



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

**LET THOSE WHO RIDE
DECIDE!**

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

A Brotherhood Against Totalitarian Enactments

May 1999

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Picture by Helen of ABATE of WASHINGTON

***Teaching the next generation to be safe
is our goal!***

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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.

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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:

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

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OPEN

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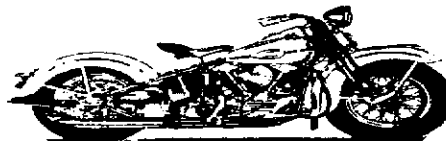
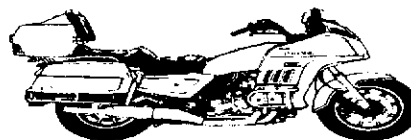
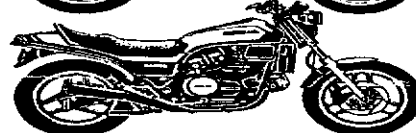
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WEB PAGE EDITOR

Maddog

All bikes - All riders



ABATE works for you!



WEB PAGE ADDRESS:

<http://www.abateoforegon.org>

Chapter Meeting Places - Where & When

1st & 3rd SUNDAY

S.E. PORTLAND

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

1st SUNDAY

BLUE MOUNTAIN

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

LINCOLN COUNTY

11:00 AM, Moby Dick's Restaurant, Newport 2nd SUNDAY

CENTRAL OREGON

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

3rd 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

2nd & 4th SUNDAYS

COLUMBIA RIVER

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

4th SUNDAYS

SALEM

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

1st & 3rd TUESDAY

RIVER CITY

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

2nd & 4th TUESDAY

WASHINGTON COUNTY

7:30 PM, Farmhouse Café, 3500 NE Cornell Rd, Hillsboro

1st & 3rd WEDNESDAY

NORTH COAST ABATE

7:00 PM, Astoria Eagle, 894 Commercial, Astoria

N.E. PORTLAND

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

2ND WEDNESDAY

KLAMATH COUNTY

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

3rd THURSDAY

WILLAMETTE VALLEY

7:00 PM, Prime Time Sports Bar&Grill, 1360 Mohawk, Springfield

1st FRIDAY

LINCOLN COUNTY

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

COORDINATOR'S COMMENTS

Greetings Brothers and Sisters:

It's time to walk the walk. Last week on Monday, I went to the Capitol. We were supposed to get a vote in the Senate on our helmet amendment bill. We postponed for a day because we didn't have all our supporters on the floor. That afternoon, Frank Saxton, our Legislative Director, sent out an e-mail message asking for folks to show up the next day. I got home, and at about 5:30 PM I started calling individuals. I contacted 90 percent of chapter coordinators and somebody in every chapter. Of all my chapter contacts, I found two or three people who knew what was going on in Salem the next day. I requested all contacts to run phone trees and ask people to come to the Capitol the next day.

So fast-forward to Tuesday. On the floor our supporters fought valiantly, we prevailed, passing our helmet bill to the house, and I can't thank them enough. In the gallery, I counted 13 ABATE and/or BikePAC supporters. My count included roughly three people who were not there the day before. I was very upset. I was ready to just chew some butt. I felt that maybe nobody really cared. Eventually, I calmed down enough to think. (By the way, one of my many personal weaknesses is to fly off the handle immediately and think later.) In any case, the idea here is to fix the problem, not attack the symptoms. Let's look at the possible problems: 1) Nobody cares. 2) Our phone trees/info systems need work. 3) All 2000 of us are too busy to do this anymore.



1) Nobody cares: I don't buy this one. If nobody cared, we would have no chapters and no ABATE of Oregon, Inc. We have some good people working hard at the Capitol and as leaders of our two organizations, ABATE and BikePAC. My thanks go out to Lyle, Frank, Ken, Brian, Teresa, and all the others who are putting out more than their fair share for all of us. This is suppose to be a brother/sisterhood against, and to leave these friends out there alone in the political jungle is not fair or brotherly.

2) Our phone tree/info systems need work. I believe this is one of our major problems. If I can contact leaders in all our chapters at a critical point, like the night before a major vote in the senate and only find two or three people who know what is going on, we have a problem. Whoever is responsible for receiving and passing on this info is the most important and primary contact for your chapter and should be checking for up-to-date info daily, maybe twice a day during a legislative session. This person should immediately make the appropriate contacts to get the phone trees going. If this is not the way it is happening and you give a shit, find out why, and fix it! Let's say nobody in your chapter has the money to get to Salem. Well, your chapter may have some funds. Find someone with a van that can haul some folks to the Capitol and reimburse them for the gas. I really hope all the fund-raising we do statewide is meant to further ABATE's goals. The fact is, none of us can expect one or two or three people to do it all. Do your part, if only to make sure it's being done, and you have done your part. It does appear that lobbying by phone/letter/fax is working all right, but there are times when we need personal appearances too, just so they know how scary we really are.

3) All 2000 of us are too busy to do this anymore: This is a given. All of us have jobs, families, and problems to deal with. The people who are at the Capitol every day have jobs, families and problems to deal with just like the rest of us, and with the additional burden of doing our bidding, they are very, very busy. We owe it to them to be there when they ask for support from the very people who asked them to be there.

Some two hundred years ago, life was a lot harder than today. You spent every summer just preparing for winter, and you spent all winter just surviving. But somehow, our founding fathers and mothers found some time to kick ass on an oppressive government and win the right to choose their own destiny. Are we going to fight to choose our own destiny, or are we going to have our destiny shoved up our corn-holes?

Live free or die fighting!

Later,

Chris Vieira

Coordinator, ABATE of Oregon, Inc.

CHAPTER REPORTS

Blue Mountain

Meets 1st Sunday, 1:00 PM
Eastside Tavern & Cafe 2209 Adams Ave., LaGrande
Chapter Address:
69873 Summerville Rd., Summerville, OR 97876
Chapter Contact: Howard Butts (541)-584-5411

Greetings all;

We had no meeting in April since it fell on Easter and our usual place was closed. We're holding elections in June and if there aren't enough members to hold offices; this Chapter is history.

The A.B.A.T.E. Run Calendar looks pretty full. Enjoy all the events and do it safely.

Take care

Diane

Central Oregon

Meets 2nd Sunday, 2:00 PM
Moose Lodge #323, 3199 N. Hwy 97, Redmond
Chapter address: P.O. Box 9188 Bend, Or. 97708
Chapter contact: Jay Swartz 541-389-6773

No Report, First Time.

Columbia River

Meets 2nd & 4th Sundays, 12:30 PM
Pizza Perfect 6815 N.E. Killingsworth, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Spike 503-282-4604

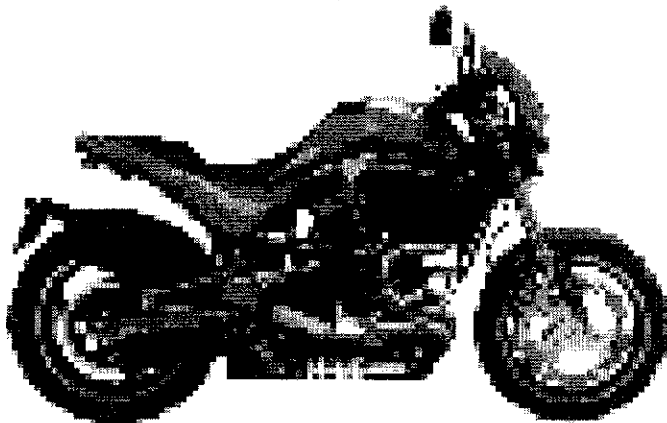
First I would like to say I'm not sure what happened last month. I did submit a letter to the editor, I however might have fail to address it with a subject title....

I would like to thank all that participated in the Coffee stop. Great Job!! We wanted it and got it done. So what's a little Rain.

This is also the month to remember Mom. I don't think anyone from Columbia River, can remember Mother's day, and not think of Angie. I know that it will be tough. She always sent us Mom's on our way from the meeting with a rose to brighten our day, much like she brightened our life. So if all could just take a minute of your time during your Mother's Day ride to think of a special Lady. Who's lose is still felt.

Thanks

Kornfed



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

April is our anniversary and we will have a potluck and ride after the meeting. Hope everyone is enjoying the beautiful weather, but not forgetting to let your Senators and Representatives know what we want from them, Freedom of Choice. Please, also remember to Thank the ones who are helping us. Thank You goes all long way. Hope you were all at the Capitol at least once and for those efforts, Thanks!!

Ride Safe and see you at Fossil

Jennie Lindi

Klamath County

Meets 2nd Wednesday @ 6:30 P.M.
3rd Sunday @ 2:00 P.M.
Old Town Pizza Company, 722 Main St., Klamath Falls
Chapter address. P.O. Box 1844 St. Klamath Falls, Or. 97602
Chapter contact: Deby Beckman 541-884-7735
or Judy 541-882-5431 Fax. 541 882-7095

Hello from Klamath Country,

Typical Klamath Falls weather with snow one day and sunshine the next. If you wait five minutes you will get the kind of weather you want.

We are going ahead with a Poker Run on the 17th of April. It will be a rain or shine event. We will hope for the latter a and a good turn out.

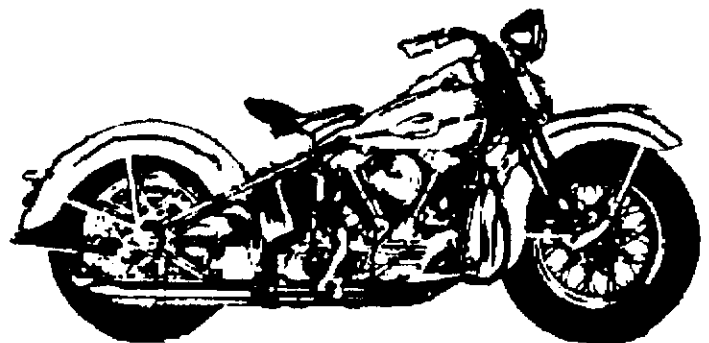
Our attendance at meetings is down, we need everyone's help here. We are planning some fun things this summer and would like every one's input

We would like to publicly thank Dottie at Linkville Station and Ole and Val at Howdy's for allowing us to use their facilities for fund raising events. Also we would like to thank The Blue Ox, Playhouse and Sid's Again our Poker Run stops

I see in this morning's Oregonian that SB 583 the helmet repeal law passed the Senate 17-13. Time to write some thank you notes, especially to Sen. John Lim, Gresham who said I like to fly my hair, what a good feeling. If (motorcyclists) want to live or die, let them do their own choice.

With that thought in mind, I will close for this month.

Judy "Mom" La May



Lincoln County

Meets the first Friday, 7pm 1st Sunday, 11:00 AM

Moby Dick's Restaurant, Newport

Chapter Address: P.O. Box 614, Waldport, OR 97

Chapter Contact: Gary Ploub 541-782-3476

Hi!

