

**DEDICATED TO THE
FREEDOM OF THE ROAD!**

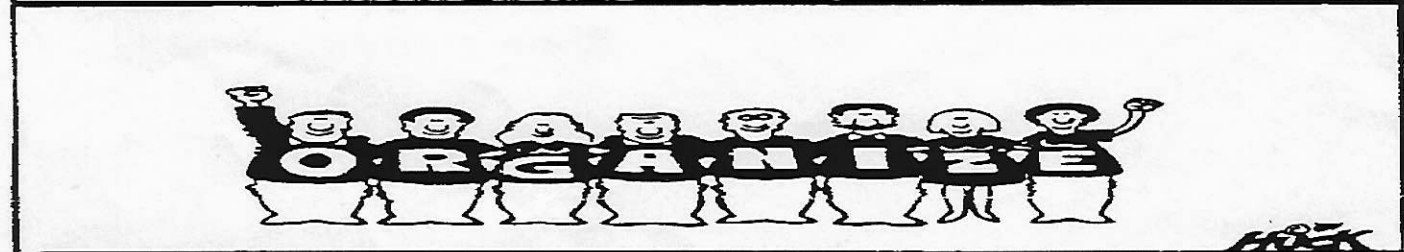
**LET THOSE WHO RIDE
DECIDE!**

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

A Brotherhood Against Totalitarian Enactments

December 1999

1999 PLANNING SESSION



Readers; Be advised that although A.B.A.T.E. of Oregon supports it's advertisers, it does not guarantee the service of those advertisers. 1/98

WHAT IS ABATE?

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

**A
BROTHERHOOD
AGAINST
TOTALITARIAN
ENACTMENTS.**

MISSION STATEMENT

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

This Newsletter is a publication of A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208. All rights reserved. Portions may be reprinted with attribution.

DEADLINE FOR SUBMISSIONS FOR PUBLICATIONS IS THE 10TH OF THE MONTH PRIOR TO PUBLICATION MONTH. Submissions will not be returned or saved, unless accompanied by a self addressed stamped envelope. This publication printed by: Oregon Lithoprint Inc. 611 E. Third St. McMinnville, Or. 97128

**WHY ADVERTISE
IN THE A.B.A.T.E. NEWSLETTER**

A.B.A.T.E. of Oregon has over 1,000 members across the State to which newsletters are mailed the first week of every month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

Our advertising rates are set to allow you the maximum amount of flexibility in purchasing advertising space in our newsletter, and we sell space on a quarterly, half-yearly or yearly basis. Our rates are listed as follows:

SIZE:	
BUSINESS CARD	
3 months	\$33.00
6 months	\$59.00
12 months	\$98.00
1/4 PAGE:	
3 months	\$57.00
6 months	\$104.00
12 months	\$173.00
1/2 PAGE:	
3 months	\$87.00
6 months	\$165.00
12 months	\$260.00
FULL PAGE:	
3 months	\$147.00
6 months	\$277.00
12 months	\$433.00

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 10TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

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.

TABLE OF CONTENTS

APPLICATIONS AND INFORMATION

ABATE Chapter Addresses and Contacts	5-8
ABATE Membership Application	47
ABATE Products Order Form	40
BP Application.....	37
Membership Classified ads.....	4
State Officers List.....	3

REPORTS

Chapter Reports	5-8
State Board Meeting Minutes	22-23
Education report.....	16
Legislative Director	it in there
Coordinator's Corner.....	also
Public Relations Officer	20
BikePAC Rep report	11

FLIERS AND EVENTS

RUN FLIERS.....	32-35
STEAM 2000	39

IMPORTANT ARTICLES

Legislative stuff	you will see it
BOTW 2000.....	41
Gunny Sack.....	24-25
Look throughout the whole issue.	

ABATE OF OREGON

STATE OFFICERS AS OF JANUARY 1, 1998

COORDINATOR

Chris Vieira
1-800-498-3343
541-498-2471
CVIEIRA@WANWEB.NET

VICE-COORDINATOR NORTH

Jim Niece
503-775-2203
FAX 503-775-8664
Najin24@qcsn.com

VICE-COORDINATOR SOUTH

Gary Ploub
541-782-2254

VICE-COORDINATOR EAST

Brad Peterson
541-447-6158

5658

MEMBERSHIP SECRETARY

Carolyn "Mother" Meerzo
503-255-7793
mother@bert.cnnw.net

SECRETARY

Jill Tracy
503-640-5766
tntfam@europa.com

TREASURER

Clark Brooker
503-232-4686
FAX: 503-235-5658
CLARKWING@AOL.COM

NEWSLETTER EDITOR

Gordon Hieronimus
503-674-7500
FAX 503-492-9570
orabate2k@qcsn.com

LEGISLATIVE DIRECTOR

Frank Saxton
503-297-2325
Frankie@Easyrider.Com
<http://www.europa.com/~Frankie>

SGT. -AT-ARMS NORTH

Bob Earl
503-283-1383
FAX 503-283-1383
TAZHD69@aol.com

SGT. -AT-ARMS SOUTH

Tina Wright
541-498-2519
FAX: 541-498-2412
CVIEIRA@WANWEB.NET

SGT. -AT-ARMS EAST

Scott Greenfield
541-296-9679

PRODUCTS DIRECTOR

Nancy & Brad Brooker
503-232-4686
FAX: 503-235-

EDUCATION DIRECTOR

Mel Yeager
541-967-1286
yeagermel@AOL.com
EDUCATION DIRECTOR2
OPEN

PUBLIC RELATIONS

Melinda McCrossen
503-231-2701
melindam@teleport.com

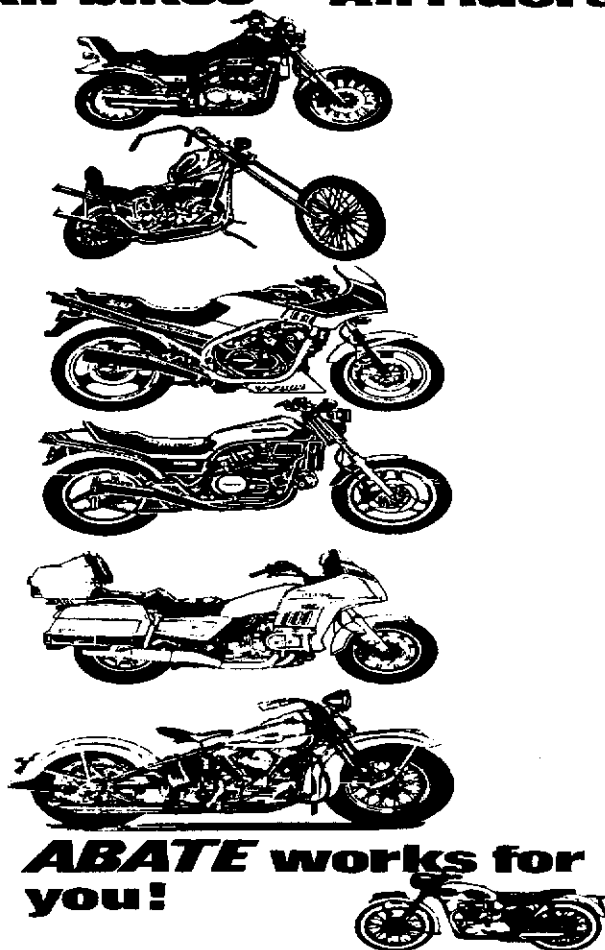
RUN COORDINATOR

Roger Hendricks
503-285-4329
FAX 503-286-5830

HISTORIAN

Iris Yeager
541-967-1286
Mrsyeag@AOL.com

All bikes - All riders



WEB PAGE ADDRESS:

<http://www.abateoforegon.org>

WEB PAGE EDITOR-Maddog 503-252-4842mad-k9@ptld.uswest.net

Chapter Meeting Places - Where & When

1st & 3rd SUNDAY

2nd SUNDAY

3rd SUNDAY

2nd SUNDAY

4th SUNDAY

1st & 3rd TUESDAYS

2nd & 4th TUESDAY

1st & 3rd WEDNESDAY

3rd WEDNESDAY

2nd WEDNESDAY

3rd THURSDAY

1st & 3rd FRIDAY

S.E. PORTLAND

CENTRAL OREGON

SOUTH COAST

DOUGLAS COUNTY

SOUTHERN OREGON

COLUMBIA RIVER

SALEM

RIVER CITY

WASHINGTON COUNTY

NORTH COAST ABATE

N.E. PORTLAND

SOUTH CENTRAL CHAPTER

WILLAMETTE VALLEY

LINCOLN COUNTY

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

2:00 PM Moose Lodge #323 3199 N. Hwy 97, Redmond

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

12:00, Noon Round Table Pizza, Roseburg Valley Mall, Roseburg

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

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

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

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

7:30 PM, Miller's Homestead Restaurant, 640SE 10th St., Hillsboro

7:00 PM Astoria Eagles, 894 Commercial, Astoria

7:30 PM, RoundTable Pizza, 4141 NE 122nd, Portland

6:30 PM, Old Town Pizza Co., 722 Main St., Klamath Falls

7:00 PM, Izzy's Pizza 1930 Mohawk Blvd., Springfield

11:00 AM, Moby Dick's Restaurant, Newport

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.

1975 FL Shovelhead
rebuilt in '98
lowered, '69 front end
new paint
great ride \$10,000.00
669-7931 or 939-9020
(503?)
micheal
(12/99)

Wishing you and yours a joyous season!



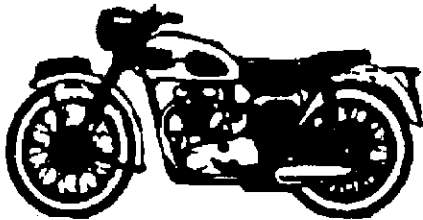
ABATE OF OREGON IS NOT RESPONSIBLE FOR ANYTHING SOLD THRU THESE ADS. THESE ARE THINGS THAT INDIVIDUALS ARE SELLING NOT ABATE OF OREGON. (except membership to ABATE) THE EDITOR 1-99

1995 H-D Dyna Wide Glide,
Screaming Eagle pipes, windshield,
leather bags, luggage rack,
28,000 miles one owner
\$13,800.00 OBO
541-774-9168
(12/99)

JESUS
IS
THE
REASON
FOR
THE
SEASON!

1979 Harley Super Glide 84 C.I. S&S
Stroker, S&S carbs, low miles
\$9,000.00 OBO
Twang 541-851-8157
(12/99)

If I don't get to say it to ya in person, than here it is in print
HAPPY NEW YEAR!
Remember the millenium starts on 1/1/01
This is the start of ABATE OF OREGON'S 25th year!
Lets get in there and make it a good one



ATTENTION ALL FAITHFUL READERS: The classified 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!

New for the year 2000, hey did that get your attention? I need you to submit stuff, articles, letters, pictures, or just stories fictional or not?

HOW ABOUT IT PEOPLE???????

Thank you for your time,
Gordon, newsletter editor

CHAPTER REPORTS

Central Oregon

Meets 2nd Sunday, 2:00 PM

Moose Lodge #323, 3199 N. Hwy 97, Redmond
Chapter address: P.O. Box 926, Redmond, Or. 97756
Chapter contact: Jay Swartz 541-389-6773

Greetings from C.O. Chapter,
Short and Sweet! Deadlines, I've got a mouth full, guess I need to buy a fax machine so I can handle business at home.

The thank you camp out was a blast! You had to be there. We're going miss Lyle & Elli, they're moving back to the coast. We wish them the best. Thanks to Lyle for participating on our events & Elli for her support.

Thanks to John, Jackie, Becky, Totsy, Jody and everyone that donated &/or participated on the 3rd Annual Teddy Bear-Poker run-camp out & wild wind motorcycle & Deli, also Post General Store. We've been losing memberships & signing up new blood. Even signed up some BikePAC.

Gotta go,
Adios & Del Taco
Jay

Columbia River

Meets 2nd Sunday, 12:30 PM

Pizza Perfect 6815 N.E. Killingsworth, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Spike 503-282-4604

Happy Holidays from the Columbia River Chapter
We have had a successful year in our chapter. For example, over Easter weekend we hosted a rest stop coffee stand on I-5 and raised some money for the chapter and its work. We also had our first annual Angie's Memorial Run and Chapter Picnic. Chapter members have attended and worked at a number of the state and local runs especially the Summer Run. Bob Earl has been a stalwart on security details at the runs and is to be commended for his hard work. Jimbo, Julie and Janet have been very active on the Shriners Toy Run Committee; Janet has had the heavy responsibility of checking out the raffle tickets and depositing the money and has done a terrific job with a difficult task. Big Bill has done a great job selling raffle tickets all over the west to all those truckers. All of the other chapter officers and committee members have done outstanding jobs taking care of business and for brevity's sake, I will not mention them all; they know who they are and they know how much we appreciate their efforts. We have also had the welcome participation from Northeast and Southeast Chapter members who have attended our meetings as we have attended theirs; going to other meetings is a great opportunity to see how other chapters operate and to mingle with our friends.
Janet, Bob and I attended the state planning meeting in Cottage Grove in October and the meeting produced a good road map for the coming year for ABATE. Let's see if our organization and can achieve our goals.

Ahead we have officer elections and we need more members willing to keep our chapter running to be involved. We especially need someone to take over for Janet as the state board representative. After three years in that position, and doing a fantastic job in being our voice at the state board meetings and then reporting back to us

what happened, Janet wants a little rest and relaxation. This is one of the most essential chapter positions and must be filled so someone please step forward and volunteer. All of the other officer positions should be considered open to contest although I am hoping that all of the members who are currently officers will volunteer to do their parts again.

Don't forget the Sweet Heart Dance in February. Although the location is not yet certain, we are looking at the River Road House and will have the usual rocking good time. It's not all work being part of ABATE.

We look forward to another challenging year fighting to maintain and regain our freedom. Dare to struggle, dare to win.
Spike

Douglas County

Meets 3rd Sunday at 12:00 AM

Round Table Pizza, Roseburg Valley Mall, Roseburg
Chapter Address: P.O. Box 61, Roseburg, OR 97470
Chapter Contact: Connie 541-440-3079
FAX 541-673-6982

No Report.

Lincoln County

Meets the 1st & 3rd Friday, 7pm

Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 614, Waldport, OR 97
Chapter Contact: Ralph Janes-(541)265-6850

Merry Christmas EVERYONE!

This Year our Chapter has voted to Donate \$500 to Mrs. Santa's account. We are putting in our local Newspaper a Challenge to any Organization or Group in our area to meet or beat or Donation. We are also buying presents for a few families in Lincoln County. At our Nov. 4th meeting, our Chapter has also voted to send Big Bear to the Motorcycle Safety Foundation Blue Ribbon Conference in Phoenix AR. Since I am submitting this letter on Nov. 10th, and the Conference will be Nov. 12th and 13th, we are eagerly looking forward to his report at our next Chapter Meeting on Nov. 19th. Lincoln County Chapter would like to Personally and Publicly THANK Chris Vieira, who is stepping down as our State Coordinator, and Tina Wright who is stepping down as our State Sgt. at Arms South, for their Years of Hard Work, and devotion. HUGS and KISSES to you BOTH!

State and Chapter Elections are HERE! How Dedicated are YOU to the Freedom of the Road? Be at the next State Board on Dec. 11th, OR be at your next Chapter Meeting. ALL Meetings are informative and CAN BE fun!

Well.....this is it People!!!! No more 19's in the Year for 20 Years!!! EVERYBODY have a SAFE and HAPPY New Year!!!! LOVE YA!(And Ya'll know who you are!)

SHIRLEY



N.E. Portland

Meets 3rd Wednesday, 7:30 PM
Round Table Pizza, 4141 NE 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Rusty Taylor 503-777-5121

No report.

North Coast

Meets 1st & 3rd Wednesday, 7:00 PM
Astoria Eagle, 894 Commercial, Astoria
Children are Welcome
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Jeff Gee 503-861-1703

Blustery Coastal Greetings!

The weather is howling outside right now and by the time we get off work it's dark. Ahhh, winter in the Northwest at the coast. Now's the time we gear up for the Holiday festivities and our annual toy run. Time to get the cans out for donations.

Our chapter spaghetti feed will be at the end of this month. We have raffle tickets again this year for 2 different pictures. They will be raffled off the day of the toy run. That date is December 11th for anyone who would like to attend. Tickets are a dollar. We will start in Seaside at Rob's Restaurant and end in Astoria at the Eagles. Hope to see you there.

Well, that's about it for this time. Hope Santa is good to you and everyone has a safe and Merry Christmas and Happy New Year. See ya next year!!

Jamye.....

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

Lee Eikanas led tonight's meeting and has thrown his hat in the ring for the coordinator position on our upcoming election. Cindy Judah and Johnna Baker nominated themselves for Historian team and will begin chronicling our Sunday Rides. Mike Farmer will run for Membership Secretary He is currently doing this job to fill out Kevin Chapman's term.

Alan Blackford and his wife Cathy visited along with Alan's son Jay. They wish to be changed from Indian Creek to River City Chapter. We have a new member tonight, Daniel Humes, who has been going riding with us for several months now. Welcome Daniel. Cliff Mansfield missed winning the Chapter membership raffle, so the pot goes up to \$10 next meeting. Johnna Baker won the 50/50 at \$8.00.

The rides are getting colder but the scenery around here this time of year is spectacular and we wouldn't miss it because of a little cold. Of course, we talk about heated grips and clothing and other comfort items more at our food and rest stops, but we are still out there. Come on out and join us!

We had a small but spirited meeting tonight with a good discussion about membership, recruiting, participation, and public relations. We are going to advertise in our local papers and see what is also available for free listings or reminders.

In our Chapter membership drawing, Pam Chapman would have won \$10 if she had been present. The 50/50 was won by Brian Stovall, who donated his \$7 back to the Chapter.
Brian

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: Jim Russell 503-743-4121
Elaine and Gary Devore (503)-581-0006

Ho-Ho-Ho y'all,

And since ya been such good an' patient darlin's, ya get a column this month.

Seems like the problem with gettin' Rot Path's submission into the newsletter may have been with buggy software on Rot Path's end of the electronic pothole... er, highway. 'Puter software is kinda like electronic ignition modules - ya can't eyeball the problem by lookin' at the parts, 'cause everything's hidden away. All ya can do is replace the buggy parts instead of fixin' 'em.

Personally, Rot Path misses havin' points to tinker with on the present bike.

It's just one step further removed from experiencin' life to the fullest.

That's one of the problems with present day, so-called modern life: it's gotten so convenient that we ain't really livin' any more.

Fer instance, cake mixes make it so easy to bake up a birthday gut-bomb that that we feel slightly disconnected from the actual event. It's kinda surreal. But if ya scratch-make a cake, grind up the spices yerself, yer investin' part of yerself, yer very bein', in the process. It means more to ya. (An' the cake tastes a whole lot better too.)

FAST EDDIES



DIXONVILLE CYCLE (541) 673-6120

FULL LINE OF "AMERICAN"
MOTORCYCLE AFTER-
MARKET PARTS. FULL
SERVICE SHOP.

TUES - FRI SATURDAY
10 - 6 10 - 5

Bein' on the road is kind the same way. Cages make life more convenient. But in doin' so, they also remove us from the tactile experience of movin' from Point A to Point B. Maybe that's why so many folks embrace motorcyclin'. Them powered two-wheelers bring us closer to the experience of travelin'. We're no longer disconnected observers of movin' life, we're part of it. Everything is right there fer us: the sights, the sounds, the smells, the feel. We're embracin' life.

Rot Path just saw a PBS special by Ken Burns about Elizabeth Cady Stanton and Susan B. Anthony called "Not For Ourselves Alone". If ya ain't aware of them, they spent somethin' like 60 years of their adult lives fightin' politically fer the right of women to vote. (Among other issues.) Their resolution was introduced into Congress 45 years in a row before it was finally passed and sent out to the states fer ratification. When it came down to the wire, Tennessee was the key state fer passage. The final tally was a tie with the deciding vote restin' on the shoulders of a young legislator. It was nearly 150 years after the USA had been founded on the principles of freedom that this young man heeded a written plea from his mother and voted to let women share in this country's freedoms.

An' ya know what? The world kept on turnin', the sun continued to rise an' set. The dire predictions of those opposed to givin' women the vote never came to pass.

It's examples like Susan B. Anthony and Elizabeth Cady Stanton that give Rot Path hope fer what we're doin' here in A.B.A.T.E. These two determined women traveled around the country (when it weren't near as easy) continuously fer decades educatin' people an' changin' minds because they believed to the core of their beings that they were right, that women deserved to be treated equally to men, that they deserved the same freedoms.

Here in Oregon we're facin' the same kinda uphill battle that they did. They had their reverses, their betrayals, their setbacks. But they didn't give up an' roll over. They were speakin' an' writin' right up until they passed on. They believed in what they were doin'. They never lived to see women get the right to vote, but they laid the groundwork for those who came after them. We've lost sisters and brothers in our community. We need to carry their dreams of freedom forward. We cannot give up no matter what obstacles we encounter. Their spirits must be our spirits.

Salem Chapter is startin' to feel like it's rounded a corner an' is on it's way back. Had a round table meetin' before the regular meetin' an' cleared up a lot of musunderstandin', got us all ridin' in the same direction again.

[Spousal-unit to spouse on cell phone: "Honey, be careful driving. I heard there's a wrong-way driver on the highway you're on."

