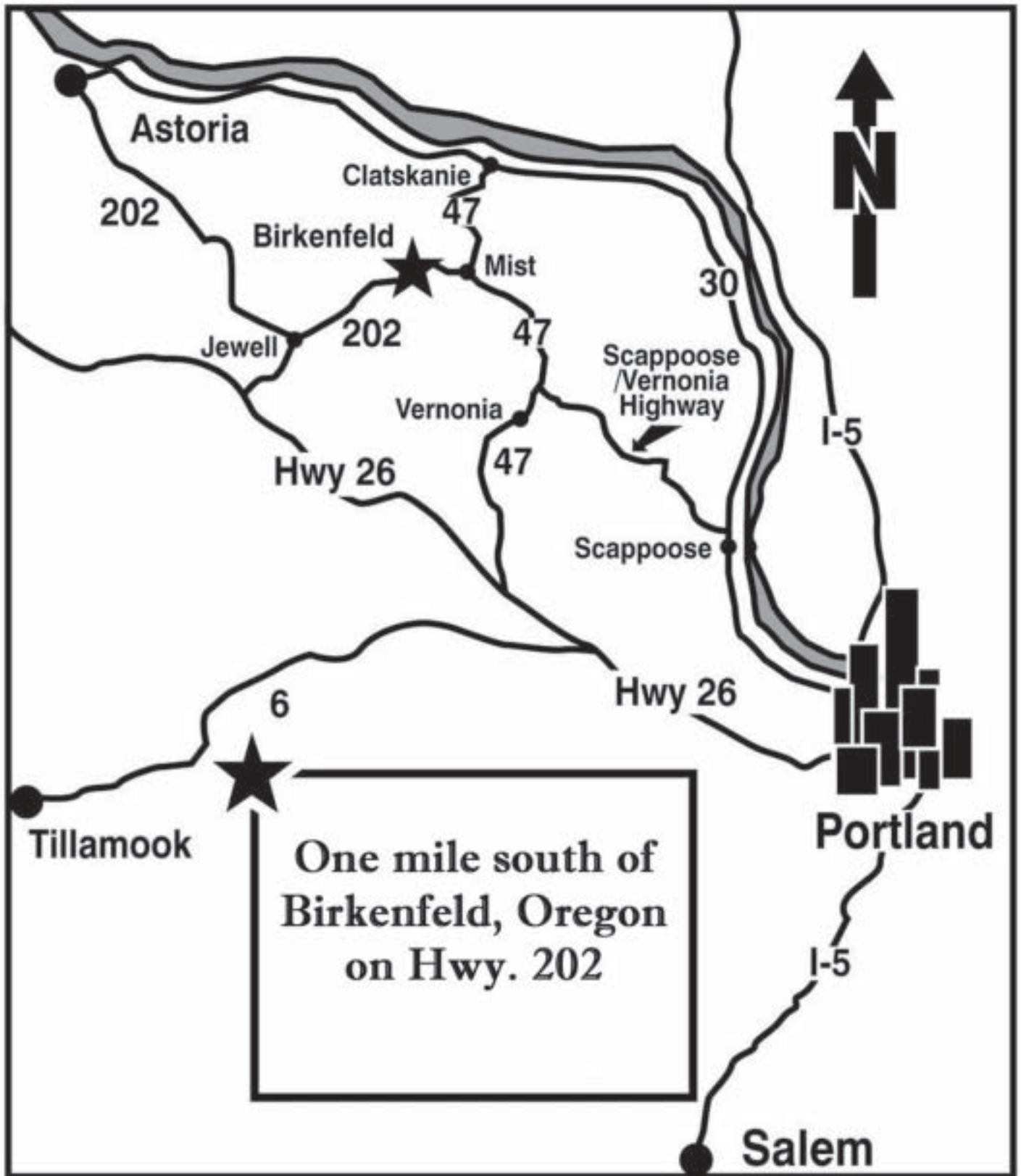
Proceeds to benefit motorcycle rights and education.

Contributions and gifts to ABATE of Oregon are not tax deductible.



Map on The Back







Sept. 21

2nd Annual Wheels of Summer

Poker Run

Sponsored by Dallas Area Chamber of Commerce
\$10.00 per hand Check in 9:00-11:00am.

Rotary Stage at the Academy Building

Corner of Main & Academy St.

Dallas, OR.

\$ High hand 50/50 Drawing Live Band

\$ Low hand Raffle Prizes

All Street Legal Motorcycles Welcome

Show and Shine

Motorcycles, Hot Rods, Classic Cars, & Trucks

Entry fee \$10.00

Sign up from 12:00-3:00

*Judging at 5:00 *** Awards at 6:00*

For more information please call 503-623-2564

SE AND NE CHAPTERS PRESENT A PICNIC

AT: EAGLE FERN PARK IN ESTACADA.

THIS IS FOR THE WHOLE FAMILY KID GAMES , BINGO , HORSESHOES , WE FURNISH THE HOT DOGS , POP , ICE CREAM , AND OUR FAMOUS HAMBURGERS. THE REST IS POTLUCK SO BRING YOUR FAVORITE DISH'S.

HOW TO GET THERE: TAKE 224 TO EAGLE CREEK, TURN LEFT ON WILD CAT MT. ROAD AND FOLLOW THE SIGNS TO EAGLE FERN PARK WE WILL START ABOUT 10 AM TILL DONE. THIS IS FOR ANYONE WHO WANTS TO ATTEND. RAIN OR SHINE THIS HAS A COVERED AREA.

SEPTEMBER 28TH 2002

CONTACT: VICKI MESSINGER AT 503-646-5076

OR

LEE AT 503-760-9015

SANCTIONED BY ABATE OF OREGON INC

DONATIONS OR GIFTS ARE NOT TAX DEDUCTIBLE FOR INCOME TAXES PURPOSES'S

**WILLAMETTE VALLEY CHAPTER
ABATE OF OREGON, INC.
PRESENTS**



**A CASINO
NIGHT
& AUCTION**

**SATURDAY - OCTOBER 12
YUKON JACK'S
STEAKHOUSE & SALOON
4th & W. BROADWAY
VENETA
Danny-935-1921**

**GAMBLING, FRIENDS & LOTS OF FUN
EVERYONE WELCOME
BLACK-JACK TABLES
50/50 DRAWING**

(Everyone Please Bring Usable Auction Items)

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

For More Information Contact:
Mike, 541-485-2352
Bob, 541-747-3007
Rick, 541-746-7837
Hal, 541-688-4268

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.tripod.com>

ABATE of Oregon, Inc



Washington Co. Chapter

Toy Run



Nov 16th 2002

Parade starts at 12:00 at Stocker's House of Power
417 SW Bailey St. Hillsboro, Oregon 97123
and ends at the Hillsboro Fire Dept on 1st.

50/50 Drawing

Refreshments

Door Prize

Bring an unwrapped gift for a boy or girl to benefit the Hillsboro
Fire Dept's Toy and Joy Program

Also bring 2 cans of food to benefit the Hillsboro Domestic Violence
Resource Center and receive one door prize ticket

For Information Call:

Ed Vaughn 503-646-2060

Gary Watson 503-620-3103

www.wacoabate.com

wacoabate@earthlink.net



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

This event is sanctioned by ABATE of Oregon
Proceeds benefit motorcycle rights and education
Contributions and gifts to ABATE are not tax deductible



Dedicated to Freedom of the Road



ABATE of Oregon, Inc.