Hope we saw you at the state capitol building on May 1st. We would like to thank Salem chapter for handling this event. Hoping that the weather at Fossil is nice this year. I think at this point we could all use some sunshine. Our games committee is hard at work building buttons & trophies.

See everyone at Fossil!

Ride Safe

Shirley

N.E. Portland

Meets 1st & 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

Hi Members,

Hope this newsletter comes to you error free. Apparently, by faxing my report in, results in an illegible copy on the receiving end. Sorry for any misspelled names in April's issue.

This report will be short and sweet. First I would like to commend our Chapter and all other Chapters as well, for your hard work and dedication these past few months by showing your support at Biker Days, writing letters to your representatives and/or the Governor and also for attending other important meetings to stay informed. It isn't easy, as I have quickly learned, to get through to our Governor for what we believe in. I hope all of you members out there aren't giving up. We can't do this alone, we need your support. It only takes a phone call or letter to your rep to let him/her know you want your freedom and right to choose. Don't let them take that from you. We stand for you as our forefathers stood for us. Please don't give up join us in our fight!

Secondly, I hope everyone is preparing for our up-coming events. Speaking of events, it has been quite a while since NE Chapter had a fundraiser and for that reason, I am currently working on putting together a fundraiser (two actually), to take place here shortly.

A friend and I went to the Lincoln County Anniversary Party, and had a great time. I met a lot of nice people and saw a few old friends as well. The spaghetti was excellent and they sure put on quite a spread! Loved that smoked Steelhead! Yummy! Thanks Lincoln County Chapter your party was great!

Lastly, our Chapter has a few new members and would like to thank them for joining our NE Chapter and attending our meetings...Welcome aboard New Members.

I just want to mention one last thing before I close, Mike our Chapter Legislator reported, that (I may stand corrected), Japan has designed or is working on a designed ejection jacket, designed to blow up with air on impact when you are ejected off your bike for protection. Can you imagine that! I don't know whether to slap them or kiss them for designing this jacket. I tell you there is some pretty weird stuff going on out there. That's almost as bad as the motorcycle air bag.

Well that's about it for this time. I just hope for some beautiful weather, I am ready for it, how about you! CARMEN

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

And another drippy dreary hello from the coast.

You know the saying, 'it's not nice to fool with Mother Nature', and well it looks like she's foolin' with us.

Almost mid April and the temp is still in the 40's. Let's hope the April showers truly bring May flowers as we've got 2 major runs in our area in the month of May.

By the time you read this JJ's 8th Annual will have come and gone and we'll be going to the 2nd Annual 101 Run. Then there's Fossil at the end of the month. Everyone keep in mind that May is motorcycle awareness month. Let's get out those Share the Road signs and get them displayed.

It has been brought to my attention that last month when I listed the new officers I neglected to mention that our Sgt. of Arms is Lenny Meyers. A thousand pardons Lenny, don't know how you possibly slipped my mind, guess it's the old timers thing again.

For everyone's information, a couple of the guys in our chapter have taken over the bike shop in Warrenton and have done a real nice job with the face-lift. Formerly 'Doc's' it is now 'NorthCoast Custom Cycle'. So if you're out this way and need a part or just want to browse and buy a shirt from out of town Jeff or Dennis would be glad to help you out.

They have a mechanic on duty who's a MI graduate so your ride is in good hands if it needs some help.

Also across the river here on the Long Beach Peninsula, Bear at 'Coastal Custom Cycle' would be glad to help you out too. Parts and service available on a limited basis depending on the need. So be sure and check out both these shops next time you're in the area.

Well, I've blabbed long enough,

Happy Trails, Jamyc...

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

We had a good turnout for this meeting and it was lively, too. We had a guest, Dan Hexum, who just bought a Gold Wing. There was spring like air in the room. We talked all about the legislative status and wrote letters after the regular meeting ended. We wrote about ten letters.

Our membership drawing would have gone to Linda Brannam if she had been present. It goes to \$50 next meeting! Mike Farmer won the 50/50 drawing and donated his \$11.50 back to the chapter. Thanks Mike.

Hey out there, come riding with us on a Sunday leaving Zim's shortly after 11:00am.

We have four new members tonight, Angie Smith, and family. Welcome. Our meeting was a short one but included some good discussion of the bad TV press from KOIN TV about today's passage of SB583 in the senate. People took their phone number to do some complaining! Our membership drawing was up to \$50, we drew Linda Brannam's name for the second meeting in a row,

and she wasn't there! It will be \$55 next meeting. Dan Turner won the 50/50, and donated all but a dollar (tip for the bartender) back to the Chapter. Thanks Dan, and thanks for running the meeting in Randy's absence.

We've been going on some great Sunday Chapter rides. Last week we went around the Bingen/Trout Lake/Glenwood/Klickitat loop for a grandly scenic 135-mile day. This week we turned in a cold but enjoyable 65-mile Easter ride to Wasco and had a good meal at the Lean To Tavern. We were joined by Dale and Cathy from Goldendale who heard about our rides from our leader, Randy. 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

What's yer matrix, y'all?

Yeah, Rot Path went an' saw "The Matrix" last weekend, plans to go again tonight. A thought-provokin' flick, fer sure. Fer a glimmer of what went through what passes fer Rot Path's mind, see the article elsewhere in this rag called "Gridlock".

Whaddya mean ya want a chapter report?

So okay, the Salem Chapter of A.B.A.T.E. of Oregon, Etc. held their monthly meetin' on Sunday, 28 March 1999.

Ice Breaker went off pretty well despite a last minute change in location. (Sorry to any folks who was tryin' to get I/B info offa Rot Path's web page but the ol' FTP utility is actin' up. Sometimes computin' on an Amiga is like tryin' to ride a vintage bike.)

Plans fer Fox Creek are rollin' right along. Looks like it's gonna be at the site a couple of miles south of Independence offa Buena Vista Road.

After writin' that other article, Rot Path is all worded out fer now. Somethin' pithy.

Rot Path

<http://www.open.org/pwdh88/rot-page.html>

P.S. Oh yeah, there was a phrase missin' from last month's column. It was supposed to read:

"There's common ground out there, folks. Since we're in the underdog position on this lid-law amendment, it's up to us to find it. Even people at opposite ends of the political extremes got stuff in common. Look at how many rabid Democrats an' Republicans we got workin' together on biker issues. Find out what kinda hobbies legislators an' reporters got, then match 'em up with someone from yer circle of biker friends. Dr. John likes fereign sport cars an' a lotta 'em use SU carbs, the same as what some

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

Report turned in, but was really outdated material. The editorial staff chose not to print.

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, First Time.

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

No Report, First Time.

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*not a boutique, a bike shop..
scooter trash welcome*

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Washington County

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

Farmhouse Café, 3500 NE Cornell Rd, Hillsboro
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Ted Tracy (503) 640-5766

No Report, First Time.

Willamette Valley

Meets 3rd Thursday, 7:00 PM

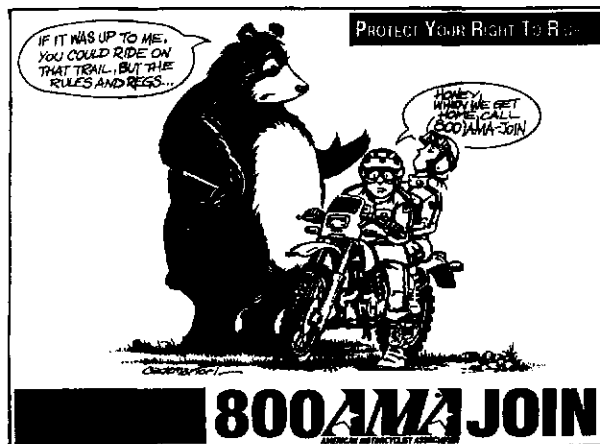
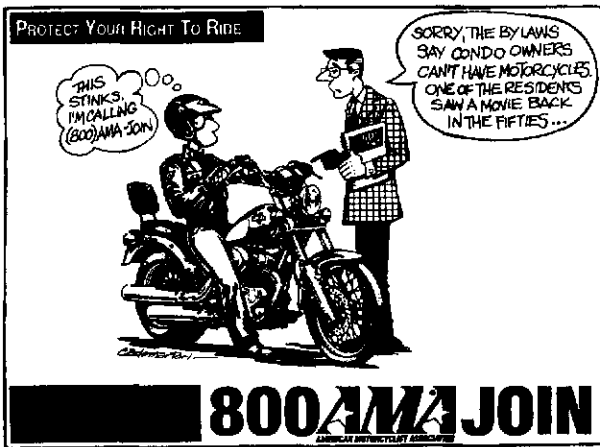
Prime Time Sports Bar & Grill
1360 Mohawk Blvd., Springfield
Chapter Address: please address to:
4618 Daisy St. C/O Rick Maish, Springfield, OR 97478
Chapter Contact: Michael Taylor 541-485-2352
or Rick Maish 541-746-7837

RHODODENDRON FESTIVAL TIME...May 14, 15, and 16.

And on the way over to the "Bay Street Bash" join the POKER RUN on Saturday May 15th. Starts at Big's Hiyahehe in Veneta between 8 and 10 am, then Triangle Lake, Noti, Mapleton and finishes at the Beachcomber between 12 and 2 pm. See the flyer in this State Newsletter. Hi/Lo hand winners, 50/50 drawing and a few door prizes will be held at 2:30 pm at the Beachcomber. More participants means higher take and bigger winnings, so join us!! (You're going to the festival anyway, right?!!)

The I-5 coffee stop plans kinda fell through...couldn't get the trailer. Maybe next month. CMA and Bob Lowell have a nice fixer-upper we can use as long as a few of us will help get it ready.

We should be done with it by the time you read this. The March meet was a good turn out, but Deb Lowell wasn't there to collect her 30\$ win at the drawing! Too bad. It's up to 40\$ next time (Wow!). Bob Avery gave a great low down on the who's who and what's what in Salem. I'm sure all your subsequent calls and support helped push the helmet bill through the Senate and into the House. Seems to be headed full steam for a show down with the Gov. Sure would be great if Mr. Kitzhaber would wake up and join the real world. Be sure to keep your House Reps up to date on the helmet bill, and let's start sending some attention to the governor's office too. He will be the wall at the end of this legislative path we're on. Better start chipping away at it now. Remember to be courteous but firm, and ask him to put his personal biases aside and look at the numbers. They clearly DO NOT support the myths that: a) we are any threat whatever to his Oregon Health Plan; b) that motorcyclist injuries cost more than auto driver injuries (there's no appreciable difference or they cost even less!); c) that helmets reduce injury (they may help in a very specific type of impact but will likely CAUSE broken necks and brain stem injury in many other impacts); d) and that motorcyclists are an irresponsible lot of risk takers who need to be controlled (the vast majority of us are securely employed taxpayers with families and have our own paid-for insurance plans to protect us. Remember that education is FAR more effective at reducing the number of injuries than a helmet will ever be. Ride safe, Ride free...and see ya at the Rhody fest! Michael



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

Ken Ray, Legislative Director
503-645-3376
CAPTKEN@AOL.COM

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

Articles and such

Back around the beginnin' of what most folks call the twentieth century, cars were just startin' to become popular. They had tall narrow tires an' lotsa clearance 'cause they was mostly usin' wagon roads made outta dirt, mud, gravel, or logs. The vehicles was contankerous but the drivers didn't mind since that was the best there was an' it gave 'em a greater degree of freedom to travel than did the horse an' buggy.