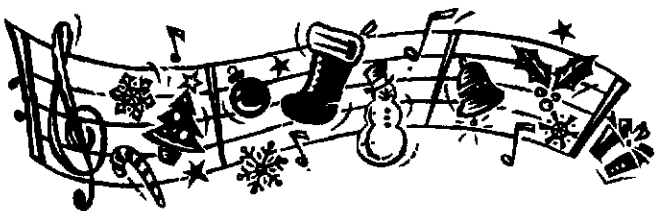
Spouse's reply: "There's not just one, there's *hundreds*!"]

Ya still got time to get on down to Salem fer our Toy Run on 12 December. The Gypsy Jokers is helpin' us out on this one an' it promises to be the biggest and best yet, so don't miss out. We'll be formin' up at the Wal Mart on way south Commercial Street about 1000, takin' off at 1100.

That's about it fer this century.

Be good little grlz and boys.

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: Charlie Hill (541) 888-8081
SouthCoastABATE@yahoo.com

Has everyone finished their Christmas shopping yet? It is hard to believe that it is already that time of year. This will be my last newsletter for the South Coast Chapter. My husband and I are moving to Roseburg. Our family opened an after market sales and service Harley shop. Here's my shameless plug. Umqua Custom Cycles at 1958 SE Stephens in Roseburg, Oregon, the number is 541-677-9968 ask for Abe in ******This plug is being interrupted by the editorial staff due to the fact that there is a short down south that pays for advertising in the newsletter and I will not let his money be wasted...******

I wanted to thank everyone in the Chapter for making us welcome.

We met a lot of new friends who I know will come to visit often.

We plan on coming back for most of the events, especially the Coos River run, where I'm sure we will get roped into working (not the beer garden). I wish everyone the best for the year to come.

Take care,

Cindy Zaffarano

P.S. Thirty-one anyone? Hey Randy, I think Flash will be on my shoulder this game.

Southern Oregon

Meets 3rd, Sunday, Noon

Oregano's Pizza, Gold Hill

Chapter Address: P.O. Box 2031 Grants Pass, OR 97528
Chapter Contact: Tom Orsini (541)-479-8635
Roberta Great 541-857-0244

No report.

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 503-760-9015
FAX 503-760-9013 E-Mail la44@qcsn.com
www.abateoforegon-se.org

Well I made it. Twelve months and I only missed one newsletter. I really want to thank everyone who helped build my confidence in taking this position. It really has not been as hard as I thought it would be and it has been a lot of fun. Speaking of holding a position in our chapter, it's that time of year again. It's time for nominating and/or volunteering for positions as officers. We will keep some of the old and will vote in some new officers. Please attend the meetings and help nominate and vote on who you want to represent your chapter. Your opinion is very important.

We have some exciting new runs coming up. We have had our first meeting for the RUN 21, YEAR 2000 event. This will be sponsored solely by SE Chapter. It is an over 21 run and Oregon's version of Washington ABATE's Cow Chip Boogie. We would like this run to be a success so we are planning early and hoping many members of our chapter will help out at this event. Look for more details in the upcoming newsletters.

Several new ideas are coming out and one of them is to elect a Ride Coordinator. This person will plan rides for after the meetings.

Some long rides, some short rides and maybe some just to the Echo for Taco's. Some will even be before the meeting and end up at the meeting.

Our chapter's anniversary party is coming up in March. Again, watch the newsletter for details. This is a great way to get to see those of you who have locked yourself in for the winter. Be sure to make it to these upcoming events.

Christmas is creeping up on us quickly. I'm wishing for everyone to have the happiest of Holidays and that Santa brings you that big new Harley you've been wanting. And if you've been bad, maybe he'll at least bring you a nice new Harley sweatshirt.

Bad news to Jan Hanley she lost out on \$10.00 and Rena Jackson lost out on \$15.00 for not being at the meetings when their names were drawn. Sorry but you have to come to the meetings to win the money. The pot goes up \$5.00 each meeting until someone who is there, wins it. (The max is \$50.00).

See you all at the meetings, the parties and on the road...

Anna

South Central Chapter

Meets 2nd Wednesday 6:30 P.M.

Old Town Pizza Company, 722 Main St., Klamath Falls
Chapter Address 231 Division St. Klamath Falls, Or. 97601

Chapter contact: Pat Poage 541-851-8249
or Judy LaMay 541-882-5431

Halloween is over and the party was good. Thanks to Linkville's faithful customers and friends or A.B.A.T.E.. We certainly did not have an abundance of members present. You all missed some great music and costumes. Time got away from us on the auction. Sorry we will have to reschedule.

Well Thanksgiving will be over and Christmas and the new millenium coming up fast. We were hoping to turn this chapter around if we got some support from the members. If the Halloween party was an example, I do not see the happening.

Thanks goes out to the faithful few who helped decorate and work the door and security. You know who you are.

May your Holiday Season be filled with the precious things of life: Health and Happiness, Enduring friendships and the Freedoms that are ours.

Keep up the good fight!

Judy LaMay

Washington County

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

Miller's Homestead Restaurant, 640 SE 10th St., Hillsboro
Chapter Address: P.O. Box 830, Cornelius, OR 97113

Chapter Contact: Ted Tracy (503) 640-5766

Plans are coming together for the WaCo Toy Run. I hope that I see many members there, it will be the first one for me, and I have looked forward to it all year.

I would like to take this opportunity to thank all the members who have made this year a success not only for ABATE, but also for me. It gives me great pleasure to know that there are others out there who enjoy some of the same things I do. My husband teases me about hanging out with "a bunch of bikers", but honestly, you guys are some of the nicest people I have met in years. Of course, he will never be one of "us", but he respects us none the less. Please take some time and thank all the businesses who have supported our

cause throughout the years. It goes a long way to fostering more goodwill.

Please also think of some way to become more active in the Chapter, whichever one you belong to. The whole thing is supported by people who are willing to give up some of their free time to fight the good fight. After all, freedom isn't free. Every little bit we give up is gone forever. It is much easier to fight to keep the rights we have than to try to win them back. Be sure to let your legislator know how you feel about every issue, not just motorcycle rights. You may find that you are losing something you never knew was in jeopardy, for example, gun rights. By keeping a close eye on things in Salem, we can help change the way our state and even our country is going.

Enough of that, though. For those of you who continue to ride throughout the year, I'm hoping that New Year's Day is cool and clear so I can continue my personal tradition of a tour of the local countryside. Hopefully, I'll have 10 or 20 die-hards with me this year. So if you're out riding, watch out for the other guy and ride safe.

Linda Wells

WaCo Chapter Secretary

Willamette Valley

Meets 3rd Thursday, 7:00 PM

Izzy's Pizza 1930 Mohawk Blvd. Springfield

Chapter Address: please address to:

4618 Daisy St. C/O Rick Maish, Springfield, OR 97478

Chapter Contact: Michael Taylor 541-485-2352

or Rick Maish 541-746-7837

Guess this is it...the end of 1999, and the beginning of a new millenium. Sure has been one helluva year! Did a lot of rides, had a lot of great fun, met some great folks, and seen some great country. Want to thank everybody in the Chapter who got out there, chipped in, and made even the wettest and coldest of them some of the most memorable rides yet. Made some money, got lots of plans for the year 2000 and still increasing our membership with new folks to join us in it all. Got a great chapter down here in the valley, and that's a horn I don't mind tootin'.

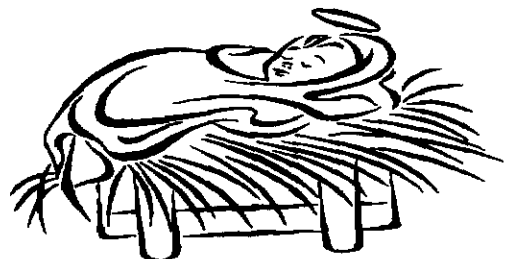
Thanksgiving is about to happen thanks to Dawn and those who were able to add their part to a needy family's special dinner. The casino night at the Time Out Tavern was a blast! It was as good a blackjack-and-auction time as last year and we even made a little more. The I-5 Coffee Stop in November was almost as successful as last year and about as wet, but we didn't need to scrounge for volunteers and that felt real nice!

Christmas is, at this time, still on the table. But whatever we end up with, I'm sure it'll be in keeping with the season's spirit.

Thanks again for all the effort and the great times. Wendy says "ditto" to that (or whatever that means in Czech!) and we both wish you all a Happy Holiday and a great new adventure in this coming year....2000!

Ride Free, Ride Safe

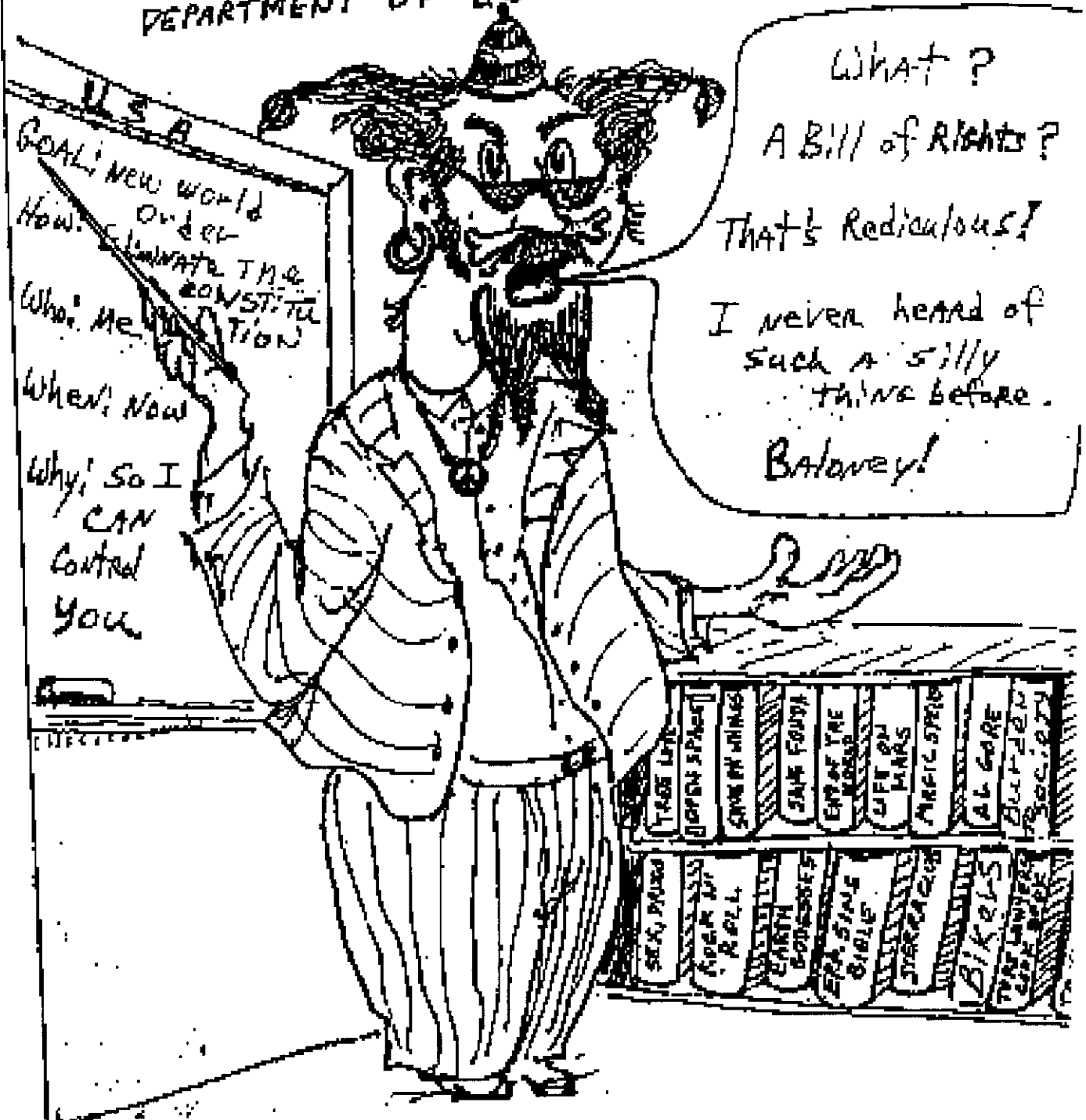
Michael



PROFESSOR DING DONG PH.D

THE UNIVERSITY OF OREGONA
DEPARTMENT OF ECOLOGICAL-ASTROLOGY

© 1972
LFX COEB



Motorcycle Safety Agenda Released

PICKERINGTON, Ohio -- A draft of a national blueprint for motorcycle safety that discusses issues ranging from riders' attitudes to the construction of roads is now available for public comment, the American Motorcyclist Association (AMA) reports.

Called the National Agenda for Motorcycle Safety, this 100-plus-page document was put together under the leadership of the Motorcycle Safety Foundation (MSF) and the National Highway Traffic Safety Administration (NHTSA) to guide safety initiatives now and in the future. The document will be fine-tuned at a conference sponsored by the MSF and the NHTSA Nov. 12-13 at the Hyatt Regency Phoenix hotel in Arizona. Conferees will include representatives with expertise in motorcycling, insurance, research, training, education, law enforcement, and other fields.

"The mission of the National Agenda for Motorcycle Safety is to point the way to the most promising avenues for future motorcycling safety efforts," the draft document states. "The National Agenda for Motorcycle Safety simply attempts to answer the question, 'What appear to be the most effective methods of improving motorcycle safety?'"

The draft blueprint covers such technical topics as rider-education and licensing, motorist awareness, motorcycle design and roadway characteristics.

But it also includes discussions of less-scientific areas, such as motorcyclists' attitudes toward safety.

The draft document recommends more than 50 actions, including the creation of a common methodology to be used to investigate motorcycle crashes in all states, researching how motorcycle designs affect crashes and injuries, developing highway standards that reflect the needs of motorcycles, and using education and laws to get motorcyclists to wear helmets.

"Because the mission of this agenda is safety, it does not necessarily weigh the political and other ramifications of its recommendations. But many of those recommendations, such as helmet-use legislation, have significant political aspects," the draft document notes.

Motorcyclists are encouraged to comment on the draft safety agenda. You can find the document by logging on to the AMA's website at www.ama-cycle.org and then clicking on the "National Agenda for Motorcycle Safety" link. You may comment by sending four copies of your written comments to: The National Agenda for Motorcycle Safety, 2200 Pacific Coast Highway, Suite 303, Hermosa Beach, CA 90254. The comments and suggestions will be discussed at the conference Nov. 12-13.



AMA Names New President

PICKERINGTON, Ohio -- The American Motorcyclist Association (AMA) has announced the hiring of J. Scott Thornton, CAE, as president and CEO of the 240,000-member Association.

Thornton has decades of experience in motorcycling, taking his first ride on a Cushman scooter in the '50s, then moving on to road and off-road riding, along with some dirt-track racing, on an Indian. After a stint in combat aeromedical evacuation with the Air Force in Vietnam, he returned to motorcycling in the 1970s. Since, he has accumulated over a half-million miles, mostly on touring machines. His wife, Diana, has some 250,000 miles on her own machines.

Thornton brings 22 years of experience in association management to the job of running the world's largest organization of motorcyclists. His professional background includes management positions with the American Heart Association, the International Education Forum and the Credit Union Executives Society.

An active member of the AMA for 18 years, Thornton graduated from an AMA EAGLES Leadership Academy in 1994. Since then, he has served as one of the Association's Field Reps, representing the AMA at a variety of events.

"I enjoy motorcycling of all kinds," Thornton said. "The main thing for me is the camaraderie. Often, the fact that you ride is enough to start a conversation. There's an instant feeling of friendship."

He noted that the AMA's role in bringing together all motorcyclists in areas as wide-ranging as government-relations activities, road-riding events and various disciplines of racing presents unique challenges.

"The strength of the AMA is in the sheer diversity of our membership," Thornton said. "But that is also our greatest weakness, because various parts of the Association can find themselves working at cross purposes."

"My job will be to keep the channels of communication open," he added, "to get all of the diverse groups that make up the AMA focusing on cooperative efforts and working together on our common problems."

In addition, Thornton committed himself to continuing the Association's growth curve, which has seen AMA membership increase by more than 70,000 in the past decade. "Two hundred and forty thousand is an impressive number," he said, "but we still have a long way to go. I won't be satisfied until we have a half-million members."

"My job is to be a catalyst for that growth."

Carl Reynolds, chairman of the AMA Board of Trustees, noted that the Board chose Thornton after considering the qualifications of a large number of applicants in a search process that stretched over several months.

"We are pleased to have found a new AMA president with the unique combination of motorcycling background and management skills necessary for this complex job," Reynolds said. "We had a rich field of candidates to consider, and we would like to thank all of the dedicated individuals who offered their services to help lead America's motorcyclists."

This Is A Shameless Solicitation:)

If you have been coming to BikePAC meetings for a while, you know that your Board is trying to decrease our financial dependency on our Membership. We feel that since businesses that sell to Motorcyclists have a huge financial stake in what BikePAC does, they ought to be supporting your PAC in some meaningful way. As an example, whether you agree with mandatory helmet laws or not, it is a fact that 30,000 motorcycles went off the road in Oregon when the helmet law came in. That's 30,000 less Customers for businesses that sell to us! I don't know about you, but I spend several thousand bucks a year on parts, repairs, goodies and so on, not to mention my Tourist dollars, gas, oil, insurance and what have you. Tally it up and you are easily in the \$3,000 to \$5,000 per year per bike range.... making it in the neighborhood of \$90 million - \$150 million in lost revenue PER YEAR, thanks to the mandatory helmet law alone! And these figures don't even consider the lost revenue for new motorcycles that don't get purchased.

Road closures, Police harassment, noise ordinances and a variety of other rules, laws and edicts, all aimed at making motorcycling less fun also effect businesses because they discourage people from buying or keeping their bikes, ATVs or snowmobiles. As you know, the majority of the organizations bringing us these oppressive regulations under the guise that Motorcyclists are so-called "social burdens" have the real agenda of getting motorcycles banned from the landscape altogether. Won't that be good for business....? :(BikePAC exists to promote the lifestyle, hobby, and sport of motorcycling. It's all we do and we do it passionately. BikePAC will attack and defend against anything that threatens our way of life. Clearly, it is in the best interests of motorcycle oriented businesses that BikePAC be successful in this endeavor.

This Month, Latus Harley Davidson of Portland joined long time supporter Dixonville Cycles as the only other business sponsor of BikePAC of Oregon. We need to get other Companies to follow this lead and get on board.

Everyone receiving this message probably has a Dealership, shop or other business that they regularly deal with to keep their machines in top condition. I would like you all to ask these businesses if they are currently BikePAC Sponsors and if not, please ask them to join. Drop me an E-mail and I will be happy to get an application to you. You can also find applications in your ABATE and BikePAC newsletters as well as in trifolds that are strategically placed all over. You can also print out an application on-line by visiting: <http://www.europa.com/~frankie/membership.htm>

If you aren't comfortable doing Sales kinds of things, you can instead E-mail me the Company name, mailing address, and a contact name, and I will follow up with them myself.

It takes big bucks to defend against President Clinton, the U.S. Forest Service, the State Legislature, Governor Kitzhaber, The Oregon Health Department, ODOT, NHTSA and a wide variety of other groups and organizations who are laying awake at night dreaming up new ways to take away your freedoms and rights. The more Corporate Sponsors we can sign up, the easier it will be to ensure that our way of life isn't meddled with by these knuckleheads. Businesses can sign on for a contribution as small as \$100. We will give them a nice award

that they can display in their showroom and *YOU* can be the one to present it to them!

Also..... if *YOU* aren't a BikePAC member, shame on you! Get that application and your contribution into us ASAP. We have a busy election campaign period coming up and all of that work takes money.

Up to \$50 of your contribution (\$100 for couples filing jointly) is eligible for a full tax credit on your Oregon State income tax return. This means that each and every Taxpayer in Oregon can become a BikePAC Advisory Board Member and that Governor Kitzhaber and not you will be paying for it! Seems fair to me:)



AMA membership grows to more than 240,000

PICKERINGTON, Ohio – American Motorcyclist Association (AMA) membership totals have hit another record, surpassing 240,000 for the first-time in the Association's 75-year history.


With only two months left in the 20th century, the world's largest motorcyclist organization continues its recent growth curve, adding to its membership at 3.5 to 4 percent each year. Thanks to a renewal rate that is the highest in the Association's recent history, along with more new members, the Association has grown more than 10,000 members in the past 12 months -- more than a 4 percent increase.

According to Mark Mederski, AMA vice president of marketing, that rising membership sends a strong message of unity to places where a large voice matters most: state legislatures and the federal government.

"Our membership goal for the year 2000 is 250,000," said Mederski. "A quarter-million voices will let the AMA work even harder for motorcyclists' rights and enable us to deliver a broader benefits package."

For more information about the AMA, or to join, call (800) AMA-JOIN, or visit the Association's website at www.ama-cycle.org.





hack'd
THE MAGAZINE
FOR & ABOUT
SIDE CARISTS

J.M. DOUGSON - Editor / Publisher
P.O. Box 813
Buckhannon, WV 26201
804-472-6146
FAX 804-472-7027

President Clinton's plan to shut down millions of acres of national forest land could have a devastating impact on off-highway motorized recreation nationwide.

The Clinton proposal, unveiled in a speech in Virginia, calls for the US Forest Service to take steps to curtail a variety of activities on 40 million acres of national forest land, most of it in western states. In addition, the president ordered officials to investigate whether an additional 10 million to 15 million acres of public land should be subject to the same protection.

In all, 55 million acres of public land—an area equal in size to the state of Utah—is threatened under the Clinton plan.

The proposal likely will mean an end to the use of these lands for commercial purposes, but it could also result in a ban on motorized recreation.