Motorcycle Swap Meet

An Indoor/Outdoor Event

10000 NE 33rd Drive, Portland, Oregon
at the Armory (map on back)

Sunday, November 17, 2002

Gates open to the public at 9 AM

Admission:

\$5 ABATE Member and \$8 Non-Member

*Langlitz Leathers Gift Certificate Door Prize
to be given away at 4 PM • Worth \$675!*

Swap Meet parking available on site
Bike parking in front of building

Parking in designated areas only

NO pets of any kind allowed

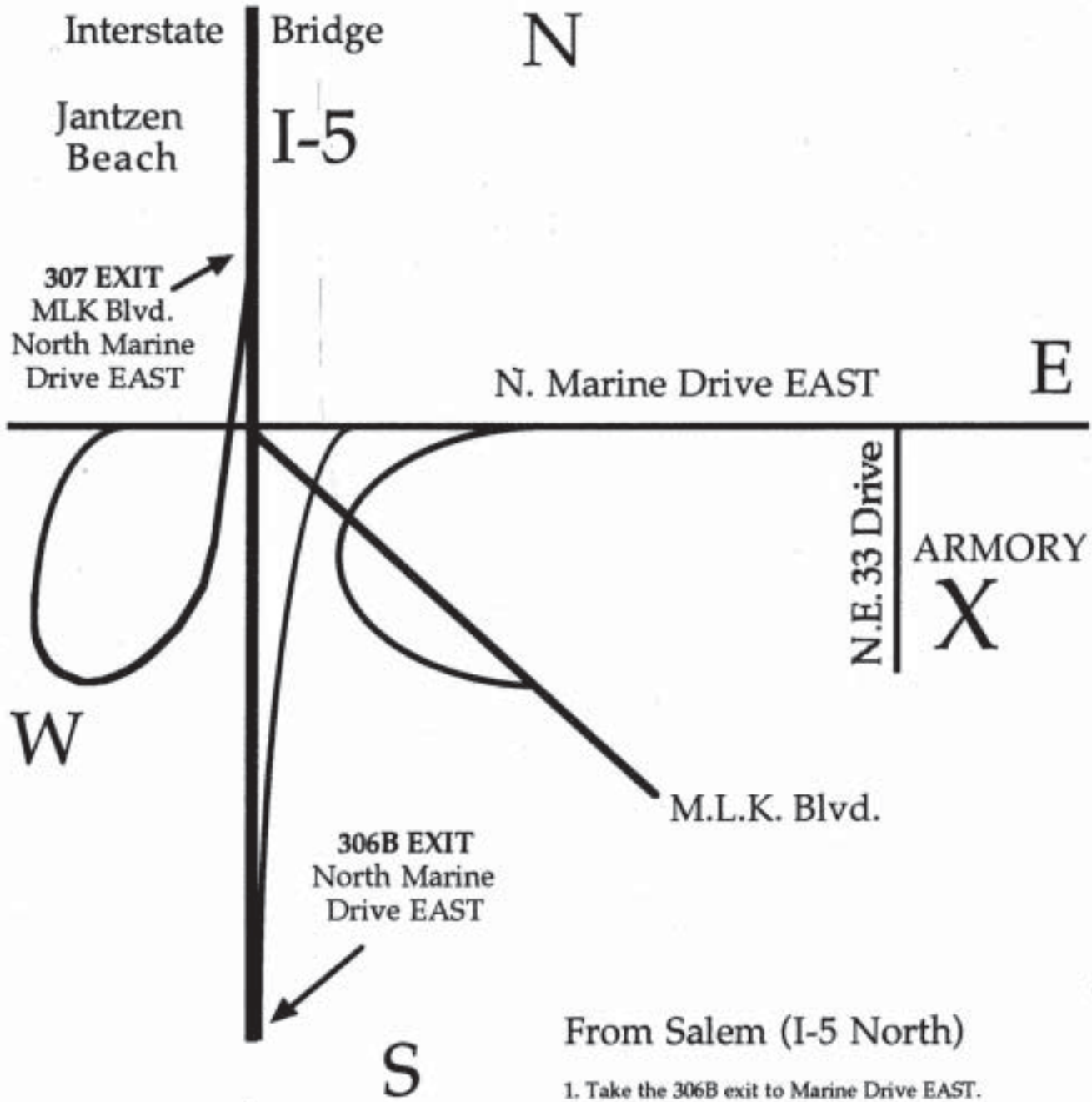
For Swap Meet Vendor Information Call:
Rotten Roger 503-285-4329

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

Thanks to all of the people who help make this function a success. It is the cooperation
and generosity of individuals that contribute to motorcycling and our community.

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

<http://www.abateoforegon.org>



From Seattle (I-5 South)

1. Take the 307 exit to Marine Drive EAST.
(After going over the I-5 overpass, Marine Drive EAST goes under M. L. King Blvd. and follow the signs.)
2. Turn right off of Marine Drive EAST to N.E. 33rd Drive.
3. First building on the left.

From Salem (I-5 North)

1. Take the 306B exit to Marine Drive EAST.
2. Turn right off of Marine Drive EAST to N.E. 33rd Drive.
- 3 First building on the left.

From I-84

1. Take Marine Drive exit and go until you come to N.E. 33rd Drive and make a left turn.
2. First building on the left.

SATURDAY, NOVEMBER 30, 2001

**Had your
fill of turkey?
Need a
break?**

**Auction • Raffle
Food & Fun**



**ABATE of Oregon, Inc.
NORTH COAST CHAPTER**

**14th Annual
Spaghetti Feed
& Raffle**

Auction & Raffle

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

**Adults \$5
Children 12 & under \$3**

For more information call:
Jamyne (360) 665-6513 or
Betty (503) 325-1073

**Bring your friends!
All proceeds go to
Toys for Tots**

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

WANTED



YOUR OLD CELLULAR PHONES!

Many people have upgraded their cell phones recently and still have their old ones sitting around. MMA is gathering up these dust collectors and donating them to the victims of domestic abuse. Since these phones must be able to reach 911, even without a service plan, they can mean the difference between life and death for many domestic abuse victims. If you have any old phones that you could donate to a worthy cause, please clear all of your personal information out of them, set the security code to 9999, put them in a bag with any accessories, and bring them to your next MMA district meeting. We will be coordinating with local domestic abuse shelters in order to distribute them to those that need them. One man's junk is another's treasure, so please help make a difference if you can.

Sponsored by:



FOR MORE INFO: Dick, 623-939-2259, or Teri, 480-288-6389

BikePAC of Oregon Inc.**Voter Information Guide for the General Election -- Nov 5 2002**

(prepared August 13 2002)

Notes: Letter-number after name indicate prior House or Senate for 2000/01 session and district.

Number listed on left side is the district number

We made every attempt to find out candidate views. Those candidates who did not respond to inquiries are listed as "No Response". They might respond to local voter pressure.