Fast forward to the closin' of the same century an' take a look at the state of automobiles today. Low-slung an' sleek on paved roads. We should be ecstatic.

So what happened to that glow of pride when ya got yer first set of wheels?

A little too much economic reality set in?

Ain't like earlier days when a person could buy a vehicle an' putt off into the sunset without becomin' indebted fer half a decade.

Now ya gotta license yer fine self an' yer car with the state yer livin' in as well as register it. To do that, most of 'em require that ya have yer little beauty insured.

On top of that, yer mobile transportation still requires oats in the form of petroleum that's got all kinda local, state, an' federal taxes tacked onto the price to help pay fer pavement. 'Course that ain't all. As yer cruisin' the blacktop in lotas places ya gotta stop an' fork out even more dough fer the privilege at toll booths. Then if you go to park yer jelopy in a city, ya gotta feed a meter or pay a bored attendant so ya can acquire lotts a door dings.

What started out as an adventure has become a burden.

Why?

Follow the money.

Seems like whenever someone has a good idea, other people figure out so many ways to profit from it that any potential benefits are soon buried by monetary greed. Yet fer the most part, most of us put up with it.

Well, it's kinda like the early motorists -- it's the best we got at this time.

There's another reason we put up with it: We're conditioned by our matrix to accept these circumstances as normal.

Our what?

Matrix -- the framework, which constrains and guides our thinking patterns, hence our lives.

Those who accept everything around them as the only way things can be belong, body and mind, to the matrix.

Many suspect there might be other, better ways of living.

Some become afraid and chose to resubmerge themselves back into the familiar world of their matrix -- they choose the blue pill.

A few of the suspicious ones strive to break free of the matrix into which they were born. The very few who succeed taste the red pill: true freedom and all it entails.

Lots of well-intentioned folks have been conditioned to value money as a necessity for life -- It's not.

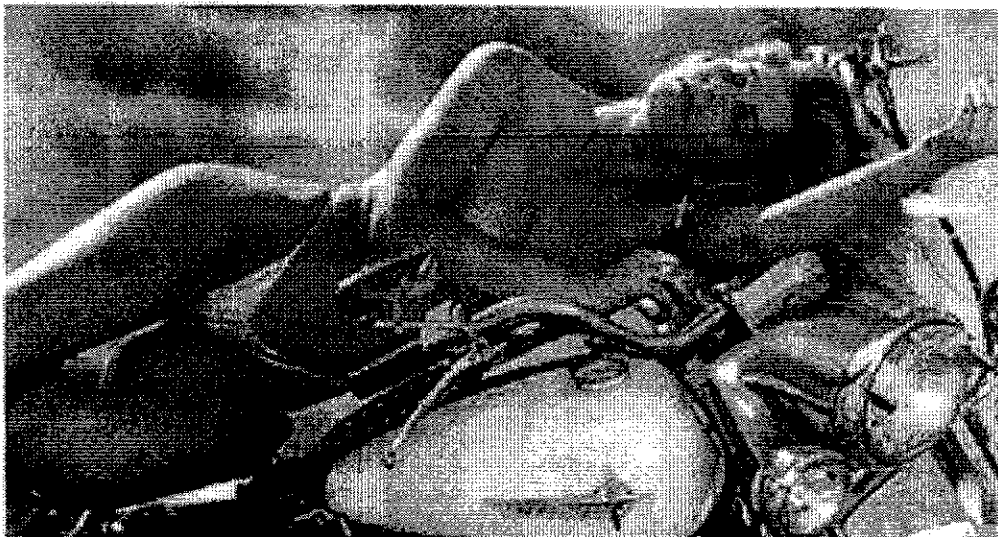
What is beyond money?

What could people who have more money than they could ever possibly spend want more than money?

Power.

To those who have more money than they could ever possibly spend, currency becomes a tool, a lever to
(Continued on next page.)

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manipulate those with less. And this gives rich people power over poor people – if "poor" people accept the monetary matrix at face value.

Air, water, warmth/shelter, food -- These are the essential elements for human survival.

Yet how many of these items have we been conditioned to obtain from others?

Air purifiers are available to clean the toxins from people's personal atmospheres.

Designer bottled air from pristine unpolluted areas is becoming fashionable. (It ain't free.)

Most people who live in towns or cities are tapped into the municipal water system, paying for part of their survival an' gettin' medicine as well.

Fer heatin' the shack indebted people rent or own -- it's a company or city or coop that sends gas or electrons scootin' in to keep 'em cozy.

If you plant coins in the dirt an' water 'em will plants grow?

Does all yer food have to be bought at a store or drive-through?

This is our matrix. Every element of basic human survival controlled by someone other than the individual.

Do you take the red pill or the blue one?

Rot Path



Education Director Report

Just after I made my last monthly report I received a note from Steve and Marian Corey and Steve and Lenez Zents about three classes they taught in Curry County. Dan Phelps and James Walker were the teachers involved. They were very pleased with the presentations and invited the instructors to return next fall. Thank you, South Coast chapter for you efforts.

Iris and I were invited back to teach another class at Linn-Benton Community College here in Albany. We are scheduled to present it on April 21.

At this time I know of no other classes that have been taught during the last month, but I have not yet received my mail from Rotten Roger who takes care of the ABATE mail box in Portland and forwards the incoming mail to the officers. I can always hope that there are more reports there. They will be included in the May report.

I also received a bit of information on my email that NHTSA is seeking information about any state-size organization's Motorcycle Awareness Programs to be included in future highway training and information discussions. I have sent a request to them asking for their application and any information as to what they are looking for. So far, I have not heard from them.

Mel Yeager

Education Director



NHTSA wants to help expand motorcycle awareness

PICKERINGTON, Ohio – The National Highway Traffic Safety Administration (NHTSA) is asking interested groups to help it raise motorists' awareness of motorcycles, and it's willing to pay for that help.

The federal agency wants to develop and test a program that will educate the public about motorcycles, their special driving requirements, and the need to share the road. As part of that, the agency is soliciting program proposals from state and local motorcycle safety programs, state highway safety offices, local law enforcement agencies and other groups interested in planning, executing and overseeing an awareness program. Winning proposals could be eligible for federal funds.

"This is a great opportunity for motorcycling groups and rights organizations to get involved in promoting motorcycle safety to others on the road," said AMA Legislative Specialist Sean Maher. "We encourage groups to write to NHTSA to get complete guidelines for submitting proposals, and we're pleased the agency is taking a positive step to raise awareness of motorcycles on the country's roads."

The program solicitation will be distributed beginning April 2. To request a copy, write NHTSA, c/o Contract Specialist Mike Adorno, 400 Seventh St. S.W., Washington, D.C. 20590; or fax (202) 366-9555.



PR Director's Report

When I woke up this morning with no report, I thought to myself that I would just skip it. Then I remembered being at D.J.'s Swap Meet last month and running in to a few of the bikers I have known from way back, who told me they don't go to meetings but they enjoy reading the newsletter. It made me realize how important it is, that as an officer of ABATE, that I not only have a monthly report, but that I also submit it to the newsletter. So, here it is...

We are in the midst of the 1999 legislative session and I am already sick and tired of being called, "anti-helmet." Those who choose to use the "anti-helmet" label are still not aware of what the issues are and those of us who see it as a freedom of choice issue continue to explain it. We are also seeing and hearing media reports which use incorrect information and outright lies. It is difficult to keep cool in the midst of it all.

The ABATE Board of Directors talked about this for a few minutes at the April Board Meeting. Paul Christoferson had contacted KOIN TV after watching the lies surface during a report on the passage of the helmet bill in the Senate. Total vigilance! Paul asked

some great questions about ABATE taking a more pro-active stance in confronting the media as it relates to the helmet law.

During the discussion at the Board Meeting, we decided on a couple of things. First is that we should develop some guidelines on speaking on behalf of the organization. Paul did a fine job in his letter to KOIN, but we realized the damage that could have been done by someone not so well meaning.

Secondly, our response to ABATE becoming more pro-active, is that it is somewhat of a lost cause when it comes to the helmet issue. Now, don't get me wrong. It is important that we have members like Paul who can deal with these things as they happen but we also need to get the media to start paying attention to the other, pro-safety activities we are all involved in. We are not simply, an anti-helmet organization. Once a positive relationship with the media is in place, we will begin to be heard about the helmet issue.

ABATE needs media buddies, similar to legislative buddies. We need to have a personal relationship with individuals in the media. That is what will make the biggest difference in the long run, not my press releases. Several of you have told me about contacts you have and I'm thrilled about the work you have done. Thanks. You can make a difference. Keep up the good work.

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



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Well, here it is another month and since I am writing this during the first part of April, the weather is rather crappy. Around the Prescott area we have had more than our share of the, not so popular, snow. So if you are traveling around northern Arizona please watch for gravel on the roads.

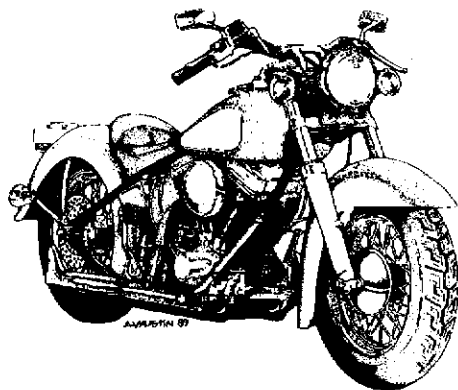
I have some hints for the rider on the roads, not only for Arizona riders but for all riders from all states. We need to keep our eyes open and ride with care as the drivers out there sure are not keeping their eyes open for us. The 4-wheel vehicles out there tend to distract themselves for a number of reasons, none of them worth dying over but it doesn't stop them from driving and potentially killing themselves or others.

We are all aware of the people that have physical problems that may impair their driving ability through inhibited sight or hearing. What I want you to think about and remember when you are on the road are the other things that drivers do that we riders don't that can get us into one hell of a mess if we are not careful. These are things such as the driver could be falling asleep at the wheel, daydreaming, bothered by a crying child, combing their hair, lighting a cigarette, looking for something in their glove compartment, picking up something they dropped on the floor, shaving, eating, drinking (hopefully not alcohol), reading a map, (here's one for you ladies) applying make-up, reading road signs, adjusting the air conditioner or heater, tuning in the radio or changing a cassette or CD, and even talking on the phone.

Please think about these things when you are out there riding for you know as well as I do that when your attention is not on road you have no idea what is happening around you and it is too easy for an accident to occur. An accident is avoidable by an alert rider and one of the things that is the worst to hear from a driver that just hit you is "I didn't see you".