Although motorized recreation wasn't specifically mentioned, past experience makes us wary that such a ban could be imposed under the rules to be developed by the Forest Service.

This could have a severe impact on the nation's 6 million off-highway motorcyclists and ATV riders.

These lands include the majority of motorized-recreation trails nationwide.

Most of those trails already have been subject to review and analysis, and have been determined to have appropriate usage.

OHV enthusiasts have invested countless hours of their own hard work, plus millions of dollars in fuel taxes, into developing and maintaining trails in harmony with the environment.

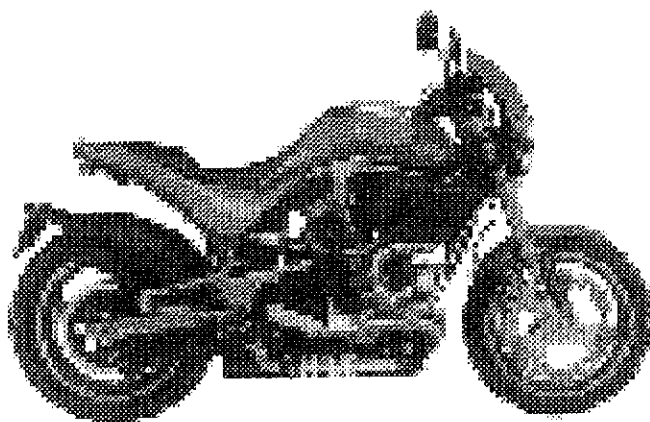
Clinton's proposal covers so-called "roadless" areas of Forest Service land. These are areas that would otherwise be considered for wilderness designation. However, that process would include plenty of opportunities for public debate concerning usage. In some states, that debate has already taken place, and wilderness lands have been designated. But with this order, wilderness-like restrictions could easily be imposed on the remaining lands, without any vote by elected officials.

This action circumvents the federal Wilderness Act, which calls for Congress, not the president, to designate protected lands.

By taking this unilateral action, the president is trying to eliminate opportunities for those involved in recreation to have their interests represented in a public forum.

The AMA is calling upon concerned off-highway motorcyclists to send e-mail to President Clinton at president@whitehouse.gov in opposition to this proposal.

The Association also will be working with US representatives and senators in an effort to block this presidential order.



The standardization of motorcycles worldwide is one of the major concerns of motorcyclists who attended the Federation Internationale de Motocyclisme (FIM) International Public Policy Conference in Mulhouse, France, Oct. 15-17, the American Motorcyclist Association (AMA) reports.

About 100 riders from 14 countries, including the United States, Canada and Australia, attended the conference. Global harmonization, which involves uniform standards for products built worldwide, including motorcycles, was a major topic. Participants also discussed intelligent transportation systems, which include such things as crash-avoidance systems in cars; roadside crash barriers, and how to get more young people involved in motorcycling.

Riders from throughout the world were united in their concerns about the effects of harmonization on future motorcycles, and potential privacy issues related to advanced intelligent transportation systems that would track drivers electronically.

At the conclusion of the conference, participants strongly agreed to form an international task force to work with industry to identify harmonization issues affecting riders. The issues will be presented at a future conference.

Conferees also were united in adopting a resolution condemning the use of intelligent transportation systems, also known as telematics, in any way that could invade personal privacy or affect operator control of a vehicle.

The first FIM Public Policy Conference was held in Luxembourg in 1997 under the leadership of the FIM road safety panel. This second conference was under the leadership of Robert Rasor, the AMA's Vice President of Government Relations, who was appointed in 1998 to serve as president of the FIM road safety panel: The Commission on Mobility, Transport, Road Safety and Public Policy.

"This is an important opportunity to communicate with riders and organizations from around the world," Rasor said in summarizing the conference.

"Today's regulatory climate, and the speed of technological change make it imperative that we strengthen our international ties, establish common positions and communicate on a global basis."

The conference was supported by strong representation from the Motorcycle Riders Foundation and the Federation of European Motorcycle Associations.

The AMA and FIM have tentatively agreed to host a third public policy conference in the United States in 2001.



Florida motorcyclist and Democrat Anthony W. Harper is running for the 24th District of the Florida House of Representatives. Harper, a paralegal in Ocala, can be reached by e-mail at Campaign2000@harper.org or at Elect Harper - Campaign 2000, Post Office Box 554, Ocala, Florida 34478-0554.

After nearly four years of tough negotiations between activists and officials, Norwegian Road Authorities have decided to lift the ban on motorcycles towing trailers. The initiative follows the Danish Government lifting their ban on trailers earlier this year.

Coming to The Outdoor Channel January 1, 2000 is a television program aimed directly at the booming market of All Terrain Vehicles: ATV Television.

This weekly program will cover ATV tests, long-term evaluations, new product reviews, technical features, and project ATVs. Each week the show will be highlighted by a series called Back Road Adventures, where the viewer can ride along on ATV adventures. Although primarily focused on the recreational adventurer, ATV Television will air several specials covering the sport market with episodes on sand dunes, racing highlights, and special projects.

The show airs January 1, 2000 at 3:00 p.m. EST, as well as repeating each Monday at 5:00 p.m. EST, and Thursday at 9:30 am EST.



Massachusetts Representative Thomas George (R-Yarmouth) has filed legislation allowing for a special license plate for Purple Heart recipients who own motorcycles. Currently, Purple Heart plates are available only for private passenger vehicles. In a recent news release, Rep. George says, "I had been contacted by several younger veterans, most of whom are Vietnam veterans, who have chosen to have motorcycles rather than cars for their regular transportation and I am filing this bill for them."

The bill has been referred to the House Rules Committee as House Docket #4802 and will not be assigned a number until it is referred to the committee with jurisdiction. Write to Rep. Angelo Scaccia, House Rules Committee, State House, Room 167, Boston, MA 02133 or call (617) 722-2692 to urge the release of the bill. Rep. George has offered to amend the bill to include all veterans or file separate legislation to create a veterans motorcycle plate.



USDA Forest Service is changing the way it does business. Agriculture Secretary Dan Glickman recently unveiled new proposed rules for managing the National Forests.

The planning regulation will focus on four key areas to ensure that national forests are properly managed for multiple uses. The New Forest plans developed under this rule will: 1) involve the public earlier in defining the issues and goals of individual national forests; 2) ensure the sustainable use of the forests to protect the environment while fulfilling the country's economic, social, and leisure needs; 3) improve the use of science in planning and project decisions; 4) make forest planning dynamic and responsive to new information and opportunities.

The proposed regulation is based upon a report prepared for the Secretary of Agriculture by a Committee of Scientists, which he commissioned to review forest planning efforts to date. The Committee held a series of meetings across the country and drew many of their recommendations from public input and the agency's own success stories.

Existing land and resource management plans would remain in effect until amended or revised under this proposal. Plans already being revised or amended under the current regulation

would have one year from the date this proposed regulation is finalized to complete such an amendment or revision before they would apply.

The USDA Forest Service will provide a 90-day public review and comment period for the proposed regulation. The proposed regulation, which affects all of the nation's 175 national forests and grasslands, will be submitted to the Federal Register. It will replace the existing regulation, established in 1982.

The Forest Service is planning a series of public town meetings across the country to gather input on the proposed regulation. Locations and dates will be published shortly. More information is available at:

www.fs.fed.us/forum/nepa/rule



California Governor Gray Davis signed AB975. This requires a permanent amount of not more than \$250,000 per fiscal year of money otherwise required to be deposited in the State Penalty Fund be available for the purposes of the state Motorcycle Safety Program.



A forum of representatives from diverse trail organizations, land management and funding agencies met at the Bureau of Land Management's (BLM) National Training Center in September to discuss national trail training needs.

Representatives from trail interest groups included Back Country Horsemen of America, International Mountain Bike Association, Rails to Trails Conservancy, American Motorcyclist Association, American Trails and National Off-Highway Vehicle Conservation Council. Represented agencies included the USDA Forest Service, BLM, National Park Service, US Fish and Wildlife Service, Federal Highway Administration, and Arizona State Parks.

The group titled itself the National Trail Training Partnership (NTTP) and reached consensus on an initial vision statement, "Trails that meet public needs and desires while addressing environmental, economic and social considerations."

This group explored the specifics of potential cooperative training efforts in terms of target audiences, topics, existing training programs, delivery methods, and special needs. A three year action plan was established which includes: Identifying existing trail training programs, Developing criteria to classify trail training programs, Identifying gaps based on existing trail training, Developing necessary agreements to promote and accomplish training, Developing an NTTP web site, Developing an informational event, such as satellite broadcast, and Designing a trail training course based on a needs analysis.

A critical component of the National Trails Training Partnership's future is incorporation of other interested trail organizations and agencies. For further information, contact Deb Smith, BLM National Trails Lead and NTTP lead, at 202-452-7771, fax at 202-452-7709, or email: Deborah.A.Smith@blm.gov

Louisiana's motorcycling Governor, Republican Mike Foster has won a second term. The 69-year-old governor met with fans the day after his October victory and then quickly excused himself, saying he had promised to shop for a motorcycle for his daughter before planning his next official steps.

The state's unique open primary system puts all candidates into one primary race, regardless of party and any candidate winning more than 50 percent of the vote is declared the winner. Foster wound up with 62 percent of the vote.

AMA StateWatch is your one-stop source for legislative and regulatory information concerning motorcycling across the United States. It can be found in the Government Relations section of the AMA website at www.ama-cycle.org. Check frequently for updates in your state, so that you can take an active role in shaping motorcycling policy. Know about a hearing or bill that's not posted?

Send a note to statewatch@ama-cycle.org.



And they wanna make everyone think that bikers are scumbags

..Subject: Congress

- >> > Based on records prior to the summer break...
- >> > 29 members of Congress have been accused of spousal abuse,
- >> > 7 have been arrested for fraud,
- >> > 19 have been accused of writing bad checks,
- >> > 117 have bankrupted at least two businesses,
- >> > 3 have been arrested for assault,
- >> > 71 have credit reports so bad they can't qualify for a credit card,
- >> > 14 have been arrested on drug-related charges,
- >> > 8 have been arrested for shoplifting,
- >> > 21 are current defendants in lawsuits,
- >> > In 1998 alone, 84 were stopped for drunk driving, but released after they claimed Congressional immunity.
- >> > *Politicians and diapers have one thing in common. They should both be changed regularly and for the same reason.*



By Scott Parks / The Dallas Morning News

A West Texas lawyer stood beside Interstate 20 at high noon Thursday and burned down his billboard advising travelers to "just say no" to police who ask to search their vehicles for drugs. Pat Barber, 53, destroyed the sign in front of television cameras and reporters gathered next to the busy highway on the outskirts of Colorado City, a town of 4,000 people about 65 miles west of Abilene.

"I hope our dramatic removal of the sign will emphasize its message to all who see it," Mr. Barber said. "Just say 'no' to searches."

Mr. Barber, who operates a one-man law firm in Colorado City, has announced his candidacy for a seat on the Texas Court of Criminal Appeals. But he said the sign and his decision to destroy it had nothing to do with electoral politics.

Mr. Barber said he was forced to dismantle the homemade billboard because the Texas Department of Transportation was threatening to fine him \$1,000 a day unless it came down.

In court, the agency alleged that the sign, which sits on Mr. Barber's property next to a frontage road, violated the Highway Beautification Act. Mr. Barber insisted that it was covered by his First Amendment right to free speech.

Last week, state District Judge Mary Pearl Williams of Austin announced her intention to rule against Mr. Barber.

"It's obvious to me we need more judges who take their oath to support and defend the Constitution more seriously," Mr. Barber said. "Our lawyers will appeal, but for now the sign must go."

Thursday's fiery ritual ended - at least for now - a running battle between Mr. Barber and police who resent the implication that they are acting illegally by asking people to search their cars after routine traffic stops.

Mr. Barber's sign, visible to westbound traffic on I-20, said in hand-painted letters, "Just Say No to Searches" and listed his telephone number. He said the sign was his response to an Abilene-area drug task force that began using the "consensual search" technique in Colorado City and surrounding Mitchell County in 1998.

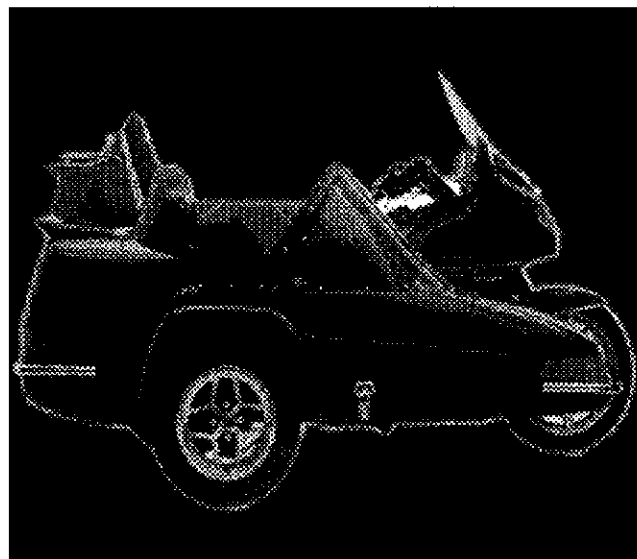
"They count on people not knowing their constitutional rights, and the sign was meant to combat that," Mr. Barber said. "I was seeing families with their belongings spread out on the side of the road."

Police agencies throughout Texas have said the consensual search technique can yield big drug seizures. Oddly enough, they said, drug couriers often consent to the searches. Officers deny that they coerce people into allowing the searches.

But Mr. Barber said he and other critics suspect that the technique is not effective because most of the vehicle searches do not turn up any drugs and leave behind innocent, frightened travelers.

Mitchell County Sheriff Pat Toombs said he and his deputies monitored the sign burning for safety reasons.

"It went fine," he said. "It's a conversation piece that won't be here anymore, though."



Greetings:

I'm Back! Sorry about no safety report last month but my computer was in the shop for about 3 weeks over an insurance issue. How ridiculous. I will try to keep this as short as possible but I have a lot of information to pass your way.

First of all, there is the Meeting of the Minds in Denver back in the end of September. The seminars that I attended were quite informative. Here is a couple of id bits regarding insurance on you and your bike. If you already have insurance on yourself it would be prudent of you to check it's coverage to find out what exclusions there may be. If you find you are covered for accidents irregardless of activity it may save you money to drop the coverage on yourself that you may be paying for under your bike insurance. Also, if you can avoid it, stay away from PIP (Personal Injury Protection) coverage. It is too high priced for too little coverage. Also check for passenger coverage. This is usually a part of your normal insurance coverage. Check it out. Another thing overlooked is the limits on your coverage. Remember that \$25,000 doesn't go very far when it comes to medical coverage these days. It might be a good idea to increase your limits,

I also attended the Understanding the Freedom of Information Act seminar. This was most informational regarding how much government and private records are available to you just for the asking and possibly a nominal fee. Using the FOIA and the Privacy act allow you to see what specific government agencies are doing behind closed doors, what the agenda for specific areas of government might be. You can get any and virtually all your personal records those agencies or the government might have on you. In this area, using the Privacy Act you can get your records and amend, correct or delete incorrect information that is irrelevant, outdated or inaccurate. The Privacy Act also allows for you to file a lawsuit against the supplying agency if it refuses to correct or amend your records or if they refuse you access to your information. Just make sure that you ask specifically for what you want and that the agency has what you want. The more specific you are the better your chances of getting what you want. Also, if the agency does not have the documents, they do not have to give it to you or create it for you.

There was one person in particular that I feel everyone who has the chance to see is "Slider" Gilmore. His two-wheel trauma presentation really hits home in things about us and our bikes that even in regards to safety we often put aside. That is our choice but it makes it clearer how our choice can effect us in the unfortunate event of an accident. Slider really knows how to reach out to people and make them understand his reasoning and doesn't promote anything but making sure we understand what can happen as a result of our own actions. For instance, your bladder when full can pop as easily as a toy balloon if subjected to a relatively small impact and then your "guts" are floating in a sea of urine that can cause many problems. So, when you go for a ride the first thing to do is "Pee for Slider"! Those are his closing words and probably good ones.

Now for a tidbit on the lighter side. If you happen to be riding on any commercial airline, especially ones that have been to South America check under the rim for Spiders. That's right, spiders. It seems that there were a number of unexplained deaths where the people had nothing in common with each other. Of course, other than reporting to the emergency room with the same symptoms, fever, chills and vomiting, followed by muscular collapse, paralysis, and finally death. It was thought that a restaurant was to blame but that fell through. Finally, one

guy in another city showing the same symptoms was found to have a puncture wound on his right buttock. One toxicologist then went and searched the plane and found a nest of the South American Blush Spider. They like damp and dark areas to live and under the toilet seat seemed like good ones until someone plants their big butt on their home and they bite the intruding buttock. There were found to be nests on other planes and it is surmised that these spiders can be anywhere in the country by now. So if you value your "arse" then check under all public toilets for these little blush reddened spiders. The butt you save may be your own and, I don't know about you but I find I like my butt. It's the main part of one thing I do every day, Sitting down.

This is the last but also something I just got on the 8th of November by a friend of mine in Oregon, good ole Mad Dog. Take a look at what he has come across:

Please read the following carefully if you intend to stay on-line and continue using email. The last few months have revealed an alarming trend in the Government of the US attempting to quietly push through legislation that will effect your use of the Internet. Under proposed legislation the US Postal Service will be attempting to bilk email users out of "alternate postage fees". Bill 602P will permit the Federal Govt. to charge a 5-cent surcharge on every email delivered, by billing Internet Service Providers at source. The consumer would then be billed in turn by the ISP. Washington D.C. Lawyer, Richard Stepp, is working without pay to prevent this legislation from becoming law. The US Postal Service is claiming that lost revenue due to the proliferation of email is costing nearly \$230,000,000 in revenue per year. You may have noticed their recent ad campaign "There is nothing like a letter". Since the average citizen received about 10 pieces of email per day in 1998, the cost to the typical individual would be an additional 50 cents per day, or over \$180 dollars per year, above and beyond their regular Internet costs. Note that this would be money paid directly to the US Postal Service for a service they do not even provide. The whole point of the Internet is democracy and noninterference. If the federal government is permitted to tamper with our liberties by adding surcharge to email, who knows where it will end. You are already paying an exorbitant price for snail mail because of bureaucratic efficiency. It currently takes up to 6 days for a letter to be delivered from New York to Buffalo. If the US Postal Service is allowed to tinker with email, it will mark the end of the "free" Internet in the United States. One congressman, Tony Schnell=AC has even suggested a "twenty to forty dollar per month surcharge on all Internet service" above and beyond the government's proposed email charges. Note that most of the major newspapers have ignored the story, the only exception be the Washingtonian which=20 called the idea of email surcharge "a useful concept whose time has come (March 6th 1999 Editorial).

Don't sit by and watch your freedom erode away! Send this email to all Americans on your list and tell you friends and relatives to write to their congressman and say "No!" to Bill 602P.

Kate Turner, Assistant to Richard Stepp
Berger, Stepp and Gorman
Attorneys at Law
216 Concorde Street
Vienne, VA
Dago

Hello again to all - The court appearance date of 11-10-99, to support Michael & view Teitzel, was well attended. 27 persons signed in for this short hearing. Thank you to all the interested persons who keep this process in their thoughts, and Alisa in your memories.

The 11/10/99 date was the 'continuance of trial hearing', which was also the time for Teitzel & his attorney to appear before the court and enter a "waiver to speedy trial." Seems Richard is attempting to appear more credible; he's gotten a haircut... The start time was somewhat delayed -

9:30 a.m. - but everyone was patient and attentive. Teitzel took a quick look at all of us out in the gallery, and I don't imagine he liked what he saw. Teitzel was questioned by the judge, who was asking if Teitzel 'understands the waiver.' Then it was over. Some of the citizens in the viewing room were quite interested in the attendance of 'all of us.' Several of them were aware of the case, and had remembered reading about Alisa in the newspapers. They asked how things were going, and voiced their support of our interest and presence for justice.

There are TWO important dates coming up. First, there is a 'Discovery Motion' hearing on November 19th, at 1:30 p.m. There is an 'on-going discovery'; this means that the defense attorney is busy sending out investigators to talk to all witnesses who had been present at the 'accident' scene. He is attempting to discover - to bring to the court information involving evidence and affecting the status of the case. The second important date is the Trial Date of February 28th, 2000. I don't as yet have a time. I asked about the 'continuations' that this defense attorney seems fond of requesting, and how it would affect the date for the upcoming trial. Terese Dacca informed me that the continuations are granted by the court for only those reasons for which they can offer a well-proven basis; they won't okay a frivolous request.

The Prosecutor, Al Rose, and the Victim's Advocate, Terese Dacca, gave Michael and the group some very important information. We will all have the opportunity to submit a "Victim's Impact Statement" to the court, after conviction, and before sentencing. These are forms that concerned and interested parties can fill out with (for example) statements on how they've been impacted by the loss of Alisa, What sentencing is appropriate, How they knew Alisa & Michael and the changes observed. Also pertinent would be comments on 'the system' - have you felt 'part of the system', did you believe the court was run properly, did you believe the attorneys handled the case appropriately, your views on the pleas and arguments, etc. The Judge will read all of these forms and letters submitted. All papers received will go into Teitzel's permanent file, with copies to the defense attorney, to the prosecuting attorney and to the Department of Corrections, as they handle his incarceration. Here is proof that you will continue to be heard, and your comments will indeed affect this case.