<i>Race:</i>	<i>Name:</i>	<i>Party:</i>	<i>phone #:</i>	<i>Level of support for motorcycle issues:</i>
Governor	Ted Kulongoski	D		Put it on my desk and we can talk about it.
	Kevin Mannix	R	(503)-485-2002	Doesn't sound promising. Only candidate for Governor who showed for May Awareness Rally. Also was sponsor on helmet bill in 1999.
U.S.	Bill Bradbury	D	(503)-986-1523	Good.
Senate	Gordon Smith (I)	R	(503)-326-3386	Strong.
Congress	David Wu (I)	D		fair
Dist. 1	Jim Greenfield	R	(503)-722-9000	Good.
Congress	Peter Buckley	D		Poor.
Dist. 2	Greg Walden (I)	R	(541)-386-2867	Strong.
Congress	Earl Bumenauer (I)	D		Poor. Only wants photo ops.
Dist. 3	Sarah Seale	R		Not expected to win.
Congress	Peter DeFazio (I)	D	(541)-747-1191	Strong.
Dist. 4	Liz VanLeeuwenn	R	(541)-369-2544	Strong.
Congress	Darlene Hooley (I)	D		Poor.
Dist. 5	Brian Boquist	R	(503)-589-1437	Good.
State	Lenn Hannon (I)S-26	R	(541)-773-7548	Strong.
Senate 3	Virginia Lemon	D		No Response.
State	David Alsup	R	(541)-836-2337	Good.
Senate 4	Tony Corcoran (I) H-22	D		Poor.
State	Bill Morrisette (I) H-42	D		Poor.
Senate 6				
State	Vicki Walker(I) H-41	D	(541)-344-4545	No on helmet. OK on other issues.
Senate 7	Mike Cary	R		No Response.
State	Barbara Ross	D		Poor.
Senate 8	Frank Morse	R		No Response.
State	Jackie Winters (I) H31	R	(503)-581-9114	Strong.
Senate 10	Bryan Johnston	D		Poor.
State	Peter Courtney(I) S-17	D		Poor.
Senate 11	Randy Franke	R		No Response.
State	Charles Starr (I) S-5	R	(503)-887-7986	Strong.
Senate 13	Ken Crowley	D	(503)-694-6655	No on helmet OK on other issues
State	Bruce Starr (I) S-3	R	(503)-809-5326	Strong.
Senate 15	Ermine Todd	D		No Response.
State	Joan Dukes(I) S-1	D	(503)-458-6746	Poor. on helmet OK on other issues.
Senate 16	Don Fell	R	(503)-325-9696	Strong.
State	Bill Witt (I) H-7	R	(503)-681-8557	Strong.
Senate 17	Charlie Ringo (I) H-6	D	(503)-643-7500	Strong.
State	Richard Devlin (I)H-24	D		Poor.
Senate 19	Bob Tiernan	R	(503)-697-7266	Strong.
State	Kurt Schrader (I) H-23	D	(503)-657-3171	Strong.
Senate 20	Jesse Lott	R		Good.
State	Cletus Moore Jr.	R	(503)-655-7191	Good.
Senate 24	Frank Shields (I) S-9	D		Poor.
State	Bob Montgomery	R	(541)-374-8690	Strong. Former sponsor-helmet bill.
Senate 26	Rick Metsger(I) S-14	D		Poor
State	Wayne Krieger (I) H-48	R	(541)-247-7990	Strong.
Rep 1	Dave Tilton	D	(541)-269-5661	Strong.

(paid political advertisement)

BikePAC of Oregon Inc. Voter Information Guide for the General Election -- Nov 5 2002

<i>Race:</i>	<i>Name:</i>	<i>Party:</i>	<i>phone #:</i>	<i>Level of support for motorcycle issues:</i>
State Rep 2	Susan Morgan (I) H-46	R	(541)-430-0004	Strong.
State Rep 3	Bruce Cronk	D		No Response.
State Rep 3	Gordon Anderson	R		No Response.
State Rep 4	Shayne Maxwell	D		No Response.
State Rep 4	Dennis Richardson	R	(541)-664-6622	Strong. Motorcyclist
State Rep 5	Alan Bates (I) H-52	D		Poor.
State Rep 6	Rob Patridge (I) H-50	R	(541)-857-7223	Strong.
State Rep 6	Barbara Davidson	D		Poor
State Rep 7	Jeff Kruse (I) H-45	R	(541)-580-3276	Strong.
State Rep 7	Donald Nordin	D	(541)-942-5257	Good.
State Rep 8	Floyd Prozanski	D		Poor.
State Rep 8	Greg McNeill	R		No Response.
State Rep 9	Joanne Verger (I) H-47	D	(541)-267-7611	Good.
State Rep 10	Alan Brown (I) H-4	R	(541)-265-6604	Strong.
State Rep 10	Marcia Thompson	D		No Response.
State Rep 11	Phil Barnhart (I) H-40	D		Poor.
State Rep 11	Robert Bolanos	R		No Response.
State Rep 12	Elizabeth (Terry) Beyer	D	(541)-726-2533	Good.
State Rep 12	Norm Fox	R	(541)-683-9538	Good.
State Rep 13	Robert Ackerman(I) H-39	D		Poor.
State Rep 14	Pat Farr	R	(541)-461-4091	Strong.
State Rep 14	Araminta Hawkins	D		No Response.
State Rep 15	Betsy Close (I)H-36	R	(541)-926-5418	Strong.
State Rep 15	Joseph Novak	D	(541)-967-9488	Good.
State Rep 16	Scott Bisson	R		No Response.
State Rep 16	Kelly Wirth	D		
State Rep 17	Jeff Kropf (I)H-37	R	(541)-258-7363	Strong.
State Rep 17	Donald Beale	D		No Response.
State Rep 18	Tootie Smith (I) H-28	R	(503)-632-2115	Strong.
State Rep 18	Herman Joesph Bauer	Con		No Response.
State Rep 19	Dan Doyle (I) H-30	R	(503)-585-2054	Strong.
State Rep 19	Fred Fleischman	D	(503)-391-4347	Good.
State Rep 20	Lloyd Kumley	D		No Response.
State Rep 20	Vicki Berger	R		Poor.
State Rep 21	Mike Swaim	D		Poor.
State Rep 21	Billy Dalto	R		No Response.
State Rep 22	Cliff Zauner (I) H-38	R	(503)-982 8352	Strong.
State Rep 22	Betty Komp	D		No Response.
State Rep 23	Lane Shetterley (I) H-34	R		Poor.
State Rep 23	Peter Leung	D		No Response.
State Rep 24	Donna Nelson (I) H-29	R	(503)-472-7446	Good.
State Rep 24	Tim Duerfeld	D		No Response.
State Rep 25	Vic Backlund (I) H-33	R	(503)-393-5927	Good.
State Rep 25	Jonathan Bella	D		No Response.
State Rep 26	Angela Weeks	D		No Response.
State Rep 26	Jerry Krummel (I) H-27	R		Poor.
State Rep 27	Mark Hass(I) H-8	D		Poor.
State Rep 28	Jeff Barker	D	(503)-641-5130	Strong.
State Rep 28	Keith Parker	R		No Response.
State Rep 29	Mary Gallegos	R	(503)-992-0245	Good.
State Rep 29	Chuck Riley	D		Poor.
State Rep 30	Aron Carleson	D		No Response.
State Rep 30	Derrick Kitts	R		No Response.
State Rep 31	Elizabeth (Betsy) Johnson (I) H-1	D	(503)-543-4046	Strong.