So let us all ride with the knowledge that not everyone out there is as aware of the road and conditions as we need to be.

Till next month,
Ride Safe and Free,
Nic "Dago" Oliver



KNOW YOUR RIGHTS!

Notes from a class given by Spencer (Spike) Neal on Feb. 20, 1999 at CHEMEKETA College in Salem during the STEAM event.

There are 3 types of encounters with the police:

1. Conversational
2. Stops
3. Arrests

The conversational encounter occurs when the police initiate a conversation with you. In this instance, the police don't have their emergency lights on and are not showing any signs of wanting to detain you or cite you. You do not have to talk to them or respond to them. You can simply walk, drive, or ride away from them. If you are uncertain of their intent, you can ask "Am I free to leave?"

A stop occurs when the police use their lights, siren, whistle, voice or other means to tell you that they want you to stop. In this case you have to stop, you are not free to leave. If you are driving a car or riding a motorcycle you are required to show them your driver's license, proof of insurance and vehicle registration. If you are walking or riding a bicycle you have to show them a piece of ID only if you are being issued a citation.

If you are stopped, you do not have to talk to the police. You may tell them that you wish to remain silent and wish to have your attorney present during any questioning or search. If you are driving a car, the police can not search the interior, trunk or engine bay. They can shine a light on your visible items so as to see what's there. If you are riding a motorcycle, the police can not search your clothing, bags, rolled up things, or closed containers. In the aforementioned situations, you should indicate to the police that you do not consent to any search of your person, your effects, your property, your premises, or your vehicle.

If you are on your motorcycle and are stopped, here are some things that you should keep in mind:

1. A "pat search" can occur legally. The police have the right to determine if you are a threat.
2. The police may want to take your picture - You say, "NO".
3. If the police ask you if they can search anything - You say, "NO".
4. If the police ask for your SSN - You say, "NO".
5. Don't take your helmet off.
6. If you assert your rights, the police will probably ask you, "Why?" or "What are you hiding?" or something like that. You do not have to answer those types of questions. If the police persist in asking you questions or try to make you answer, you should tell them that you wish to have your attorney present during any questioning.
7. Don't touch the police or try to run away, they will cite you.
8. If you have a tape recorder or a video camera and intend to record the event you must announce that you are going to do so. Make sure that you are heard. It helps if your announcement is recorded to prove that you gave the announcement.

9. Likewise, if the police wish to record you, they must announce that they are going to do so. Even if the person, who is being recorded refuses to give his consent, the recording person can record as long as the notice of the fact of recording is given. That is, you cannot stop the recording by the cops. And they, legally, cannot stop you from recording them. Whether they illegally stop you is another question.

10. If you are a passenger you do not have to say anything or produce ID unless you are being cited, then you must produce ID. If you are uncertain ask, "Are you going to cite me?". The police are supposed to tell you if you are being cited or arrested, but they don't have to tell you why you were stopped.

11. Remember that this is a STOP and you are only required to produce a driver's license, registration, and proof of insurance. If the police want to question you, you should tell them that you want to have your attorney present during any questioning or search.

An arrest is where the police immediately suspend your freedom. In this case, they are required to read you your rights. This is called the Miranda reading. Sometimes the police will try to get you to sign a piece of paper after they read you your rights. Don't sign it. Usually, that piece of paper is a waiver of your rights and by signing it you agree to waive your rights. You should contact a lawyer immediately, before any questioning begins. Do not answer any questions without an attorney's advice.

You've all heard of "knock and talk" incidents. If you hear the "knock" you are not required to talk or let the police in. In general, the saying goes like this, "If you don't have a warrant, you aren't coming in".

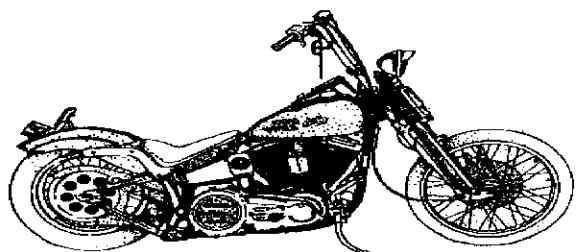
No matter what your situation is, all of the above applies with regard to knowing and being able to assert your rights when contacted by the police. I encourage you to carry the statement of constitutional rights that you can find in the February ABATE newsletter on page 24, in your wallet or purse. Also, fill out a stop report when you have an encounter with the police that is not, "according to Hoyle", so to speak.

I wish to extend my appreciation to Spike for going over the content of my notes and making needful corrections and revisions. Also, "THANK YOU" Spike for giving us this very valuable information.

Respectfully Submitted,

Jim Niece

Vice Coordinator -



The Effect of Motorcycle Helmet Use on the Probability of Fatality and the Severity of Head And Neck Injuries

Jonathan P. Goldstein, Ph.D.

A Trade-off Between Head and Neck Injuries
Confronts a Potential Helmet Study
Outline:

Highlights of the Study

I. Introduction

II. Overview

III. The Econometric Model

A. Fatality Model

B. Head Injury Severity Model

C. Neck Injury Severity Model

IV. The Data

V. Results

A. Fatality Model

B. Head Injury Severity Model

C. Neck Injury Severity Model

D. The Nature of the Tradeoff

VI. Conclusions and Policy Implications

Appendix A

Appendix B

Footnotes

Bibliography

Special Thanks

I. Introduction

The repeal or weakening of motorcycle helmet use laws in thirty-one states between 1976 and 1983 has generated a vigorous debate over the effectiveness of helmets in the prevention of fatalities and the reduction of injury severities. Statistical studies that have explored these issues have suffered from the lack of an accurate and detailed data set and, more importantly, have neglected to integrate causal models into their analysis. While the former problem has been alleviated by the extensive data collection techniques employed by Hurt, et al. (1981a), the latter problem has not been addressed. The statistical techniques employed fail to control for the multifaceted and interrelated factors involved in motorcycle fatalities and injuries and thus conflate the effects of such factors and erroneously assign them to helmet use.

The purpose of this paper is to develop, estimate, and statistically test three causal models for: (1) the probability of a fatality; (2) the severity of head injuries; and (3) the severity of neck injuries, where each dependent variable is conditional on the occurrence of a motorcycle accident. A latent variable framework is employed in each case and particular attention is paid to the effectiveness of helmets in each instance.

In contrast to previous findings, it is concluded that: (1) motorcycle helmets have no statistically significant effect on the probability of fatality; and (2) past a critical impact-speed' measured by the normal component of velocity to the helmet, helmets increase the severity of

neck injuries. It is also shown that helmets reduce the severity of head injuries. Thus, an individual or legislator is faced with a tradeoff between head and neck injuries in deciding whether or not to wear or mandate helmet use. Further analysis reveals that all-possible combinations of the intensity-of the tradeoff, defined in terms of the severity of head injuries forgone and the severity of neck injuries incurred from helmet usage, are equally likely.

The arguments in this paper are presented in five remaining sections. Section II presents an overview of existing statistical studies. The next section develops the basic model and its variants. Section IV discusses the data. Section V presents our results. Finally, Section VI contains our conclusions and their policy implications.

II. Overview

Existing statistical research on helmet effectiveness employs two alternative methodologies to analyze accident data. These techniques test the difference-between death rates, injury rates, location rates of injuries, and severity rates of particular types of injuries. These rates are compared either for a similar period of time before and after helmet law repeal or for helmeted riders and non-helmeted riders during a single time period subsequent to helmet law repeal.(Footnote 1) In each case statistically significant differences are attributed to helmet use or non-use. Typical results associated with this literature are death and injury rates two to three times greater for non-helmeted riders and increases in occurrence rates in repeal years that range from 19% to 63%.

The major limitation of previous studies is the lack of an effective control for other factors that concurrently determine death and injury rates. On one hand, helmet-non-helmet comparisons fail to consider differences in these two categories of riders. The most plausible hypothesis is that helmeted riders are more risk-averse and thus: (1) have lower pre-crash and thus crash speeds; (2) are less likely to be involved in accidents; (3) and are less likely to combine alcohol consumption and driving. (Footnote 2) Such behavior rather than helmet use per se may dramatically reduce the probability of a fatality or the severity of an injury.

On the other hand, before and after designs fail to control for dramatic trends in the data. In particular trends towards: (1) lower median age of motorcycle owners; (2) higher average annual miles traveled; (3) lower average experience levels of riders; and (4) higher displacement machines, are not considered.(Footnote 3) Given the relationships between engine displacement and potential speed, age and risk-aversion, and risk-aversion, crash speeds, and alcohol ingestion, simple before-after comparisons cannot be expected to isolate the effectiveness of helmet use.

In the next section we develop an econometric model that considers the determinants of the probability of death, and the severity of head and neck injuries. This approach allows us to isolate the individual effect of helmet use on the variables in question.

III. The Econometric Model

Variations of one basic model are employed for each of the three dependent variables considered. The

classification of explanatory variables into three broad groups facilitates the development of the model. This typology consists of (1) factors governed by the laws of physics; (2) physiological factors; and (3) human factors and operator characteristics. We consider each of these categories in order.

An informative method for understanding motorcycle trauma is to consider it as the result of uncontrolled mechanical energy transfer. (footnote 4) Motorcycle accidents result in serious injuries because of the speeds involved and the associated energy that the laws of physics tell us must be dissipated in the crash. In this light, the input energy and circumstances surrounding the dissipation of that energy are the crucial physical factors associated with injury severity.

Besides a measure of the energy transferred to the motorcycle operator—the potential for bodily damage—such factors as the compressibility or deformability of the impacted object, employment of a helmet as an energy handling device and the engineering and design limitations of such devices must be considered. The compressibility of an impacted object determines the amount of kinetic energy utilized to deform that object and thus not available to injure the rider. Helmets, in turn, control or mediate within bounds the transfer of impact energy to the head. The current engineering design, safety standards, and production techniques applicable to motorcycle helmets place limits on the energy dissipating capacity of these protective devices.(footnote 5) If sufficient energy is involved to overcome these capabilities, damage to the head and possibly the neck may occur. This implies that the effectiveness of the helmet is mediated by the force applied to the helmet.

As a measure of input energy, we employ two variants of the kinetic energy of the motorcycle operator that results from a collision. The formula for kinetic energy can be expressed as $K=1/2mv^2$, where m is the mass of the operator and v is the velocity assumed by that mass. Given the availability of data, two variants of the velocity variable are used. These variables are first approximations of v based on physical laws. The first measure (K1) is simply the crash speed of the motorcycle. In the alternative specification (K2), v is assigned either the relative impact velocity of the motorcycle and other crash-involved vehicle, or the motorcycle crash speed.(footnotes 6) The former is assigned when the injury mechanism associated with the rider's most severe injury is the other vehicle, while the latter is employed in all other circumstances.(footnote 7) It is assumed that the dependent variable is positively related to K1 and K2.