Prosecutor Al Rose also explained that the defense attorney has the right to interview witnesses who were present at the accident. Al Rose warned that the defense attorney may call upon those witnesses and identify himself as the "D.A." - and he doesn't mean District Attorney, he means Defense Attorney. Big Difference! If you don't ask for an explanation, you won't get one. Pretty sly - but then that's his game. The questions, or 'interview' that the defense attorney would request can be at any location of the witness' choosing - and it's advisable that it's at the Prosecuting Attorney's office or at the office of an

attorney of choice. You would also have the right to actually have the Prosecuting Attorney present.

So there is a lot going on 'behind the scenes' of this case. MADD is still involved in following this case, and Karen Minahan comes to each hearing. She has been appointed the Legislative Liaison for MADD, in this area, and will be even more in touch with those legislators that can help rewrite the laws that let Teitzel out from yet another DUI charge.

Please write with questions or comments. Thank you all again for your participation and interest.

Ride safe, Cindy #274, Secretary, Olympia Chapter ABATE
teamwefour@email.msn.com 360-534-0203

This message has been sent to you by Helen Wolfe, ABATE of Washington Newsletter.



EDUCATION DIRECTOR

As I write this report, it is Veteran's Day. Here in Albany there is a huge parade scheduled to honor our veterans who served in the armed force of our country. There are military marching bands, school busses full of students, cars and trucks full of dignitaries of all types. In the middle of all this is a motorcycle riders group, of which I am a member. Oregon Veterans Motorcycle Association takes part in this parade every year and this year was moved up to about the halfway point instead of being toward the back.

It was my earnest desire to participate in the parade in some way but, as you all know, CA-CA OCCURS. The Harley is busted and I have to go to work to fix the switch on a condense pump for the steam heat system of one of our buildings at Oregon State Hospital. The switch was shipped UPS red label and must be installed immediately to prevent huge costs due to loss of condense. Consequently, I missed the Parade. DAMN!!

I have been in contact with several but not all instructors, establishing the classes and times they will be presented. Changes may be made right up to the time of the STEAM 2000 seminar to be presented in February. Watch for STEAM information somewhere else in this publication. Talk it up among the officers and members of your Chapter. Make plans to attend.

Roger sent me the letters intended for Chris, so, I guess he got the ones intended for me.

Iris and I have invitations for two classes at LBCC soon. The teacher says our class would be effective whether or not we do the riding demonstration. We will do it and find out just how well the message is received.

For now I wish well to all of us Veterans, and thank you all for your service and sacrifice.

Mel Yeager
Education Director



End of Life Vehicles (ELV) Directive: Governments want exclusion of bikes Governments of EU member states have adopted their Common Position on the recycling directive. They favour exclusion of two-wheelers and motor tricycles. Three wheel motor vehicles (with bodywork) will be included in the directive to some extent but requirements for a certificate of destruction will be avoided. FEMA considers this acceptable.

Last year's lobbying of governments by different motorcycle interest groups was obviously effective.

The European Parliament (EP) and Commission generally agree with that position. At its first vote, the EP adopted amendments in order to also explicitly exclude historic vehicles. Though governments do not consider historic vehicles as being waste and, therefore, de facto excluded, it could leave a grey area regarding the storage conditions of these vehicles before their restoration.

Amendments for exclusion of historic vehicles will certainly be retabled for the EP second vote. The directive is expected to go to conciliation for common agreement between governments and parliament.

FEMA is happy to see that bureaucratic restrictions on recycling have been avoided for bikes. The motorcycle lobby is sure of maintaining a favourable position up until the Directive is finally adopted.

Issued by Christina Gesios

Diesel: Victory on two fronts against deadly spills

Through amendments obtained on two European directives, the European federation of motorcyclists makes life harder for diesel spills.

On 27th October, the European Parliament adopted an amended directive on liquid fuel tanks : it now contains stricter requirements concerning fuel caps. The directive introduces provisions to prevent consequences of both leaking or missing fuel caps. The recital also recognises that diesel spillage is "a significant hazard for riders of two wheeled vehicles".

Furthermore, the European Parliament had previously modified the directive on "roadside inspection of the roadworthiness of commercial vehicles circulating in the community" : it introduced evidence of diesel fuel and/or oil spillage as a reason for failure. As the European Commission accepted these amendments in its "modified proposal", they will most certainly be adopted for good by the European Parliament in its second (and last) reading, expected before the end of this year.

This is a significant step forward for FEMA in terms of the safety of all European motor cyclists. The rapporteur of the directive, West Midlands Conservative Euro-MP Malcolm Harbour declared : "The directive will help car and lorry makers improve safety by giving them a common technical framework. This initiative should improve road safety across Europe". He also committed himself to help solving the problem of overfilled tanks and to support initiatives regarding roadworthiness testing of trucks.

For Scottish & socialist MEP Bill Miller, "diesel spillage poses a safety problem to motorcyclists, especially on roundabouts".

Recognising the boom motorcycling is enjoying at the moment, he warmly supported the rapporteur's amendments.

FEMA wishes to thank all those who, by raising awareness on this issue, made it possible to achieve these results.

Eric Thiollier



Senator Smith Named New Chairman of Environment & Public Works Committee

Washington, DC ... New Hampshire Senator Bob Smith (R) has been elected to replace the late Senator John Chafee (R-RI) as Chairman of the Senate Environment and Public Works Committee (E&PW). Senator Chafee passed away on October 24th leaving the chairmanship of the committee vacant. Senator Smith was elected unanimously by vote of the Republican Conference this afternoon.

The Senator has worked closely with the Motorcycle Riders Foundation (MRF) in the past and has been very supportive of our issues. In 1997 and 1998, he was a strong advocate for the motorcyclists' position on the NHTSA lobbying issue.

Most recently his help assured the inclusion of the Intelligent Transportation System language concerning motorcycles in the Transportation Equity Act for the Twenty-First Century (TEA-21). The E&PW committee is one of the primary committees dealing with transportation issues relevant to motorcycling.

The chairmanship was subject to speculation following the death of Senator Chafee due to Senator Smith leaving the Republican Party earlier this year to pursue his Presidential bid as an Independent candidate. Seniority rules the Senate. Senator Warner (R-VA) chose, as expected to remain chairman of the Senate Armed Services Committee, therefore was not considered. Had Senator Smith not been welcomed back to the party, Senator James Inhofe (R-OK) would have been next in line. Senator Smith returned to the Republican Party November 1st and retained his nine years seniority compared to Senator Inhofe's five years.

Steve Zimmer, Vice President of Government Relations for the MRF said, "Either one of these Senators would have been good news for motorcyclists around the country as both have been supportive of motorcycling issues. Having the Senator from the "Live Free or Die" state as the chairman of this influential committee will assure that motorcyclists will be heard." Zimmer went on to say, "Senator Smith has been a good friend to motorcycling and we are pleased to see him get this vote of confidence from the Republican Party."

For further information contact Steve at 202-546-0983 or by e-mail at <steve@mrf.org>

© All information contained in this release is copyrighted. Reproduction permitted with attribution. The Motorcycle Riders Foundation, incorporated.



MICHIGAN HELMET LAW IN DISARRAY

Motorcyclists Legally Riding All Over Michigan without Helmets!

NCOM, October 7, 1999 - Three more District Courts statewide today dismissed no helmet tickets on the grounds that the Michigan Department of State Police have not properly implemented the current helmet law. Courts in Westland (18th District Court), Romeo (42-1 District Court), and Caro (Tuscola County - 71-B District Court) today all signed orders dismissing no helmet tickets. Judge Gail McKnight of the 18th District Court, in granting the motion to dismiss filed by A.I.M. (Aid to Injured Motorcyclists) and ABATE of Michigan attorney Lawrence S. Katkowsky on behalf of Douglas Karpo of Westland, stated from the bench that the Michigan Department of State Police had not done what they were mandated by law to do to properly implement the law and that therefore the case had to be dismissed. Judge McKnight pointed out that her opinion was shared by a number of judges from around the State, judging from a packet of decisions on the matter furnished her by Mr. Katkowsky.

To date judges in Bay, Oceana, Delta, Ogemaw, Tuscola, Ionia, Manistee, the Cities of Westland and St. Clair Shores, and the Village of Romeo, have all signed orders dismissing no helmet tickets on motion by Mr. Katkowsky. Other tickets are pending in many other communities and favorable rulings are expected in those cases as well.

The Michigan helmet law, MCLA §257.658 states, in pertinent part, as follows:

(4) A person operating or riding on a motorcycle, and any person less than 19 years of age operating a moped on a public thoroughfare shall wear a crash helmet on his or her head. Crash helmets shall be approved by the department of state police. The department of state police shall promulgate rules for the implementation of this section pursuant to the administrative procedures act of 1969, Act No. 306 of the Public Acts of 1969, being sections 24.201 to 24.315 of the Michigan Compiled Laws. Rules in effect on June 1, 1970, shall apply to helmets required by this act. This subsection does not apply to a person operating or riding in an autocycle if the vehicle is equipped with a roof which meets or exceeds standards for a crash helmet.

This Act, in its present form, dates back to 1970.

In 1981, the Department of State promulgated rules pursuant to the Administrative Procedures Act. These rules, consisted entirely of specifications for the testing of helmets and are largely incomprehensible to a lay person. This regulation has largely been ignored for years. In August 1993, the Michigan State Police published a document, which stated, in part,

There are many motorcycle helmets currently available that meet Federal standards, however (sic) do not appear on the list of State Police approved motorcycle helmets. Due to the large number of manufacturers and wide variety of models, it is not practical to maintain a current list of approved helmets. (Emphasis added)

The document goes on to state that the position of the Michigan State Police was that helmets meeting the FMVSS 218 are legal for use in Michigan. The document ended by

stating, "The above guidelines are intended as an easy reference for enforcement purposes only. Additional standards are specified within FMVSS No. 218."

On July 10, 1997, pursuant to an FOIA request by Mr. Katkowsky, Sgt. Tim Heideman of the Michigan State Police wrote, "MSP does not compile a list of approved crash helmets." He also enclosed an "Official Order No. 49" dated April 6, 1995. That "order" essentially specifies helmets meeting DOT standards satisfy legal requirements in Michigan. But it was not adopted pursuant to the APA.

In 1997-98, largely because of defeats Mr. Katkowsky placed upon the Department through individual court cases, the Michigan Department of State Police began the process of adopting the FMVSS 218 DOT standard as the Michigan Standard according to the Administrative Procedures Act. However, when the Department was alerted by ABATE Board member Brian Yinger that it had not properly noticed the matter for a hearing pursuant to the APA, the Department withdrew those rules and has not, as yet, begun the new process of promulgating same.

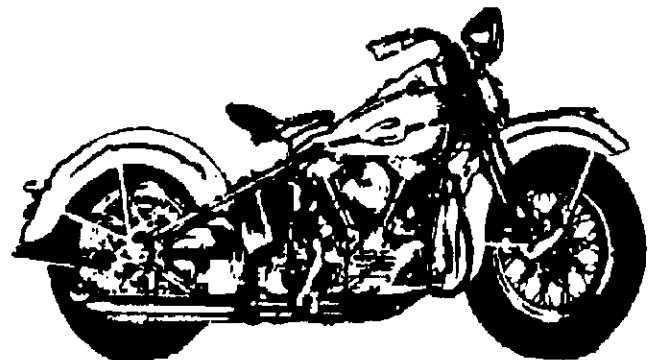
In 1998, in several cases before the District Court in Tuscola County, the District Judge (Judge Glaspie) ruled that until the State Police properly incorporated the FMVSS 218 into law via the APA, the helmet law was not enforceable. However, it must be noted that none of those cases involved the non-wearing of a helmet, only the alleged wearing of an illegal helmet. He issued no written opinions.

Then on March 9, 1999, the District Court for the 74th Judicial District in Bay County, Judge Craig D. Alston, in the matter of People v Scott Patrick Kuehne, Case no. 98-ST-211337-A, a matter involving the non-wearing of any helmet, issued an opinion stating:

1. The State Police were required, pursuant to statute, to create regulations to approve which helmets were required to be worn when operating a motorcycle.
2. Prior to this incident date, the police failed to promulgate the regulations.

Therefore the ticket was dismissed. That is where we are today with every District Court passing on the subject dismissing the action.

The law offices of Lawrence S. Katkowsky have been responsible for the series of victories in this fight and they will continue to represent ABATE and A.I.M. members in this process pro bono.



Motorcyclists: American's latest underclass

By Frank Saxton

When I meet people in my capacity as a SMRO Leader, people often acknowledge me by saying, "Oh, you're the anti helmet guys". I respond by saying we're not anti helmet, we are pro safety and education and blah, blah, blah. I've been thinking about all of this lately and I think I need to expand upon my standard responses. The fact is that I am not anti helmet, per se. Yes, I feel less safe when the Government forces me to wear a helmet. The damned thing restricts my vision and make it almost impossible to hear anything. It is hot in the Summer and is uncomfortable and tiring. And of course there is that fun annual ritual when a hornet or a bee gets caught up in it while I am riding down the highway at 50 MPH. After 30 years of fabricating "facts" and misrepresenting existing data, the Government has failed miserably in proving that forcing me to wear a helmet provides any benefit to me whatever. Conversely, there is voluminous evidence that helmets cause more problems, injuries and medical expenses than they prevent, yet the Government Bureaucrats continue to spend tax dollars to make it's Citizens do something they clearly do not want to do. Life in a free Country ought to mean that Government isn't micromanaging our lives this way. For years... and, in fact, for decades, these have been the reasons why I have invested so much time into the helmet law repeal fight.

But thinking about it, mandatory helmet laws are far more insidious than just an intrusion on our freedom. Mandatory helmet laws threaten our very way of life. How? Remember the stereotypes that Blacks are lazy or that Gays are Pedophiles? Increasingly, it is becoming widely accepted that Motorcyclists who ride without helmets on are so-called "social burdens". That we are irresponsible, ignorant boobs who are going to cost the Taxpayers (i.e. you and I) Billions of dollars as soon as we put our heads through a tree. And listening to the Government propaganda on the subject, the day of reckoning concerning my head and that tree will be a week from next Tuesday.

All of that sounds like rhetoric, but I think the subject needs a closer look-see.

Motorcycles are dangerous. We all know that. That's why we have grown that extra set of eyes in the back of our heads and believe so strongly in training, education, sober riding and so on. But the fact is that whether you are wearing a helmet or not, your head and that tree may one day meet.... and the tree is probably going to win. What makes this so-called social burden war cry so insidious is that people are really saying that Motorcyclists are social burdens whether they are wearing a helmet or not. Just the fact that we choose to participate in an activity that has a certain risk factor attached to it places our intelligence in question. Add to that the public perception that Bikers are all Criminals and are all running around without jobs, insurance and so on and you can see that we have on gigantic public relations problem here.

Are Motorcyclists the only people on Planet Earth who enjoy a lifestyle that has risks associated with it? Absolutely not. Our very own Governor Dr. John Kitzhaber, who has pretty much

single-handedly killed our helmet law reform efforts in Oregon leads a fairly risky lifestyle himself. For example, Doctor Veto enjoys white water rafting and although it is a very dangerous sport, he chooses to do so without wearing a helmet or a flotation device. Which do you think is more dangerous: going down the rocky shores of the Rogue River in an inflatable rubber raft or motoring down Oregon's highways on a motorcycle? Clearly, the god Doctor (sic) is more of a potential social burden than the Motorcyclist. The difference? Our Medical Doctor friend is a well educated, intelligent fellow who is more than capable of making his own personal safety choices. Motorcyclists, on the other hand, are a bunch of low grade morons who need to be forced to do the "right" thing. And Government, without knowing jack shit about the topic of riding a motorcycle has determined that wearing a helmet is the "right" thing.

With or without mandatory helmet laws, we can still ride and enjoy our hobby, sport and lifestyle. But this so-called "social burden" stereotype threatens our very way of life. It is the impetus behind the zero vision movement... the philosophy that riding a motorcycle is inherently dangerous and that any law, no matter how extreme or abusive is a good law so long as even one life is saved. There are many, many Government Bureaucrats and people in the Medical profession who would love to see motorcycles permanently obliterated from the landscape. Perpetuating the myth that Motorcyclists are social burdens is their key to success. The charge that we are social burdens is more than an annoyance. It is a false charge that we have to work aggressively to counter. What do you think would happen if a newspaper or a Politician stated that Blacks, Gays, Lesbians, Hispanics or pick your favorite minority were a "social burden" to Taxpayers? They would probably be run out of town on a rail. Don't let them lay this on us then, either. It is a lie. It is a threat to our very existence. Don't let them get away with it.



Politics 101

By Ken Ray

Legislative Director, BikePAC of Oregon

Starting next month I'll be doing a regular column on the basics of politics. Several people have told me that while we are obviously very good at high-end politics, we don't talk enough about the basics. So this is my answer to that.

Another thing I would like to do is answer questions people have about politics or the political process. So email me your questions, and I will answer them. They can be about state local or federal. I'll either email back or answer them in the newsletter. So if there something you would like to know more about in politics send your questions to captken@aol.com. I will be happy to answer. I will keep the senders anonymous so don't be afraid to send the questions my way.



PR Director's Report

Becoming an Effective Citizen

During the ABATE Planning Retreat, many issues and concerns emerged; one of which was political direction. While ABATE is founded as a charitable and educational corporation, we do get involved politically as advocates for motorcycle riders throughout the state. Rather than promoting particular candidates or ballot measures, we strongly urge our membership to become involved in the political process. At the BikePAC Annual Meeting, those of us who were there talked about the need for bikers to become involved in all aspect of being an effective citizen: legislative lobbying, election campaigns or as representatives within the Democratic and Republican Parties.

Knowing our membership, I suspect most of you are up for seasonal battles (legislative session). However, we need bikers represented everywhere as common everyday citizens. What can we do instead of running for office (which is not a bad idea)? Just start showing up at the Republican and Democratic meetings and tell the people who are running for office, what you think and if you are a Precinct Committee Person (PCP), they should be listening to AND representing your opinion. I have faith that bikers, who are able to talk to their state representatives, will do fine as a PCP. Trust me.

Now, I know you are thinking, "Not another meeting?!" But you know, it's just an hour and a half, most months and not at all some months.

Find a "buddy" to go with and don't forget your ABATE courtesy cards! I know that I too, was promised that all I would have to do is sign up as a PCP, but you know what? Motorcycle riders need to be seen and heard from in this state! It takes more than one or two people. At least that's what I think. Please contact Frankie, our Legislative Director (see the front inside of newsletter) or go to our fabulous web site, at: <http://www.abateoforegon.org/govlist.html> to connect with the PCP information page on Frankie's web site. Be part of the solution.

Speaking of becoming all that you can be: the Motorcycle Rider's Foundation (MRF) Best of the West regional conference will be in Portland, Oregon on April 28, 29 and 30, 2000 at the Airport Holiday Inn. ABATE of Oregon will be hosting the event and that means we want to see YOU there! Take advantage of the exceptional speakers and the opportunity to discuss issues and concerns with bikers from all over the United States. You can also help ABATE by volunteering to work at the event for a couple of hours, if you are able to do so. Anyway, mark your calendars and I hope to see ya there.

Sermon aside, I feel much better now that the people at the Planning Retreat established a History Committee. Did you know that ABATE of Oregon will be 25 years old next year. Never mind New Years Eve when there is an ABATE anniversary looming ahead! Party anyone? You know, documenting ABATE's history is one of my personal goals and now there is help! It's reassuring to be able to work with others who respect our history and see it as a high priority. I can't wait to begin recording the stories. If you think we need to talk to you, please let me know and I will pass word along to the committee.

Melinda McCrossen, (503) 231-2701, melindam@teleport.com

Mad pup,

It is the BikePAC position that the way to win helmet law repeal, as well as to dispel the various stereotypes about Motorcyclists is at the grass roots. While protests, flooding people with phone calls/E-mail and so on does have some effect, to really get what we want (equality) we need to become part of the power structure.

In the years to come, you will see BikePAC distancing itself from the "you're the anti-helmet people, right?" identifier. We will be focusing a lot more attention on raising people's awareness that Motorcyclists are not social burdens and that we are assets to society, not liabilities.

This does not mean that BikePAC will not continue to aggressively work to obtain *FULL REPEAL* of the helmet law.... just that our public persona will be much more moderate than before.

In my opinion, grass roots activism means "infiltrating" the political power structure. But we need to do so in a professional, non-intimidating way. If we show up at meetings as rowdy, dirty, ignorant Bikers, we will probably lose points, not gain any. This means things like foregoing those cigarettes at meetings and taking a bath! And foul/inappropriate language at political meetings is an absolute no-no.

The down side of all of this PCP recruitment is that we are probably going to have to put on a few seminars for some of our people to teach them how to act in polite society. This does not mean hiding who we are... but it does mean not going out of our way to prove to "nice folks" that we really are most of the bad things that they think about us.

BikePAC is also actively recruiting non-Harley, non-ABATE Motorcyclists to give our membership representation a more balanced appeal.

What does this mean to ABATE? Frankly, I don't know. As Legislative Director, I will continue to work the election campaigns and the legislative session (assuming that I am re-elected). Whether ABATE wants to make the directional changes that you spoke of is up to the State Officers, not you or me. I do suggest that you think about this in the broader context that I have mentioned, though. What we are talking about is a lot more than signing up to be a PCP and attending a couple of meetings. It's a whole philosophy change regarding how we work to further our agenda.

I was a little surprised that this topic was apparently deemed inappropriate for the planning session. I was the keynote speaker at a freedom rally in Washington and was not able to attend.

I probably don't tell you nearly often enough, but you are doing a great job with the web sites. I guess that afternoon we spent together really paid off. Thanks!