(paid political advertisement)

BikePAC of Oregon Inc. Voter Information Guide for the General Election -- Nov 5 2002

<i>Race:</i>	<i>Name:</i>	<i>Party:</i>	<i>phone #:</i>	<i>Level of support for motorcycle issues:</i>
State	Elaine Hopson (I) H-2	D		No Response.
Rep 32	Joe Meyer	R		No Response.
State	Mitch Greenlick	D	(503)-292-2223	Fair.
Rep 33	Erik Hartung	R		No Response.
State	Brad Avakian	D	(503)-417-0100	Good.
Rep 34	John Scruggs	R		Poor.
State	Max Williams (I) H-9	R	(503)-205-2429	Strong.
Rep 35	Geoff Sinclair	D	(503)-639-9916	Good.
State	Mary Nolan (I) H-11	D		Poor.
Rep 36				
State	Randy Miller (I) S-13	R	(503)-638-2622	Strong.
Rep 37	Bill Gleason	D		No Response.
State	Greg Macpherson	D	(503)-294-9205	Good.
Rep 38	Jim Zupancic	R	(503)-778-5305	Good.
State	Martha Scharader	D		No Response.
Rep 39	Wayne Scott	R	(503)-266-3837	Good.
State	Dick Jones	R	(503)-285-6343	Good.
Rep 40	Dave Hunt	D	(503)-353-8387	Good.
State 1	Carolyn Tomei (I) H-25	D		Fair.
Rep 4				
State	Diane Rosebaum(I)H-14	D		Poor.
Rep 42				
State	Deborah Kafoury (I) H18	D	(503)-281-3325	Strong.
Rep 43	Shirley Whitehead Freeman	R	(503)-557-4631	Good.
State	Gary Hansen	D		Poor.
Rep 44				
State	Jackie Dingfelder (I) H-19	D		Poor.
Rep 45				
State	Steve March (I) H15	D		Poor.
Rep 46				
State	Jeff Merkley (I) H-16	D	(503)-261-7826	Strong.
Rep 47				
State	Mike Schauffler	D		Poor.
Rep 48	Michael Wrathell	R	(503)-760-3147	Good.
State	Karen Minnis (I) H-20	R	(503)-667-6068	Strong.
Rep 49	Pamela Spradling	D		Poor.
State	Lauri Monnes Anderson (I) H-22	D		Poor.
Rep 50	Ernest Hodgkin	R	(503)-661-1206	Good.
State	Linda Flores	R	(503)-658-6735	Good.
Rep 51	Jan Lee (I) H-10	D		Poor.
State	Patti Smith (I) H-56	R	(503)-695-6385	Strong.
Rep 52	Larry Cramblett	D	(541)-347-8805	Strong.
State	Ben Westlund (I) H-55	R	(541)-383-4444	Strong.
Rep 53	Cylvia Hayes	D	(541)-617-9013	Good.
State	Tim Knopp (I) H-54	R	(541)-389-7008	Strong.
Rep 54	James Bradfield	D		No Response.
State	Karole Stockton	D		No Response.
Rep 55	George Gilman	R		No Response.
State	Bill Garrard (I) H-53	R	(541)-882-0490	Strong.
Rep 56				
State	Greg Smith (I) H-59	R	(541)-676-5154	Strong.
Rep 57	Elizabeth Scheeler	D		No Response.
State	Phinney William	D		No Response.
Rep 58	Bob Jenson (I) H-57	R		Poor.
State	Jim Gilbertson	D		No Response.
Rep 59	John Mabrey	R		No Response.
State	Tom Butler (I) H-60	R	(541)-889-7654	Strong.
Rep 60	Roxanna Swan	D		No Response.

(paid political advertisement)



BEAVER CREEK

Then . . .

and

. . . Now



Herb Sweeten of Southern Oregon Chapter demonstrates an unintentional dismount. (Ten points for style.)



Rotax Donates New Engine For Millennium Ride

Rotax gave Simon Milward a new engine for his round-the-world charity motorcycle ride. He fitted it at *Starved Rock Harley Davidson* in Illinois in July. The original covered 85,000 miles, many of which were very hard and included several drownings on the road of bones in Siberia. Milward said, "I am extremely grateful to Rotax. The bottom line is that we are using motorcycles to improve the lives of fellow humans and Rotax's support, like one or two other manufacturers, makes it all possible." Rotax of Austria, makes motorcycle engines used by Aprilia, A.T.K., B.M.W., C.C.M. plus others and a whole range of engines for aircraft, snowmobiles, and other recreational vehicles.

=====

Dear everyone,

This is another hastily-snatched moment to update you on the one and only *Millennium Ride*. I'm e-mailing from *Gina's B.M.W.* in Iowa City, Iowa where last night the *Mill Restaurant* hosted a presentation. I'm heading west in the U.S. for the last time (I feel a bit sad about that) on my way to the *Sturgis Black Hills Rally*. This is the 100,000 strong biker party in the state of South Dakota.

Pepper Massey-Swan (a great friend thank you Pepper) got me a venue for my presentations at the Chamber of Commerce. Here are the details in case you are going or if you have friends going, please tell them to catch my shows at:

Tuesday, Wednesday, Friday,
Saturday

noon and 4 pm
Chamber of Commerce
2040 Junction Avenue
Exit 32 of I-90
[?] mile to town on right.

Thursday

11 am
Chamber of Commerce
1 pm
A.B.A.T.E. of South Dakota Social
Whitewood exit 23 of I-90

4 pm

Press Conference
Community College
Motorcycle Expo
Lazelle Street, Sturgis

Bike

Rotax have been wonderful by donating a new engine and I am so grateful to them. It feels great.

The kind folks at *Starved Rock Harley-Davidson* in Ottawa, Illinois gave me the run of their workshop for the best part of a week where I found that my frame was quite bent. The right side of the frame was sat nearly an inch lower than the left, noticed only when we came to fit a new swinging arm shaft.

This could only have happened in the Australian outback when I landed upside down on that side at about 60mph. The handling was not affected. Dare I say even improved?! Anyway a crow bar and blow-torch eventually got it sitting much straighter. Harley kindly will send my old engine back to England for me.



Simon Milward

Sponsors

We have raised about \$92,000 now. *Airheads* of Ontario, Canada donated \$1,200 at the *B.M.W.M.O.A. Rally* which was just brilliant. Other new corporate sponsors include *Airheads North America*, Dukane and Eastern Chapters of *A.B.A.T.E. of Illinois*, Chicago Region *B.M.W. Owners Association*, *Harley-Davidson Indianapolis Southside*, *Verhulst Touring Goodies*, *Gina's B.M.W.*, and the Warehouse Church. The latter as the first Church sponsor means a lot to me, a place where rock and roll meets Jesus Christ. It was great to go more into the spiritual side of my ride at the Sunday morning service when I made my presentation.