The effect of helmets is modeled through two variables: a qualitative variable, HI, that distinguishes between helmet use and non-use and an interaction term, HI, constructed from the product of H and the normal component of impact velocity to the helmet. This specification implies that the overall effectiveness of the helmet decreases with impact speed. Helmet engineering considerations lead us to expect a negative coefficient for HI and a positive coefficient for H.

Finally, a compressibility variable is not included in our final specification. The results from estimated equations that include such a variable, not reported, find the coefficient to be insignificant in all cases.(footnote 8) Deletion of this variable from the appropriate equations results in changes in the coefficients and standard errors of all other variables that are negligible.

The physiological factors considered are the effect of age and alcohol consumption. Individuals can be considered to have an "injury threshold" which is based on physiological parameters. Those parameters in turn depend on an individual's age in such a manner that older people have a reduced resistance to injury.(footnote 9) Alcohol ingestion affects the severity of injuries in two ways. First, the presence of alcohol hinders not only the clinical diagnosis of injuries but also the self-detection of injuries. (footnote 10) More importantly, the cardiovascular effects of alcohol significantly inhibit the process of homeostasis, especially the dynamic management of circulatory stability. (footnote 11) These two physiological variables are respectively denoted by A and BA and the expected signs of their coefficients are positive.

Other physiological factors considered but not included in the final equations include drug involvement, and permanent physiological impairment. The estimated coefficients of these variables were statistically insignificant in all cases and deletion of these variables from the equations resulted in negligible changes in the remaining coefficients and their standard errors.

While many human factors and operator characteristics were analyzed, the final equations include only two: the amount of rider on-road experience, EX, and a binary variable, EA, which establishes whether or not ($EA = 1$, or $EA = 0$) the rider had taken the correct evasive action for the particular accident situation. A special case of a linear spline, one where the slope of the linear segment beyond a critical experience level is constrained to be zero is used to model the experience variable. This implies that $EX = EX$ for $0 \leq EX < EX^*$ and $EX = EX^*$ otherwise, where EX^* is the critical experience level. This specification is theoretically justified by marginal returns from additional experience, which approach zero past some critical experience level, but is also necessitated by the nature of the data (discussed below). The expected signs for the EX and EA coefficients are negative.

Other factors considered include driver training, the operator's past accident and violation history, the height and weight of the operator, and whether or not the rider voluntarily separated from the motorcycle before impact. In all cases and in all equations the coefficients of these variables were statistically insignificant and their deletion did not alter in any significant way the remaining coefficients or standard errors.

Finally, in order to control for any influences of risk aversion not captured by K1, K2, BA., or H and thus to avoid specification bias, proxy variables such as income, number of children, marital status, and education were included in our equations. These variables were singularly and in all possible combinations statistically insignificant and were eliminated from the equations

with the same results as other such variables. Also considered and eliminated in similar fashion were measures of traffic density and a coefficient of braking friction.

The major limitation of our specification is the exclusion, due to data limitations, of a variable that captures the quality and expeditious delivery of medical services. While the problem of specification bias is unlikely, the statistical and quantitative importance of such a variable cannot be established.

A. Fatality Model

In order to model the probability of a fatality, we define a dichotomous variable, D_i , where $D_i = 1$ if the operator died given that an accident occurred and $D_i = 0$ otherwise. We also specify a latent variable D_i an individual's propensity to die conditional on the occurrence of an accident. For notational simplicity and ease of exposition, we drop all references in the remainder of the text to the conditional nature of the three dependent and latent variables. We assume that where X_i is a vector of independent variables, β is a vector of unknown parameters, and E_i is a random error term. It is assumed that E_i are i.i.d. drawings from images. In this model X_i includes K in one of its two forms. H, HI, A, BA, EA, EX and a constant term. D_i can now be defined in terms of in the following manner:

Where Z^* is a threshold beyond which an individual expires. Given this specification the probe ability that $D_i = 1$ can be expressed as where F is the standard normal distribution function. The maximum likelihood (ML) probit estimates for the parameters of this model are reported in section V.A. below.

B. Head Injury Severity (HIS) Model

In this model the dependent variable, HS_i , is the sum of squared severity for all head injuries sustained by the driver, where the severity of each injury is measured by the Abbreviated Injury Scale (AIS). (footnote 12) Although the dependent variable is continuous, the large number of limit observations, (footnote 13) suggest a Tobit specification. We define a latent variable, the sum of squared severity for all head injuries, and assume that where, X_i , and E_i are as defined in the fatality model. HS_i can now be defined in terms of HS_i in the following fashion; given this specification the regression function can be written as where f is the density function of the standard normal variable. The ML Tobit estimates for the parameters of this model are reported below.

C. Neck Injury Severity (NIS) Model

The dependent variable in this case is NS , the sum of squared severity for all neck injuries. (footnote 14) Given the large number of limit observations, a Tobit specification is utilized. (footnote 15) Let " NS_i " be the sum of squared severity from all neck injuries and assume that where X_i and E_i are defined as in the previous models. One additional explanatory variable (HW) is included in X_i . This variable is an interaction variable and is formed as the product of H and the weight of the helmet.

The inclusion of both the HI and HW interaction variables in the neck equation are justified by the laws of physics. Impacts to the helmet are capable of causing a

flexure or extension displacement (cervical stretch) of the neck and the prospect of a related neck injury. While a helmet may attenuate head impact and thus the extension-flexion response of the neck, this result can only be expected to occur until some critical impact speed beyond which the energy absorbing capabilities of the helmet are surpassed. Beyond that speed, the added mass of the helmet increases the inertial and post-impact response of the neck and is theoretically related to the severity of neck injuries. Expressing NS_i in terms of $src="?" alt="NSi" height="17" width="24"$ we obtain: $src="images/p11-1.gif" alt="Formula" height="56" width="157"$

Given this specification the regression function can be written as The ML Tobit estimates for the parameters of the model when HW_i is both included and excluded from X_i are reported below.

IV. The Data

The data used was collected from the on-scene in-depth investigations of 900 motorcycle accidents, in the Los Angeles area, supervised by Hurt et al. (1981a). Each accident was completely reconstructed and 1,045 data elements covering accident characteristics, environmental factors, vehicle factors, motorcycle rider, passenger, and other vehicle driver characteristics, and human factors including both injuries and protection system effectiveness were recorded. The data was collected by a multi-disciplinary research team, which insured more accurate and detailed information than is typically available from police and hospital records.

A sub-sample of 644 cases was selected based on our twofold treatment of missing data. In general, cases with missing data on the independent variables were dropped from the sample. In the case where such a deletion would result in possible selection bias or the significant loss of data, missing values were assigned the mean value of the variable in question.

As argued above, one limitation of the data directly affects the specification of our model. While the use of a linear spline to model the effects of EX is theoretically justified, it is also necessitated by the truncated range used to record that variable: values of $EX \geq 96$ months were assigned a value of 97. While different critical values of $EX \leq 96$ were used, the best-fit, occurred when $EX^* = 96$. While it was not possible to test critical points above 96 to determine if a better fit existed, the EX variable was insignificant in all but the HIS model. And deletion of this variable in other models had negligible influence on all results.

The definition, construction, units of measurement, and sample means for all variables in our final equations are contained in Appendix A.

The results of the fatality model and the HIS and NIS models are respectively reported in Tables I, III, and IV. Estimates are based on the 644 cases remaining after the treatment of the missing values. For each model two equations corresponding to the two variants of K are reported. In the NIS model an additional two equations associated with the inclusion-exclusion of the HW variable are reported.

A. Fatality Model

The results in Table I reveal that the coefficients of all variables take on their expected signs. Both the H and HI variables are insignificant, indicating that:

"Helmet use has no statistically significant effect on the probability of death."

The major determinants of the probability of a fatality are the kinetic energy imparted to the rider—the potential for bodily damage—and the operator's blood alcohol level. The results also reveal that the proper execution of evasive action, an individual's age, and experience level have no statistically significant impact on the probability of a fatality. Deletion of all insignificant variables with the exception of H and HI from the equation produces negligible changes in the remaining coefficients and their standard errors. Finally, on the basis of comparisons between the log of the likelihood function, l , equation 1 better fits the data.

The quantitative importance of the statistically significant variables is best understood through the total effects of relevant changes in those variables on the probability of death, holding all other variables at their sample means. Such results are reported in Table II. A change in BA from 0 to 10 (sober to legally intoxicated in most states) increases the probability of a fatality dramatically from .0207 to .0853 or from .0233 to .1131 depending on which equation is employed. In the same vein, an increase in the relevant crash speed from 40 to 60 mph increases the probability from .0708 to .3632 or from .0446 to .1230.

The average weight and mass are respectively 161.19 and 5.01. These results clearly establish that:

Crash speed and the blood alcohol level of the rider are the most important determinants of fatalities, while helmets are shown to have no statistically significant effect on the Probability of survival. Parameter estimates associated with the HIS model are reported in Table III. As in the previous model, the statistically most significant determinants of the severity of head injuries are the rider's kinetic energy and blood alcohol level. In sharp contrast to the previous model, methods for the reduction of the gravity of head injuries exist. The most effective one is the energy absorbing capability of the helmet. The statistical significance of the H variable and insignificance of the interaction term (HI) imply that not only do helmets reduce head injuries, but they do so at almost all realistic impact speeds to the helmet. For example in equation 3 at the average impact speed of 10.13 mph to riders experiencing an impact to the helmet, MS is reduced by 12.68. Other deterrents to head injuries include execution of the proper evasive action and rider experience. A rider with the average level of road experience receives a 2.99 reduction in HS while the reduction for a properly executed evasive action is 5.31. Finally, as in the fatality model, equation 3 better fits the data.

C. Neck Injury Severity Model

The results associated with the NIS model are reported in Table IV. The inclusion of the HW variable in the equations results in four variants of the model. As in the previous models K and BA are important determinants of injury severity, but in addition we find that:

"Past a critical impact velocity to the helmet, measured by the normal component of velocity, helmet use has a statistically significant effect which exacerbates the severity of neck injuries."

Using the point estimates in equations 5-8 and the average weight of the helmet (2.70), estimates of this critical impact speed are around 13 mph. Beyond this realistically attained critical speed the energy absorbing ability of the helmet which is capable of reducing the extension-flexion response of the neck to head impacts are surpassed. Under these circumstances, the inertial and post-impact responses of the neck are intensified due to the added mass of the helmet and neck injuries result. An impact to the head whose normal component of velocity is 20 mph will increase the severity of neck injuries by around 10. Equations 7 and 8 also reveal that marginal increases in helmet weight do not have a statistically significant effect on the severity of neck injuries. This finding along with the acceptance of the zero constraints in equations 5 and 6 imply that it is the added mass of a helmet and not its specific weight that is responsible for exacerbating neck injuries.

Reductions in the severity of neck injuries are achieved through helmet use but only when impact velocities to the helmet are below the critical velocity. The proper execution of evasive action is also an effective deterrent to neck injuries. While the coefficient of EX in this model takes on an unexpected sign, the coefficient is not significantly different from zero. Finally, on the basis of likelihood comparisons, equation 5 better fits the data.

