

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

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

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**A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS**  
**OCTOBER 1997 NEWSLETTER— Edited by CRASH Gordon**

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Dedicated to Freedom of the Road  
A.B.A.T.E of Oregon, Inc.

**ORGANIZATIONAL PLANNING & REVIEW SESSION**

**WHO:**

All ABATE members interested in the continued success of ABATE of Oregon

**WHAT:**

An organizational planning and review session where we can plot the future of ABATE and review what we did right, what we did wrong and what we need to do better.

**WHERE:**

VFW Hall , 3160 Hillside Dr., Cottage Grove, OR.

**WHEN:**

October 25 - 26, 1997 We will start at 10:00am on the 25th and finish at noon on the 26th

**VFW Hall Directions:**

**Heading South on I-5**, take EXIT 170 (Cottage Grove - Lake) head east across the freeway and then take the second road on the left . . . Hillside Drive.

**Heading north on I-5**, take the first cottage grove exit (Cottage Grove - Lake ), take U.S. 99 north approx. 4 miles to Lathen Rd., turn right on Lathen Rd. and then go to London Rd., turn left onto London Rd. and go approx. 1 mile to Hillside Drive. Turn right onto Hillside Dr.

**For Information call: Larry at 503-774-2479**

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BEFORE  
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A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208  
Please make checks payable to A.B.A.T.E. of Oregon, Inc.

**WHAT IS ABATE?**

ABATE, is legally known as A.B.A.T.E. of Oregon, Inc. which stands for:

**A  
BROTHERHOOD  
AGAINST  
TOTALITARIAN  
ENACTMENTS.**

All members of A.B.A.T.E. of Oregon Inc. shall join and work together for:

- A. Education programs to assist all motorcyclists, especially the young and/or novice rider, to reduce accidents.
- B. Public awareness programs promoting motorcycling
- C. Fair motorcycle legislation

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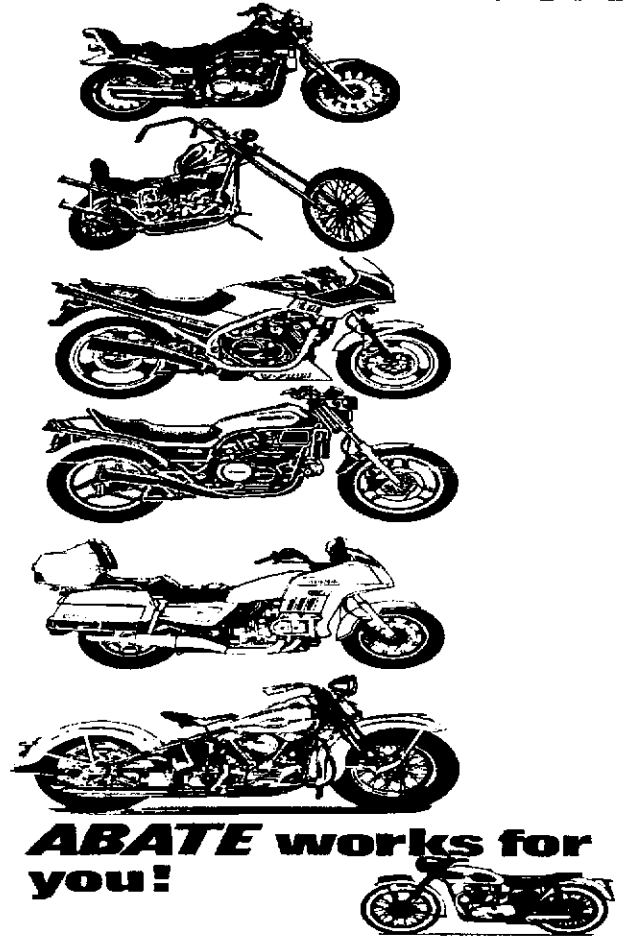
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**All bikes – All riders****WEB PAGE ADDRESS:**

<http://www.abateoforegon.org>

**Chapter Meeting Places - Where & When**

1st &amp; 3rd SUNDAY

S.E. PORTLAND

12:00 Noon, The Pizza Baron, S.E. 122nd &amp; Division, Portland

2st SUNDAY

CENTRAL OREGON

2:00 pm, KC's Pizza House, 1655 N. Hwy 97, Redmond

3rd SUNDAY

SOUTH COAST

11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend

BLUE MOUNTAIN

1:00 pm, East Side Tavern Rest., 2209 Adams Av., LaGrande

DOUGLAS COUNTY

11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg

SOUTHERN OREGON

12:00 Noon, Oregano's Pizza, Gold Hill

2nd &amp; 4th SUNDAYS

COLUMBIA RIVER

12:30 pm, Pizza Perfect, 6815 NE Killingsworth, Portland

4th SUNDAYS

SALEM

1:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem

1st &amp; 3rd TUESDAYS

RIVER CITY

7:30 pm, Zim's Brau Haus, 604 E 2nd St., The Dalles

2nd &amp; 4th TUESDAY

WASHINGTON COUNTY

7:30 pm, Pizza Hut, 3190 N.W. 185th, Portland

1st &amp; 3rd WEDNESDAY

NORTH COAST ABATE

7:00 pm, Shilo Inn 1609 E. Harbor, Warrenton

N.E. PORTLAND

7:30 pm, Chen's Village 108th &amp; N.E. Halsey Portland

1st &amp; 3rd FRIDAY

LINCOLN COUNTY

7:30 pm, Moby Dick's Restaurant, Newport

1st THURSDAY

WILLAMETTE VALLEY

7:00 pm, Prime Time Sports Bar &amp; Grill, 1360 Mohawk, Springfield

## CHAPTER REPORTS

### Blue Mountain

Meets 1st Sunday, 1:00 pm

East Side Tavern Restaurant 2209 Adams Ave., LaGrande

Chapter Address: P.O. Box 242 LaGrande, Or. 97850

Chapter Contact: Howard Butts (541)-534-5411

We had ourselves one great time on the first Saturday of September. The weather was perfect for our Grande Rondo Valley Poker Run and barbecue. The food was so good that the yellow-jackets invited themselves to join in on the feast.

John, my room mate, cooked up a couple dozen hamburgers and hot dogs but we could have cooked more if the numbers were in because I tend to over buy in my enthusiasm for BBQs. There was more than plenty for the merry band to eat.

The only thing we did at our meeting was give out awards to those in attendance. Bruce received a 12" Statue of Liberty for his continuing battle with a local judge over his legal beanie. We dubbed his award the Freedom Fighter Award. You might get to see it if he ever figures out a way to Duct tape it to his bike.

I know that there are a lot of people disappointed with the way things turned out about our helmet bill... So close you could almost taste it... As the old saying goes; Don't get mad get even. To me that means even more letters and calls, more members involved, just plain more of all the good stuff we did this time.

Now as the riding season winds down to toy runs, it's back to the drawing board for the helmet bill and our very own organization. I hope many of you are going to attend the Organizational Planning & Review Session in Cottage Grove. We need to be a unified body with a good plan and strong leadership that will carry on the good fight for freedom. If you can't attend get your thoughts down on paper and send them in. You can help decide the course of ABATE's future and that is what freedom is all about, folks.

October's meeting will be the usual date, time, and place so if you're in the La Grande area plan to attend our meeting.

Diane, Secretary

### Central Oregon

Meets 2nd Sunday, 2:00pm

KC's Pizza House, 1655 North Highway 97, Redmond

Chapter address: P.O. Box 9188, Bend, Or. 97708

Chapter contact: Charley Riter (541)-383-1929

It's time to reflect on the close of Summer and those friends, known and unknown, we have lost. I am sorry to say that there were more accidents than any of us would like to remember- This time also lets me reflect on the past three years that I have been the Chapter Secretary. I have made many new friends and have reacquainted with some old. I have had a chance to voice my opinions and thoughts (much to the dismay of some I am sure!). I am a member of an American tradition, a group of grassroots folks that believe in keeping the American dream alive. A group of folks that believe that FREEDOM SHOULD NOT HAVE TO BE LEGALIZED! We are all outlaws and renegades at heart but we are also Americans and I hope that each one of you that reads this will hold onto your dreams and celebrate life. I would like to remind all that there is a price to pay for our FREEDOM and that price is an active participation in your dreams and fight to stay

FREE. Big Brother has arrived and we can no longer turn our heads and hope that IT will go away. I love my Country by fear my Government! I hope this inspires all to continue with our long and hard fight. Let's celebrate our lives by joining together in the fight for our FREEDOM. I urge each of you to write to Governor Kitz and voice your disapproval. I also urge each of us to re-evaluate your "party" choice and re-register if you choose to do so.

PLEASE DO YOUR ACTIVE PART IN  
LEGALIZING FREEDOM!

The Teddy Bear Run was absolutely the greatest! We gathered over 300+ bears and delivered, on time I might add, to Madras, Prineville, Redmond, and Bend hospitals. The reception we received was warm and welcoming. The sun was shining, the warm wind blowing, and good friends gathered to do something really fun and good for our community. This was one of the best runs I personally have been on. We even handed out a few Teddy Bears at the Bend hospital to some folks in need of a "hug".

The campout was also a real treat! All enjoyed themselves and we plan to do it again. I am sad to say, however, that not many members turned-out for this great day. You don't know what you missed!!! But you can ask me Dave Jasper participated and told us all of the Crescent Lake Run September 13th to kick-off the Central Oregon Motorcyclists Toy Run. This is another pledge run or you can pay \$20.00 to join in- If you want to know how to do a pledge run please contact James. He is our Gum pledge guy! ABATE will be participating and we look forward to the events of the months to come.

If any members have anything they would like printed in the Newsletter please get the information to me before the 5th of each month as my deadline is the 10th- Thanks! I am still looking for a volunteer to take my position as Chapter Secretary. I will stay "off" until whomever takes the position is comfortable with what they are doing. I will always be active and be vocal concerning my thoughts and opinions concerning our FREEDOM. See you at the next meeting, gathering, and run!

Respectfully, Rebecca of Central Oregon.

### Columbia River

Meets 2nd & 4th Sundays, 12:30 pm

Pizza Perfect 6815 N.E. Killingsworth, Portland

Chapter Address: P.O. Box 11817, Portland, OR 97211

Chapter Contact: Angie, (503)-285-4329

Hello again from- Columbia River. Not such news this time, as we haven't had a meeting since before Summer Run. Speaking of Summer run, I did get to go, it was a lot of fun. Jeff didn't make it, he had to work, so I took our youngest daughter (she's 20-) and she really enjoyed herself. I met some new people, and enjoyed talking- to them. I told them I was secretary for Columbia River, and lo and behold, that's the chapter they belong to. "How come I've never seen you at meetings? Well I've been busy, too many meetings at work, etc., but I'll try to make it." Well, Richard, you know who you are, have you made it to a meeting yet? Looking forward to seeing you there. And, all you others who belong and just don't happen to make meetings, let's go. I'd love to meet you.

I can't report on all of Summer Run, my allergies started acting up, and since I left my inhaler at home, we had to head home

early Saturday afternoon, out I'm sure a good time was had by all.

Don't forget the family picnic is coming up soon. September 27, good food, and good company, everybody turn out. Also Northwest Thunder is Oct. 17-18. Let's have a good showing there too.

Well, that's about all I have to say. Ride safe and hope to see you at Pizza Perfect second and fourth Sundays at 12:00 pm.

Be there.

Carol(Upholstery man's wife)

### **Douglas County**

**Meets 3rd Sunday at 11:00 am**

**Round Table Pizza, Roseburg Valley Mall, Roseburg**

**Chapter Address: P.O. Box 61, Roseburg, OR 97457**

**Chapter Contact: Ed Halkyard at (541)673-6120**

NO REPORT, FIRST TIME.



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CYCLE**

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**TUES - FRI    SATURDAY  
10 - 6            10 - 5**

### **Lincoln County**

**Meets 1st & 3rd Friday, 7:30 pm**

**Moby Dick's Restaurant, Newport**

**Chapter Address: P.O. Box 665, Newport, OR 97365**

**Chapter Contact: Vicki Lechner, (541)563-3520**

Hi,

Well Chiloquin is over, and all went well. Lots of fun, games, music, vendors, etc. For some of us it represents the last run of the year, but have enjoyed all that we attended.