(Frank Saxton)

"Our real problem, then, is not our strength today; it is rather the vital necessity of action today to ensure our strength tomorrow"

- Dwight D. Eisenhower



STATE BOARD MEETING MINUTES

November 13, 1999

Chris Vieira, Coordinator, called the meeting to order at 12:18. There were 9 chapters in attendance, with all eligible to vote.

Coordinator's Comments: Briefly reviewed letter received from Dr. John Kitzhaber asking for support of Measure 76 for highway funding, requiring a constitutional amendment for this funding.

Correspondence: Not reviewed.

OFFICER'S REPORTS

Legislative Director: Working to get helmet repeal as part of the Democratic Party Platform, help by attending Precinct meetings or become a PCP. You can affect the outcome. Remember that you can donate \$50 to a campaign (\$100 per couple) and write it off on your taxes. Support the candidate of your choice. Check Frankie's website for complete, updated information. Reviewed US Forest Service initiative that closes millions of acres of public land to off-road use and motorized access. This affects not only recreational ATV riders, but also hunters and other who previously had access to these areas.

ABATE's BikePAC Representative: Working to help elect a motorcyclist: Wendy Hogue. Contributions can be sent to Wendy Hogue, PO Box 51, Forest Grove, OR 97116. Paul Cristoferson is the new Newsletter Editor. A Biker Formal dinner / fundraiser in January is in the works, location and ticket price to be announced soon.

Education Director I: STEAM 2000 coming together for 2/19/00. Speakers include Ken Ray, Frank Saxton, Sam Hochberg, Roger Hendricks, Clark Brooker, Melinda McCrossen, Teresa Hepker and Jill Tracy. Others to be announced. Same location: CHEMEKETA Community College. Salem chapter will be putting together a food booth again this year. Watch the newsletter for schedules. Reminders to all Education Directors to turn in class information as soon as classes are completed. Three classes taught last month. Terry Schafer received a Certificate of Completion to become an instructor. Also brought in copies of "Citizens Guide to the Work Trade Organization" booklets to read and review with chapters.

Education Director II: No Report

Membership Secretary: Not in attendance, no report

Newsletter Editor: Not in attendance, no report

Products Director: No report

Public Relations Director: Passed out press release suggestions and information on becoming an effective citizen.

State Run Coordinator: Working on producing a swap meet, looking for locations, no further information at this time. Flyers for Chiloquin and Fossil will be out soon.

State Run Coordinator II: No report

Treasurer: Clark reports balances as of 10/31/99: Bulk Mail \$2,962; Checking, \$6,640.60; Savings, \$31,430.14; for a total of \$41,032.83. Tom Kern from South Coast donated \$1,000. Sending \$2,000 deposit for insurance. Question from member if it was possible to receive a better interest rate on accounts, would lose maneuverability between accounts with change in structure or institution.

Historian: Has not yet received any photos from summer events, need contributions please! Chris Vieira will review minutes from chapters from last two years to present to next coordinator.

Web Page Editor: Needs STEAM, Best of the West, and other flyers to update web page. Changes are usually made within a day or two. Check out Mad Dog's pound for site links. Site provider has not charged for service for two years, may need to begin to do so.

Vice-Coordinator North: Confederation of Clubs would like to increase membership. Working to set up First Responder training session at Brother Speed location for \$30 per person. No date set yet. Have had problems with police harassing members and businesses they frequent, profiling patchholders. There is a task force in the City of Portland studying profiling and problems with police through Mayor Vera Katz's office, Mike Hess is the contact. Bobby Challis case was dropped as a class action suit and may be pursued as a civil suit.

Vice-Coordinator South: Not present, no report

Vice-Coordinator East: Not present, no report

Sergeant at Arms North: Thanks to Tina and Scott for their help at Chiloquin.

Sergeant at Arms South: Representatives EMT classes begin in January, looking forward to helping at Fossil.

Sergeant at Arms East: Stepping down at end of year for personal reasons.



Committee Reports:

1. **Sanctioning Committee:** North Coast Toy Run, Revised Salem Toy Run Flyer, Washington County Ice Cycle Run, Columbia River Sweetheart Dance all okay.

Unfinished Business:

1. **Best of the West:** Responsible for hosting a hospitality room or sponsoring a break, prefer a hospitality room. Volunteer sign-ups to all chapters, artwork submissions need by end of January, working on gathering supplies such as pens, notepads, folders, etc. Working on bike security; need suggestions for topics to cover, Frank Saxton would like to give a presentation. ABATE and BikePAC will have tables in the Products Room, which will be closed during sessions but open during breaks. Clark will review budget, Melinda suggests advertising in affiliated newsletters, (AMA, HOG)
2. **ODOT Conference:** Attended numerous sessions, not all related to motorcycles, but was informative none the less. Of particular interest was the new "graduated" driver's license program which restricts when and how teenagers may drive, conceivably restricting the use of motorcycles by young drivers. Also, Driver's Education Programs are being transferred to ODOT control effective 3/1/00, no information on how this will affect our program.
3. **PCP contest:** Not all chapters were ready with lists of signed up PCP's. Submit lists of new PCP's at next State Board meeting to qualify. Winner will have most new PCP's as a percentage of their membership.
4. **Planning Session:** Motion by Ted Tracy to table until next meeting because of time considerations.

5. Nominations:

- Coordinator: Ted Tracy, accepts Jim Niece, accepts Lee Austin, accepts
Vice-Coordinator North: Jim Niece accepts if not elected coordinator
Sergeant at Arms North: Bob Earl will consider
Sergeant at Arms South: Doug Cox accepts via e-mail
Education Director I: Brenda Huber accepts
Run Coordinator: Roger Hendricks accepts
Run Coordinator II: Kurt Speas, accepts
Historian: Iris Yeager accepts with Mel's assistance
Newsletter Editor: Gordon Hieronimus, not present to accept or decline
WebPage Editor: Maddog accepts
PR Director: Melinda McCrossen accepts, pending coordinator
Treasurer: Clark Brooker accepts with condition of splitting job
ABATE's BikePAC rep Murge, accepts
Legislative Director: Bob Avery, accepts Frank Saxton, accepts
Secretary: Jill Tracy accepts
Products Director: Brad accepts for Nancy and Brad Brooker

New Business:

1. **Motion by Bob Avery** to change membership forms to include e-mail address and additional donations at next printing. **Vote: 7 aye, 0 nay, motion carries.**
 2. **Motion by Randy Phipps** to submit proposal to ACTS / ODOT to provide a presentation of the Motorcycle Awareness Program at next year's ODOT Conference. **Vote 9 aye, motion carries.**
 3. **Motion by Ted Tracy** to have State purchase bumper stickers which state "Start Seeing Motorcycles, ABATE of Oregon, 1 (800) ***-**** for free distribution. Cost \$250. **Vote, 9 aye, motion carries**
 4. **Motion by Ted Tracy** to have State pay for an individual MAB membership in BikePAC in Chris Vieira's name in the amount of \$5000, to be earmarked for the political fund. **Motion withdrawn after comments period.**
- Announcements:** Wendy Love has purchased two acres and includes a barn, would welcome consideration to end run at that location. **Biker's night at Snarky's tonight.**

Meeting was adjourned at 4 PM. Minutes submitted by Linda Wells, filling in for Jill Tracy.

Thanks Linda!

NEXT MEETING TO BE ON DECEMBER 11TH IN JUNCTION CITY AT NOON. THIS IS THE ELECTIONS FOR STATE Board OFFICERS. IF YOU WANT A SAY IN WHO RUNS ABATE FOR THE YEAR 2000, THIS IS A NO MISS MEETING. BE THERE OR TALK TO YOUR STATE REPRESENTATIVE.

REMEMBER, IF YOU DON'T VOICE NOW, DON'T VOICE LATER!

From The

GUNNY'S SACK

When this bit of literary genius hits the print shop, Thanksgiving will have gone its way and all the bellyaching about eating too much should have subsided somewhat. However, if you look closely, way in the back in the fridge, on the bottom shelf there might be some whiskery old turkey left for that sandwich you have a craving for. I know it's there because that's where I find the makin's for my sandwiches every year.

Things here in Oregon are starting to smell a bit like that old turkey. Those that ride in the winter months are still getting harassed just for being who they are when they go to some bars in Portland, particularly if they wear a patch. Most times the excuse is "well, it's not you guys but it's the wannabes that come in after you leave." My personal favorite is "the cops say they will close me down if I serve you." Sam Hochberg, the Aid to Injured Motorcyclists (AIM) attorney for Oregon, and some of his pals are looking into that one. At this time we do not have an anti-discrimination law in Oregon that covers all the bases and it's high time we got busy and worked on that little piece of legislation. Discrimination in ANY form, in my mind, is an abomination in what is supposed to be a FREE society. A lot of good freedom-loving people have given their lives to guarantee those rights of free association and free speech. I know I'm preaching to the choir, but this subject aggravates me more than any other I can name. There are a bunch of good news clips this time so I'll get right to the meat of things.

NEWS BITS' N PIECES:

SAUSALITO, CA: Under the heading of "What's good for the Goose is also good for the Goose" comes this lovely bit. A California Supreme Court justice was arrested here for the investigation of DRUNKEN DRIVING after a cop saw her driving on a flat tire. The authorities are awaiting results of a blood test to determine what charges, if any, will be filed. This is a familiar scenario to many of our colleagues, yes?

NEW YORK, NY: A man was arrested here for insurance fraud when it was discovered he left his motorcycle in a shop for repairs in November, and in March reported it stolen. He collected over \$12,000.00 as a result of the claim to his insurance company. He could spend up to seven years in a rent free zone for his efforts. The repair bill must have been a little on the high side.

EUROPEAN PARLIAMENT: From the Federation of European Motorcyclists Association (FEMA) comes the news that member states of The European Parliament have adopted the Common position on the "End of Life" recycling directive that motorcycles and motor trikes be excluded. They're setting up requirements there to destroy certain older vehicles. The good news is that most bikes will be able to avoid a certificate of destruction.

MINNEAPOLIS, MN: The Norton Motorcycle Company has announced there are likely material changes in their product and some funding commitments have been withdrawn. There appears to

be some litigation in the works. Too bad these things have to happen when a good product tries to re-emerge in the marketplace.

CALIFORNIA: From our Internet friend "hdcowboy@mail.cvn.net" comes this word. A pilot program in California plans to share your tax information with potential lenders when you apply for a loan. Worse yet this information (up till now held private) will be transmitted via the Internet. It's bad enough that your social security number is considered good for identification and a birth certificate is not valid to get a driver's license. "This card is only for Social Security purposes and NOT for identification" is printed right on the face of my SS card. This is gettin' scary folks.

GREAT BRITAIN: I don't know why, but traffic in Britain has doubled in the past twenty-five years, while motorcycle ridership is down 42% over the same period. This, even though Brits travel an average of 6700 miles a year, up 25% according to the British DOT.

DAVIE, FL: Jimmie Johnson, the coach of the Miami Dolphins, urged his players to stay off motorcycles because one of his stars was injured while riding and will be benched. He did admit he had no control over what his players did for recreation. Hey! At least I don't have to worry -- MY boss, Sam, rides!

HANOI, VIET NAM: Honda Viet Nam is producing the four stroke 110 cc bike called the Future, the second domestically produced bike in Viet Nam. There are presently four licensed manufacturers in country and they all require a certain amount of domestic parts for licensing. The scooter sells for the equivalent of \$2,050. The company plans to build 14,000 this year. Riders there are expected to need a half million new bikes a year by 2002.

NEW ORLEANS, LA: Peter Fonda roared thru town on a striped and star-spangled bike to celebrate the 30th anniversary of the movie "EASY RIDER." In his remarks to fans he said the "Hells Angels" had more family values than most US families today. He said we better wake up or his last words in the film would be true prophecy: "You know what Billy? We blew it."

MARIETTA, GA: Quantum Motorcycle Company has announced plans for the inmates in Florida Federal prisons to assemble their products. Their new "prison enhancement programs" will start at South Bay and Moore Haven Correctional Institutions in south central Florida. Quantum claims they still retain quality control over the products. It's about time inmates had the opportunity to actually DO something useful -- maybe get some rehabilitation, not just incarceration.

PHOENIX, AZ: To support their expansion into the European market, Titan motorcycles has opened a warehouse facility in Germany. Way to go Titan!

SCAPOOSE, OR: The West Coast Shoe Co... (WESCO), well known for their logging, work shoes, and boots also builds a great motorcycle boot. They fit them to YOUR feet and custom build the boot for you. Better yet, when the boot wears out, send it back to them and they will rebuild it for you at a reduced cost

from a new pair and give you the same iron clad guarantee.

Contact them by phone at: 1-800-326-2711 or on the Internet at: boots@westcoastshoe.com. Damn fine booties, folks.

SAM'S AIM TIP OF THE MONTH:

Sam says there's a new reason to make sure your bike or car is insured: A new Oregon law DENIES non-economic damages (pain and suffering damages) to plaintiffs who are not themselves insured, or who are driving intoxicated. That's unless the defendant is also either intoxicated or uninsured, or if the defendant commits a reckless or intentional act, beyond plain old negligence. But absent that - if you get in a wreck and you're not insured you ONLY get your out-of-pocket damages. Real nasty, spiteful law, if y'ask me, and Bill Bish at NCOM tells me there's a very similar law in California that was passed by voter referendum. So, remember that you can get tubed here (and in the Golden State) even though it's the OTHER guy's fault! Almost as bad as all that tort "reform" ca-ca.

GUNNY AGAIN:

Keep in mind brothers and sisters, riding conditions are different this time of year. Hypothermia is a leading cause of accidents in the winter so stay warm out there and pay attention to the fluids in your body.

Remember too, our AIM Attorneys are here to help injured bikers get a fair shake when they're the victim - which is usually the case! Oregon's AIM attorney Sam Hochberg can be reached in Portland, OR at his office at (503) 224-1106 or 1-800-347-1106. Or use the 24-hour nationwide number on your AIM card 1-800-531-2424 if you live in another state or Canadian Province.

Keep the round side on the bottom.

Gunny, Oregon AIM Chief of Staff



PRESIDENT CLINTON PRAISES HARLEY- DAVIDSON

Seeking support for his trade agenda, President Clinton recently toured the factory where America's best known motorcycles are made, donned a leather jacket and praised Harley-Davidson for turning the company around with international motorcycle sales and a partnership with labor.

He recalled Harley's hard times in the 1980s, when domestic sales slumped. And he cited the company's recovery, courtesy of the global market and a management-labor partnership. "When you were down in the dumps, people were saying American industry was finished, that we couldn't compete in the global economy," Clinton said. "Today you're not just surviving, you're flourishing, with record sales and earnings."

To reflect the international appetite for Harleys, Clinton said he has a photograph of the late King Hussein of Jordan - a known fan of the bike - riding his beloved "Hog" through the Jordanian desert with his wife, Queen Noor. He told of the 1944 Harley displayed in the home of the U.S. ambassador to France - one of two motorcycles that apparently had sat in the house, unassembled and stored in boxes, since World War II, before being found last year. Clinton even hinted that he'd like to buy a Harley after he leaves office.

ASSOCIATED PRESS (AP)



**HOLIDAY
GREETINGS**



NATIONAL MOTORCYCLE SAFETY AGENDA PROMOTES HELMET LAWS

A draft version of the "National Agenda for Motorcycle Safety" was unveiled recently by the Motorcycle Safety Foundation (MSF), who developed the document in partnership with the National Highway Traffic Safety Administration (NHTSA), and a Blue Ribbon Conference was convened November 12-13 in Phoenix, Arizona, to discuss and implement the project. While the overall document is impressive, and addresses virtually every aspect of motorcycle accident dynamics and countermeasures, the National Coalition of Motorcyclists (NCOM) was disappointed and concerned that sections of the "Agenda" promote mandatory helmet laws, and the NCOM board of directors voted unanimously to oppose the implementation of the National Agenda if the final version contains any language advocating helmet laws.

Sections of the 100 page document that NCOM finds most objectionable include such statements as, "No existing strategy or safety equipment offers protection comparable to a DOT-compliant helmet for a motorcyclist involved in a crash." And, "Mandatory helmet laws have proven effective in getting more riders to wear helmets." While the most infuriating language in the report involves developing educational programs "to repudiate the misinformation about the imagined dangers of helmet use," the most damaging words appear in the Summary of Recommendations; "Use education and legislation to get as many riders to wear DOT-compliant helmets as possible."

Also troublesome are sections of the Agenda dealing with removing beanie helmets from the market by teaching law enforcement personnel how to identify non-compliant helmets, and "upgrading FMVSS-218 to aid in identification of DOT-compliant helmets and elimination of nonqualified novelty helmets."

Bill Bish, NCOM Executive Coordinator, attended the conference to voice NCOM's concerns and to make the NCOM board's position known to the Technical Working Group (TWG) responsible for developing the report.

"We are extremely disappointed that the MSF and NHTSA would use this research and development study as a back door vehicle for promoting mandatory adult helmet laws, as well as legislation to ban beanie helmets," said Bish in opening remarks to the first session.

"We have an opportunity for some real advances in motorcycle safety, and all the MSF and NHTSA are going to accomplish is further polarization within the motorcycling community," he told attendees, totaling 130 participants from the ranks of MSF, NHTSA, DOT, state transportation officials, motorcycle safety administrators and instructors, motorcycle manufacturers and industry reps, insurance industry

executives, engineers, doctors and nurses associations, medical researchers, military safety directors, law enforcement agencies, and various other bureaucrats and about 20 bikers.

But by the close of the first day's sessions, after numerous Freedom Fighters from around the country spoke in opposition to the Agenda's wording about helmet laws, the MSF president, a NHTSA official and other members of the TWG approached Bish to ask "What can we do to make you happy?," indicating their willingness to compromise on pushing helmet legislation in order to win support from all factions of motorcycling and move forward in a positive fashion.

Following much discussion and follow-up conversations, "The MSF, NHTSA and others associated with the National Agenda displayed a better understanding of how much they stand to lose in terms of further alienating the motorcycle rights community and the biker nation, and conversely, how much they could gain by simply deleting all helmet law recommendations so we have a final document that all riders can unite behind and promote," explained Bish, "but, of course we won't know that for sure until we see the final text of the National Agenda in print."

"Therefore," he cautions, "we obviously can't afford to entrust our future to what was said in private conversations and my personal impressions of the conference, and NCOM encourages ALL motorcycle organizations and concerned riders to politely notify the Technical Working Group of their position against including pro-helmet law language in their final draft!"

The deadline for comments has been extended from November 22 to December 15, 1999, so please don't delay in submitting your input to: The National Agenda for Motorcycle Safety, 2200 Pacific Coast Highway, Suite 303, Hermosa Beach, CA 90254 (include 4 copies).

NCOM would like to thank those attending the Blue Ribbon Conference who stood tall and voiced their disapproval of including legislative recommendations in the National Agenda, including Allen Broom of the Virginia Coalition of Motorcyclists (VCOM), Ed & Ros Burns of ABATE of West Virginia, Angel Burton-Ristau of ABATE of Michigan, Robert Dingman of the New York State DMV, Teresa Hepker of ABATE of Oregon, Jon "Freedom" Longnire of the Arizona Confederation of Motorcycle Clubs, Russ & Terry Martin of ABATE of Michigan, Dominic Oliver of ABATE of Arizona, Ken Owens of ABATE of Iowa, Donald Randolph of ABATE of Arizona and NY Myke of ABATE of California. Rob Rasor of the American Motorcyclist Association (AMA) and Steve Zimmer of the Motorcycle Riders Foundation (MRF) hold seats on the Technical Working Group and, armed with this new ammo and their own resources, will continue to work from within to get the helmet law references removed.

Good luck to all of us on defusing a document that would surely be used as a lobbying tool nationwide in favor of helmet laws, unless we act NOW!



NOW HEAR THIS! Motorcycling can be hazardous to your health, even if you never crash or fall off your bike.

British researchers have shown that riding at freeway speeds for extended periods can cause permanent hearing damage, unless the rider is wearing properly fitted earplugs. But before you direct your suspicions at the seemingly obvious mechanical culprit - the engine - read on.

"At about 40 miles per hour, the machinery noise disappears," said Dr. Andrew McCombe, an ear, nose and throat surgeon who oversaw the research conducted from 1992 to 1995. "The wind noise drowns it out. The faster you go, the more wind noise you get. It's that wind noise that causes the problem."

McCombe, himself a motorcyclist, said the damage accumulates over time. As part of his research, he tested the hearing of 250 motorcyclists who had been riding regularly for at least 5 years. All the riders in the test group had worn helmets, as required in Britain, but not earplugs.

"We found there was a statistically significant hearing loss in this group," McCombe said in a telephone interview from his home near London.

"Most of them might not notice it in their daily lives, but unless they start protecting themselves, it will get worse."

Using noise guidelines established by the Occupational Safety and Health Administration in the U.S., McCombe determined that at about 65 MPH, hearing damage can begin to occur after 2 hours of riding in one day. At 80 MPH, the safety limit is one hour.

"It's like what you experience after coming out of a loud

pop concert," McCombe said. "After a few hours, it goes away. But every time you do that and recover, a little permanent damage is left behind."

The good news is that a vast majority of riders can prevent further hearing loss by simply wearing the inexpensive foam or plastic earplugs available at most drugstores. The bad news is that for motorcyclists in California and some other states, such earplugs while on a motorcycle are illegal. The California State Motor Vehicle Code reads "No person operating any motor vehicle or bicycle shall wear any headset covering or any earplugs in both ears."