The most important finding generated by the HIS and NIS models is that:

A tradeoff between head and neck injuries confronts a potential helmet user.

Past a critical impact speed to the helmet, which is likely to occur in real life accident situations, helmet use reduces the severity of head injuries at the expense of increasing the severity of neck injuries. We now consider the qualitative nature of this tradeoff to discern if a helmet user forgoes either severe or minor head injuries in order to incur either severe or minor neck injuries.

D. The Nature of the Tradeoff

To gain insight into the nature of the head-neck injury tradeoff associated with helmet use, we specify and estimate two probit equations. The first considers the determinants of the probability that a rider's most severe head injury is either critical or fatal, while the second analogously considers a rider's most severe neck injury. In each respective case the vector of independent variables is the same as in the HIS and NIS models. We thus define HD = 1 if MH=5 and HD = 0 if 0 MH= 5, where the subscript MH refers to the rider's most severe head injury. Analogously, ND = 1 if MN=5 and ND = 0 if MN<5. Given that HD and ND are conditional on the occurrence of an accident, the sample size is the same as in the previous models. The estimates for these basic equations are reported in Table V.

These results indicate that the only statistically significant determinants of the probability that an

individual's most severe head or neck injury will be severe (critical or fatal) is the rider's blood alcohol level and kinetic energy which is dominated by the crash speed. With respect to helmets, this finding implies that both helmeted and non-helmeted riders are equally likely to have their most severe head and neck injuries classified as severe or minor. This further suggests that, ceteris paribus, an individual who decides to wear a helmet and who experiences an impact velocity to the head greater than the critical level may forego either severe or minor head injuries and incur either a severe or minor neck injury; all forms of the tradeoff are equally likely to occur.

VI. Conclusions and Policy Implications

From our empirical results we conclude that helmet use has no statistically significant effect on the probability of a motorcycle fatality and that helmet users face a tradeoff between reductions in the severity of head injuries and increases in the severity of neck injuries. It is also shown that all possible combinations of the intensity of this tradeoff are equally likely to occur. In addition, it is found that the major determinants of injury and death are speed and blood alcohol level.

If a major concern of policy makers is the prevention of fatalities, our results imply that helmet legislation may not be effective in achieving that objective. Alternatively if the - overall costs to society in the form of health care costs and lost productive output are at issue, our results imply that existing cost-benefit analyzes which fail to consider the injury tradeoff are inappropriate for policy guidance.

Until studies are adequately designed and completed, the passage of helmet use laws which may seriously jeopardize the health and earning capacities of an individual is not a viable policy option. Even in the event that cost-benefit studies show a net benefit to society from helmet legislation, the existence of externalities and high marginal disabilities associated with helmet use for all or a subset of motorcyclists may imply a net cost to the individual and thus raise questions about the redistribution of income resulting from helmet legislation.

Furthermore, alterations in driving behavior in response to mandatory helmet use laws, predicted by the theories of risk compensation and risk homeostasis, may dissipate the net benefits to society from regulation.

Under these circumstances mandatory helmet use laws cannot be considered as an effective method to eradicate the slaughter and maiming of individuals involved in motorcycle accidents. A more viable policy approach would be two pronged. On one hand, policy must address the causes of motorcycle accidents. On the other hand, since all accidents are not preventable, policy must consider the major determinants of death and injury and effective methods for their reduction.

Although our empirical results do not shed light on the causes of accidents, other evidence leads us to suggest the following policies: (1) the education of the general driving public about the coexistence of heterogeneous road users; (2) education of a younger and more inexperienced population of motorcyclists on the issues of accident avoidance and the proper use of all too

often overpowered machines; and (3) stricter enforcement of drunk driving laws, an increase in the legal drinking age, and alcohol awareness programs to reduce the accident rate.

With respect to the second type of policy, our results show that the major determinants of death and injury are speed and alcohol consumption. Policies aimed at the former problem range from stricter enforcement of speed limits to horsepower restrictions on the vehicle population. In the latter case policy options are the same as those mentioned above. Finally, a viable alternative to helmets as a means for reducing the severity of head injuries exists. Mandatory driver training and education programs which emphasize the proper execution of evasive action in accident situations can effectively serve this purpose.

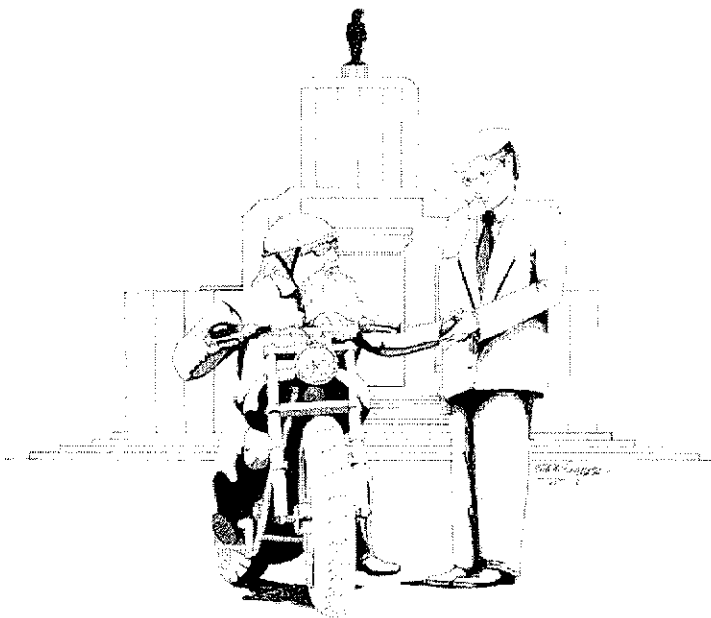
Commentary: Now that you've read Dr. Goldstein's study, here's a parting thought, - Helmets Kill. Airbags Kill. Mandatory airbags were rescinded as of January 1998, why not helmets?

Letter from NHTSA regarding neck injury and helmets. What they don't know and tell you...

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LEGISLATIVE BUDDIES



WANTED

Hi you are my representative, and I am your motorcycle riding(or friendly to motorcyclist)Legislative Buddy!

I am here to help you understand more of our issues. Please call me for any answers you may need, I will help you be a better Legislator.

District Representative	Name	party	Likely vote	phone (503)
1	Jackie Taylor	D	maybe	986 1401
2	Elaine Hopson	D	no	986 1402
3	Bruce Starr	R	yes	986 1403
4	Terry Thompson	D	yes	986 1404
5	Jim Hill	R	no	986 1405
6	Ken Strobeck	R	maybe	986 1406
7	Bill Witt	R	yes	986 1407
8	Ryan Deckart	D	no	986 1408
9	Max Williams	R	maybe	986 1409
10	Lynn Snodgrass (speaker)	R	yes	986 1400
11	Anitra Rasmussen	D	no	986 1411
12	Chris Beck	D	no	986 1412
13	Dan Gardner	D	no	986 1413
14	Diane Rosenbaum	D	prob no	986 1414
15	Randall Edwards	D	no	986 1415
16	Jeff Merkley	D	prob no	986 1416
17	Gary Hansen	D	prob yes	986 1417
18	Deborah Kafoury	D	maybe	986 1418
19	JoAnn Bowman	D	no	986 1419
20	Karen Minnis	R	no	986 1420
21	Randy Leonard	D	maybe	986 1421
22	Ron Sunseri	R	yes	986 1422
23	Kurt Schrader	D	yes	986 1423
24	Richard Devlin	D	no	986 1424
25	Jane Lokan	R	yes	986 1425
26	Kathy Lowe	D	no	986 1426
27	Jerry Krummel	R	prob no	986 1427
28	Roger Beyer	R	yes	986 1428
29	Leslie Lewis	R	yes	986 1429
30	Larry Wells	R	yes	986 1430
31	Jackie Winters	R	maybe	986 1431
32	Kevin Mannix	R	yes	986 1432
33	Vic Backlund	R	maybe	986 1433
34	Lanc Shetterly	R	no	986 1434
35	Barbara Ross	D	no	986 1435
36	Betsy Close	R	yes	986 1436
37	Jeff Kropf	R	yes	986 1437
38	Juley Gianella	R	prob yes	986 1438
39	Kitty Piercy	D	no	986 1439
40	Floyd Prozanski	D	no	986 1440
41	Vicki Walker	D	maybe	986 1441
42	Bill Morrisette	D	prob no	986 1442
43	Jim Welsh	R	yes	986 1443
44	Al King	D	no	986 1444
45	Jeff Kruse	R	yes	986 1445
46	Susan Morgan	R	maybe	986 1446
47	Mike Lehman	D	prob no	986 1447
48	Ken Messerle	R	yes	986 1448
49	Carl Wilson	R	yes	986 1449
50	Rob Patridge	R	unknown	986 1450
51	Jason Atkinson	R	prob yes	986 1451
52	Judy Uherbelau	D	no	986 1452
53	Steve Harper	R	no	986 1453
54	Tim Knopp	R	yes	986 1454
55	Ben Westlund	R	yes	986 1455
56	Bob Montgomery	R	yes	986 1456
57	Bob Jenson	I	prob no	986 1457
58	Mark Simmons	R	yes	986 1458
59	Lynn Lundquist	R	yes	986 1459
60	Tom Butler	R	yes	986 1460

Legislative Director Report

Frank Saxton - April, 1999

<http://www.europa.com/~frankie>

Our hard work is starting to pay off! SB583, our helmet amendment bill passed the Senate 17-13. This was a BIG win for us and took a fair amount of finagling by BikePAC to pull off. The next hurdle will be the House Transportation Committee hearing which will probably happen toward the end of April. Expect our Opponents to be loaded for bear now that it looks like we might actually get out of the Legislature. Now is the time to start cranking out those letters to each and every House Representative. It would also be very helpful if you can find time to come down and actually meet your District Rep face to face sometime soon. A House vote will probably happen late in April or early May.

We need to thank Senator George, Senator Hannon and Senator Ferrioli for their super support. Without these 3 Senators, we would have been dead in the water. I don't want to hear any arguments when I come looking for volunteers to work on their re-election campaigns!

The handlebar height bill was a huge success, passing both houses of the Legislature unanimously. It is currently awaiting the Governor's signature and will probably be law by the time you read this. This bill had a few ancillary benefits not the least of which was making us a few friends in the Legislature. The need for this legislation raised Law Makers awareness that Motorcyclists continue to be singled out for Police harassment and has made them more sympathetic to our issues than they might have otherwise been.

The future of our insurance bill is uncertain. The consensus is that we really don't have our ducks in a row for this one and we may just put it to sleep until next session.

The annual Motorcycle Awareness Rally will be held on the Capitol steps Saturday, May 1. This is always a happening event that you won't want to miss.