Some of us are starting next years schedule already. Hopefully everybody had a good summer, lots of great puts, times, and memories to hold us until next year.

We will be having a Highway Cleanup, our Post-Beavercreek Party, and start prepare for Senior Thanksgiving Dinner.

Mrs. Santa Ride and Auction will be on December 7th, hopefully at the Moose Hall in Waldport. Put it on your calendar, for it is a great time, good time to Christmas shop, win prizes, and all for a great cause.

Basically, it is time to rest up from all the fun, get those things done we have been putting off done, and start preparing for the holiday's events and winter...water.

Kandi

### **North Coast**

**Meets 1st & 3rd Wednesday, 7:00pm**

**Astoria Eagle, 894 Commercial, Astoria**

**Children are Welcome**

**Chapter Address: P.O. Box 468, Seaside, Or 97138**

**Chapter Contact: Jeff Oletzke (503) 861-0749**

NO REPORT, TIME.

### **N.E Portland**

**Meets 1st & 3rd Wednesday, 7:00 pm**

**Chen's Village 10th & N.E. Halsey Blvd**

**Chapter Address: P.O. Box 5792, Portland, OR 97228**

**Chapter Contact: Mary Beth (503) 253-7343**

Attention all N.E. Chapter members - - I am submitting this chapter report not based on chapter highlights but more of a personal plead. Our chapter is in DIRE STRAITS. Our attendance is getting worse and to be honest, the few of us that are attending our chapter meetings are getting worried. I have been a N.E ABATE chapter member for about eight years and can remember when there was standing room only. WHAT HAPPENED?! I often see members at the parties, runs, etc your participation is also very much needed at the meetings. Without the meetings, there would be no parties, runs, etc~!

Our chapter is doing some fun things - we have a 50/50 drawing and we have a member only ticket drawing just for showing up~ So check us out, win some money, enjoy some Chinese food and SAVE OUR CHAPTER!

Take care,

Jen

P.S. get active in the chapter or there will be no more N.E. Chapter for you to be active in. This the time to step up or at the end of the year it will go away! SAD. GWH Chapter mouth.

River City

Meets 1st. & 3rd. Tuesdays, 7:30 PM

ZIM'S BRAU HAUS, 604 E. 2nd. St., The Dalles

Chapter Address: P.O. Box 1103, The Dalles, OR 97058

Chapter Contact: Kevin, Membership Secy. [541] 352-7471

Where in Oregon is it hotter than blue blazes for an entire month? Just about everywhere but the coast! Check out the news on the TV and you can almost bet your last 25 cents that the high in the State will be in good ol' The Dalles... The one good thing about all the heat is that it makes for some challenging riding choices. Where can we go to cool off our fried brains and burned out souls?

Since my last report is between my computer & the MIR Space Station I will GUESS that River City left everyone eating their hearts out that they didn't ride from the hot side, over Mt. Hood into Zig Zag... The next weekend we rode to the Ice Caves, just outside Trout Lake, Wash. Four steps down into the ice cave and you will really feel like the ride was worth your time. What else, Huckleberries are ripe. This made for a delicious stop at the small burger stand in town. Fresh Huckleberry pie and milkshakes!

Our Chapter has had a couple of great guests in LOUIE & MARY for several of our weekend jaunts. It just so happened that Aug. 17th. was their 1st. Wedding Anniversary, so what to do? Surprise MARY. TIM and the Chase rig left early with the Bar Be Que, Sausages, burger and cake. While the Bikes went to Parkdale... right on que PAM said "I want to see the Lake!" The surprise for MARY was complete, and the rest of us had a super party and a nice cool run through into the Mount Hood Forest. Lawrence Lake is also known for it's fishing and crawdads. City folk perk up... the camping was free and the rangers were biker-friendly!

The next Sunday we got into the weather "iffies". Two clouds over The Dalles, at least 100 degrees, natives know what can happen next. We decided to run into Washington again, this time into Glenwood. A cafe there used to be called the Dew Drop Inn but is now called the Shade Tree. They have home baked Cinnamon rolls the size of dinner plates! We ride there twice a year. Up one way in Spring down the other in the fall. It's called the Grand Canyon of Washington, I'm told. It is also the home of the Dragonfly mating zone of the State... One Dragonfly is a painful splat on the ol' forehead... try TWO! Luckily we missed the bugs but lordy did we get the giant raindrops. Everyone got nicely cooled off that day.

Next month we'll enlighten ya'll about the joys of riding to Bickleton, Washington. - No gas, passing yuppies with boats and the Blue Bird Saloon.

For those waiting for the River City Quotes of the month... ouch, I have had one cheek bit off for not at least trying to get them printed, the veto of HB2454 did not generate our members to say, "Oh Shucks!" So I will leave you with what was printed on our Chapter agenda, after BRIAN & JIMMY almost merged bikes on a Sunday Run...

River City Quote of the month:

What do you get when you cross a Sportster with a Ducati?

A HARLOT!

Submitted by Secretary- Patricia F. Combs, CSA

Salem

Meets 4th Sunday, 1:00 pm

Pietro's Pizza, 1637 Hawthorne Ave NE

(Call 503-581-3138 or 503- 581-8637 for information)

Chapter Address: P.O. Box 13957, Salem, OR 97309

Chapter Contact: Vern Miller (503) 390-7906

Boo! y'all,

Lots of disappointed folks out there, judgin' by the August newsletter. And not without good cause.

Up until Rot Path read Kitzhaber's "reasons" fer vetoin' our helmet amendment (HB2454 was not a repeal, John), Rot Path had thought the governor was non-partisan an' fair-minded. An' perhaps he is on purely political matters. But readin' the letter the gov sent to Secretary Keisling seems to send the message that John-Boy is toein' the AMA party line. Can't help wonderin' how much pressure he was under as a doctor to veto our bill.

Rot Path is proud of our people in A.B.A.T.E. and BikePAC for their courage to stand up for what they believe in; Rot Path is disappointed in the governor's apparent inability to stand against special interest groups and peer pressure.

Rot Path is a registered Democrat an' is likely to stay one. But if Kitzhaber stands for reelection, Rot Path will be workin' all out fer whoever runs against him.

As will virtually every other Oregon biker.

Ken Ray's comments in the September newsletter was well-considered an' Rot Path thinks we should seriously consider takin' some of the action he suggests. We've come along way in our political education. This is the closest we've come yet -- a mere pen stroke from passage.

This is the time to start gettin' inside the political machine an' tinkerin' with how it works, adjustin' it to run the way we want it to. (C'mon, how many folks out there ain't tweaked yer scoots a bit to make 'em run better?)

The August meetin' of the Salem Chapter was an experience of supreme revelation. Fer instance, Rot Path found out that havin' one person holdin' two chapter officer billets don't count toward makin' a quorum.

Fox Creek may have been smaller than last year, but it still made dough for our charity, education, an' legislative efforts. Sorry to have to tell y'all this, but the results of the bike games at Fox Creek seem to be lost in the mists of biker lore. (Or have been misplaced in musty box.) Ya know who ya are an' yer still winners even if yer names don't appear here.

An' Fox Creek '97 T-shirts are still available if ya ain't got one yet. Contact the chapter if ya want one of the few remaining ones.

Rot Path brought up an item under "Nude Business". Seems there's a group in Texas that's started a club for folks who enjoy the ultimate in ridin' free --ridin' nude. (Or even top-free for the ladies.) Membership forms were passed out along with the criteria fer membership. After seeing Rot Path's qualifying photo, chapter members expressed relief for strategically-placed rear view mirrors. (Rot Path is member 78.)

So, fer all you web-heads out there, Rot Path is nude on the net. See if ya can find where.

Meanwhile, watch out fer them wet Autumn leaves.

Rot Path

**South Coast****Meets 3rd Sunday, 11 am****Gino's Pizza, 1324 Virginia Street, North Bend****Chapter Address: P.O. Box 4175, Coos Bay, OR 97420****Chapter Contact: Bud Berliner (541)-267-2523**

This is a public retraction to a statement in the August Newsletter...

I, the Editor of this here now Newsletter do state for the record, that this chapter did in fact have a submission for the month of August... I printed it in July's issue....SSSOOOO Sorry. GWH.

Hello,

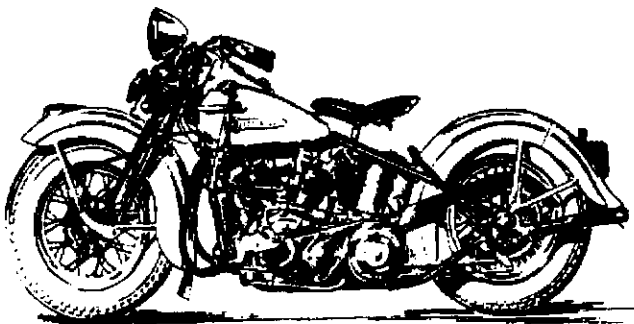
Our August meeting was an interesting one. Our Coordinator, Dave McDonald got a job in Eugene and had to move a couple of days before the meeting. Congratulations Dave! He did a wonderful job for us last year, but we are happy he has enriched himself with employment. Bud Berliner will be taking over as Acting Coordinator for the duration of the year. He has had a lot of experience of running a chapter, so we have confidence in his ability.

Our Education Director, Ray Hamilton is gearing up to start a Motorcycle Awareness Class in Gold Beach. We hope to get it ready to roll very soon.

Our Membership Secretary has informed us that our membership has dropped. If you know a former member that has not renewed their membership, please ask them to give one of us a call, we would like to know why and maybe rectify any problem that they might have with the chapter.

I would like to take this opportunity to thank Ruth and everyone from Lincoln County for their great hospitality at the Beaver Creek Run. We had a great time. A few of us did have some problems along the way. I lost a helmet in Reedsport, which was picked up by someone just minutes after I lost it. Flash almost pulled in front of a car. It was his birthday the next day. John Chamberlin lost his leather jacket when we got to the run site, but some nice folks returned it to him. Flash Baker and John were using Randy's bike wiring to air up Flash'd air mattress and caught the grass and bike on fire. The next day when we were heading to the State Board meeting, we noticed a 4-mile oil trail. We thought (no way could it come from a bike), it was coming from Randy's trike. I guess Murphy's law was following us for some reason. I don't wish to finish the "rest of the story" only to say that we did manage to get back in one piece and all in all we had a great time.

Ride safe,  
Charlie Hill

**Southern Oregon****Meets 3rd Sunday, Noon****Oregano's Pizza, Gold Hill****Chapter Address: P.O. Box 2031 Grants Pass, Or 97626****Chapter Contact: Jim Broman (541)-479-6111****Tom Orsini (541)-479-8635**

Greetings from Southern Oregon.

August and September were fairly slow months in this part of the State. We did have about 18 Chapter Members attend the Chiloquin Run; this is a good run and hopefully the attendance will continue to grow to make it a money maker for our organization.

Our on-going membership drive did alright in August and September even though we lost 3 members who failed to renew. We picked up a total of 10 new members so that aint bad. September was our Chapter Over nighter to Gold Beach. We did this last year and had only six Chapter Members and two Douglas County Chapter Members show up. This year we had more than 20 so we are starting to get better participation.

I need to correct a mistake in last month's newsletter. Our Newsletter Editor's name is Roberta G-R-E-A-T, not Creat. I know I couldn't make a mistake like that on her name so it must have been GORDONIZED.

From time to time some of us give Gordon Hieronimus, our State Newsletter Editor, a rough time for little problems with the newsletter, but if you look at the job he does, and the equipment he has to work with, I think he does a pretty damn good job.

Keep up the good work GORDON!!

Ride Safe

**S.E. Portland****Meets 1st & 3rd Sundays, 12 Noon****The Pizza Baron, S.E. 122nd & Division, Portland****Chapter Address: P.O. Box 90233, Portland, OR 97290****Chapter Contact: Lee Austin (503)-658-4227**

Hello.

To my understanding LABOR DAY RUN was better than it was last year. I didn't attend, but thereport on the run was good. More attendance means more money was made.