Passing through Wisconsin the day before yesterday *S&S Cycle*, the performance masters for Harleys promised a \$1,500 check to be presented the Sturgis press conference. *K.K. Motorcycle Supply* in Dayton Ohio gave me 6 sets of front and rear brake pads, perhaps enough to get me home!

Some manufacturers are being extremely supportive of this quest whilst others are noticeably absent from the supporter list. *Harley-Davidson* in particular stands out, since including the dealers they've donated over \$6,000 (excluding \$3,000 from H.O.G. chapters) plus a great deal of practical support.

Yamaha saved us \$6,000 on the price

of 12 motorcycles for Flores of course and *Honda U.K.* donated my forks way back when.

A.B.A.T.E. of Indiana have been looking after me well and giving me the run of their well-equipped office, and their annual Boogie was a party like no other.

Route

From the *B.M.W.M.O.A. Rally* in Trenton, Ontario I rode back and spent the last few weeks making presentations in Illinois, Indiana, Ohio and Wisconsin. The beauty of southern Indiana and western Wisconsin contrasts with the flat prairies offering up this year's harvest of corn. So much corn!

Questions

1. Do you know anyone in the U.S. [who would] be willing to do something with all the t-shirts I have collected? I'm thinking of having a quilt made, personalizing it with something from the *Millennium Ride*, and auctioning it. There are lots of "t"s!

2. Do you ride a Yamaha and have any connections with any sort of Yamaha-oriented rider clubs in the U.S.? I would like to ask for your assistance with something. Please e-mail me. I promise not to get you into trouble and it won't be much effort.

U.S.A.

Lastly, the U.S. leg of my world tour is coming to a close. I have been reflecting on a few things. You know, it is the people [who] make a country and it has been an honor for me to be among Americans. I admire their great spirit and sense of freedom.

I feel close to Americans.

Indeed would have been one myself had my grandparents not sold the IXL dude ranch in Wyoming in the 1920s and moved to the U.K. (Grandmother's ballet performances were first priority!) In 1984 I hitchhiked around the U.S. and throughout the 90's attended many motorcyclists rights conventions.

I feel that I have a strong bond with Americans.

When the U.S.A. talks about defending freedom they do practice what they preach. For me, no group in the U.S. illustrates defense of freedom any more than the motorcyclist's rights movement.

Take the motorcycle helmet law.
[*Please!*]

In every other developed country of the world, the do-gooders believe only they have the right to legislate on this question. Freedom is virtually unheard of in any sense of the word and the rider's organizations feel it is hopeless or do not want to try and kick it out. Talk about freedom and people look at you strangely.

Not here.

U.S. riders draw the line at government interference in matters of choice in personal safety. Wherever your sympathies might lie on this, the helmet law is central to the issue of freedom and I'm very glad to say that freedom is alive and well. It is not so much a credit to the U.S.A. (since most of the world has democracies) but to the American people and their vanguard, the motorcyclists.

See you in *Sturgis!*

Simon

P.S. E-mail me with your comments on this video idea. Please keep them short and to the point. I can't promise an individual reply.

Documentary Video Blurb

From the safety of your sofa travel along with Simon and myself while we risk life and limb riding our motorcycles through the two most dangerous continents in the world.

Ride with us as we travel through tropical rain forests, traverse the Amazon River, or as we try to navigate our route across the Patagonia Mountain range.

Watch and enjoy as we encounter some of the most beautiful and dangerous wild life known to man. [*Would that be Blue Light Specials at K-Mart? — editor's note*]

If you enjoyed Simon's recounting of his trip to date, this unique video will be even more entertaining as you watch the days unravel from sunrise to every nut-wrenching moment.

However, in order for this to happen we need to come up with additional money to keep the cameraman out with Simon, so we are looking for either a sponsor to fund the whole expense or through pre-sales of the video.

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reader's stories

Into The Wind

by Mick Anderson

It was 1974.

I had just turned sixteen years old.

Nixon was on the television saying we were going to pull out of Saigon.

Walter Cronkite was still doing the news and we were starting to party in my small town.

Partying and girls were pretty much everything my friends and I cared about. Bikes had taken a sideline for about a year.

This all changed the day I passed my driving test and without my mother's knowledge, I also took my motorcycle endorsement test. She wasn't too keen on my pot-smoking, beer-drinking ass being up in the saddle of a road bike.

She had been worried sick ever since my bro Andy Kilborne was racing against Goose Grayson and as they were cresting a hill a cage passing illegally smashed into Andy's panhead and ran Goose off the road into the soybean field. Andy died two days later at Robinson Memorial Hospital and Goose [who was] scraped up died a little too, but he did the quiet zombie route into the abyss of dope.

Joe Kilborne was Andy's dad and neighbor who we used to help throw hay during haying time. He had called me about six months after Andy died and asked me to come over. I went over as I had many times before and sat out in the back yard of the farmhouse having a cool drink.

Joe said he wanted to show me something. We walked into the barn and he lifted the brown canvass tarp to reveal Andy's 1957 FLH Pan Duo-Glide. The front end looked a lot like the Fatboy's and Heritages of today,

except it was bent up next to the tin primary.

There wasn't much damage to anything else except dents and dings. It had a solo seat and an old worn two-tone aqua blue color and white paint job. The 74 cu.in. engine was the mothership of motors to me since the movie *Easyrider*.

I asked Joe, "Why did you keep it?" Joe looked down at the straw and dirt covered floor and then up at me right in the eyes and said, "I guess it was all I had after Andy died and I wanted to hold on to him for as long as I could."

Then I saw the tears welling up uncomfortably in the big farmers eyes and his huge working hands trembled as he touched the bike to steady himself and he said, "Mick, I think I need to put Andy in the ground now and I think he would have wanted you to have his bike. He grew up riding and running with you and Goose and since Goose already has his shovelhead, I want it this way."

I looked up at Joe and back at the bike a couple of times.

I couldn't move.

I was numb, frozen, and then I felt the water in my eyes and joy in my heart because Andy wasn't dead for me anymore.

He was my first putt.

I told Joe how grateful this made me feel and that I would take care of Andy always.

"Mick, I know you will," he said. "You're all good kids, all of you assholes who ride bikes together," he said to break the emotions off and get back to being Joe Kilborne tough

farmer.

I made arrangements to get the bike and take it over to Meatpipe's garage.

Meatpipe was a tall guy about six foot tall and thick as an oak tree. He probably weighed 300 pounds and didn't have an ounce of fat on his body.

I heard he had gone to Iran in high school to wrestled against Iranian heavyweights and had broken one guy's back. He was wearing greasy jeans and a white t-shirt that said; "If you don't ride a Harley, you ain't shit" written crudely in black magic marker.

I told Meatpipe it was Andy's bike and he knew of Andy.

He walked around it a couple of times as the single light bulb flickered, sucking on a joint, and drinking a *Rolling Rock*. He did this for about ten unnerving minutes as his girlfriend, Little Alice, and I watched.

Then he broke the silence and said, "Fuckin eh! I'll fix this scooter, but it's gonna cost some bread, man."

I said, "No problem. I'm working for *Flex Construction* framing this summer. How long will it take?"