So much for cheap protection. But luckily, there is a moderately priced solution. An exception to the California law makes allowances for "custom earplugs or molds." And at \$35 a pair, custom earplugs are a good deal more costly than the disposable ones found at pharmacies, but they have several advantages apart from being legal. Custom fitted plugs are far more comfortable than the disposable type, especially on long rides. And not surprisingly, they fit much more snugly. While custom plugs cut the wind noise they, allow the rider to hear other vehicles and warning signals such as car horns and sirens. (ed. note. I know lots of you like the wind noise, however, I imagine most of you have been on a long trip and realized your ears were still ringing for hours afterwards. This sounds like it might be a very cool alternative to going deaf for the love our sport!) LOS ANGELES TIMES



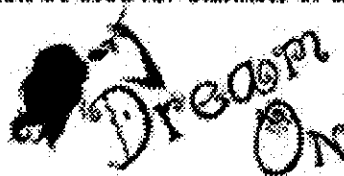
IronHorseHeros.com

Coming November 1st to Computers everywhere!

T-shirts for bikers - sizes Small to 6X - long sleeve, short sleeve, no sleeve. Sweat shirts too!

Virtually windproof, water resistant, light weight and compact saddle bag packing microfaeco ponchos that can be used for blankets or a pillow!

10% of profits
through Dec. 31st
donated to SE
Chapter ABATE
Toy Run Fund
and
Cisco Food Drive.



WE'RE HARD TO BEAT HARD
LIVE FREE
BY LOSING



T-shirts: S - XL ~ \$15

Sweats: S - XL ~ \$20

Each additional X + \$1

Includes standard shipping.

Priority shipping available.

All orders shipped within

3 days of receipt.

MC ~ Visa ~ Money Order

RESIST MUCH
Obey Little

RIDE
HARD



LOUISIANA GOVERNOR WINS RE-ELECTION

Republican Governor Mike "Big Daddy" Foster has declared his overwhelming victory at the polls a mandate to continue a conservative, business-oriented government in Louisiana. "I think we can safely say the people are behind us," Foster said during a brief news conference after unofficial returns from Saturday's election showed him with a secure 62 percent of the vote. The 69-year-old governor thanked his supporters and quickly excused himself, saying he had promised to shop for a motorcycle for his daughter and then get back to work.

This past summer, Foster signed legislation repealing the state's mandatory motorcycle helmet law, making Louisiana the 29th state in the union to allow freedom of choice for responsible adult riders. ABATE of Louisiana supported Foster's re-election bid.

Although Foster's victory was in the October primary, under the state's unique open primary system any candidate winning more than 50 percent of the vote is declared the winner. Had the governor failed to win a majority, he would have faced a November runoff with the second-place finisher.

Foster's re-election sets him up to be the second in his family to usher in a new century from the Louisiana governor's chair. Foster, a wealthy planter from Franklin, begins his second term in January 2000; his grandfather, Murphy J. Foster, wrapped up his second term as governor in the spring of 1900.

GUY COATS, THE ASSOCIATED PRESS (AP)

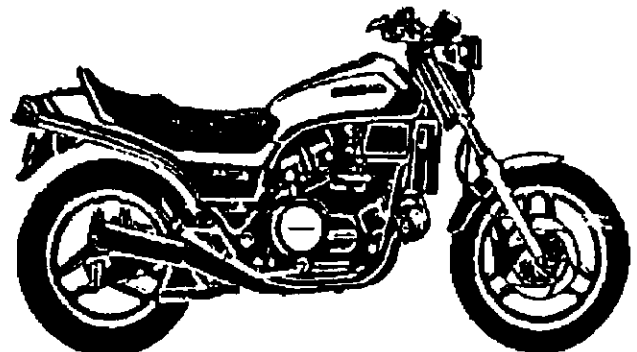
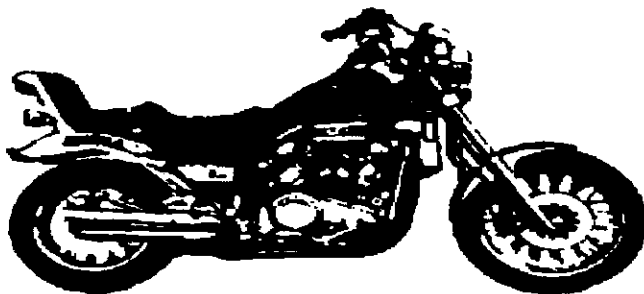
RICHARD LESTER HONORED BY CHRISTIAN TRAVEL SERVICE

To celebrate the turn of the century, the Christian Friendly Travelers Directory Service announced they will be recognizing the final decade's achievements in Humanity, Civil Liberties, and Rights, and their award is in recognition of the extensive work that Richard Lester has contributed to biker travelers, said Pastor Dave Curtis.

The award reads; Humanitarian Advocate - Richard M. Lester: This past decade, one person stands out in North America for promoting civil liberties/rights and assisting families in legal representation, keeping families together.

Leaflets honoring the founder of AIM and NCOM were distributed through truck stops and travel plazas in Canada and the United States to aid travelers in finding Christian-friendly businesses and accommodations.

I am truly honored and humbled by this award, said Lester, who earlier this year was presented the Ron Roloff Lifetime Achievement Award, NCOMs highest honor.



Join & Support the MOTORCYCLE RIDERS FOUNDATION Register, Vote, Write & Ride!

FOR OFFICE USE ONLY
(All information treated confidentially.)

Referred by _____ Date _____

MRF # _____ Exp. Date _____

Member was given: Patch Year Rocker

Pin Newsletter - What issue?

- Annual Individual Membership ... \$20
- Annual Sustaining Membership ... \$100
- Annual Joint Membership... \$30

- New Membership
- Renewal Member #

Name _____ Phone _____
Address _____
City _____ State _____ Zip _____
E-mail Address _____

Are you a member of a state motorcyclists' rights organization? Y / N 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? Y / N

Mail with remittance to: Motorcycle Riders Foundation, Inc.
PO Box 1808, Washington, DC 20013-1808
202/546-0983 • FAX 202-546-0986 • BBS 515-858-5882
<http://WWW.xmission.com/~mrf>



ROUGH ROADS California tied with Georgia for the nation's worst drivers and is home to the third worst roads, according to a nationwide survey of long-haul truckers. California's I-5 and I-10 freeways were labeled "unspeakably bad" by the survey in the November issue of "Overdrive" magazine, ranking only behind interstate stretches in Arkansas and Louisiana as the worst patches of asphalt in the nation.

The 10th annual survey polled 1,115 truckers. "Truck drivers are the over-the-road experts, averaging 100,000 miles a year," said Overdrive editor Allison Hatfield, "Who's better to tell you what condition our country's roads are in?"

WORST DRIVERS: 1. California/ Georgia (tie) 2. New Jersey 3. Illinois 4. Maryland 5. Texas / Florida (tie)

WORST STRETCHES OF ROAD: 1. I-40 and I-30 in Arkansas 2. I-10 in Louisiana 3. I-5 and I-10 in California (tie) 4. I-80 and I-78 in Pennsylvania (tie) 5. I-94 in Illinois

WORST ROADS OVERALL: 1. Arkansas 2. Louisiana 3. Pennsylvania / Illinois (tie) 4. California 5. Michigan USA TODAY



THOUGHT FOR THE DAY

"Liberty has never come from government. Liberty has always come from the subjects of government. The history of liberty is the history of resistance."

WOODROW WILSON



Sam Hochberg & Associates

ATTORNEYS AT LAW

We Are Your Motorcycle Accident Lawyers

Free Consultation • No Recovery = No Fee

Experienced Lawyers & Dedicated Motorcyclists

My Goal Is Always Your Prompt Cash Settlement

We Specialize in Auto, Truck and Other Injury Accidents

Downtown Portland Law Offices Serving You Statewide

We Are Dedicated Members Of These Organizations:

Aid To Injured Motorcyclists (AIM) of Oregon

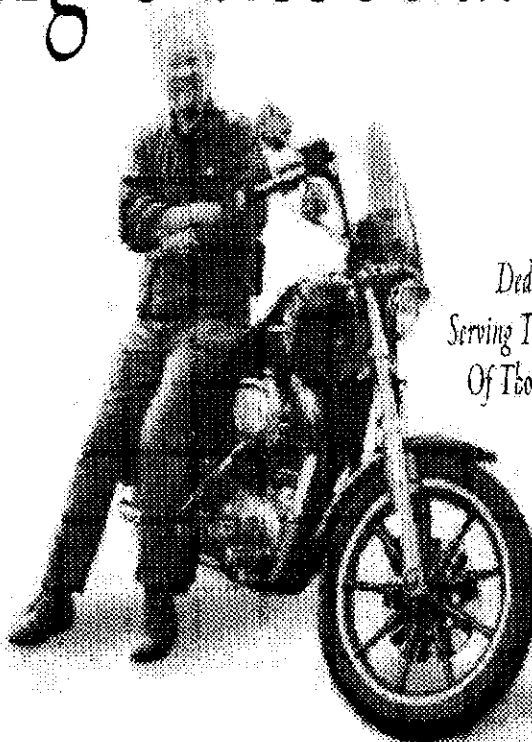


Life Member of ABATE of Oregon

Authorized Oregon Representative for the Law Offices of Richard M. Lester

Call 24 Hours Through A.I.M

1-800-531-2424



*Dedicated To
Serving The Legal Needs
Of Those Who Ride.*

SamBikeLaw@aol.com

720 SW Washington Street • Portland, Oregon 97205

HELMETS OFF TO ONTARIO CONFEDERATION OF CLUBS

As of October 26, 1999, there has been a precedent set in Ontario regarding the removal of motorcycle helmets while being stopped by police, announced Ian Watson of the Ontario Confederation of Clubs (OCC).

A member of the Para-Dice Riders MC Ontario was arrested earlier this year when stopped for a safety inspection while attending a motorcycle function at their summer vacation property in the hamlet of Cessarea. Wayne Hayes was asked to remove his helmet for inspection by the Biker Unit in Durham region. Constable Mario Lassard of the Special Force arrested and charged Mr. Hayes for: 1) Fail to Wear Proper Helmet; 2) Improper Exhaust Pipes; and 3) Obstruct Police (criminal offense).

The judge found that when Mr. Hayes was stopped, the helmet he was wearing had nothing to do with the safety of the motorcycle. Mr. Hayes refused to take off his helmet and was arrested. The judge ruled that Mr. Hayes' rights were violated and that he was subjected to an illegal search.

Mr. Hayes had all charges dropped and set a precedent ruling in Canada against unreasonable searches without a warrant. The police must now have a warrant to search your person on the roadside before you or anyone else has to remove your helmet.

Mr. Hayes was aided in his legal defense by the Confederation of Club's judicial committee and their legal counsel, Aid to Injured Motorcyclists (A.I.M.) attorney Jeff Chapnick, and was represented in court by Para-Dice Riders' lawyer Robert Girvan.

The Crown has 30 days for appeal, but it is doubtful they will waste more time or money on this case.

IAN WATSON, ONTARIO CONFEDERATION OF CLUBS



HELMET SMASHING GIVES FREEDOM FEELING IN INDONESIA BANDA ACEH,

Indonesia, Nov 9 (Reuters) - Loud cheers ring out from the balcony of the market as a pistol-like crack echoes up from the street below. It is the latest gesture in the rebellious province of Aceh against what many consider tyrannical Indonesian rule -- smashing motorbike helmets.

"Why? Because the government makes us wear them," said one among a crowd of young men outside the busy market who were stopping passing motorbikes to check for helmets.

The market is opposite the main mosque in the local capital Banda Aceh where more than 500,000 protesters rallied against Jakarta rule.

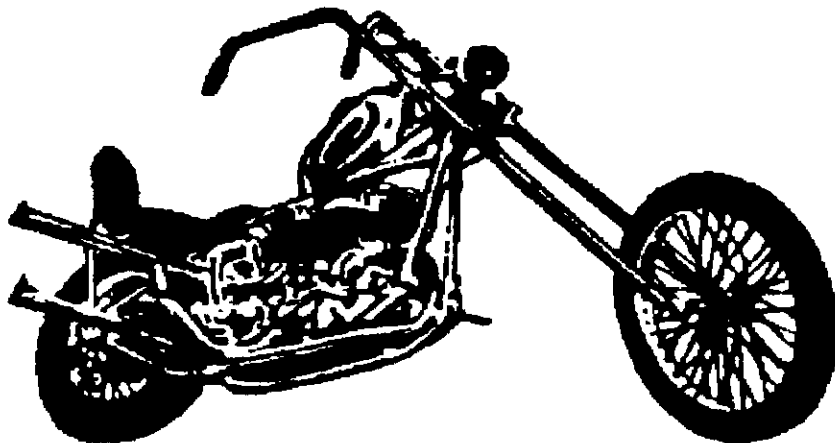
Resistance in the narrow street would seem unwise and the riders yield smilingly as the young men confiscate their helmets, pounding them on the ground and, for the more robustly made, jumping on them.

But most of the helmets -- usually thin plastic ones designed more for use in building sites than for collisions with tarmac -- are themselves little more than gestures to a government law demanding they be worn for safety.

"We prefer to wear this," the young man said, pointing to his rimless black felt hat, which in Aceh has religious overtones but in the rest of Indonesia doubles as the national hat.

With police and soldiers apparently scared away from the streets -- a soldier was stripped naked by protesters on Monday -- it fell to Moslem "Thaliban" students to end the helmet destruction and calm the crowds before they got out of hand.

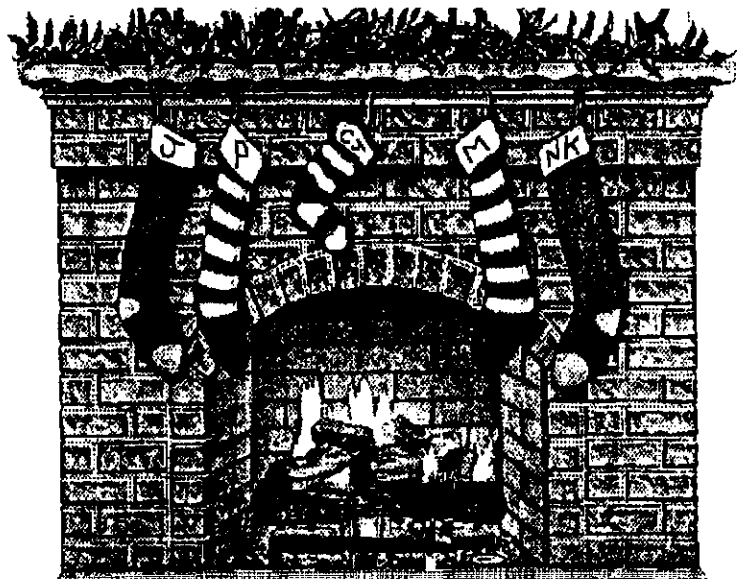
"They think because we are seeking freedom, they are free to do anything," said one, adding he thought provocateurs might be trying to stir up the market crowds.



SUBJECT: FOR THOSE WHO TAKE LIFE TOO SERIOUSLY

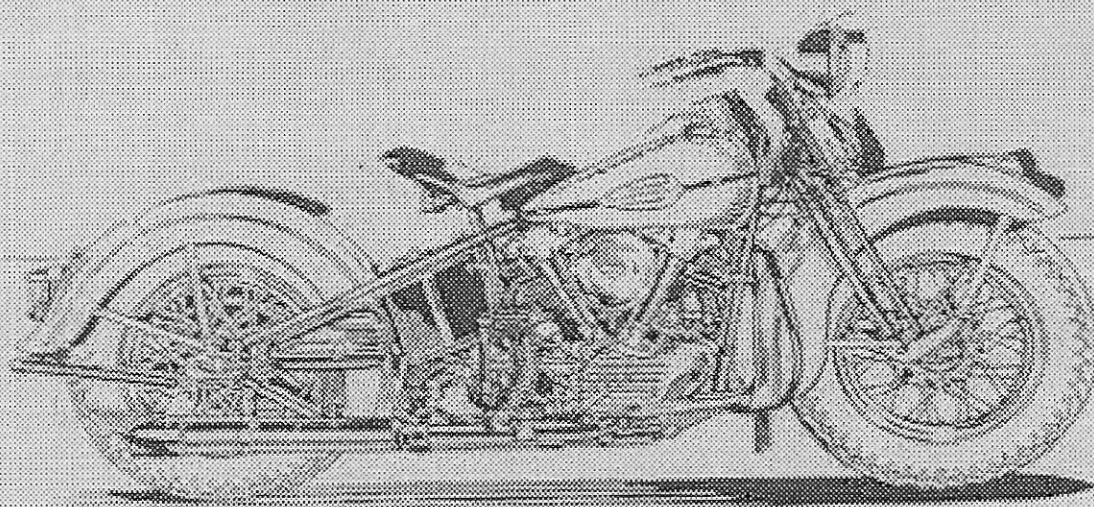
1. Save the whales. Collect the whole set.
2. A day without sunshine is like, night.
3. On the other hand, you have different fingers.
4. I just got lost in thought. It was unfamiliar territory.
5. 42.7 percent of all statistics are made up on the spot.
6. 99 percent of lawyers give the rest a bad name.
7. I feel like I'm diagonally parked in a parallel universe.
8. You have the right to remain silent. Anything you say will be misquoted then used against you.
9. I wonder how much deeper the ocean would be without sponges.
10. Honk if you love peace and quiet.
11. Remember half the people you know are below average.
12. Despite the cost of living, have you noticed how popular it remains?
13. Nothing is fool-proof to a talented fool.
14. Atheism is a non-prophet organization.
15. He who laughs last thinks slowest.
16. Depression is merely anger without enthusiasm.
17. Eagles may soar, but weasels don't get sucked into jet engines.
18. The early bird may get the worm, but the second mouse gets the cheese.
19. I drive way too fast to worry about cholesterol.
20. I intend to live forever - so far so good.
21. Borrow money from a pessimist - they don't expect it back.
22. If Barbie is so popular, why do you have to buy her friends?
23. My mind is like a steel trap - rusty and illegal in 37 states.
24. Quantum mechanics: The dreams stuff is made of.
25. The only substitute for good manners is fast reflexes.
26. Support bacteria - they're the only culture some people have.
27. When everything's coming your way, you're in the wrong lane and going the wrong way.
28. If at first you don't succeed, destroy all evidence that you tried.
29. A conclusion is the place where you got tired of thinking.
30. Experience is something you don't get until just after you need it.
31. For every action there is an equal and opposite criticism.
32. Bills travel through the mail at twice the speed of checks
33. Never do card tricks for the group you play poker with.
34. No one is listening until you make a mistake.
35. Success always occurs in private and failure in full view.
36. The colder the x-ray table the more of your body is required on it.

37. The hardness of butter is directly proportional to the softness of the bread.
38. The severity of the itch is inversely proportional to the ability to reach it.
39. To steal ideas from one person is plagiarism; to steal from many is research.
40. To succeed in politics, it is often necessary to rise above your principles.
41. Monday is an awful way to spend 1/7th of your life.
42. You never really learn to swear until you learn to drive.
43. Two wrongs are only the beginning.
44. The problem with the gene pool is that there is no lifeguard.
45. The sooner you fall behind the more time you'll have to catch up.
46. A clear conscience is usually the sign of a bad memory.
47. Change is inevitable except from vending machines.
48. Get a new car for your spouse - it'll be a great trade!
49. Plan to be spontaneous - tomorrow.
50. Always try to be modest and be proud of it!
51. If you think nobody cares, try missing a couple of payments.
52. How many of you believe in telekinesis? Raise my hand...
53. Love may be blind but marriage is a real eye-opener.
54. If at first you don't succeed, then skydiving isn't for you.