SUMMER RUN was really great this year. The attendance was remarkable. A girl went down on her bike on the way to the run. Someone was good enough to help her, by bringing her to the run and later to the hospital, and brought her bike to the run and made arrangements to get the bike back to her. What good people to help the way they did, but... A brother from our chapter went down on his way home. No one stop to help him for a long time. Cars, bikes and even a State Police officer went by him and no one stop to help him. Expect a couple from our chapter, Randy and Brenda. They did everything they could for him, Thank your Randy and Brenda for helping him.

We still have more runs this year. I hope we dont have anymore of the same problems.

The C L C F D will be having a delivery on the 5th of Oct. I hope a lot of people attend the delivery.

Wet Willy's has live music every weekend. Jeff has asked someone from the chapter to work the gate and just for doing that our chapter gets a kick back of 10 % of the gate. But the same people do the gate almost every weekend. We need some new

faces out there.

Dont forget about the Family Picnic on Sept. 27th. It will be just as great as every year. Our chapter committee just about has it all planned out.

My gardening tip will be short this month. I just want you to know that not all flowers have gone. We can still get the fall flowers. The mums, aster, redbecks, kale, pansies and ground covers. So go out and buy some flowers to cheer the end of the summer blues.

ENJOY DEBBY

## IMPORTANT

# Thank You

**The staff at the newsletter would like to thank all of those in the S.E. Chapter who voted for or backed up the vote to purchase a new printer for the newsletter. It is apparant that without the new printer, you would not be receiving this newsletter. It is a great thing that your chapter has done and a landmark idea for what others can do to help the State spend their funds on more important things such as the education program. To other chapters, your funds will be gladly accepted for such projects as the MAP. Supplies for MAP are on great demand, as we are presenting the program to more and more students every day. GWH and Company!**

## IMPORTANT

### Washington County

Meets 2nd & 4th Tuesdays, 8:00 pm

Pizza Hut, 3190 N.W. 185th, Portland

Chapter Address: P.O. Box 830, Cornelius, Or 97113

Chapter Contact: Ted Tracy (503) 640-5766

Bill the Bricklayer (503) 640-9543

Hello again from Wa. Co.,

Well the End of Summer Run is old news now, but due to deadlines, hasn't happened at the time I wrote this. I'll have a full report on the goings on in next month's article. Be sure to check out to see who won the Bike games and show, and a special Kid's report on our event!

We will be turning our attention to the Toy Run next. Last year in spite of the weather, we had a great turnout, and made a large donation to the Hillsboro Toy and Joy Program. The chapter also sponsored 2 families who were in financial difficulties. Planning of these events will begin soon. Contact Ted Tracy if you would like to help or participate,

WaCo has a new Historian! County Dave has accepted the nomination and was installed as Historian at the 8/26 meeting. Can't wait to see those pictures from Chiloquin, Dave.

Don't forget the ABATE planning session scheduled for October 25-26. This is your chance to set the direction for

ABATE in the future. Call Ken Ray or Jill Tracy (phone numbers are on page 3 of your Newsletter) if you have any questions, or would like to carpool! Hope to see you there.

Till next month, Ride safe

Jill

### Willamette Valley

Meets 1st Thursday, 7:00 pm

Prime Time Sports Bar & Grill

1360 Mohawk Blvd., Springfield

Chapter Address: P.O. Box 23325, Eugene, Or. 97402

Chapter Contact: Bob Avery (541) 998-1309

Russ Lax (541) 747-2787

Time for another chapter report. The months just seem to fly by - especially when things are so busy. Chiloquin - what a great Labor Day Run. For those of you that didn't show up, you missed out. The weather was great, the company was great - everything was just great. Thanks Roger!! I can hardly wait for next year.

We had our chapter meeting at the Prime Time in Springfield. The Prime Time is located on Mohawk Blvd. (That's 14th Street for those of you who like to count.) sort of across the street from BiMart and that little mall that is next to it. Okay - it shares the same parking lot as the liquor store. I'm sorry that the Duck's first game of the season was on TV that night and it got a little noisy out in the main area. It got a little tough to hear each other talk, at least the Ducks won that night.

We had 12 people sign in Thursday night for the meeting. Bob Avery - even though he couldn't attend the meeting, dropped by the house and left us a good agenda to follow for the evening. Thanks Bob. We get by with help from our friends.

Following Ken Ray's advise, we talked of the importance of keeping communication open between the state and chapters. Everyone agreed that this was a good idea. We got onto a general discussion about communication, and Dave volunteered to put a web page out about the Halsey Motorcycle Expo. (Check out [http://www.enf.org/~d\\_morgan/halseyexpo.html](http://www.enf.org/~d_morgan/halseyexpo.html))

We also discussed the recent veto by the governor of HB2454. Let's hope for a special session - that could reconsider the issue. Keep tuned for more information from BikePAC. A copy of the ABATE budget was given to us at this time. We decided to abstain from any voting on this at the next meeting. We needed more time to review it before we could discuss any action.

We also talked about hosting the representatives of the ODOT Safety Conference and cooking for the annual planning session held at the VFW Hall in Cottage Grove. Looks like we will be able to work something out for both of them. Anyone interested in helping or other info - give me a call.

From the Chaplain's Corner - Mike & Larry - our condolences for the loss of your father. Our thoughts are with you in this tough time. A big group hug went out to Russ too.

Okay - that's it for the report. I've got to get back to the bike show. We are planning a big affair and everyone is invited. Woody keeps telling me that I'm going over the edge on it - so everyone help us out for our efforts by showing up. October 11th, Halsey Oregon - you can't miss it. What better place for a motorcycling event than on the corner of historic Oregon Highway 99 E and American Drive?

X-PonieRyder



## A.B.A.T.E. of Oregon's MEMBERSHIP CLASSIFIED'S

NOTE: All ABATE of Oregon members may run their ads FREE for 3 months. The date in parenthesis ( ) is the last month the ad will run in the newsletter.

<p>FOR SALE: 1962 Voelorex sidecar, fiberglass, very lightw with mounts to fit Harley FL swing arm frame \$1200.00 Chris Vieira (541) 49-2412 (10-97)</p>	<p><b>ATTENTION EDUCATION INSTRUCTORS</b> Please send your reports to <b>MEL YEAGER</b> c/o ABATE of OREGON, Inc. P.O. BOX 4504 Portland, Oregon, 97208 <b>ALL ABATE Business must go through the P.O. Box and be dispersed from that point.....ANY QUESTIONS?????</b></p> <hr/> <p>FOR SALE:1981 Windjammer fairing for Honda Goldwing. White color with lights and lighter. \$150.00 OBO (503) 769-2670 (10-97)</p>	<p><b>ABATE OF OREGON IS NOT RESPONSIBLE FOR ANYTHING SOLD THRU THESE ADS. THESE ARE THINGS THAT INDIVIDUALS ARE SELLING NOT ABATE OF OREGON. (except membership to ABATE) THE EDITOR 1-97</b></p>
<p><b><u>SAFETY ALERT</u></b> <i>Filing a gas can that is not grounded can ignite the gas vapors by a spark from static electricity. Sprayed in liners in pickup beds are especialy vulnerable. <b>Set the can on the ground first to fill.</b></i></p>	<p>OWN A CLASSIC! 1976 Chrysler Codoba Rich corinthian leather,(worn but good). 99,000 original miles! Runs strong, needs some carb work. Body looks good, no major dents. Brand new Uniroyals! Working CB radio. Previous owner was the perverbial old lady, she sold it to us before she went to a retirement home(no kidding). \$999.00 OBO (503) 357-0245 (10-97)</p>	<p>WANTED: FREEDOM FIGHTERS! Are you one of the few, the proud and the vocal???</p> <p><b>☎</b>Contact your local chapter <b>☎</b> Legislative Director and sign up to be a Legislative BUDDY!!!</p>
<p>DESPERATELY SEEKING PARTS for a 1982 Yamaha Maxim 1100 ALL the parts I can find..... Call Steve 360-699-6175 parts bike will gladly be accepted (12-97)</p>	<p>HAPPY BIRTHDAY NORA KATHLEEN AGE 5 member in good standing for the past 5 years and has been an active polictical lobbyist for FREEDOM. May you get the right to decide on whatever the issue maybe.</p>	<p><b>HARLEY SIDE CAR</b> 2 seater roll cage and lots of extras Professionally built and well traveled...<b>READY TO BOLT ON!</b> \$3200.00 OBO Bent contact gordon 503-2537343 pictures are available and we will talk. (12/97)</p>
<p>FOR SALE Binks Gas powered air compressor used for paint or nail gun stapler \$200.00 1969 Fiat 850 Spider plus p/u full of Fiat parts \$500.00 OBO 1984Nissan Sentra 2 Door 5 speed good tags, runs \$700.00 OBO Rotten Roger 503-285-4329 (12/97)</p>	<p>1987 GMC box van very clean runs GREAT! Asking \$8500.00OBO 541-389-7327 leave message Large T-bag for \$40.00 OBO missing stuff-zipper-bagused once (12/97)</p>	

ATTENTION ALL FAITHFUL READERS: The clasified ads are for personal items only. If you have a business or service, please be honest enough to place a commercial ad with the NEWSLETTER. Page two(2)has all the info you need to place an ad that sells. I have enjoyed seeing all that there is to sell. Thank you!

## LETTERS AND REPORTS FROM THE PEOPLE AND OFFICERS

To all the people,

I find it time to speak my mind on the real problem!

People talk about this issue or that. They see only their problem and maybe their solution. This sets my soul and intelligence on fire! When will it be as a creature of this planet we quit being so narrow. Life is FREEDOM! It is not a choice! Freedom to live out our purpose is as necessary to all life as is food, air and water. So here lays the problem! Freedom has no vote, it has no price. It only has a responsibility to itself. With no freedom there is no life. Laws which restrict choice can not, now or ever be tolerated. Legislators who promote restrictive ideas are the enemy off all life. Just once in my life I would like to see every person realize it is killing all that is good in life to legislate any restrictions on choice and belief!!! The laws of God are all that is necessary to do all that is good and free! So don't put a bandaid on the problem! Get rid of it apathy and greed! Whatever you perceive to be the right action--dammit do it--don't judge--ACTIVATE.

A pissed off human on planet chains.

Keep the faith

Gene Beekman

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## SUMMER RUN 97

Hot new site at Birkenfeld is right! And not just the temperture either, this is one great spot for a run. A job well done by the organizers. Also, I heard a rumor that all the owner of the property wanted for rent is a one year membership in A.B.A.T.E of Oregon. This can't be true, but if it is, that means there are more real people out there besides us scooter tramps, OOPS- Motorcycle Enthusiasts.

What's going on with all the bike wrecks down there in Oregon? It seems like every other eprson I talked with had recently bit the dust, or pavement. WATCH OUT FOR THE IDIOTS!!

By the way, if anyone is interested in some driving lessons, I will highly recommend following Mary Beth Hieronimus from Clatskanie to Mist. Her in her van, you on whatever you want. I tried this on my FLHS which(contrary to a certain shovel head rider, also from Washington) is no dog even with the trailer. I don't know exactly how fast we were going because

my speedo cable dropped out coming over White Pass(thank you Lord), but I do know that 4500 on the tach in fourth gear is over 35 mph. Apparently Mary Beth thought I wanted to go faster, so she did. Little did she know that all I was trying to do was keep up with her. This is the only trip that I can remember looking in the mirrors in the corners and seeing that KwikKamp on one wheel. Nice driving Mary Beth--thanks for the rushes!! Maybe Mr. Hieronimus could pick up a pointer or two?

PS Someone might want to point out to whoever was MC of the titty contest that measuring each contestant behind the bandstand is not actually required.

## WINTER SUCKS

Phil Eastern Washington

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Responses to M. Madd

I'm sorry you fely the votes were rigged that the ballots were not really tallied. I do believe Stump Lake Run was for everyone. I don't believe that there has been an age limit set on who could have entered their bike. Nor did it say on the flyer you must ride your entry to the event.