He looked up kind of bewildered and said, "It will be done when it's ready man, ok?"

I said, "Cool."

Even though I wanted something else, I knew you didn't shoot your mouth off to a three hundred pound gorilla high on whatever he wanted to be high on.

I was about to leave when I asked him, "Hey, why do they call you Meatpipe?"

I heard Little Alice begin to giggle and then I got it as she looked at his

crotch, then over at me.

Enough said.

It was time for me to get my obviously red face out of there.

Meatpipe had the bike about three weeks when he called me and said my putt was ready.

I threw on my boots and Levi's and caught a ride with my brother Wacky John. He rode a '69 Sporty and it had straight pipes so he never sneaked up on you.

We pulled into the garage at about 9:00 p.m.

My pan sat there like a movie star under the flickering light bulb calling me.

Andy wasn't a pretty bike because Meatpipe had to, let's say, out-source the parts.

The front end was a springer off an old knuckle or early pan that he said he had come by honestly.

Hey, what can I say? I took him at his word.

The dents looked rough, but the trademark of all *Harley-Davidsons* of that time was there.

Andy had marked his spot with oil.

I walked up to the pan acting like I

knew what I was doing and straddled it like a dirt bike, turned on the gas, opened the choke and tried to hop on the kicker.

It wasn't primed, so it rubber-legged me, which felt like being kicked by a horse.

But with all the dignity of someone's little sister kicking your ass.

Meatpipe said, "Hey Mick, want me to show you how to light this hog up?"

"Yeah, sure," I said, kind of humbly.

"You have to sort of slowly lean on the kicker to get the pistons spun to the sweet spot."

He winked.

"Then you just put your weight down and . . ."

The engine lit up.

We all smiled.

Andy was breathing and his heart was beating with each thump of the big twin motor.

"Let's ride," I said.

We all pulled out and rode up to the *Roadhouse* at Mantua Corners to have a wake for our old bro, Andy.

© 2002
Mick Anderson





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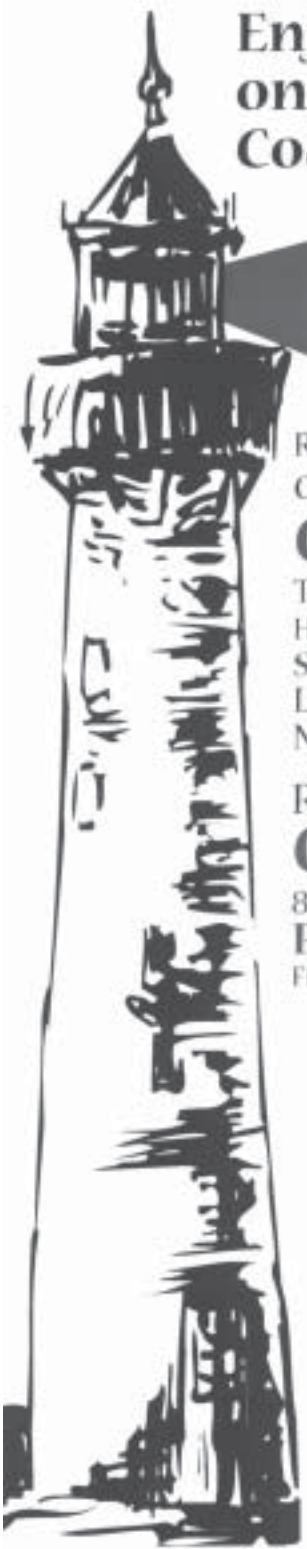


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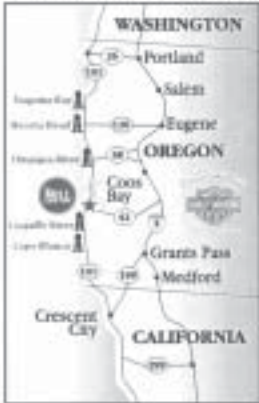
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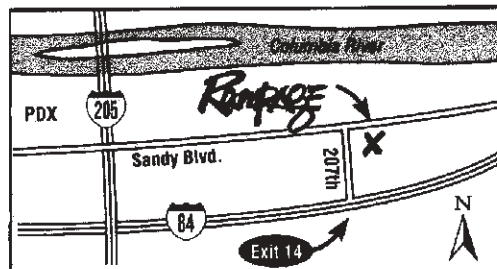
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_____	AYP16	Year Pin - 16 yr. member - grey/black	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue	4.00	_____
YEAR PIN				
_____	ALAN	ABATE Anniversary Pin	5.00	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	5.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	5.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	5.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	3.00	_____
_____	AFP	Fossil Pin	5.00	_____
_____	ACWP	ABATE Uplifted Wing- 5 color on white	5.00	_____
_____	ATM	Thermal mug hot/cold	7.00	_____
_____	A#1ER	Earrings (post or hoops)	6.00	_____
_____		Bandanas	6.00	_____

ABATE PINS

MISCELLANEOUS

_____	ALH	ABATE Logo Hats - white on black (NEW STYLE COMING SOON)		
_____	CW	Screw The Helmet pin	3.00	_____
_____	AFRTS	ABATE T-Shirts	15.00	_____
	Sm_____	Med_____	Lg_____	X-Lg_____
_____	AFRTL	ABATE Sweatshirts	22.50	_____
	Sm_____	Med_____	Lg_____	X-Lg_____

ABATE T-SHIRTS

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

NOTE: Assorted Colors.

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

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL	
_____	AWS-L	ABATE Wing Sticker - black/red (left side)	3.00	_____	
_____	AWS-R	ABATE Wing Sticker - black/red (right side)	3.00	_____	
_____	AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	5.00	_____	
_____	AMS	ABATE #1 Membership Sticker - large, 5 color	3.00	_____	
_____	HLS	HELMET LAWS SUCK Sticker - small	1.00	_____	STICKERS
_____	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	1.00	_____	
_____	ACWS	Warning Sticker: "This Bike Belongs To A Member of ABATE, Don't Mess With It"	2.50	_____	
_____	HLSB	HELMET LAWS SUCK Bumper Stickers	3.00	_____	
_____	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Stickers	3.00	_____	
_____	MIM	UNITED WE STAND, DIVIDED WE FALL Patch	5.00	_____	
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available	1.25	_____	
_____	CHPT	Chapter Rockers (indicate Chapter _____)	5.00	_____	
_____	CLOTH	Year Bars (indicate year _____) Small _____ 1984-1993 avail. ..	2.00	_____	
_____	CLOTH	Year Bars (indicate year _____) Large _____ 1984-1992 avail. ..	2.00	_____	
_____		Courtesy Cards		_____	
_____		License Plate Frames — Cars with	7.00	_____	SPECIAL ORDER ITEMS
_____		"Let Those Who Ride Decide		_____	
_____		License Plate Frames — Motorcycles with	7.00	_____	
_____		"Let Those Who Ride Decide"		_____	
_____	LPSL	Loud Pipes Saves Lives	3.00	_____	
_____	AEP-L	Straight Wing Eagle pin	5.00	_____	
_____	FAP	Free America Patch	5.00	_____	
_____	FAB	Free America Pin	5.00	_____	
_____	EAP	Eagle Pin	5.00	_____	
_____		Chapter Coordinator	5.00	_____	OFFICER ROCKERS (special order items)
_____		Chapter Vice-Coordinator	5.00	_____	
_____		Chapter Secretary	5.00	_____	
_____		Chapter Membership Secretary	5.00	_____	
_____		Chapter Treasurer	5.00	_____	
_____		Chapter Historian	5.00	_____	
_____		Chapter Legislator	5.00	_____	
_____		Chapter Educational Director	5.00	_____	
_____		Chapter Ways & Means Director	5.00	_____	
_____		Chapter Sergeant-At-Arms	5.00	_____	
_____		Chapter Public Relations Director	5.00	_____	
_____		Chapter State Representative	5.00	_____	
_____		Chapter Rockers- (Need to be ordered by Chapter Ways & Means Director)		_____	