BROTHER SPEED M/C

HOSTS



FREE SPAGHETTI FEED

DECEMBER 4TH

AFTER TOY RUN

2800 SE 92ND AVENUE

REFRESHMENTS AVAILABLE

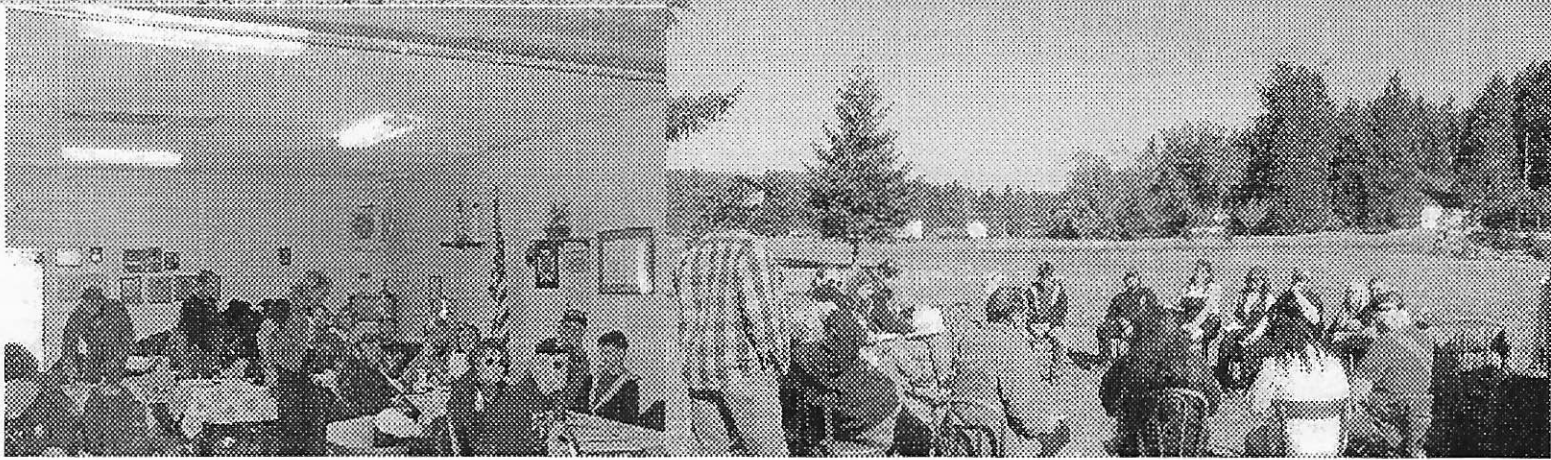
RAFFLE


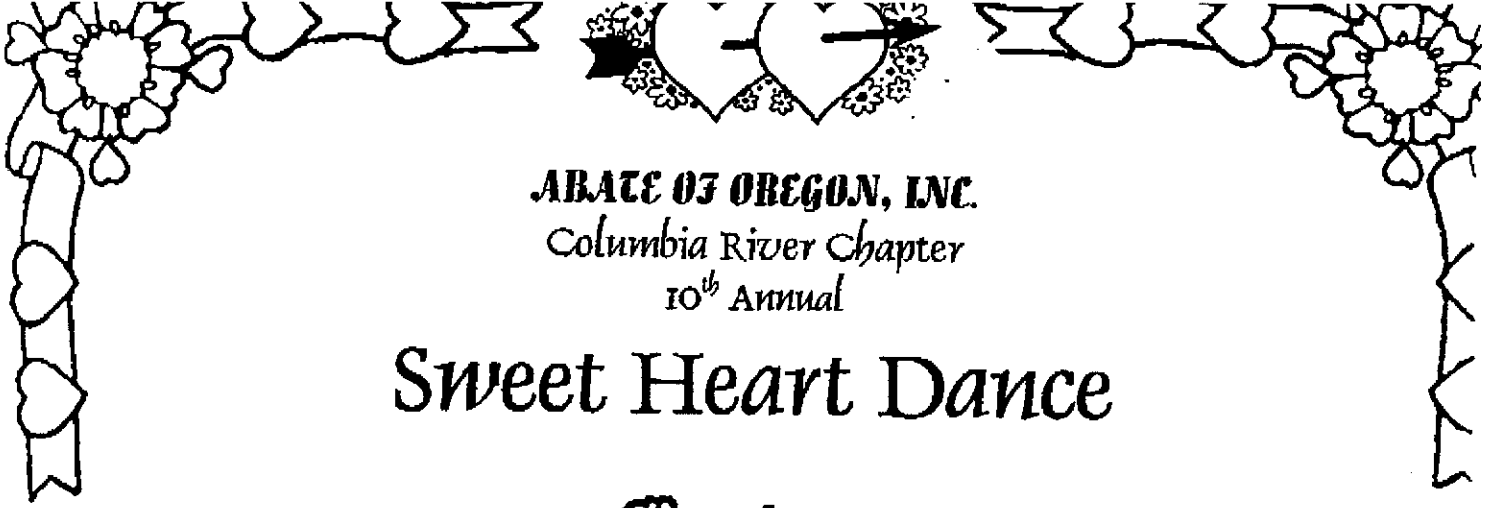


1999 Planning Session at Cottage Grove.

Beautiful day, great people, and lots of brain work.

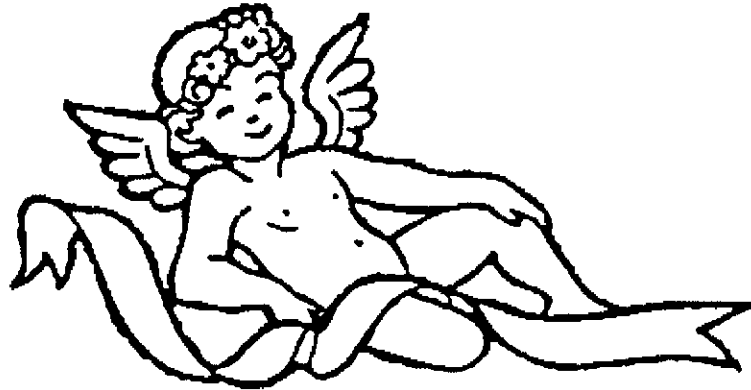
WERE YOU THERE?





ABATE OF OREGON, INC.
Columbia River Chapter
10th Annual

Sweet Heart Dance

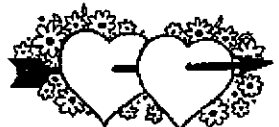
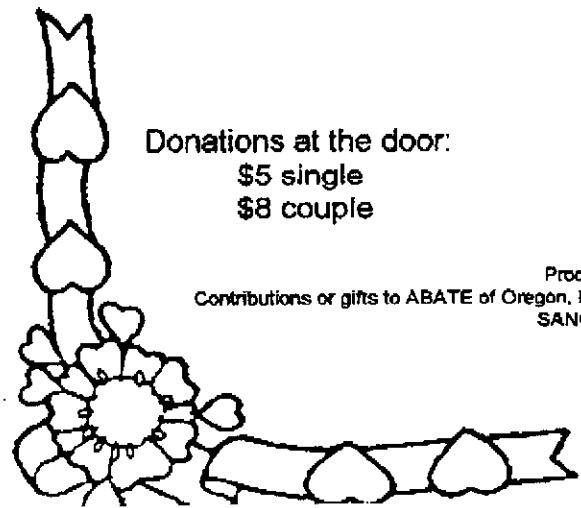


Saturday
Feb. 12, 2000
8 pm-2 am

Location:
TBA

**Bring Your Sweetie
Or Find One There**

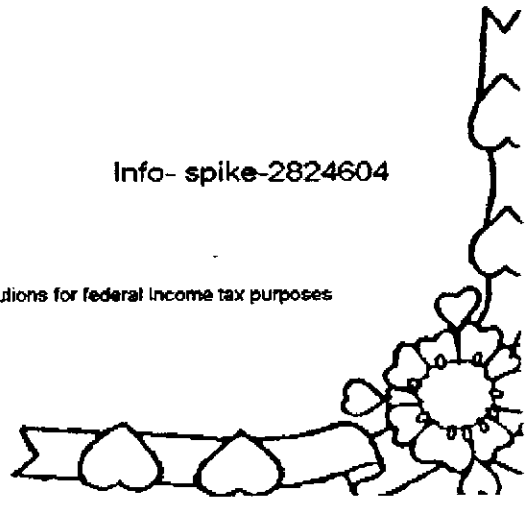
Live Music with Road's End



Donations at the door:
\$5 single
\$8 couple

Info- spike-2824604

Proceeds go to Motorcycle Rights & Education
Contributions or gifts to ABATE of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes
SANCTIONED BY ABATE OF OREGON, INC.



Dear Brothers and Sisters:

Ho, Ho, Ho and all that to you all. I'm not much of a Holiday type of person myself. The Holidays always seem to be a stress enhancer for me, but I wish you all a joyous and safe Holiday Season. And please, travel safely.

I have to tell you a story about P.I.P. insurance that has me scratching my head in silly amazement. As many of you know, I broke my hand in an angry moment by striking it against my truck. Dumb Me! Anyway, when I got the bill from the doctor's, my medical insurance company declined payment, requesting a report from me. When I contacted them, they stated I must first make a claim against my truck insurance. Now I'm confused. My truck wasn't moving, it wasn't running, it wasn't involved in an accident. I wasn't even in it. It might as well have been a tree. What if I had the transmission in the garage and broke my hand on it? Can I go around and kick people's cars that I don't like and make their P.I.P. pay.

I assumed my truck insurance would decline to pay, but upon contacting them, they stated this injury would be covered. So now I'm stuck with the decision of paying the bill myself, or claiming it against my truck insurance, which will undoubtedly either get me a rate increase or get me canceled. I know P.I.P. is a good thing when you need it, but this is going a little far afield to me.

On another subject we had a planning session in October. Some chapters missed having Reps there. At the November State Board Meeting, we postponed discussion due to lack of time and or preparation. It is imperative that all chapters discuss the planning session and be prepared to cover it at the December State Board Meeting, please.

As this is my last Coordinator's Comments, I want to thank everyone again for your support of ABATE, your support for me and our officers at both the state and chapter levels. All your efforts, no matter how big or small and mostly for your support of freedom. As my brother Butch Harbaugh always

says, "The price of freedom is eternal vigilance.

Live long and prosper;

Ride free,

Chris Vieira,

Coordinator, ABATE of Oregon, Inc.

As long as Chris brought this up and has other people scratching their heads too, let me tell you why this happened: PIP (Personal Injury Protection) coverage in Oregon is mandatory on our non-commercial cars and trucks. It pays a limited amount of medical bills and wage loss, regardless of fault, if you're hurt "in connection with" or when "entering or alighting upon" a motor vehicle. If you are hurt that way, then it's "primary," and your health carrier won't pay until your PIP is finished paying.

There have been some odd cases, trying to test the limits of just what "in connection with" a motor vehicle means. PIP does NOT cover OTHER people (eg, it doesn't pay for the bills of another driver you crash into), outside of the insured and relatives in the insured's household, unless you hit a pedestrian or a bicyclist (THEM it covers). There was one case where a woman was flung out of a car and hit by another car, and she (her heirs, actually - the car killed her) tried to claim against the hitting car's PIP benefits, because she was a "pedestrian," as I recall. Well, she was - but ever so briefly!

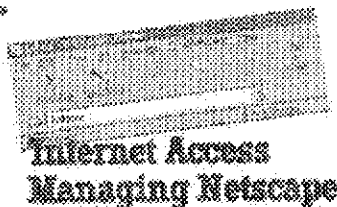
So Chris: Punch motorcycles instead. Your health coverage will happily pay instead of PIP, since there is usually no PIP on motorcycles.

And by the way -- on the bigger story here -- thank you for the contribution of your great energy, enthusiasm, dedication, humor and leadership in ABATE. I'm sure we'll still be seeing you on the runs, and back in the halls of the Capitol come the next session.

Sam Hochberg

Walking The Web?

presents...



and



This intensive 7 hour hands-on workshop provides the skills you need to manage your e-mail and Internet browser. Learn how to send, receive, attach files, "find", organize, modify, delete and much more. Find out what search engines are, how they work and how to make them work for you. Learn how to add, delete and organize your bookmarks and what proper web etiquette is.

The questions you need to ask BEFORE you buy a web site. This seminar provides the tools to make an educated decision. What makes a web site work? What should all sites have and what should they avoid? Hard code vs. site construction programs... Get the answers first!

See the class schedule at: www.WalkingTheWeb.com
or call Joe at QCSNet, Inc. in Gresham: 503-661-0507

Delusional Beliefs

By Catherine Azzarelli

What I may believe in as truth for me.

May not be for someone else you see.

What they may believe in...let it be.

Why is my belief...they say delusional to me?

Why can I not believe in. What I found within?

Yet, they make remarks, it's delusional to them.

What they believe in. I do not mind or care.

They don't speak truth, so why should I share?

So they put words like delusional beliefs.

Then they write these things, and leave.

I feel hurt, like who are they to say.

I do not knock down their way.

I feel I will keep things that I know.

To self, for they do not know. I won't show.



Dear Carolyn,

I thought that I would write you a letter to ask what is going on with the Newsletter, because I haven't received one since August. I didn't know if this place sent it back or what? So could you please let me know if September & October Newsletters were sent to me or sent back from here, thank you. Also I do leather work here at OSP and sent stuff to my Chapter for door prizes and a tool bag for Fossil, being in here, there isn't much I can do, but if you need a few things for ABATE just let me know. I do wallets, belts, purses, clutch purses, tool bags for scoots, and a lot of other stuff. I would be happy to send some things, also I do sell things if you might know of someone that wants something.

Anyway, please write me back and let me know what's up on the Newsletter.

Thank you,

RayPayton

#3001641



How To Strip A Citizenry Of Its Liberty

"Let us consider that arbitrary power has seldom or ever been introduced into any country at once. It must be introduced by slow degrees, and as it were step by step, lest the people should see it approach.

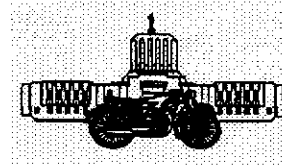
The barriers and fences of the people's liberty must be plucked one by one, and some plausible pretense must be found for removing or hoodwinking, one after another, those sentries who are posted by the constitution of a free country for warning the people of the danger.

When these preparatory steps are once made, the people may then indeed, with regret, see slavery and arbitrary power making long strides over their land, but it will be too late to think of preventing or avoiding the impending ruin."

Lord Chesterfield, English writer and statesman. (1694-1773)

Lord Chesterfield may or may not have eaten frogs, but let me remind you how they're cooked. You do not drop a frog into boiling hot water. Mr. Legs will immediately jump out, piss on your stove, and hop away. The correct way is to put him in a pot of cool water and then slowly turn up the heat. By the time a Froggy figure out he's being cooked, it is too late to bail out.

BikePAC of Oregon, Inc.



PO Box 5612
Salem, OR 97304

MEMBERSHIP APPLICATION

Circle Type of Membership

	Individual	Club/Group	Corporate	
Associate	\$10	General	\$50	Sponsor \$ 100
Full	\$25	Supporting	\$100	Supporting \$ 250
Couple	\$35	MAB *	\$200	MAB * \$1,000
Family	\$50			

* Member of the Advisory Board

My Voter Registration Card says

State Senate District: _____ House District: _____

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist fund, unless you specify the following: 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(s) _____

Address _____

City _____ State _____

ZIP _____ Phone _____

E-mail _____

Frank Saxton, Executive Director
(503) 297-2325
Frankie@Easyrider.com

TWAS THE NIGHT BEFORE CHRISTMAS,
HE LIVED ALL ALONE,
IN A ONE BEDROOM HOUSE MADE OF
PLASTER AND STONE.

I HAD COME DOWN THE CHIMNEY
WITH PRESENTS TO GIVE,
AND TO SEE JUST WHO
IN THIS HOME DID LIVE.

I LOOKED ALL ABOUT,
A STRANGE SIGHT I DID SEE,
NO TINSEL, NO PRESENTS,
NOT EVEN A TREE.

NO STOCKING BY MANTLE,
JUST BOOTS FILLED WITH SAND,
ON THE WALL HUNG PICTURES,
OF FAR DISTANT LANDS.

WITH METALS AND BADGES,
AWARDS OF ALL KINDS,
A SOBER THOUGHT
CAME THROUGH MY MIND.

FOR THIS HOUSE WAS DIFFERENT,
IT WAS DARK AND DREARY,
I FOUND A SOLDIER,
ONCE I COULD SEE CLEARLY.

THE SOLDIER LAY SLEEPING,
SILENT, ALONE,
CURLD UP ON THE FLOOR
IN THIS ONE BEDROOM HOME.

THE FACE WAS SO GENTLE,
THE ROOM IN SUCH DISORDER,
NOT HOW I PICTURED
A UNITED STATES SOLDIER.

WAS THIS THE HERO,
OF WHOM I'D READ JUST READ?
CURLD UP ON A PONCO,
THE FLOOR FOR A BED?

I REALIZED THE FAMILIES
THAT I SAW THIS NIGHT,
OWED THEIR LIVES TO THESE SOLDIERS
WHO WERE WILLING TO FIGHT.

SOON ROUND THE WORLD,
THE CHILDREN WOULD PLAY,
AND GROWNUPS WOULD CELEBRATE
A BRIGHT CHRISTMAS DAY.

THEY ALL ENJOYED FREEDOM
EACH MONTH OF THE YEAR,
BECAUSE OF THE SOLDIERS,
LIKE THE ONE LYING HERE.

I COULDN'T HELP WONDER
HOW MANY LAY ALONE,

ON A CHRISTMAS EVE
IN A LAND FAR FROM HOME.

THE VERY THOUGHT
BROUGHT A TEAR TO MY EYE,
I DROPPED TO MY KNEES
AND STARTED TO CRY.

THE SOLDIER AWAKENED
AND I HEARD A ROUGH VOICE,
"SANTA DON'T CRY,
THIS LIFE IS MY CHOICE.

I FIGHT FOR FREEDOM,
IDON'T ASK FOR MORE,
MY LIFE IS MY GOD,
MY COUNTRY, MY CORPS."

THE SOLDIER ROLLED OVER
AND DRIFTED TO SLEEP,
I COULDN'T CONTROL IT,
I CONTINUED TO WEEP.
I KEPT WATCH FOR HOURS,
SO SILENT AND STILL
AND WE BOTH SHIVERED
FROM THE COLD NIGHT'S CHILL.

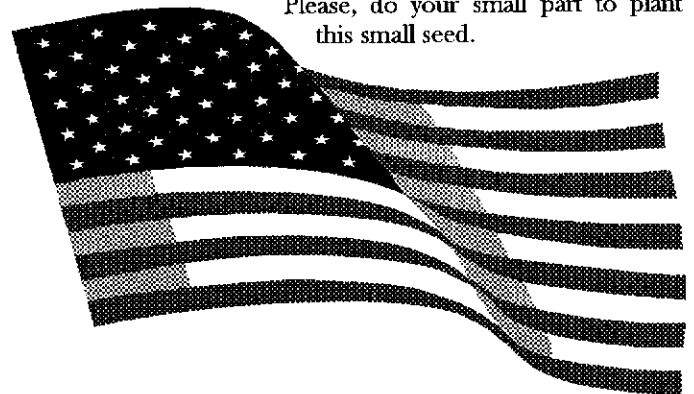
I DIDN'T WANT TO LEAVE
ON THAT COLD, DARK NIGHT,
THIS GAURDIAN OF HONOR
SO WILLING TO FIGHT.

THEN THE SOLDIER ROLLED OVER,
WITH A VOICE SOFT AND PURE,
WHISPERED, "CARRY ON SANTA,
IT'S CHRISTMAS DAY, ALL IS SECURE."

ONE LOOK AT MY WATCH,
AND I KNEW HE WAS RIGHT.
"MERRY CHRISTMAS MY FRIEND,
AND TO ALL A GOOD NIGHT."

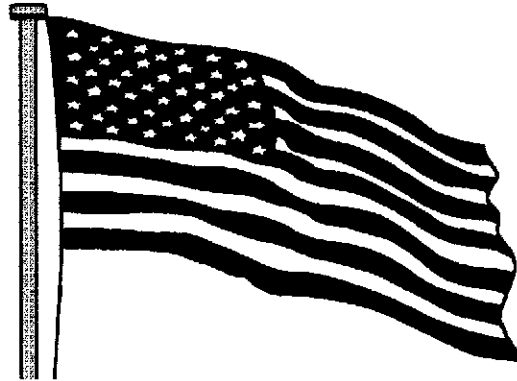
A Marine stationed in Okinawa, Japan wrote this poem. The following is his request. I think it is reasonable...PLEASE. Would you do me the kind favor of sending this to as many people as you can? Christmas will be coming soon and some credit is due to our U.S. service men and women for our being able to celebrate these festivities. Let's try in this small way to pay a tiny bit of what we owe. Make people stop and think of our heroes, living and dead, who sacrificed themselves for us.

Please, do your small part to plant this small seed.

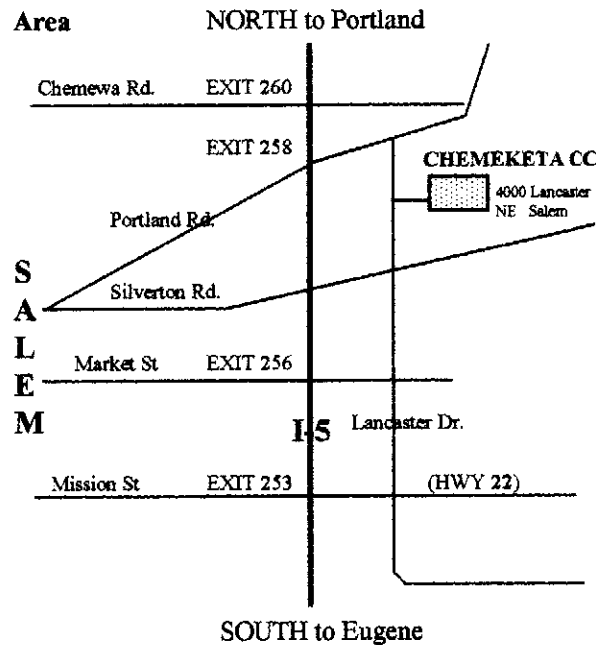


S
T
E
A
M
2000

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



Keizer
Area



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

The year 2000 edition of its

89

SEMINAR
To
EDUCATE
AND
MOTIVATE

February 19th, 2000

ATTN: Members

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

Revised: December 1998

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
YEAR PINS				
_____	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
ABATE PINS				
_____	ALAN	ABATE Anniversary Pin	4.00	_____
_____	ALPIG	ABATE Logo Pin - gold.....	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver.....	5.00	_____
_____	AEPIB	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
MISCELLANEOUS				
_____	AFRB	ABATE Freedom Of The Road Belt 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
ABATE T-SHIRTS				
_____	AFRTS	ABATE T-shirts.....	10.00	_____
_____		Sm. _____ Med. _____ Lg. _____ X-Lg. _____		
_____	AFRTL	ABATE Sweatshirts.....	17.50-20.00	_____
_____		Sm. _____ Med. _____ Lg. _____ X-Lg. _____		
NOTE: Assorted Colors.....X-Lg. and LARGER add \$2.00 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
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available.....)	1.50	_____
_____	CLOTH	Year Bars (indicate year _____) Small.....	1.00	_____
_____	CLOTH	Year Bars (indicate year _____) Large.....	1.50	_____
License Plate Frames - Cars w/Let Those Who Ride Decide.....				5.00
License Plate Frames - Motorcycles w/Let Those Who Ride Decide.....				5.00
SUBTOTAL				_____
Shipping Charge				
UNDER \$25.00=\$5.00				
\$25.01-\$100.00=\$6.00				
T-SHIRTS = \$8.00				
SHIPPING CHARGE				_____
TOTAL				_____

ABATE PRODUCTS
P.O. Box 4504
Portland, Oregon 97208
Products Director
Nancy Brooker
PHONE: 503-232-4686 FAX 503-235-5658

PREPAID _____ DATE _____

NAME _____

PHONE NUMBER _____

ADDRESS _____ CI

TY _____ STATE _____

ZIP CODE _____

Please use street address
We ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!