When the votes were tallied we knew that there was going to be some upset people when a little one won 2 trophies. But if we would have changed the votes & gave him 1 trophy & the other to someone else, then we would have tampered with the peoples opinions.

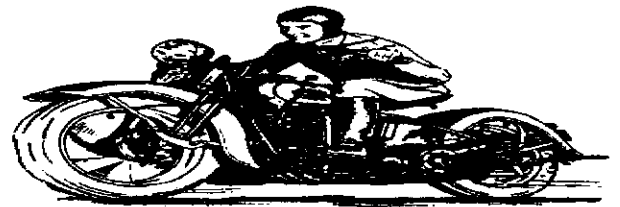
A.B.A.T.E. is for freedoms & voing opinions which we are loosing.

Bottom line the votes spoke for themselves and if you felt they were wrong you could have asked to see them after the event and we would have happily showed them to you. We still have the signed tally sheets.

Sorry your feelings were hurt.

Cyndi Maley

Coordinator of the run



This letter is in response to M.MADD from Eugene in the Sept. State Newsletter. I think if M. MADD has a problem with the way the bike show was being handled, they should have done a better job of asking some questions at the time of the bike show, or called our chapter contact person after the run was over to ask questions about how the votes were counted.

I think that the M.MADD is saying that we rigged the bike show contest. We have 3 people who counted and signed their names to the way the votes were counted, and I also think if M.MADD would have taken the time to ask some question, sM.MADD could have had answers. I also think that when an article is printed in our newsletter that the person should have to sign their name, especially when they accuse someone of wrongful doing.

Mike Pyle  
Coordinator  
Douglas Co. Chapter

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Dear M.MADD

Douglas Co. Had 3 count them 3 people counting votes for the bike show at Stump Lake. This was a people's choice event. They (Run Coordinator-Treasurer and Head of Security) did sign the tally sheets which they do still have on record.

You should have gotten your facts straight before you wrote your letter. I'm sorry you didn't win, but the people did the voting and must not of liked your bike as well as you do.

My own opinion, someone who is to chicken shoot to sign his/her name slamming someone, doesn't deserve to win.

T. Maley  
Member Do. Co.

P.S. You were competing with a 3 year old at a family run. Very bad attitude for someone who isn't 2.

**VOTE**  
It's your voice  
It's your choice



From the STATE HISTORIAN:

As your new ABATE Historian, I want to let you know I am excited to begin gathering information and pictures so I can record the activities of each chapter of ABATE.

I have been in contact with a few fellow members who have records, and arrangements are being made to get them to all together. Please, each chapter, send a small write up and pictures about your runs and functions to the ABATE P.O. Box. I want to be able to include eachone of you in our history record.

Hopefully, we will have some things to show you at our next meeting.

Iris Yeager

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### September PR Report

The big activity for me this month was to get out the press release on the Chiloquin Run. I do wonder sometimes if all this stuff pays off and then we hit pay dirt like we did in Chiloquin. We lucked out and got a reporter who listened and then managed to report on what he heard. And on top of that, the Klamath Falls Herald and News put it on the front page of the Sunday paper!

I've attached a copy of this article for each of the chapter reps to take back to share with their chapters. It would be my dream come true if there was a PR Director in every chapter and you all came to STEAM for my "Speaking in Sound Bites" workshop, fulfilling Melinda's fantasy of having a spokes-biker in every part of the state: Localize and screw the Oregonian!

Speaking of localizing: Rot Path's arm was twisted at the August board meeting and he's volunteered to be our Statesman Journal contact. He's got great writing and speaking abilities. He's also got great media connections and the most patriotic bike in Independence! And another mention of Bob Avery volunteering earlier this year to be the Register-Guard contact is in order. We'll be discussing what is expected of us at the state planning retreat in October. Hope to see you there if you're interested and you should be!

The best story didn't make the paper. We had just finished talking to the reporter and the photographer about harassment from the State Police and other things. Fast Eddie pulled up to the information booth

with his beautiful (First Place) Knucklehead and sidecar and offered the photographer a ride. The conversation stopped immediately and he jumped right in. Gary Thain already had a vision of shooting the rearview mirror with a reflection of the face of a biker in motion.

The vision Gary actually got was even more appropriate than the "in the wind" image. Right outside of the rodeo grounds, the State Police pulled Eddie over for a burnt out low beam. The officer had his book out to write the ticket, but when the photographer identified himself and started taking pictures of the whole thing, Eddie was issued a warning. This single moment surely changed the way that this one individual, in the media, will ever think about bikers again.

Anyway it would be nice if some of you would shoot off a thank you letter to the paper, the writer and photographer. It would be a good thing for them to get lots of thanks for listening.

Staff Writer: Brian Cole

Staff Photographer: Gary Thain

Herald and News

P.O. Box 788

Klamath Falls, OR 97601

email: handnews@cadsnet.net

Last, but certainly not least, is the long promised Education Program PressRelease. It has been approved and a copy is attached for each state rep to bring back to their chapters. It is so much more effective for you to walk the release into their office, than for me to fax from Portland.

Next month, after the state planning retreat I want to send out a "bikers begin the 1999 Legislative Session" press release in response to the governor's veto. I think it will be positive for us to promote how professionally and politically actively we are responding to this roadblock. Let's move it, my friends. Let's hang together.

The following press release went out on Sunday, September 14. We're already getting calls on the MAP. Please share this information with your chapter and be ready for a phone call. Tom Halley has already heard from me... you could be next...

Thanks to all the bikers who take the time to make this program happen. It was major ammunition at the state capitol this year. Walkin' the walk!

Thanks also to all who helped to proof read. I can

finally spell Mel's last name the same way twice. See, there is hope for me...

For more information:

Mel Yeager, ABATE Education Director,  
541-927-1286

Melinda McCrossen, ABATE PR Director,  
503-231-2701

Larry Schalk, ABATE State Coordinator,  
503-774-2479

#### FOR IMMEDIATE RELEASE:

It's back to school for Oregon children and bikers too. The Motorcycle Awareness Program (MAP) brings every day motorcycle riders in contact with middle and high school students. Although the course is offered free to any group of people, bikers target new drivers with the awareness program.

"The reason we take the time and effort to present our message to others is for a very selfish reason." says Mel Yeager, Education Director for ABATE of Oregon, the non-profit organization which promotes motorcyclists' rights and education. "We will actually see significantly less accidents and fatalities of our fellow riders in the future because of our volunteer work here today."

MAP presenters are able to reach an average audience of 200 people a month statewide. The program began in 1991, at the first BikePAC of Oregon legislative retreat in Independence, Oregon. "The government is not going to do this service for us," Yeager continued. "We are tired of seeing our brothers and sisters getting hurt or killed because someone didn't see us. With time we will see the fruits of our labor."

ABATE, along with help from AMA District 28 and the OMRA, is also responsible for establishing the Team Oregon motorcycle rider's training program, now operated by the State of Oregon. During the 1997 legislative session, these same bikers were successful in passing a bill that would self-impose a fee increase in order to provide adequate funding for this state run program. Team Oregon receives no tax money and is entirely funded with motorcycle licensing and tuition fees.

Bikers like Yeager know statistically that fatalities occur because of inexperience on the part of motorcyclists, and because other road users cause accidents through failure to recognize motorcycles in

traffic.

"Bikers are perceived to be anti-helmet but we are actually, actively, pro-education," Yeager summed up.

If anyone is interested in these motorcycle safety programs, you can reach Yeager at 541-927-1286/yeagermel@aol.com or Todd Plaster, Education Co-Director, at 503-254-4184. Yeager served as Education Director from 1989-1994. He became Education Director again in May with Plaster joining him in July. They replace Nic Oliver, who held the position since 1995.

**FROM THE STATE RUN COORDINATOR**

This year A.B.A.T.E. of Oregon's fundraisers, Fossil Campout and Labor Day Rally were a big success. That only happens when we all work together. I want to thank all the people that helped set up the stage tent, canopies and helped take them all down and pack it away in the trailers at both fundraisers. Thanks to Lincoln County Chapter for taking care of the games and trophies at both events. Thanks goes to the Douglas County Chapter for all the help at the gate. Thanks goes to Bob Earl, Scott Greefeild and Bill Foster for the hard work and effort in getting all the people that volunteered to do security at both events.

To all the members that helped sell advance tickets and those who helped promote. Handing out posters and flyers and to those that stayed behind to clean up the area and pick up cigbutts. To my helper, Angie who drives the motorhome pulling the hoss trailer bringing half of what's needed for the event, she also takes care of contacting all vendors and directs them to were the vendors set up. She also takes care of the tickets and is in charge of the ABATE information booth. I thank you all verymuch too.

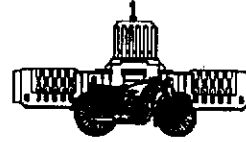
Working togehter we shall over come.

Rotten Roger

P.S. Thanks to all the people who particapated by being there.

P.P.S. AT the last minute I want to say thanks to all of those who ran over to D.J.'s Swap meet and helped set up and run the booth. The event raised \$242.00 for BikePAC and thanks goes out to all who donated parts and pieces. A big Thanks goes out to Scott of D.J.'s for the donation of space and all the support in the past. Ok it is time to look into Fossil '98!!!

**BikePAC of Oregon, Inc.**



PO Box 5612  
Salem, OR 97304

**MEMBERSHIP APPLICATION**

	Circle Type of Membership		
	General	Supporting	MAB
Individual	\$10	\$25	\$50+
Couple	\$15	\$35	\$75+
Family	\$20	\$50	---
Business, Club/Group	\$50	\$100	\$200+

**PLEASE COMPLETE THE FOLLOWING:**

My Voter Registration Card says:

U.S. Congressional District \_\_\_\_\_

State Senate \_\_\_\_\_ House \_\_\_\_\_

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist Fund, unless you check the box below.

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

Name \_\_\_\_\_

Spouse name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Phone \_\_\_\_\_

Email address \_\_\_\_\_

**Brian Stovall, Executive Director**  
541-298-1317 Phone & FAX  
illmostro@gorge.net

**Butch Harbaugh, Legislative Director**  
503-838-1460  
bhpac@aol.com

**Steve Benson, Secretary/Treasurer**  
503-399-7514  
sdbpac@open.org

**IN THIS ISSUE-**

**MRF - House Transportation Committee Introduces BESTEA - BESTEA -- H.R.2400.**

**FEM - Festival of European Motorcycling a success.**

**NEW YORK - Gov. Pataki Enacts New Rider Education Program**

**MOTORCYCLE RIDERS FOUNDATION**

From Wayne T. Curtin, V.P. for Govt. Relations, MRF

(received Sept. 4, 1997)

**FOR IMMEDIATE RELEASE**

Contact:

Wayne T. Curtin

Thursday, September 4, 1997

202-546-0983

**House Transportation and Infrastructure Committee Leadership Introduces BESTEA.**

Includes all but one of motorcyclists' 1997 legislative goals Washington, D.C... On Thursday, September 4, 1997, the leadership of the House of Representatives Committee on Transportation and Infrastructure finally introduced the much delayed legislation to re-authorize the Intermodal Surface Transportation Efficiency Act (ISTEA). Committee Chairman Bud Shuster (R-PA) and Ranking Minority Member James Oberstar (D-MN) were joined by surface transportation subcommittee Chairman Tom Petri (R-WI) and Ranking Minority Member Nick Joe Rahall (D-WV) as the prime sponsors of the Building Efficient Surface Transportation and Equity Act (BESTEA). The House bill clerk's office has not yet processed the bill and assigned the bill a number. The bill's number will be available by Friday morning.

As introduced, BESTEA addresses every concern that motorcyclists asked Congress to take action on in 1997 with one exception. Motorcyclists asked Congress to include provisions in this legislation that would,

- 1) ensure that motorcyclists had access to all roads that used federal taxes,
- 2) keep motorcycle safety as a national priority within safety programs at the National Highway Traffic Safety Administration (NHTSA) but put an emphasis on accident prevention over injury prevention,
- 3) ensure that development of the Intelligent Transportation System (ITS) would include the needs of motorcyclists,
- 4) incentive grants on any issue should be based on

performance instead of only being able to qualify by passing certain laws.