Sub Total

Shipping & Handling Charges

Under \$25.00 = **\$5.00**

\$25.01-\$100.00 = **\$7.00**

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

mail order to: **A.B.A.T.E. PRODUCTS** **TOTAL** _____

att. Products Director

PHONE: (503)-666-8806

P.O. Box 4504

Portland, ORegon 97208

E-MAIL: mhobbs256@yahoo.com

Date _____

Prepaid _____

Name _____ Phone Number (_____) - _____

Street Address (for UPS shipping) _____

City _____ State _____ ZIP code _____

Thank you for your order ;-)

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

HELMET / INFRACTION / STOP REPORT FORM

This information may be presented to state and federal legislators as well as police or DOT administrators. The purpose is to ensure appropriate lawmaking and reasonable enforcement. Please provide as much detail as possible. Attach extra pages if necessary. Phone 1-800-347-1106 or (503)-224-1106 in Portland if you have questions, and ask for Gunny. Thank you for your cooperation.

PLEASE SEND TO:

Sam Hochberg, A.I.M. Attorney, 750 Morgan Bldg., 720 SW Washington, Portland, OR 97205
ATTN: Gunny Hutch.

NAME:
ADDRESS: CITY:
STATE: ZIP: PHONE: work home
MAY WE USE YOUR NAME FOR LEGISLATIVE PURPOSES? (YES) (NO)

WHAT HAPPENED WHEN YOU WERE STOPPED?

DATE STOPPED: TIME STOPPED: a m / pm
LOCATION:
OFFICER NAME: ID NO: POLICE AGENCY
PRIMARY REASON FOR STOP: HELMET / OTHER (specify)

CITATION? (YES) (NO) IF SO FOR: HELMET / OTHER (specify)

CITE # 1st appearance date: TIME: am/pm
COURT LOCATION: city / county:
ANY OTHER CHARGES ISSUED AT THE SAME TIME? LIST:

IF THERE WERE ANY CRIMINAL CHARGES (not infractions), SPECIFY:

You should IMMEDIATELY obtain LEGAL ADVICE if you were charged with a crime.

Did officer follow normal traffic laws in making the stop? (YES) (NO)
If no explain:
Did officer treat you fairly and respectfully? (YES) (NO) If no explain:

Was your helmet confiscated? YES / NO Explain:

Were you given an explanation on legal or illegal helmets? (YES) (NO)
If YES was the explanation? WRITTEN VERBAL BOTH
If verbal, describe:

WHAT HAPPENED IN COURT?

Have you gone to court? NO: When is court Date? YES : How did you plead? If you pled guilty what was the fine? \$

If you pled NOT GUILTY, have you gone to trial? (YES) (NO) If no when is your court date?
YES : What was the verdict ? GUILTY NOT GUILTY

If guilty, what was the sentence?
FINE : \$ ASSESSMENT: STATE \$ COUNTY \$ CITY \$
WORK TIME LOSS HRS: LOST WAGES: \$

Briefly describe the evidence you presented at your trial (or include a copy)

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: MODEL:
When you bought the helmet did it have a DOT sticker on the outside? YES NO
Label permanently fastened inside? (YES) (NO)
Was helmet modified? (YES) (NO)
If modified describe:

Member's Classified Advertisements



For Sale
 1998 FXWG "95" Anniversary Edition. Saddle bags, windshield, perfect shape, stored in house. 6,000 miles. **\$17,000** or best offer. Possible trade for less expensive bike.
 (503)-510-1175 or
 (503)-510-1800
 (Sept 2002)

For Sale
 1982 Honda 4-cylinder 750cc Super Sport. Good mechanical condition. **\$975.** (503)-368-5586
 (Sept 2002)

For Sale
 1991 Ford Ranger 3.0 liter, excellent condition. Auto, ps, pb, canopy and CB radio. Asking **\$2,850** Call John at (541)-5721951 or e-mail: johnr@oregonfcu.com
 (Sept 2002)

For Sale
 1976 Shovel, 1200 classic, red, stored inside, saddle bag, windshield, excellent shape. **\$10,000.** (Getting new bike.)
 (503)-510-1175
 or
 (503)-510-1800
 (Sept 2002)

For Sale
 Interstate trailer, 6x12 with ramp, like new. All set for two motorcycles. **\$3,200** or best offer. Call, Joan (541)-896-0308 or Carol at (541)-746-5071
 (Sept 2002)

For The Home
 Homelite 5 H.P. aluminum body mulching mower, very good condition. **\$60** or best offer. Lawnmower Man. other mowers available also. Phone (503)-257-7390 FAX (503)-262-9110 (Sept 2002)

For Sale
 Interstate trailer, 6x12 with ramp, like new. All set for two motorcycles. **\$3,200** or best offer. Call, Joan (541)-896-0308 or Carol at (541)-746-5071
 (Sept 2002)

For Sale
 1936 Knucklehead. Custom paint **\$10,000**
 (503)-645-1251
 (Oct 2002)

For Sale
 1989 Harley-Davidson springer softail. Custom blue trick paint, alluminum alloy wheels, over abundance of chrome, hyper charger, new Avon Venom tires front and rear, drag bars, iso pegs low miles. This is a street-ridden show baike. This baby could use a little T.L.C. and a new home. Please help. Fantastic deal. **\$11,200** or best offer. Phone (503)-257-7390. let's talk.
 (Nov 2002)

(Answer to last month's cryptogram is on page 36.)

For Sale
 1988 FLHTC. Black/red pinstripping. Factory lace wheels. FM works but cassette player took a dump. I never used it anyway so never replaced it. 57,000 miles with recent EV27 cam, lifters and valve job. Have all receipts. Clean stock scooter right down to the pipes. Has trailer hitch if you desire to pack along the house. **\$10,500.**
 (541)-447-1627
 Evenings after 6:00 pm. Ask for Bill
 (Nov 2002)

For Sale
 1982 Suzuki 750, low miles, fairings, tour pack and bags. **\$800** or best offer, possible trade.
 1992 Geo Storm in good condition. **\$2,250** or best offer.
 1951 Chevy 2-1/2 ton truck. New motor, new brakes. **\$2,500** or some trade.
 1965 Chev 2-1/2 ton truck, 16' dump bed, mechanically sound. **\$3,250.**
 Horse trailer. **\$500** or best offer.
 350 chev motor. Runs good. **\$350** or best offer.
 Phone (503)-285-4329
 Rotten Roger (Nov 2002)

September Cryptogram

K I T E [A I M] S Z B F Q L T D X T A A T B K Q Z C

C Q R T J K E K M M R K Z Q B Z C Q K K C T

K T U X M J Z J E A Z V T K E G T A T J L T

B T Q K I T J C Q R T J K E B M J A Z V T K E.