Motorcycle Riders Foundation
Presents



Hosted by ABATE of Oregon

April 28-30, 2000
Portland, Oregon

The Holiday Inn Portland Airport 18439 N.E. Columbia Blvd., Portland, Oregon

Room rate \$79.00 (includes buffet breakfast for two). Phone: 503-258-6000 for rooms.

Seminar cost (before March 31, 2000): MRF members \$80.00, Non-MRF members \$70.00

Seminar cost (after March 31, 2000): MRF members \$70.00, Non-MRF members \$80.00

Registration is also accepted through our website at www.mrf.org. Visa and MasterCard accepted.

Mail registration fee to: MRF, P.O. Box 1808, Washington, DC 20013-1808. Questions? Call the MRF at 202-546-0983.

Over 6,000 motorcyclist rights

activists have attended MRF sponsored annual regional and national workshops since 1985.

These workshops provide the nuts and bolts,

"user friendly" subjects and training to assist

motorcyclists in defending, building, and

strengthening their grass roots organizations.



Use the applications below to join and support the Motorcycle Riders Foundation and to pre-register for the BEST of the West, April 28-30, 2000 at the Holiday Inn Portland Airport.

FOR OFFICE USE ONLY
(All information is used confidentially)

Received by _____ Date _____

Mail to _____

Member name printed _____

Phone _____

Address _____

City _____ State _____ Zip _____

What status? New Renewal

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

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

Annual Individual Membership \$25.00
 2-Year Individual Membership \$25.00
 Annual Sustaining Membership \$100.00
 Annual Joint Membership \$40.00
 2-Year Joint Membership \$100.00
 New Membership
 Renewal Member

PLEASE PRINT OR TYPE YOUR INFORMATION

Name		Phone () -
Address		E-mail Address
City	State	Zip
1) Have you ever been a member of the MRF? <input type="checkbox"/> Yes <input type="checkbox"/> No		
2) Are you a member of a state motorcyclist's rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, name _____)		
3) What talents do you have that might benefit motorcyclist rights and the MRF?		
4) Will you volunteer these talents if the MRF needs your help? <input type="checkbox"/> Yes <input type="checkbox"/> No		
Mail with remittance to:		Motorcycle Riders Foundation, Inc., P.O. Box 1808, Washington D.C. 20013-1808
		(202) 543-0365 • FAX (202) 548-0393 • http://www.mrf.org

CHARGE IT!

Visa MasterCard Card # _____ Exp. Date _____
 Signature _____ Date _____

2000 BEST of the West Pre-Registration

(Must be received by March 31, 2000 to receive discount - after March 31, registration fee increases \$10.00)

- \$60.00 Current MRF Member \$70.00 Current MRF Member (after March 31, 2000)
 \$70.00 Non-MRF Member \$80.00 Non-MRF Member (after March 31, 2000)

PLEASE PRINT

NAME		
ADDRESS		
CITY	STATE	ZIP
PHONE		

Send check or money order to: MRF, P.O. Box 1808, Washington, DC 20013-1808 before March 31, 2000.
After March 31, 2000 registration fee increases \$10.00 per person (price above reflects the \$10.00 increase).

For room reservations call the Holiday Inn-Portland Airport at 503-256-5030.

HB3419

PERSONAL FREEDOMS



RIGHT TO DECIDE

I know you're

busy,



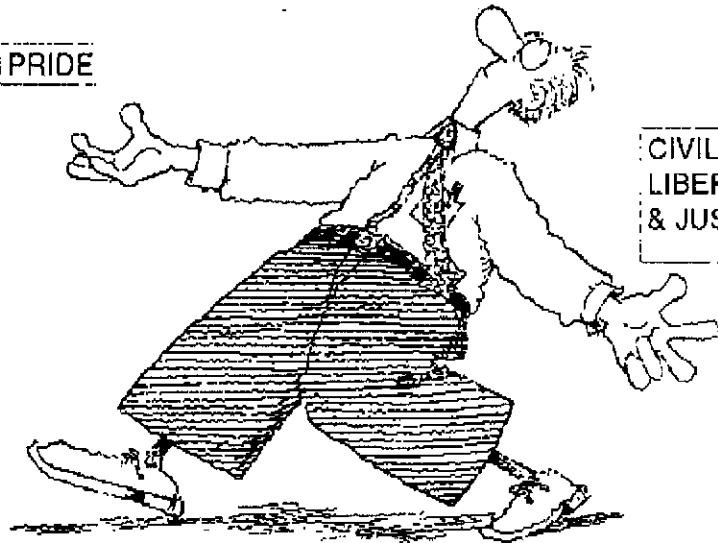
IF YOU DON'T MAKE IT SATURDAY... THEN MONDAY THROUGH FRIDAY IS JUST AS GOOD....



but

PRIDE

could



CIVIL LIBERTIES & JUSTICE

you

juggle another

project?

CAN YOU HANDLE YOUR PERSONAL FREEDOM??

DO SO THAN!

THE PRICE FOR PERSONAL FREEDOM IS TOTAL VIGALENCE!

RUN FOR OFFICE AT THE STATE OR CHAPTER LEVEL.

WITHOUT YOU, ITS JUST THEM!

To Board & members of ABATE;
I, Grizz, Scott Greenfield, State Sgt at Arms of Eastern Oregon
am asking to step down at the end of the year '99'. After doing
three years, I learned a lot and met lot of people. I have lots of
respect of people for who they are!

Right now, I have something in my personal life to take care of.
With hope someday, I will be able to take on a new position to
keep ABATE going for the next generation and on to the new
millenium.

For members that b****, b****, b****, b****, b****, b****,
b****, about one thing to another, all I have to say is get
involved. Do your share of duty. I see some say they will be
there to do their part or duty. But no show or are hiding out,
or just partying it up with others. I have seen and heard those
that have been with ABATE from the very beginning, (started
in '75) and I believe those that have worked hard from the very
beginning would like to party too. Only, if they can get a relief
or more help will they be able to party with or even like the
rest. So step up and relieve them before their time is up or they
die on us.

I believe if it wasn't for the Brothers and Sisters that started it
and other non-profit organizations, we would not have the
freedom to ride today. If the government had their way, they
would outlaw motorcycles today!

Too me, looking at a bike is an ironhorse that is replacing
horses of old days. Get out in the wind, feel free to ride, to live
to tell a legend. The truth of life. Born to ride, live to ride &
ride free till I die!

See you around
Your true Brother
Grizz

P.S. I would like to see you, Brothers and Sisters help out
more. If we all can scratch each other's back, we can all enjoy
life and have fun. You only have one life to live in this world.

In Germany, the Nazis first came for the
communists, and I didn't speak up because I wasn't a
communist.

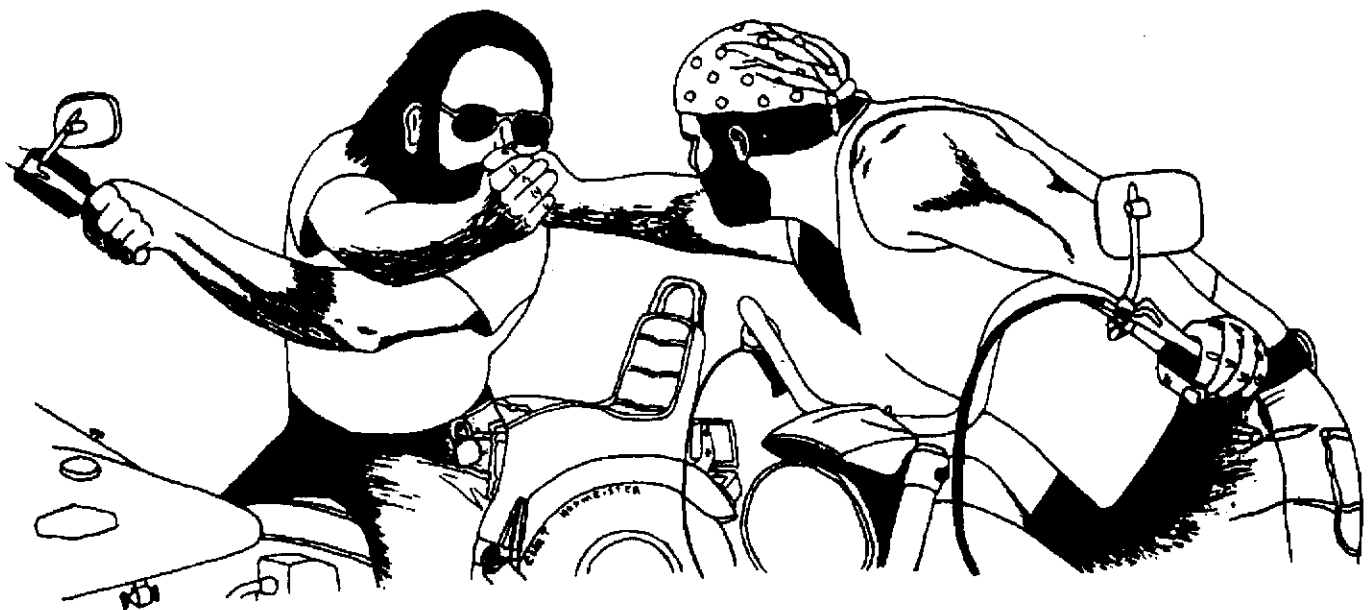
Then they came for the Jews, and I didn't speak up
because I wasn't a Jew.

Then they came for the trade unionists and I didn't
speak up because I wasn't a trade unionist.

Then they came for the Catholics, and I didn't speak
up because I was a Protestant.

Finally they came for me, but by then there was no
one left to speak up.

By Martin Niemoeller, a Lutheran Pastor who was
sent to Dachau Concentration Camp in 1938



**WE MUST LEARN TO LIVE, RIDE AND WORK TOGETHER AS BROTHERS AND SISTERS
OR WE SHALL ALL PERISH TOGETHER AS FOOLS!**

A-Engrossed
House Bill 3422

Ordered by the House May 2
Including House Amendments dated May 2

Sponsored by Representative ROBERTS; Representatives FISHER, MARKHAM, NAITO, QUTUB, SOWA, THOMPSON (at the request of BikePAC of Oregon)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

[Requires retail and wholesale vendors of protective headgear for motorcyclists to offer for sale only those helmets approved by Department of Transportation. Creates offense of selling unapproved headgear. Punishes violation by maximum of \$_____ fine.] Defines "motorcycle helmet" for purposes of Oregon Vehicle Code. Changes "protective headgear" to "motorcycle helmet" for purposes of code. Punishes by maximum \$95 fine violations of provisions relating to failure to wear helmet.

A BILL FOR AN ACT

1
2 Relating to protective headgear; creating new provisions; amending ORS 814.260, 814.269, 814.275,
3 814.280 and 814.290; and repealing ORS 815.050.

4 Be It Enacted by the People of the State of Oregon:

5 **SECTION 1.** Section 2 of this Act is added to and made a part of ORS chapter 801.

6 **SECTION 2.** "Motorcycle helmet" means a protective covering for the head consisting
7 of a hard outer shell, padding adjacent to and inside the outer shell and a chin-strap type
8 retention system with a sticker indicating that the motorcycle helmet meets standards es-
9 tablished by the United States Department of Transportation.

10 **SECTION 3.** ORS 814.260 is amended to read:

11 814.260. (1) A person commits the offense of failure of a moped rider to wear [*protective*
12 *headgear*] a motorcycle helmet if the person:

13 (a) Operates or rides on a moped; and

14 (b) Is not wearing a [*protective headgear of a type approved under ORS 815.050*] motorcycle
15 helmet.

16 (2) Exemptions from this section are established under ORS 814.290.

17 (3) This section does not permit passengers on mopeds in violation of ORS 814.330 or 814.340.

18 (4) The offense described in this section, failure of a moped rider to wear [*protective headgear*]
19 a motorcycle helmet, is a Class [C] D traffic infraction.

20 **SECTION 4.** ORS 814.269 is amended to read:

21 814.269. (1) A person commits the offense of failure of a motorcycle operator to wear [*protective*
22 *headgear*] a motorcycle helmet if the person operates a motorcycle and is not wearing [*protective*
23 *headgear of a type approved under ORS 815.050*] a motorcycle helmet.

24 (2) Exemptions from this section are established in ORS 814.290.

25 (3) The offense described in this section, failure of a motorcycle operator to wear [*protective*

NOTE: Matter in boldfaced type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.
New sections are in boldfaced type.

1 *headgear*] a motorcycle helmet, is a Class [C] D traffic infraction.

2 **SECTION 5.** ORS 814.275 is amended to read:

3 814.275. (1) A person commits the offense of failure of a motorcycle passenger to wear [*protective*
4 *headgear*] a motorcycle helmet if the person rides as a passenger on a motorcycle and is not
5 wearing [*protective headgear of a type approved under ORS 815.050*] a motorcycle helmet.

6 (2) Exemptions from this section are established in ORS 814.290.

7 (3) The offense described in this section, failure of a motorcycle passenger to wear [*protective*
8 *headgear*] a motorcycle helmet, is a Class [C] D traffic infraction.

9 **SECTION 6.** ORS 814.280 is amended to read:

10 814.280. (1) A person commits the offense of endangering a motorcycle passenger if the person
11 is operating a motorcycle and the person carries another person on the motorcycle who is not
12 wearing a [*protective headgear of a type approved under ORS 815.050*] motorcycle helmet.

13 (2) Exemptions from this section are established under ORS 814.290.

14 (3) The offense described in this section, endangering a motorcycle passenger, is a Class [C] D
15 traffic infraction.

16 **SECTION 7.** ORS 814.290 is amended to read:

17 814.290. This section establishes exemptions from the requirements and penalties relating to the
18 use of [*protective headgear*] motorcycle helmets under ORS 814.260 to 814.280. A person is not in
19 violation of ORS 814.260, 814.269, 814.275 or 814.280 if the person is any of the following:

20 (1) Within an enclosed cab.

21 (2) Operating or riding a vehicle designed to travel with three wheels in contact with the ground
22 at speeds of less than 15 miles per hour.

23 **SECTION 8.** ORS 815.050 is repealed.

24
HB 3422 By Representative ROBERTS; Senator DUKES;
Representatives FISHER, MARKHAM, NAITO, QUTUB,
SOWA, THOMPSON (at the request of BikePAC of Oregon)
– Relating to protective headgear.

3-13(H) First reading. Referred to Speaker's desk.

3-16 Referred to General Government and Regulatory Reform.

3-22 Assigned to Subcommittee on Transportation.

4-11 Public Hearing and Work Session held.

4-18 Work Session held.

Returned to Full Committee.

4-24 Work Session held.

5-2 Recommendation: Do pass with amendments and be
printed

A-Engrossed.

5-4 Second reading.

5-5 Rules suspended. Taken from today's Calendar and placed
in proper order on Monday, May 8 Calendar.

5-8 Rules suspended. Taken from today's Calendar and placed
in proper order on Tuesday, May 9 Calendar.

5-9 Third reading. Carried by Roberts, Strobeck. Passed.

Ayes, 56 --Absent, 1--Parks, Excused for business of the
House, 3--Courtney, Johnson, Mannix.

5-10(S) First reading. Referred to President's desk.

Referred to Transportation.

5-16 Public Hearing and Work Session held.

5-22 Recommendation: Do pass the A-Eng. bill.

Second reading.

5-23 Third reading. Carried by Baker. Passed.

Ayes, 30.

Dukes added as sponsor by unanimous consent.

6-15(H) Speaker signed.

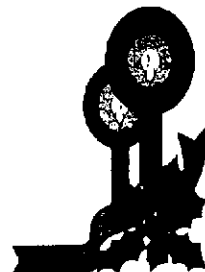
6-15(S) President signed.

7-5(H) Governor signed.

(Chapter 492, 1995 Session Laws) Effective date:
September 9, 1995.

©Requires retail and wholesale vendors of protective headgear
for motorcyclists to offer for sale only those helmets approved
by Department of Transportation. Creates offense of selling
unapproved headgear. Punishes violation by maximum of \$
fine Defines "motorcycle helmet" for purposes of Oregon

Vehicle Code. Changes "protective headgear" to "motorcycle
Helmet" for purposes of code. Punishes by maximum \$95 fine
violations of provisions relating to failure to wear helmet.



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

NEW _____ IF NEW RECEIVED PATCH _____ RENEWAL _____ IF RENEWAL, MEMBERSHIP NO. _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (Use additional paper if necessary)

NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$20 FULL MEMBERSHIP _____ \$25 COUPLE MEMBERSHIP _____ \$30 FAMILY MEMBERSHIP _____

TOTAL AMOUNT ENCLOSED: _____ TOTAL NUMBER OF MEMBERS: _____ DATE PAID: _____

VOTER INFORMATION:

CONGRESSIONAL _____ **SENATORIAL** _____ **REPRESENTATIVE** _____

SEND TO MEMBERSHIP SECRETARY P.O. BOX 4504 PORTLAND, OREGON 97208

YOUR CANCELLED CHECK OR MONEY ORDER RECEIPT IS YOUR PROOF OF PAYMENT

CHANGE OF ADDRESS?

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:

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

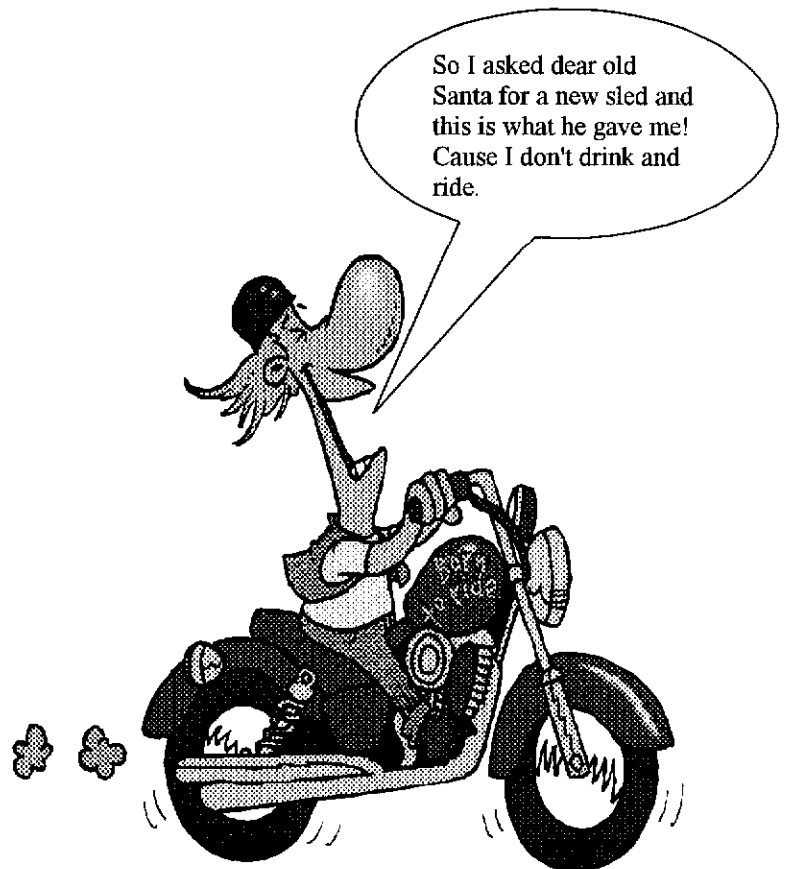
NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

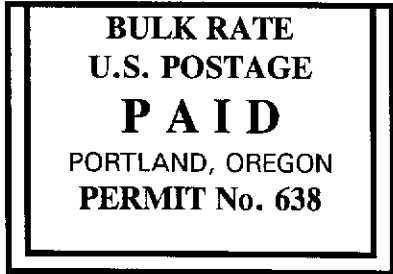
MEMBERSHIP NUMBER _____

SIGNATURE _____



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

ADDRESS CORRECTION REQUESTED



**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

**MERRY CHRISTMAS TO ALL AND TO ALL A SAFE RIDE.
FROM THE STAFF AND FAMILIES OF ABATE OF OREGON, INC.**

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2 nd SUNDAY	CENTRAL OREGON	2:00 PM Moose Lodge #323 3199 N. Hwy 97, Redmond
3 rd SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	12:00, Noon Round Table Pizza, Roseburg Valley Mall, Roseburg
	SOUTHERN OREGON	12:00 Noon, Oregano's Pizza, Gold Hill
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
4 th SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 st & 3 rd TUESDAYS	RIVER CITY	7:30 PM, Zim's Brau Haus, 604 E 2nd St., The Dalles
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, Miller's Homestead Restaurant, 640SE 10 th St., Hillsboro
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
3 rd WEDNESDAY	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 nd , Portland
2 nd WEDNESDAY	SOUTH CENTRAL CHAPTER	6:30 PM, Old Town Pizza Co., 722 Main St., Klamath Falls
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, Izzy's Pizza 1930 Mohawk Blvd., Springfield
1 st & 3 rd FRIDAY	LINCOLN COUNTY	11:00 AM, Moby Dick's Restaurant, Newport