All four of these items are in the legislation. And, for those following off-road issues, everything motorcyclists wanted in revamping the National Recreational Trails Act is included.

In addition, motorcyclists asked Congress to make sure some policies were not enacted. Our main concern was ensuring that no provisions penalizing states without helmet laws were included. Further, we were opposed to other penalty provisions designed to blackmail states into passing certain safety laws. BESTEA contains no penalties on any issue, none on helmets, none on seat belts, none on DUI laws.

The only issue motorcyclists are advocating not included in the legislation is our effort to stop NHTSA from lobbying state legislators on the helmet law issue. By no means is this a dead issue, it is just too controversial to get consensus of the four committee leaders. This issue will be pursued in other ways as the legislation moves through the legislative process.

With a September 30th deadline looming, the Transportation and Infrastructure Committee will act quickly on BESTEA. A surface transportation subcommittee mark-up of BESTEA has been scheduled for Wednesday, September 10th and Thursday, September 11th. The full committee is scheduled to mark-up the legislation on Wednesday, September 17th and Thursday, September 18th. The Senate Environment and Public Works Committee is a little further behind, with introduction of its version of the ISTEA re-authorization legislation not expected for at least another week. The current ISTEA law expires on September 30th, meaning that if re-authorization is not enacted by September 30th federal highway funds stop flowing to the states.

"Motorcyclists have been very successful in lobbying the House of Representatives on our issues and that is reflected in BESTEA," stated Wayne Curtin, MRF vice president of government relations. Curtin elaborated saying, "Earlier this year, through the efforts coordinated by the MRF and the American Motorcyclist Association's Washington Seminar, 128 motorcyclists from 35 States came to Washington and lobbied their Congressional delegations to gain support for motorcyclists' 1997 legislative agenda. To have everything we asked for included in BESTEA, or not included as may be the case, except our most controversial issue, is a major accomplishment.

Provisions included in BESTEA have been agreed to by the committee leadership and there is little chance of efforts to alter these provisions surfacing and with the leadership's support little chance of efforts to make changes being successful."

On the issue of NHTSA lobbying Curtin stated, "With all of our other issues included in BESTEA motorcyclists are now poised to put their efforts into finalizing negotiations with senate staff and to focus our efforts on building support for an amendment to stop NHTSA from lobbying State legislators." Though not in the legislation, Chairmen Shuster and Petri have begun a committee oversight investigation of NHTSA's lobbying activities.

The committee is expecting some answers from NHTSA in early September. Once those answers are supplied we will make decisions about how to proceed.

When contacting your federal representative and senators, please ask them to support all of the provisions in BESTEA that affect motorcyclists and to help us add a provision that would prohibit NHTSA from spending funds authorized under BESTEA to lobby state legislators on the helmet law issue. For more information on how you can help motorcyclists with this legislation, contact Wayne Curtin in the MRF office at 202-546-0983 or at [wcurtin@mrf.org](mailto:wcurtin@mrf.org). The committee is supposed to have BESTEA posted on-line at <http://www.house.gov/transportation> by this evening.

Below is the BESTEA legislative language of the three key provisions affecting on-road motorcyclists.

Prohibiting Banning of Motorcycles from Federally Funded Roads

#### Sec. 135 ACCESS OF MOTORCYCLES

Section 102 is amended by redesignating subsection (b) as subsection (c) and inserting after subsection (a) the following:

"(b) ACCESS OF MOTORCYCLES -- No State or political subdivision of a State may restrict the access of motorcycles on any highway or portion of highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance."

NHTSA Safety Program Priorities and Emphasis

#### Sec.202 HIGHWAY SAFETY PROGRAMS

(a) UNIFORMED GUIDELINES -- Section 402(a) is amended --

(1) in the fourth sentence by striking "(4)" and inserting "(4) to prevent accidents and";

This language has two effects. One, it maintains motorcycle safety as a national priority. Second, in the past NHTSA's legislative direction on motorcycle safety only charged them "to reduce deaths and injuries resulting from accidents involving motor vehicles and motorcycles." This change adds accident prevention and puts it first to emphasize accident prevention. The revised statute would read: "(4) to prevent accidents and to reduce deaths and injuries resulting from accidents involving motor vehicles and motorcycles."

Intelligent Transportation System

#### Sec.652 SCOPE OF PROGRAM

(b) GOALS. The goals of the ITS program include -- (2) enhancement of safe operations of motor vehicles, including motorcycles, and nonmotorized vehicles on the Nation's surface transportation systems, with a particular emphasis on decreasing the number and severity of collisions; (4) accommodation of the needs of all users of the Nation's surface transportation systems, including the operators of commercial vehicles, passenger vehicles and motorcycles.

From Wayne T. Curtin, V.P. for Govt. Relations, MRF

(received Sept. 5, 1997)

FOR IMMEDIATE RELEASE

Contact:

Wayne T. Curtin

Thursday, September 5, 1997

202-546-0983

BESTEA -- H.R.2400

The BESTEA legislation has been assigned the number H.R.2400.

The text of BESTEA and other documents related to BESTEA are posted at the following website:

<http://www.house.gov/transportation/bestea/bestea1.htm>

For more information on what BESTEA means to motorcyclists and what motorcyclists can do to help pass this legislation contact Wayne Curtin in MRF's Washington office at 202-546-0983.

## FEDERATION OF EUROPEAN MOTORCYCLISTS

From Simon Milward, General Secretary, FEM  
(received Sept. 3, 1997)

The first Festival of European Motorcycling last weekend near Lier in Belgium attracted 3500 riders and members of the public.

The orgy of motorcycle activities included 500 test rides on some of the world's sexiest machines: 6 Harley Davidsons, 4 Buells, 4 Triumphs (including two T595s), 5 Kawasakis, 3 BMWs, 3 Hondas (including the world's fastest production bike the Super Blackbird) and 6 Yamahas. Scooters from Piaggio could be ridden round a specially prepared test track, whilst Belgium's Moto Ecole Boel offered skills tests on 650 Dominators. Mini motos (pocket bikes) ensured that many had the chance to get their knee down (!), and the Wall of Death from Holland (the first in Belgium for over 20 years) was presented once every hour and proved very popular.

Display stands included those from all the major manufacturers, the Suzuki Owners Club, WIMA, Intruder Club, Shadow Club, V Max Club and the Norton Owners Club. There was also a vast array of trade stands.

The bike show winners in categories (judged by FEM member organisations present) were:

**RACE REPLICA** - 1974 Norton/Wasp 850 Mk II, bored out to 900cc, with polished internals, oil cooler, Akront rims, Dunstal mufflers, Lockheed racing brakes and Boyer ignition, owned by Egilde Ibanez of Valenciennes, France.

**STREETFIGHTER** - 1978 Kawasaki Z650, with Weisco 720 big bore kit, Harris exhaust and JMC swingarm, owned by Leisa Foad of Herne Bay, UK.

**TOURER** - 1990 1500cc Goldwing with leaning sidecar owned by Michiels Pascal of Antwerp, Belgium.

**TRIKE** - 1993 1600cc VW Rewaco, owned by Leo Wijns of Heist op Berg, Belgium.

**VINTAGE (pre-war)** - 1921 260cc Hobart Lightweight, with Villiers 2 stroke Mk 4 engine, owned by Robert Tomlins of Limal, Belgium.

**CLASSIC (post war)** - 1973 Silk Scott 660cc Special, 2 stroke twin, also owned by Robert Tomlins of Limal, Belgium.

**CUSTOM** - 1994 1340cc Harley Davidson chopper, home-made, owned by Rocco Van de Vorst of Holland.

**FURTHEST DISTANCE** - 900km on a Suzuki 800cc Intruder by Leslek Wilczynski from Zielowa Gora, Poland.

The Best of Show trophy, judged by all those at the event, was won by Leisa Foad from the UK with her Z650, which also took best Streefighter.

Saturday night was MAG Belgium's fifth birthday party. Erwin Renette, who recently stepped down as National President to concentrate on FEM matters as President, and Michel Rosseel, who has been the President of the French-speaking southern region since 1992, were both presented with awards for their hard work for Belgian motorcyclists. The awards were presented by Theo Beeldens, the new national President. Live bands then took to the stage, of which there were four over the course of the weekend.

Eastern Region of MAG UK donated a Daf diesel van (to replace the one donated by Roger Barton MEP which died on the way to the BMF rally last May) to FEM, and were heartily thanked by all present. It will be used for transporting the FEM showstand, ferrying riders around Brussels when large meetings are on, and towing a bike trailer. The three-bike trailer was bought with some of the proceeds of the Ixion Listserver track day held in June.

FEM's Simon Milward said, "Finally thanks to all those who turned up and helped generate the special atmosphere at this unique event, and of course to MAG Belgium members whose efforts again this year were outstanding."

Expected Festival profits will be split between the FEM and MAG Belgium for use in promoting the interests of motorcyclists.

## NEW YORK

From Terry Lee Cook, Government Relations, AMA  
(received August 30, 1997)

## GOV. PATAKI ENACTS NEW YORK RIDER-EDUCATION PROGRAM

WESTERVILLE, Ohio -- In a last-minute move, New York Gov. George E. Pataki took action to ensure that his state would establish a self-funded motorcycle safety program, reports the American Motorcyclist Association (AMA).

Earlier in the year, a rider-education bill introduced by State Sen. Owen H. Johnson (R-Suffolk) had passed the Senate, but it had bogged down in the Assembly while legislators argued over unrelated



legislation. With time running out, it became apparent that the bottleneck in the Assembly would kill the motorcycle safety bill, so activists and staff from ABATE of New York, the Motorcycle Safety Foundation, and the AMA petitioned Pataki's office for help in establishing the state's first-ever motorcycle safety program.

The governor responded by including the bill's language in his budget, which was subsequently approved by the Legislature. The move establishes a motorcycle safety program that will be funded entirely by a \$3.50 annual surcharge on motorcycle licenses and registrations. The fund will be used exclusively for rider-education activities throughout the state.

New York becomes the 45th state to establish such a program. "This is a very big victory for New York motorcyclists," noted Sean Maher, AMA legislative affairs specialist. "Governor Pataki, Sen. Johnson, the Motorcycle Association of New York State and all the AMA and ABATE members who worked to make this happen deserve a lot of credit."

#### Curtin Announces Resignation from MRF

Washington, D.C. Today, Wayne T. Curtin announced his resignation as Vice President of Government Relations for the Motorcycle Riders Foundation. Mr. Curtin will stay in Washington to complete this session of Congress and follow through on motorcyclists efforts on the ISTEA re-authorization legislation. Mr. Curtin plans to return to school full time in January 1998, to pursue his Masters degree in political science.

When hired by the MRF in 1988, Curtin became the first full time lobbyist for motorcyclists in our nation's capital. During his nine years on the job, Curtin's vision, patience and perseverance provided the impetus for what has become a strong and effective presence for motorcyclists in the halls of Congress. Mr. Curtin's leadership played a vital role in the 1995 repeal of anti-motorcycling provisions included in the Intermodal Surface Transportation Efficiency Act of 1991, and in the passage of pro-motorcycling insurance legislation in 1996. He also played a key role in the withdrawal of the "Outlaw Street and Motorcycle Gang Control Act of 1991." Curtin has also assisted activists from virtually every state motorcyclists' rights organization in dealing with state and local legislative issues.

Commenting on his decision to move to South Carolina to further his education, Curtin stated, "At 42 years of age, it was time for me to make a decision about whether I was going to return to school and complete my long unfinished Bachelor's Degree and pursue my desire for graduate study, or I was going to forgo returning to college and plan a career course that did not include my having the credentials of a college education." He continued by saying, "I have very much enjoyed the opportunities and experiences that my nine years of employment with MRF have provided me. I believe many of the things I have done with MRF and other political activities and changes I have observed over that time will help to provide me with a rich academic experience. I do not believe I will have a problem coming up with topics to write about and research as I pursue a Master's in Political Science."