We are still badly in need of more Legislative Buddies. I cannot over emphasize the importance of this program. There is a huge difference in the accessibility of Law-Makers who have Legislative Buddies as compared to those who don't. Even Legislators who don't support our bills are more willing to give us a fair hearing if they have a Biker Constituent who has been teamed up with them. To get through the House, it is vitally important that we get another 10 or 12 Legislative Buddies. We also need to be looking ahead to the 2000 elections. Candidates will be filing in the Fall and I would very much like to have a list of Volunteers who want to get involved in these campaigns. Bikers have built some strong bonds with Law Makers by supporting them and helping them when they are relatively unknown during the primary process. And even if we support someone who loses, our work often has benefits. For example, we supported Don Scott who ran against Peter Courtney and lost only to be assigned as the Administrator for the Senate Transportation Committee. This is not a bad place to have a friend.

Listening to Senator Courtney disrespect us while giving a speech that spouted the same old lies that the OHPI debunked, I couldn't help being disappointed that we couldn't get more volunteers to work on Don Scott's campaign. If we had cared more and if we had worked harder, instead of having an antagonistic enemy in that chair, we would have had a friend and a Co-Sponsor. Which begs the question: how many rights do you have to lose before you get involved in helping to solve the problem? Will being forced to wear full face helmets do it? Will being forced to wear orange reflector vests do it? Will being required to have a catalytic converter on your motorcycle and a whisper quiet exhaust do it? Or will it be the day that motorcycles are outlawed in Oregon that you are finally motivated to get off your butts and get these anti-freedom clucks out of office? Once we lose a freedom, it is damned near impossible to get it back.. If we've learned nothing else, we've learned that. The best way to protect our freedoms is to make sure that the Legislature has people in it who believe that Americans should be free. This isn't going to happen by itself. Drop me a note at Frankie@Easyrider.com and I'll put you to work where you can do some good.



MRF Receives Award of Excellence

Reno, NV ... The Motorcycle Riders Foundation (MRF) has been selected to receive the Government Relations Award of Excellence from the American Society of Association Executives (ASAE). The announcement was made at the MRF 10th Annual BEST of the West regional conference held in Reno, Nevada, on April 9-11, 1999.

Steve Zimmer, Vice President of Government Relations, said "The MRF is pleased to receive the ASAE Certificate Award of Excellence in the Overall Program -Federal Legislative category. The MRF is honored to receive this peer-judged award from ASAE which has members from over 12,000 associations." The ASAE awards recipients in five categories for accomplishments at federal, state and local levels. The award categories are Overall Program, Single Issue, Single Program, Political Education/Public service, and the Internet. When making the announcement, Zimmer remarked that the MRF must share the credit for this award. "Winning this award is not the result of the work done by any one individual, but rather the coordinated, decade long, effort of MRF members and supporters around the country," Zimmer said.

This is the second time the ASAE has recognized the MRF's government relations program. In 1996, the MRF received the first Award of Excellence in Government Relations for Single Issue-Federal for our

successful grass-roots effort to remove the penalties for states without helmet laws from the Intermodal Surface Transportation Efficiency Act (ISTEA). This year's award is for the overall government relations program spanning the past ten years. A review of the MRF's past accomplishments show excellence in all aspects of a comprehensive program. In its ten-year presence in the Nation's Capital the MRF has truly established itself as an effective lobbying organization. The MRF has a remarkable record of legislative accomplishments in the very diverse areas of concern to motorcyclists. These include personal liberty, highway safety, law enforcement and discrimination issues; health care discrimination, labor issues (OSHA), redirecting the actions/activities of regulatory agencies, technology development policies, highway access, and state and federal relationships (state's rights). A major reason behind the MRF's success has been the development of effective working relationships across a wide diversity of committees. The Senate committees included: 1) Appropriations, 2) Commerce, Science and Transportation, 3) Environment and Public Works, 4) Judiciary and 5) Labor and Human Resources. The diversity continues in the House committees on 1) Appropriations, 2) Commerce, 3) Education and the Workforce, 4) Judiciary, 5) Rules, 6) Science, 7) Transportation and Infrastructure, and 8) Ways and Means.

The ASAE is a Washington, DC based individual membership organization made up of 24,700 association executives across the United States and in 46 foreign countries. The ASAE will recognize fourteen associations at its annual Legislative Summit on June 14-15, 1999. The presentation will take place at the Awards Luncheon June 14. The ASAE Legislative Summit is a national conference associated with ASAE's Government Relations School held annually in Washington, DC. The three-day Summit and School hosts seminars and training sessions aimed at helping association executives enhance their organization's government relations program.

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

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From The **GUNNY'S SACK**

Here it is April already and I'm still mentally in February. The Oregon winter this year has been enough to drive people around the bend. Not much riding weather to speak of, unless you belong to the "Wet Leather" riders group. I'm all geared up for the annual NCOM (National Coalition of Motorcyclists) and AIM (Aid to Injured Motorcyclists) convention in Phoenix and will be there May 6th-8th, when this comes out for you good folks to read. I plan to ride there, and expect to make it home around May 12th. Looking forward to seeing a lot of you there.

I'll have some things to say when I get home.

OREGON LEGISLATURE:

For some of you this may come as old news, but at this writing, the Helmet Bill (SB583 - freedom of choice at age 21), passed the Senate with 17-13 vote, and is on the way to the House. The vote was not overwhelming but we need to thank those that supported us, including Senators Brown, Duncan, and Derfler who have come around to being our friends. Thanks also to the 14 other Senators that voted with us and have been staunch supporters of our cause of freedom in the past.

Now you procrastinators that thought we couldn't do it, **GET UP OFF YOUR CANS** and help by getting down to the capitol and showing you care. We need to see a lot of leather down there. This can be done if we work at it.

A **BIKER VICTORY** here in Oregon is the probable repeal of our handlebar height bill. At this writing, BOTH our Senate and House have unanimously repealed the law. It became plain to our lawmakers that this law served no useful purpose, other than to harass patch-holders and other chopper-style riders. I THINK our Governor won't try to veto it.

NEWS BITS 'N PIECES

U.S. SUPREME COURT:

Some weird things happening with our Supreme Court. They now say it's perfectly OK for officers to search ALL THE PASSENGERS in a car when only the driver of the car is suspected of a crime. I don't know about you folks but that tidbit scares hell out of me. Don't like that turn of events at all.

VICTORY MOTORCYCLE CO:

Quite by accident I found that Titan Motorcycle in Hillsboro, Oregon is a dealer for the Polaris "VICTORY" motorcycle. I think it's great. This scooter should do well. It seems to be very well made and people like the looks and sound, at least here in the Northwest.

EXCELSIOR-HENDERSON MOTORCYCLE CO: It appears this company is having trouble getting off the ground according to financial info I've seen. They're reporting losses that would bother me if I were an investor right now. Hopefully, this is something they will overcome soon. My dad had one of these machines in the 30's and used to take me for rides on it much to my mother's horror. Bless her soul, she loved me and just *knew* dad was gonna kill her little boy.

KNOXVILLE, TENN.: Another celebrity was injured in a minor accident on a scoot here. Sixteen-year-old actor Brad Renfro was treated and released from the hospital.

Details were not available. Glad he seems to be OK. Take a rider course, youngster.

VICTORY MOTORCYCLE AGAIN: This company appears to be on the way. They reported shipping their 2,000th bike this week. That puts them on schedule for shipping 5,000 units this year. This new, quality American motorcycle should do very well.

LAS VEGAS, NEVADA: Evel Knievel returned to Ceasar's Palace to relive the hairy ride he took there. He said that ride was what catapulted his career to the level he attained in the stunt world. Knievel just recently underwent a liver transplant in Florida that he said was the result of having been given tainted blood during one of his many surgeries. This guy is one tough dude, folks.

UTAH: If the Federal Gov't can't harass us off the highways, the state of Utah seems to have found a way. Cars and trucks were switched to a flat tax this year here. The highest tax being \$150.00, but one man reported his H-D FLSTC was taxed at an even higher rate. It cost him \$159.70 and he's up in arms over it. He can only ride 9 to 10 months a year and his ride is worth about \$15,000.00, but he's taxed more than a \$60,000.00 Lexus. Besides, his scooter doesn't do near the damage to the roads as a car or truck. People in Utah that ride need to get to their legislature, I would think, and fast.

SAM'S AIM TIP 'O THE MONTH: Sam's got a couple for you this month, and they all turn on what to do if you go down. Sam covers a LOT of this info, and in much more detail, when he gives his AIM talks, so if you'd like

to book him to come to your Oregon bike group (for free, of course), give Sam a call at the office (numbers below), or drop an e-mail to either him or me. I'm still AIMGunny@aol.com, and Sam's address is SamBikeLaw@aol.com.

First thing, Sam says, is gather witness info. If you're down, get a friend to do it. Either way, **TAKE NAMES**, addresses and phone numbers of all witnesses, and of the other driver. #2, if you're hurt, **GET MEDICAL CARE** right away. This may seem obvious, but a lot of us bikers are *macho*, and that goes for men and women. You need to be sure you're okay, and you need to have the docs **DOCUMENT** your injuries. #3, **GET PHOTOS** of the scene, preferably of everything as it lay at the wreck, and also of your scooter, your injuries, and of the scene. #4, most states require you file a **POLICE REPORT** within a few days. And, #5, **GET THE COPS** there, if you can, to nail the other guy. Here in Oregon, they often won't come unless you **TELL THEM** you're hurt, and **TELL THEM** that the other guy seemed high, if he was. And **MOST** of all, #6, **DON'T TALK** to anyone's **INSURANCE ADJUSTER**. Talk to a personal injury lawyer first – **ANY** competent injury lawyer. Adjusters go to school to work for their company, **NOT** for you. And Gunny's rule #7: **Don't go down!**

GUNNY AGAIN: Remember folks, we now have Criminal defense lawyers on the AIM team to serve you, God forbid you ever need that kind of help. But any of us could find ourselves in a tight spot sometime and be glad

Sam Hochberg & Associates

ATTORNEYS AT LAW

We Are Your Motorcycle Accident Lawyers

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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