-- R T B N Z U Q B V J Z B P C Q B

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

HOW CRYPTOGRAMS WORK: The idea here is that each letter in the cryptogram represents a letter of the alphabet. ("Y" might equal "L" for instance.) Look for word patterns to help establish which word is what. (Single letters will be "I" or "A"; "the" and "and" are common three-letter words; the most widely used English letter is "E".)
 Spies used to send messages using cryptograms because they kept their opponents busy trying to crack the code while the spies went about their skulldruggery.
 Now days cryptograms is mostly recreational.

These advertisements are for personal items only and are free to Oregon A.B.A.T.E. members. Each ad will run for three months. (Date in parenthesis is the last issue in which the ad will appear.)
 Business and services will need to place *paid* advertisements.
Note: A.B.A.T.E. of Oregon, Inc. is not responsible for any items appearing in these advertisements.

STATE OFFICERS FOR CALANDAR YEAR 2002

Position/Name:	Phone #:	E-mail:	FAX #:
COORDINATOR	(503)-615-3101 (Portland area)		
Ted Tracy	1-(877)-552-2283	tntfam@europa.com	(503)-615-0550
VICE-COORDINATOR NORTH			
Jim Niece	(503)-775-2203	najin24@attai.com	(503)-775-2203
VICE-COORDINATOR SOUTH			
Joe Laurance	(541)-679-3775	laurance@pioneer-net.com	
VICE-COORDINATOR EAST			
Bob Hadley	(541)-447-8650	easternorc@aol.com	
MEMBERSHIP SECRETARY	(503)-615-3101 (Portland area)		
Jill Tracy	1-(877)-552-2283	tntfam@europa.com	(503)-615-0550
SECRETARY			
Charlie Hill	(541)-759-2388	abateoforegonsecretary@yahoo.com	
TREASURER			
Wendy Vaughn	(503)-646-2060	abatetreasurer@earthlink.net	(503)-469-0574
CHAPTER AUDITOR			
Carla Richesin (no calls after 1030 please)	(503)-357-0245	SportstHER@hotmail.com	(503)-626-5214
NEWSLETTER EDITOR			
Rot Path	(503)-838-6893	rotnews@open.org	(503)-838-6893
LEGISLATIVE DIRECTOR			
Rick Maish	(541)-746-7837	lynandrick2msn.com	
SGT-AT-ARMS NORTH			
Matt Hobbs	(503)-666-8806	mhobbs@acbc.com	
SGT-AT-ARMS SOUTH			
Cole Hembree	(541)-791-1640	user9189@qwest.net	
SGT-AT-ARMS EAST			
Keith Odoms	(541)-385-6840	odoms@hwy97.net	
PRODUCTS DIRECTOR			
Michelle Hobbs	(503)-666-8806	mhobbs@acbc.com	
EDUCATION DIRECTOR-1			
Geoffrey White	(503)-774-7558	gwhite5528@worldnet.att.net	
EDUCATION DIRECTOR-2			
Nora Rohde	(541)-660-2729		
PUBLIC RELATIONS			
Melinda McCrossen	(503)-231-2701	melindam@ispn.com	
RUN COORDINATOR-1			
Roger Hendricks	(503)-285-4329		(503)-286-5830
RUN COORDINATOR-2			
Kurt Speas	(541)-563-6526		
HISTORIAN			
Iris Yeager	(541)-967-1286	bikeiris@AOL.com	
RUN SANCTIONING			
Ron Bloker	(503)-690-7274	ronaldb@jewell.k12.or.us	(503)-690-6515
WEB PAGE EDITOR			
Mad Dog	(503)-252-4842	mad-k-9@ptld.uswest.net	(503)-257-4840
QUARTERMASTER			
Chris Anderson		cb-ander@attbi.com	
BIKEPAC REPRESENTATIVE			
Brian Stovall	(541)-298-1317	ilmostro@gorge.net	

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

(Return address on reverse side)

DON'T
 FORGET
 YOUR
 STAMP

^-- fold along this line --^

CHANGE OF ADDRESS

NAME: _____
 NEW ADDRESS: _____

 CITY: _____
 STATE: _____
 ZIP CODE: _____
 MEMBERSHIP NUMBER: _____
 SIGNATURE: _____
 (tape bottom edge)

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

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: (____) - ____ - _____ E-mail: _____

Additional Members in Same Household:

Name: _____
 Name: _____
 Name: _____

Congressional District: _____ Senator: _____ Representative: _____

Annual Rates:

___ Individual membership \$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**

[ADDRESS LABEL HERE]

Mary's cut back on what she will drink,
Not because of what most people think,
When she switched to hard liquor,
It got her drunk much quicker,
But she's tired of puking in the sink.
©2002--Rot Path

NEXT STATE BOARD MEETING:

Saturday, 14 September 2002 at Noon
7th and Kalmia
Junction City, Oregon

CHAPTER MEETINGS

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

Chapter:	Date/Time::	Location:
Central Oregon	3 rd Thursday 1830 (6:30 ^{pm})	Redmond Hotel; Redmond
Columbia River	2 nd Sunday 1230(12:30 ^{pm})	U&I Tavern; 6910 N. Interstate Ave.; Portland
Douglas County	1 st Sunday 1230 (12:30 ^{pm})	Round Table Pizza; Roseburg
Hub City	3 rd Thursday 1900 (7 ^{pm})	Pizza Hut at Heritage Mall; Albany
Lincoln County	1 st & 3 rd Tues 1930 (7:30 ^{pm})	American Legion Hall, 424 W. Olive Street, Newport
North Coast	4 th Saturday 1000 (10 ^{am})	Merts Campus; 6540 Liberty Lane; Astoria
Northeast Portland	1 st & 3 rd Wed 1930(7:30 ^{pm})	Round Table Pizza; 4141 NE 122 nd ; Portland
River City	1 st & 3 rd Tues 1900 (7 ^{pm})	Lone Pine Restaurant;335 Lone Pine Dr., The Dalles (I-84 & US-197)
Salem	4 th Tuesday 1900 (7 ^{pm})	Pietro's Pizza;1637 Hawthorne Ave NE; Salem
South Coast	3 rd Sunday 1100 (11 ^{am})	Gino's Pizza; 1324 Virginia Street; North Bend
Southeast Portland	1 st & 3 rd Sun 1200 (noon)	M/M restaurant & Lounge; 137 N. Main; Gresham
Southern Oregon	3 rd Sunday 1400 (2 ^{pm})	Oregano's Pizza; Gold Hill
Washington County	2 nd & 4 th Tues 1930(7:30 ^{pm})	Prime Time Sports Bart; 4202 Pacific Ave; Forest Grove
Willamette Valley	3 rd Thursday 1900 (7 ^{pm})	Foxfire Restaurant; 4740 Main Street; Springfield