Speaking on behalf of the MRF Board of Directors, MRF President Mark Buckner stated, "We'd like to express our sincere gratitude to Wayne for his years of service and dedication to motorcyclists' rights. We wish Wayne all the best as he pursues his longtime dream of completing his formal education, and are excited about what the future holds both for Wayne and for the MRF. Change is healthy in any organization, and MRF views this as an opportunity to bring new energy, ideas and direction to our government relations department, so that we can continue protecting motorcyclists' rights into the next century." The MRF will now begin the process of hiring a new lobbyist to head up its Washington, DC operations.

Intermodal Transportation Act Introduced in Senate. Washington, D.C. On Friday, September 12, 1997, the leadership of the Senate's Committee on Environment and Public Works introduced its version of the ISTEA re-authorization. The bill, S.1173, is titled the "Intermodal Transportation Act of 1997." Except for the provisions about the National Recreational Trail Act, there are no provisions affecting motorcyclists in S.1173. The committee leadership who introduced the bill are Chairman John Chafee (R-R.I.), Transportation and Infrastructure subcommittee Chairman John Warner (R-VA) and Senator Max Baucus (D-MT) who serves as the ranking Democrat on both the committee and subcommittee.

(Continued on the next page.)

Motorcyclist are working to have the motorcycle related provisions dealing with the Intelligent Transportation System and access to roads using federal-aid highway funds that are included in the House BESTEA legislation added to S.1173 at the Environment and Public Works Committee mark-up of S.1173, which is scheduled for Wednesday, September 17, at 9:30 a.m. The provisions that motorcyclists want related to National Highway Traffic Safety Administration (NHTSA) will have to wait until the Environment and Public Works Committee finishes the bill and refers it to the Commerce, Science and Transportation Committee, which has jurisdiction over NHTSA.

Motorcyclists are encouraged to call the following members of the Environment and Public Works Committee and ask them to support and work for inclusion of the ITS and access provisions dealing with motorcycles: Senators John Chafee (R-RI), John Warner (R-VA), Robert Smith (R-NH), Dirk Kempthorne (R-ID), James Inhofe (R-OK), Craig Thomas (R-WY), Kit Bond (R-MO), Tim Hutchinson (R-AR), Wayne Allard (R-CO), Jeff Sessions (R-AL), Max Baucus (D-MT), Daniel Moynihan (D-NY), Frank Lautenberg (D-NJ), Harry Reid (D-NV), Joseph Lieberman (D-CT), Barbara Boxer (D-CA) and Ron Wyden (D-OR). These senators can be reached by calling 202-224-3121.

#### House Surface Transportation Subcommittee Approves BESTEA

Washington, D.C. On Wednesday, September 10, the House Surface Transportation Subcommittee marked up the Building Efficient Surface Transportation and Equity Act (BESTEA), H.R.2400. The subcommittee made minor changes to BESTEA before approving it on a voice vote. None of the provisions in BESTEA affecting motorcyclists were changed at the subcommittee mark up. As marked up, BESTEA addresses motorcyclists concerns with the Intelligent Transportation System, access of motorcycles to roads funded with federal-aid highway funds, adds accident prevention to NHTSA's charge for motorcycle safety and includes the changes desired to the Recreational Trails Act. The full Transportation and Infrastructure Committee will mark up BESTEA on Wednesday, September 17, at 10:00 a.m.

#### House Committee Approves Ban of Lobbying By DOT

Washington, D.C. On September, 16, 1997, the U.S. House of Representatives Science Committee approved for floor action the Surface Transportation Research and Development Act, H.R. 860. Included in the manager's amendment offered by Chairman Jim Sensenbrenner (R-WI) and the committee's ranking Democrat George Brown (D-CA) is a provision which prohibits officers and employees of the U.S. Department of Transportation from lobbying Federal, State and local officials.

This legislation will be merged into the House ISTEA re-authorization bill, BESTEA (H.R.2400), as part of the manager's amendment when the BESTEA legislation is debated on the House floor later this year. The term "manager's amendment" refers to an amendment being offered by a committee chairman at a committee mark up or to an amendment being offered by committee chairmen when they bring up their bills on the House or Senate floor.

Speaking to the MRF after the mark up, Chairman Sensenbrenner stated his reasons for advancing this provision: "This problem was brought to my attention by a large volume of mail from my constituents in Wisconsin. I don't believe that federal funds should be used for lobbying. Lobbying activities should be funded by private money."

Commenting on the passage of H.R.860 by the Science Committee, MRF vice president of government relations Wayne Curtin stated, "This is a major step in our efforts to stop the National Highway Traffic Safety Administration's (NHTSA) lobbying activities on the helmet law issue." NHTSA is an agency of the Department of Transportation and this prohibition on lobby activities would apply to NHTSA officials and employees as well. Further, Curtin stated, "We greatly appreciate Chairman Sensenbrenner taking this action to protect motorcyclists, and all other tax paying citizens, from having their federal taxes used to lobby against their interests."

The text of the provision in H.R.860 banning lobbying by DOT officers and employees reads as follows:

**SEC.3 LIMITATIONS(a) PROHIBITION OF LOBBYING ACTIVITIES.** No funds appropriated to the Secretary of Transportation shall be available for any activity whose purpose is to influence any pending Federal, State, or local legislation, except that this

subsection shall not prevent officers or employees of the United States or its departments or agencies from communicating to Members of Congress on the request of any Member of Congress, through the proper channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business. Nothing in this subsection shall prohibit officers or employees of the United States or its departments or agencies from testifying before any Federal, State or local legislative body upon the invitation of such legislative body."

What this provision means to motorcyclists is that NHTSA officials could not come into any State and lobby. NHTSA could not testify at a hearing in the State Legislature unless invited by the legislature to do so and then their testimony could not advocate passage of a law. In addition, it would prohibit NHTSA from producing and distributing materials, like the video lobbying package under production, that advocate helmet laws.

Motorcyclists are encouraged to contact your Member of Congress and ask them to support keeping this provision intact as the House of Representatives continues debate and action on the BESTEA legislation. For more information on how you can help with this and other issues affecting motorcyclists please contact Wayne Curtin in MRF's Washington office at 202-546-0983.

#### Senate Committee Approves ISTE A II Amendment On ITS Including Motorcycles Approved

Washington, D.C. On September, 16, 1997, the U.S. Senate's Environment and Public Works Committee marked up and passed S.1173, formerly know as the Intermodal Transportation Act, on a vote of 18 ayes to zero nays. During the mark up, Senator Bob Smith's (R-NH) amendment to ensure the needs of motorcyclists are included in the development and implementation of the Intelligent Transportation System (ITS) was approved on an unanimous voice vote.

The mark up, which lasted about four hours, started with 61 amendments on the table. However, after talking about the issues, most of those amendments were withdrawn. In the end, only 10 amendments were offered, and all of them were approved on voice votes. One of the amendments, offered by Senator Warner (R-VA) renamed the bill,

which is now titled "ISTEA II."

Senator Smith's amendment reworded SEC. 2103 to add the following language to the stated "Purposes of ITS:"

"(13) to enhance the safe operation of motor vehicles, including motorcycles, and nonmotorized vehicles on the nation's surface transportation systems, with a particular emphasis on decreasing the number and severity of collisions; and

(14) to accommodate the needs of all users of the nation's surface transportation systems, including the operators of commercial vehicles, passenger vehicles, and motorcycles."

The language in Senator Smith's amendment is identical to what is already included in the House version, BESTEA (H.R.2400).

Commenting on the inclusion of this provision, MRF vice president of government relations Wayne Curtin stated, "This is a major accomplishment for motorcyclists. Approval of Senator Smith's amendment moves us closer to ensuring motorcyclists' needs are met in the development and implementation of ITS. In addition, this is the first time in the nine years I have been in Washington where an amendment that street riding motorcyclists supported was approved by the Senate Environment and Public Works Committee."

The leadership of the committee, Senators John Chafee (R-RI), John Warner and Max Baucus (D-MT) all supported the amendment and "signed off" on it before the mark up. Senator Baucus seconded Senator Smith's motion to approve the amendment after speaking in support of the provision.

The committee plans to file its report by Friday, September 26th, and ISTE A II is tentatively scheduled for Senate floor action during the first week of October.

Motorcyclists are encouraged to call and write their senators asking for their support for three amendments during Senate floor action on ISTE A II:

- 1) A provision ensuring motorcycles are not banned from highways and roads that use federal-aid highway funds for planning, design, construction or maintenance;
- 2) A provision adding accident prevention to the National Highway Traffic Safety Administration's charge on motorcycle safety (current law only requires NHTSA to conduct programs to reduce the injuries and fatalities resulting from motorcycle accidents); and

3) A provision prohibiting NHTSA and the Department of Transportation from lobbying state legislators and providing federal support to lobby organizations.

For more information on today's mark up and what you can do to protect and promote motorcycling in the ISTEA re-authorization process contact Wayne Curtin in MRF's Washington office at 202-546-0983.

### House Committee Extends ISTEA Deadline By Six Months Also marks up six year BESTEA

Washington, D.C. On September 24, 1997, the U.S. House of Representatives' Transportation and Infrastructure Committee marked up the Building Efficient Surface Transportation and Equity Act (BESTEA), H.R.2400. The major change made to BESTEA was extending the length of time the bill funds the federal-aid highway programs from three years to six years. All of the issues affecting motorcyclists that were included in BESTEA as introduced were retained in the version marked up by the committee.

After marking up BESTEA, the committee took up H.R.2516, which extends the date on which the current highway authorization law (ISTEA) expires from September 30, 1997 to March 31, 1998. The purpose of this extension is twofold. One purpose is to ensure that the States continue to receive federal-aid highway funds, because a multi-year re-authorization bill will not be passed by ISTEA's expiration date of September 30th. The second purpose is to allow more time for debate on the funding levels that the budget will allow for transportation.

Generally, H.R.2516 does not include policy changes, so none of motorcyclists' policy issues are addressed in this bill. However, H.R.2516 does provide the National Recreational Trails Program with \$ 7.5 million for the six month period from October 1, 1997 through March 31, 1998.

BESTEA, H.R.2400 includes five provisions that affect motorcyclists:

- 1) Section 135 prohibits the banning of motorcycles from highways that use federal-aid highway funds;
- 2) Section 202 changes the National Highway Traffic Safety Administration's (NHTSA) charge on motorcycle safety, requiring NHTSA to "prevent motorcycle accidents" in addition to its current charge

of "reducing injuries and fatalities" resulting from motorcycle accidents;

3) Section 652, included in the "Goals of the Intelligent Transportation System (ITS)" is language requiring the needs of motorcyclists be considered and addressed;

4) Section 114 makes desired changes to the National Recreational Trails Program; and

5) Section 102 provides \$270 million for the National Recreational Trails Program over six years.

Motorcyclists are encouraged to contact your Member of Congress and ask them to support keeping these provisions intact as the House of Representatives continues debate and action on the BESTEA legislation. You can call your Representative at 202-225-3121 or write them at:

Representative \_\_\_\_\_  
U.S. House of Representatives  
Washington, DC 20515

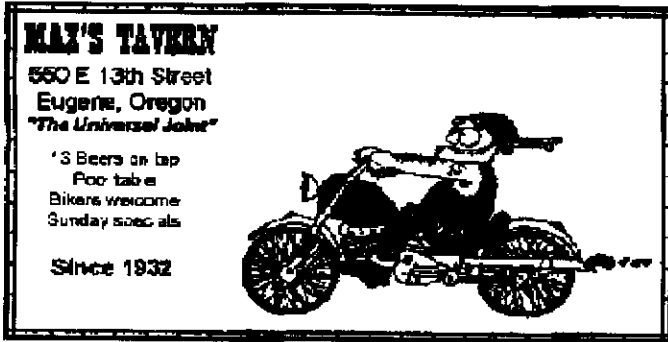
For more information on how you can help with this and other issues affecting motorcyclists please contact Wayne Curtin in MRF's Washington office at 202-546-0983.

## What to say to someone who wants to drink and drive.

- 1.** Don't give me an excuse,  
give me your keys.
- 2.** Don't sleep at the wheel,  
sleep on my couch.
- 3.** Don't take a chance,  
take a cab.
- 4.** Don't drive,  
I'll drive you home.

**If all else fails, say "no."**

**If you drink too much and drive,  
the least you'll lose is your license.  
Guaranteed.**



on government relations activities at state and local levels.

Written reports in the form of monthly newsletter articles, event-driven news releases and position statements also would be expected. Computer skills should include experience in word processing, data base, file management, and internet operations. A leadership track record and office management experience would be serious considerations.

Oral communication requirements include testifying before Congress and State Legislatures and addressing conference groups, workshop presentations, debates, round table discussions, etc. at state and national conferences around the country presented by the MRF or other organizations. This is an excellent opportunity for an experienced motorcyclists rights activist with a vision for the global future of motorcyclists rights, the MRF, the sport of motorcycling, and the industry to develop a professional career in the government relations field. Re-location to the Washington, DC area and extensive travel would be required.

Resumes with a cover letter should be sent to the following address or sent by fax or e-mail.

**FOR IMMEDIATE RELEASE**

Contact: Mark Buckner  
303-833-3195

September 19, 1997

**Government Relations Professional Sought for Motorcycle Riders Foundation**

The Motorcycle Riders Foundation (MRF) is seeking an individual to serve as lobbyist and the senior staff person in the Washington, DC office. Job requirements would include extensive government relations experience and proven oral and written communication skills. Professional interaction on a daily basis with government officials in Congress and Administration Agencies as well as other organizations involved in government relations would be typical. The person filling this position will be expected to provide guidance upon request of state organizations

**It's time you did something more to protect your rights!**  
**Join & Support the Motorcycle Riders Foundation — Register, Vote, Write & Ride!**

Annual Individual Membership \$20.00 (\$25.00 after January 1, 1998)   
  Annual Sustaining Membership \$100.00  
 Annual Joint Membership \$30.00 (\$40.00 after January 1, 1998)   
  New Membership     Renewal Member# \_\_\_\_\_  
 Three year single membership (until January 1, 1998) \$60.00   
  Three year joint membership (until January 1, 1998) \$90.00

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NAME \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Have you ever been a member of the MRF?     Yes     No  
 Are you a member of a state motorcyclists' rights organization?     Yes     No    Name \_\_\_\_\_  
 What talents do you have that might benefit motorcyclists' rights and the MRF? \_\_\_\_\_  
 Will you volunteer these talents if the MRF needs your help?     Yes     No

Mail with remittance to:                      Motorcycle Riders Foundation, Inc., P.O. Box 1808, Washington D.C. 20013-1808  
 \*Membership is not tax deductible. 100% of membership dues used for legislative / lobbying activity.                      (202) 546-0983 • FAX (202) 546-0986 • <http://www.mrf.org>

CHARGE IT!    Visa     MasterCard     Card # \_\_\_\_\_    Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_    Date \_\_\_\_\_





# 4th Annual Musicians' Toy Run Benefit

On Saturday, November 8, 1997, the Fourth Annual Musicians' Toy Run Benefit for Shriners Hospital for Children will take place and the hours have been expanded to accommodate the growing number of musicians and bands interested in donating their talent to this worthy cause. The event will be from 2pm-12:30am, at the River Road House in Milwaukie. Francine West and the High Speed Wobblers will be host to returning blues musician Norman Sylvester and will welcome musicians Steve Bradley, Jon Koonce, Arthur Moore, The Batz, and many more great sounds. Even a starving musician can afford the cover of five bucks or a new toy.

This annual event came to be when a Portland musician whose child was helped by the hospital four years ago, saw the motorcyclists of ABATE of Oregon enjoying their annual Toy Run. He wanted to return a small part of what the hospital had given his child and the musicians' benefit was born. When blues musician Jim Mesi's first son, Christopher, was born, Shriners Hospital for Children opened their doors admitting him free of charge. He too, joined in and is now a major participant in the Annual Musicians' Toy Run Benefit for Shriners Hospital for Children. The response by the music community has been overwhelming.

The Musicians' Toy Run Benefit is an all around music event open to players of all instruments. We've had country, alternative, rock-n-roll, and a big dose of the blues. If you are a musician with a tuba or have a band and are interested in contributing to this worthy cause, call Arthur West at 625-6019. All profit from this event will be donated to the ABATE of Oregon Toy Run.

Due to generous contributions by many businesses and private individuals, when you are not being entertained with music, there will be many chances for winning raffle prizes between music sets. For the paltry sum of one dollar you have a chance of winning quality prizes from aikido lessons to studio photographs. And, if this doesn't sound like fun already, Shriners' clowns dressed in costume will make you smile. ♪

## AIM-Product Liability Lawsuit Committee

August 17, 1997

Perfect Pizza; 6815 N.E. Killingsworth; Portland, OR.

Committee Members Present: Brian Stovall, Butch Harbaugh, Sam Hochberg, Ken Ray,

Larry Schalk - presiding; Absent: Vickie Lechner, Roger Hendricks

Audience : Teresa Hepker, Neal Langbehn, Frank Fassold, Gunny Hutchenson

The charge of the committee is to determine what, if any effect there might have been or might be in the future to ABATE and the motorcyclists in Oregon, as a result of lawsuits filed by some AIM attorneys in a particular type of product liability case, which have been called, for lack of a better term, "leg-off" suits against Harley-Davidson. The committee is to examine this issue, and report back to the board with its findings, along with a recommendation for any action, if necessary. The committee set about this task by first attempting to distill the history and background of the issue.

### Discussion:

Much of the time was spent discussing and examining exactly what it was that actually occurred.

Since ABATE and BikePAC had chosen not to discuss the issue in meetings for the past year, there were some perceptions of events which had formed over time, without benefit of dialogue. Since many of the issues concern activities of certain AIM attorneys, Sam Hochberg, as the long-time AIM Attorney for Oregon, had a lot of information and opinions. He also distributed a booklet he assembled which provided copies of various letters and articles explaining the AIM and NCOM views on the controversy, much of which had not been generally available earlier. Brian Stovall pointed out that this booklet was not a complete compilation of the material that is available concerning this issue and in particular it was missing documents highly relevant to the issue. Sam responded that it was not his intention to deliberately omit any material but this packet was prepared with material that some people have not seen before.

Much information was discussed and presented, and it is difficult to recap it thoroughly in a brief written report, particularly to anyone who doesn't already have a lot of background information as to what this is all about. Among the issues discussed were whether or not there is any problem or conflict of interest for MRO's such as ABATE and NCOM to be associated with AIM, an attorney group for bikers. And should MRO's such as ABATE and BikePAC be associated with NCOM since NCOM receives all of its funding from AIM attorneys through the AIM organization. There was a question as to whether Richard Lester, as the head of AIM, was aware that these lawsuits contained allegations regarding "leg protection devices," and whether he or anyone else made a connection that this might be interpreted as the same thing as the mandatory "leg protectors" which motorcycle rights people, including NCOM, had fought against in Europe. Concern was expressed whether these suits might eventually be used as an argument to favor mandatory leg protectors in the U.S, although no such laws are known to have been discussed or proposed in any legislature here. There was a question raised whether Richard Lester deliberately attempted to withhold or conceal information on these suits from inquiring bikers, or whether there were inadvertent mistakes in transmitting information.

Sam explained that the essence of these lawsuits did not concern "leg protectors," but had to do with what has been alleged as a dangerous design of the bulge on certain Harley left side engine cases. In left side grazing collisions with autos (the most common type of bike-auto crash), this case design has

been shown to cause severe injury which often results in left leg amputations. The design has since been modified on newer models. The allegation that these Harleys did not have adequate leg protection devices was made in the context of the left case design, and in the context of a complex products case. In other words, according to Sam, a secondary or alternative argument was that since Harley knew of this dangerous design (they'd conducted secret crash tests, which were brought to light by these suits), they should have at least made some other accommodation in the bike's design to compensate for this danger. The leg protection contemplated in the lawsuits were the old-style Harley crash bars they used to make of tempered steel, again according to Sam.

It was also pointed out that many other non-AIM attorneys have filed these kinds of "leg-off" suits, that AIM is not responsible for creating this legal cause of action, that these suits were brought in good faith on behalf of badly injured bikers who typically had limited recourse in other legal avenues, and that in response to concerns of some motorcyclists AIM attorneys were not taking on any new "leg off" cases. These suits, Sam says, were discussed openly in a seminar dedicated to that very issue at the Minneapolis NCOM Convention about a year before anyone expressed any concern over them.

Other related issues discussed include: Why did some of the NCOM Advisors resign about a year ago; whether the newly re-formed NCOM Board of Directors (revamped from the old Board of Advisors) had developed an expanded role in handling some budget and finance decisions, convention and meeting scheduling, the selection of the annual Silver Spoke award winners, creating a committee to review potential conflicts in other product liability cases, and the development of a business plan to lead to a more independent NCOM. Most of these new roles were described by the new NCOM Board in July, 1996, at an emergency meeting in Las Vegas. Rod Clarke was the new Board Chair, who has since been replaced by Doc Reichenbach, State Coordinator of ABATE of Florida.

Another question raised was just what does it mean for a state MRO like ABATE of Oregon to be a member of NCOM. Some answers: Membership is free, toll-free legislative hotlines, conferences and seminars and financial assistance for traveling to them, financial assistance for certain printings and mailings, informational mailings of press releases and newsletters from NCOM, advertising support in the newsletters, exchange of information with over 400 other member groups worldwide, and the pro bono (free) legal work of AIM attorneys around the country on motorcycle rights issues.

After discussion for three hours, the committee agreed that we needed to meet again for further discussion and that the next meeting should take place after the NCOM Board meets in Oct. or Nov. to gather more information before a final report could be submitted to the ABATE Board of Directors. In particular, the committee needs to examine any further progress the NCOM Board has made toward its stated goals, one of which is to become more independent of AIM.

Sam and Butch suggested that anyone interested in talking to NCOM people or Richard Lester should attend the October 4th NCOM Regional Conference, at the Best Western in Fife, Washington.

At the end, Larry asked if any people in the audience had any comments, and Teresa Hepker and Gunny Hutcheson spoke briefly.



From The

**GUNNY'S SACK** comes:

The AIM. . .ing Point

**Too many wrecks:** I'm dismayed and saddened at the rash of motorcycle accidents these last few months. Some very experienced people have been hit and hurt, and at least one friend of mine killed for no good reason. We already know cagers don't see us and it seems like we just keep getting more grief from them. See if you can see your way to sending some cards or phone calls to these folks.

**Swede Matzek** of the NCOM (National Coalition Of Motorcyclists) Board of Directors is laying in the Harborview Medical Center in Seattle, gravely injured from a head-on collision with a driver that was on Swede's side of the road. I'm told the car driver was going better than 70mph. Swede was putting along at around 40. The impact, besides breaking a bunch of bones, apparently threw Swede, back first into a guard rail and severed his spine. He was found under the rail when help arrived. This man, so prevalent in the bikers rights movement, will now never walk again. We look forward to seeing his smiling face again, though, I hope at the next NCOM conference. A fund has been set up to help Swede. Contact **Karen Bolin**, through ABATE of Washington, or write or e-mail me.

Another friend, and very visible bikers rights warrior, **Jesse McDugald**, also from the NCOM Board, was struck on his way to teach the first day of school in South Carolina when he was "T-boned" by another inattentive cage driver. The results of that is also broken bones and months of expensive therapy, not to mention the loss to those kids of a fine teacher who loves his work. Then there's going to be the loss of income, damaged bikes, the loss of companionship and grief that the families of these people suffer.

Another and certainly no less important person in our lives had hers taken by a 70

year-old woman who had just been released from a care home. The woman turned left and drove into a Goldwing on a Saturday evening here in Oregon. The result was the sad loss of "**Mamma Jan**" **O'Brien** and a broken arm and a destroyed motorcycle for her husband Ed. That stupidity cost a family their wife and mother, and the rest of us a real friend. That driver should *never have been driving a car*.

**Fred Wolf** of N.E. Portland ABATE, also here in Oregon, suffered a broken neck when he rear ended a car on his way home from a run recently. The other guy isn't always the one at fault, we make mistakes as well. Fred got lucky and was released after eight days, and fortunately he's home recuperating.

It's been said that the answer is to educate bikers to our lack of visibility. Hey, we already know that. I think we need to find a way to make more drivers aware that we are there to begin with. I'm beginning to think that people need formal training in order to drive at all, and the loss of freedom that goes with that scares me. I don't know the answer, but it's been painfully demonstrated to me, and to too many others this year, that too many drivers have no awareness of motorcycles on the roadways.

When drivers are suddenly awakened, as one woman was a few weeks ago when she started to change lanes into me, *they swear at us for being there!* It's as if we aren't supposed to use their roadways. They just don't see us, and they aren't gonna look for us either. How dare we ask that they pay attention to where they point that 3,000+ pounds of destructive force they drive.

**Helmet Law Update:** Some readers will already know this, but this column appears all over the nation. So, it's my sad duty to inform you that after our Oregon bill was passed by *both houses* to restore Freedom of Choice for adult riders, our governor, John Kitzhaber, an emergency room doctor, *vetoed* our bill. We're proud of how hard everyone fought this

year, and we'll be back.

**Gunny editorial:** There's another thing I just need to get off my chest. We need to get rid of the bickering amongst ourselves and get on with the motorcycle rights movement with all motorcycle rights organizations, **working together**, each doing its job in concert with the rest. This continual urinary contest will do nothing but bring failure to our cause. Our enemies would like nothing better than to see us fight each other until we go away. *Please*, brothers and sisters, look at the big picture and lets work together. *If we must destroy something, let it be the conflict within.*

**News Bits'n pieces: Spain:** The motorcycling fiancee' of a Spanish princess had so many tickets on his scooter that he had to pay them up to look good. So watch your tickets. **Australia:** How about this pearl: It seems the best way to stop warfare between rival biker clubs (they're called "**Bikies**" in Australia) is to order PIZZA. At least that's what worked here, according to a newspiece I read. They all took time out for a PIZZA break, and they had to stop shooting to let the delivery drivers through! Ha! I don't know if they resumed the battle or took a nap after eating. Hope it was nap time, we need to work together, not ice each other. **Chicago:** The H-D company has discovered another way into our pockets. This time by using their exclusive customizable "Chrome VISA card". You can have a picture of your scooter embossed on the card so every time you use it you show off your ride. The card debuts with an H-D sweepstakes that will be giving new bikes to winners over a 52 week period beginning this fall. Maybe you won't have to wait six months for your new ride if you use the new card. **Russia:** Auto, truck, and motorcycle production in this country is up for the first time in the 1990's. Motorcycle production is up by 35,000 units or a whopping 79.7 per cent. Who says democracy doesn't work?

**Sam's Tip'O the month:** Speaking of shootings, Sam says if you have a concealed weapons permit and it's valid in the state where you are carrying, be very sure that if you are stopped by police for *any* reason, keep your hands on the handlebars, in plain sight, and don't make any fast moves. The first words to the officer should be "Hello Officer, I have a concealed weapons permit." Then, tell the cop where your popper is, and whether it's loaded. This can save at least an embarrassing scene; it can also save your life. The number one place for officer injuries and shootings is in traffic stops, and I don't have to tell you that they're a little twitchie about bikers to start with.

With all my talk about all the folks we feel so badly about getting hurt, Sam says to remind you again that the most important insurance to carry is *very high limits* of UM, or uninsured/underinsured motorist coverage. Sam or I will send you his Motorcycle Insurance Tune-Up if you just give us a call. It explains it all in detail, and how inexpensive that insurance is. Remember, Sam is an accident lawyer, not an insurance salesman. He just knows from hard experience how important that coverage can be.

**Gunny again:** Both our Oregon AIM attorney, Sam Hochberg and I are as close to you as the telephone. Call 503/224-1106 or if it's a toll call use 1-800-347-1106. We're also online: Sam's e-mail address is: SamBikeLaw@aol.com, and I'm at AIMGunny@aol.com. Nationally the AIM (*Aid to Injured Motorcyclists*) number is 1-800-531-2424. No matter what your problem, Sam and the other AIM attorneys will talk to you **FREE**, and if they can't help, they will point you in the right direction for proper help.

Keep the round side on the bottom.  
Gunny, Oregon AIM Chief of Staff



Hamstertime...

## A Lesson in Brotherhood

Good morning, America! I hope all you loyal readers of this column had a great summer and are ready for a safe and spectacular autumn. I've been riding motorcycles for longer than I care to remember, but my first real introduction into the "Brotherhood" of motorcycling happened on July 7, 1974, just after dark and quite by accident.

I was all of 18 years old and had spent the last two years working full time at an all night parking garage - from 11pm until 7am - five days a week. I was and still am, pretty damn independent. Hell, I showed up for my high school graduation with a cigar in one hand and a quart of beer in the other. I scrimped and saved so I could buy my first "brand new" motorcycle- a blue metal flake Honda 450 Scrambler - Okay, it doesn't seem like much now, but when I was 18, it was all I had ever wanted -and I know a hell-of-a lot of you people laughing right now started out riding Honda's - Don't lie!

So anyway, on July 6, 1974 I put down close to 1,500 "hard earned" green backs for my new bike and away I went with visions of many more long rides with young babes. Man, I was on top of the world! On July 7, with 88 miles on my "brand new" bike, this drunk punk in a red VW turned left, right into my path. I remember going over the top of the VW and watching my "brand new" bike smash into the VW and then watching it slide past me- sparks 'a flyin' and blooda' gushin' from a big ol' hole in my lip. I hit so hard it blew off the bottom of the boot I was wearing. I staggered up to my feet and then I hit the ground hard.

I figured I was dead - but I knew I was in heaven because when I came to, I looked up and there were two gorgeous blondes helping me over to the side of the street. I could have sworn they were angels, and they were, for a busted up scared teenage kid.

The two girls helped me off with my helmet and were treating my wounds, when all of the sudden I had this drinkin' grease ball in my face - talking trash how I "ruined" his VW and scared his girlfriend, just screaming at me, when I looked up to see these two huge hands come over the top of this jack-ass and snatch him right off his feet. Right behind where I was lying on the ground was

a "Clark" Gas station and in the gas station was a whole pack of Harley's gassin' up.

These "brothers and sisters" saw the whole ugly thing and while the "sisters" were calming me down, the "brothers" took care of the drinkin' jack-ass, by explaining in no uncertain terms the error in his ways. Two of the other bros went out and drag what was left of my "brand new" bike out of the street and set it next to me. I just shook my head in disbelief upon seeing that what I had spent two years saving up for was just a twisted beaten pile of crap. The bro, who took care of "jack-ass" knelt down next to me, I guess he sensed the pain I was feeling over the loss of my bike, and he said how bad he felt and reassured me I'd ride again. The whole bunch of 'em stayed with me until the cops and meat wagon showed, wished me the best, then they were gone.

I learned a real important lesson that night. It doesn't matter what I was riding, or that I was just some teenage kid, they helped me. Now, it is over twenty years later and I'm still riding the second "brand new" bike I've ever owned - my 1983 Wide Glide and when ever I see some young kid on his moped or whatever, I always wave and show him that same respect that was shown to me. To those old bikers who helped me and all the others who go the extra mile to help out a brother - Thanks!

Peace

*Until Next Time*

*Hamster*

To contact Hamster, c/o ABATE of Indiana, P.O. Box 665, Bargersville, Indiana, 46106-0665.

**ATTN: Members**

Following is a list of products available through ABATE of Oregon, Inc. Products are another way of helping support ABATE.

Revised: March 1997

**ABATE PRODUCTS ORDER FORM - PRICE LIST**

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>YEAR PINS</b>				
_____	AYP2	Year Pin - 2 yr. member - blue	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue	3.75	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>ABATE PINS</b>				
_____	ALAN	ABATE Anniversary Pin	3.25	_____
_____	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	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	4.00	_____
_____	AFP	Fossil Pin	3.75	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____
_____	ACWP	ABATE Uplifted wing-5 color on White	4.00	_____
_____	MUG	ABATE Logo on Mug	5.00	_____
_____	A#1ER	Earrings(post or Hoop)	4.00	_____
_____		Bandana	6.00	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>MISCELLANEOUS</b>				
_____	AFRB	ABATE Freedom Of The Road Bell Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>ABATE T-SHIRTS</b>				
_____	AFRTS	ABATE T-Shirts	10.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
		<b>NOTE: Assorted Colors.....X-Lg and LARGER add \$2.00</b>		
		Chapter Logo setup fee with each order (One time charge)	9.50	
		(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)		

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>SPECIAL ORDER ITEMS</b>				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available)	1.50	_____
_____	CLOTH	Year Bars (indicate year _____) Small	1.00	_____
		1984-1993 avail.		
_____	CLOTH	Year Bars (indicate year _____) Large	1.50	_____
		1984-1992 avail.		
		License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	_____
		License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____
		<b>SUBTOTAL</b>		_____
		<b>Shipping Charge</b>		_____
		<b>UNDER \$25.00=\$5.00</b>		_____
		<b>\$25.01-\$100.00=\$6.00</b>		_____
		<b>T-SHIRTS = \$8.00</b>		_____
		<b>SHIPPING CHARGE</b>		_____
		<b>TOTAL</b>		_____

**ABATE PRODUCTS**  
P.O. Box 4504  
Portland, Oregon 97208  
Angie Jensen, Products Director  
PHONE: 503-285-4329 FAX 503-286-5830

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**Please use street address  
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**THANK YOU FOR YOUR ORDER!!**



## SUNNY-SIDE UP

The ride season is coming to a close. We made it up to the Chiloguin Run this year. It was a great time, thanks for all the hard work everyone put into making it a good time. Took a little tour up around Crater Lake and Fort Klamath. It was a beautiful day. As the Fall approaches I find myself trying to catch up on all those home improvement projects before the rains start. It seems like it's so easy to put things off when there's a run, or friends call up and invite ya out for a little putt. The sunshine leaves, but the projects are still around.

I came across a little list of some of the "perks" of a relationship with God. They're worth considering.

A love that can never be fathomed.  
 A life that can never die.  
 A righteousness that can never be tarnished.  
 A peace that can never be understood.  
 A rest that can never be disturbed.  
 A joy that can never be diminished.  
 A hope that can never be disappointed.  
 A glory that can never be clouded.  
 A light that can never be darkened.  
 A purity that can never be defiled.  
 A beauty that can never be marred.  
 A wisdom that can never be baffled.  
 Resources that can never be exhausted.

Well, hope you're ready for Fall. See ya down the road.

Livin' on the Sonny-side,  
 Don, Chaplain  
 Douglas County, ABATE



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**catch on so her hard work is not**  
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Contact Larry 503-774-2479 for more information or to apply!

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If you or someone you know has moved and you haven't received your newsletter since, DON'T BLAME US! Just fill out this form and return it to:

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ENOUGH SAID(GWH).....

### Chapter Meeting Places - Where & When

1st & 3rd SUNDAY	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2st SUNDAY	CENTRAL OREGON	2:00 pm, KC's Pizza House, 1655 N. Hwy 97, Redmond
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	BLUE MOUNTAIN	1:00 pm, East Side Tavern Rest., 2209 Adams Av., LaGrande
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	SOUTHERN OREGON	12:00 Noon, Oregano's Pizza, Gold Hill
2nd & 4th SUNDAYS	COLUMBIA RIVER	12:30 pm, Pizza Perfect, 65 NE Killinsworth, Portland
4th SUNDAYS	SALEM	1:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1st & 3rd TUESDAYS	RIVER CITY	7:30 pm, Zim's Brau Haus, 604 E 2nd St., The Dalles
2nd & 4th TUESDAY	WASHINGTON COUNTY	7:30 pm, Pizza Hut, 3190 N.W. 185th, Portland
1st & 3rd WEDNESDAY	NORTH COAST ABATE	7:00 pm, Shilo Inn 1609 E. Harbor, Warrenton
	N.E. PORTLAND	7:30 pm, Chen's Village 108th and N.E. Halsey, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport
1st THURSDAY	WILLAMETTE VALLEY	7:00 pm, Prime Time Sports Bar & Grill, 1360 Mohawk, Springfield