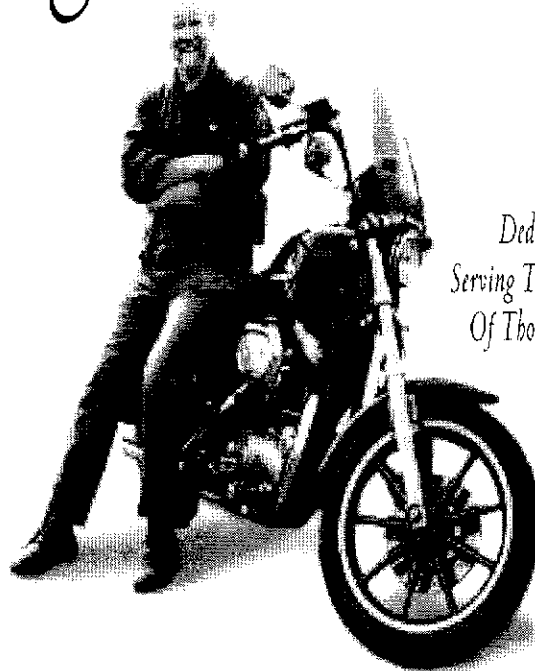
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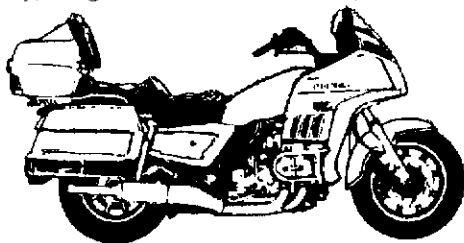
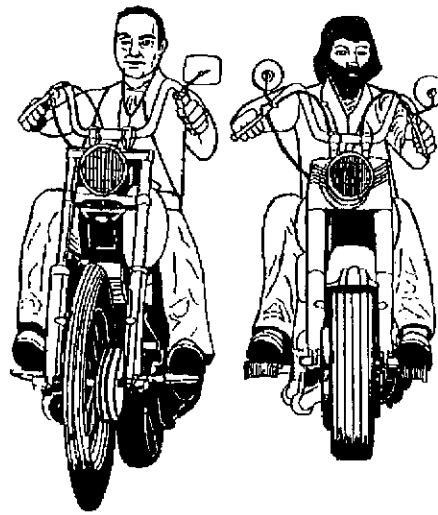
SamBikeLaw@aol.com

720 SW Washington Street • Portland, Oregon 97205

the AIM Attorney network is working for us. And, I want to mention that SAM HOCHBERG, our Oregon AIM injury lawyer, has a new associate who works for him, and who, like Sam, rides and participates in biker functions around the state. Some of you have already met him at a couple of events, and some more of you will. His name is BROOKS COOPER, and he rides the biggest, ugliest beast of a BMW motorcycle I've ever laid eyes on. No disparagement meant to BMW - they produce fine motorcycles. Brooks' bike just is an awesome thing with a NINE AND A HALF-GALLON gas tank. I'd kill myself on it. Some scoot. By the way, he's a fine lawyer too, and Sam's happy to have him on board.

You can reach Sam's Oregon office by calling 503/924-1106 or toll free 1-800-347-1106. AIM attorneys across the country are reached by dialing 1-800-531-2424. Remember, you don't just get one lawyer, you get a nationwide network of lawyers who ride and care about you, and what happens to you.

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



Brothers working together
someday may ride together with
FREEDOM OF CHOICE.
WORK HARD TODAY,
ENJOY TOMORROW!

ANNUAL CHICKEN POOP CONTEST
SATURDAY MAY 15TH

COME JOIN THE FUN, ENJOY THE FOOD
LISTEN TO LIVE MUSIC FROM ROADS END
AT SHELLY'S ECHO INN
(AND CHRIS' TOO)
IN DOWNTOWN CARVER
THE CHICKEN POOPS @ 2,4,6 PM
MUSIC FOLLOWS THE FINAL
"CHICKEN MOVEMENT"

\$ 5 COVER INCLUDES FOOD & MUSIC
FOR MORE INFO CALL SHELLY'S AT 658-5226
AND DONT FORGET TACO SUNDAY EVRY SUNDAY!!!

BikePAC: Remember BikePAC Needs a Few Good People

Quote: “Vision without task is but a dream, a task without vision is drudgery but vision with tasks are the hopes of the World.”

Well this is what it is to have writers block. I have been thinking of nothing else for days except the May Rally. The event will be history when this hits your mail box. My biggest hope is for good riding weather all Spring, Summer and Fall alright and Winter.

I hope everyone is getting out and about and having great fun. I hope events that are coming up this year have you wanting to attend and the road stays below the rubber side. Every time you take part in any way you contribute to the goals of the organization no matter what organization that may be. Getting the public involved helps our image Every time. I am looking forward to attending many events that are on my calender for this year and hope to meet many more people. I like to go walking from camp to camp (my favorite run activity).

One of the other hopes, besides World Peace, is fostering a real feeling that all MRO's and other riders are creating closer bonds with one another. This is coming in small increments. ABATE was asked to come on board on a land use issue for Dirt Bikers in the Southern Coastal area and I hope it turns out to be something we can do. As a wise person said at the last BikePAC meeting “We can not expect other organizations join us if we are not willing to join them.” I need to hit some other organizational meetings here in Salem. Just one more small thing that needs to be done.

Speaking of things that need to be done my Precinct meeting is coming up. I am really looking forward to seeing how the new officers have changed the look and feel of the meetings. I am already impressed with the way they are communicating to the members now compared to what it was like last year. The change is good in this case.

I sometimes I get the feeling that I do not know anything at all. The more I know the more I am sure I do not know. I really push to keep learning in all my interests from my career to my organizational duties I strive to learn more. I have found out another thing it does not matter how much stuff you carry around there will always be something not in the tool kit when you need it.

Submitted by MURGE (Margy Jane Gunter) BikePAC Representative for ABATE of OR

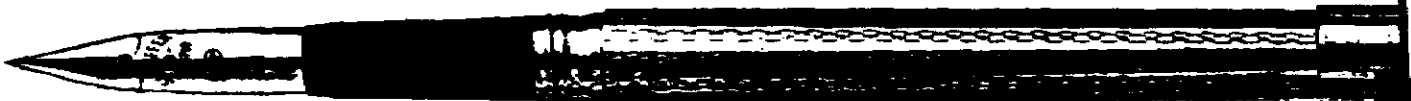
1999 A.B.A.T.E. of Oregon ROAD LIST

LEGEND						
1 Pickup	2 Tools/Gas	3 Garage/Shelter	4 Photo-Accident			
5 Information	6 Meal	7 Location				

NAME	PHONE	1	2	3	4	5	6	7
Randy & Debbie	541-563-2398	X	X	X	X	X	X	Central
Gary & Vicki	541-563-3520	X	X	X	X	X	X	Coastal
John Ehmer	541-444-2445	X	X	X	X	X	X	Region
Ted & Jill Tracy	503-640-5766	X	X	X	X	X	X	Hillsboro, Or.
Rotten Roger	503-285-4329	X	X	X	X	X	X	N. Portland
Howard Butts	541-534-5411	X	X	X	X	X	X	Summerville
Gunny Hutch	503-362-3767	X	X	X	X	X	X	Salem
Murge	503-362-9136	X	X	X	X	X	X	Salem
Walt Allegar	503-363-4727	X	X	X	X	X	X	Salem
Bob Avery	541-9981933	X	X	X	X	X	X	Junction City
Fast Eddie	541-673-6120	X	X	X	X	X	X	Roseburg
KD & Connie	541-673-8896	X	X	X	X	X	X	Roseburg
Bud Berliner	541-267-2523	X	X	X	X	X	X	South Coast
Randy Christensen	541-269-2998	X	X	X	X	X	X	Coos Bay
Mary M. Nearpass	541-888-9003	X	X	X	X	X	X	South Coast
Jeff Bauder	541-756-5407	X	X	X	X	X	X	South Coast
Tom Curran	541-8882572	X	X	X	X	X	X	Charleston
John Guernsey	541-756-6317	X	X	X	X	X	X	North Bend
John Rieth	541-572-1951	X	X	X	X	X	X	?
Steve & Marian	541-247-4135	X	X	X	X	X	X	Gold Beach
Charlie Hill	541-888-8081	X	X	X	X	X	X	South Coast
Gordon E. Dunn Jr.	541-267-3256	X	X	X	X	X	X	Coos Bay/N. Bend
Kelly Kinkade	541-267-5579	X	X	X	X	X	X	South Coast
Jack Stevens	541-267-4978	X	X	X	X	X	X	South Coast
Tom Hazzard	541-267-3072	X	X	X	X	X	X	Coos Bay/North Bend
Ab Zaffarano	541-888-3490	X	X	X	X	X	X	South Coast
Tom & Sandi	541-479-8635	X	X	X	X	X	X	Southern Oregon
Joe	541-855-7521	X	X	X	X	X	X	Jackson County
Tom & Sheri	541-779-1885	X	X	X	X	X	X	Jackson County
Dan	541-734-2539	X	X	X	X	X	X	Jackson County
Frank	541-474-3309	X	X	X	X	X	X	Josephine County
Don Brown	541-851-8424	X	X	X	X	X	X	Klamath Falls
Don Dees	541-851-8424	X	X	X	X	X	X	Klamath Falls
Deby Beekman	541-882-4738	X	X	X	X	X	X	Klamath Falls
Gordon & MaryBeth	503-674-7500	X	X	X	X	X	X	Gresham/Sandy
Brian Sauncy	541-296-8669	X	X	X	X	X	X	The Dalles
Mike & Delese	541-386-8744	X	X	X	X	X	X	Hood River
Tim Kuechmann	541-308-6006	X	X	X	X	X	X	Hood River
Mike & Sue Morin	541-298-4053	X	X	X	X	X	X	The Dalles
Kevin Chapman	541-352-1036	X	X	X	X	X	X	Hood River
Phil DeRose	541-296-3866	X	X	X	X	X	X	The Dalles
Brian Stovall	541-298-1317	X	X	X	X	X	X	The Dalles
Brad & Peggy Peterson	541-447-6158	X	X	X	X	X	X	Prineville
Gary & Stacy McGriff	541-447-7425	X	X	X	X	X	X	Prineville
Kati Dettmer	541-546-3029	X	X	X	X	X	X	Culver
Edward Miller	541-923-2642	X	X	X	X	X	X	Redmond
Loren Larson	541-548-7563	X	X	X	X	X	X	Redmond
Jay & Totsy Swartz	541-389-6773	X	X	X	X	X	X	Bend
Brian & Sherri Wingerd	541-389-8431	X	X	X	X	X	X	Bend
Bill Foster	541-847-6238	X	X	X	X	X	X	Monroe
Phil	509-698-4330	X	X	X	X	X	X	Seah, Wa.

Please confirm or deny the truth about the information above.

**THERE'S NOTHING MIGHTIER
THAN THE SWORD.
EXCEPT MAYBE, A PEN.**



**Freedom Isn't Free . . .
Write to your legislator!**

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.

1936 VL 74 ci Flathead
95% stock
ready to ride
\$7,000.00
Bob 503-873-5748
(7/99)

FOR SALE:
Harley sidecar with roll cage setup
Call Gordon for info
503-674-7500
(6/99)

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

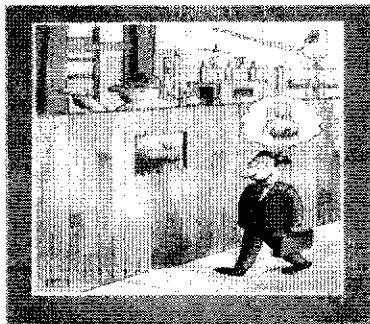
Ladies First Gear, Leather Motorcycle Jacket. Hip length size 8. Removable full lining, belt, elasticized back. Worn once. \$425.00 new; sell \$300.00 CASH. Call 503-640-1459 Gretchen (5/99)

DONATION NEEDED
DODGE MOTOR
318-360-400-440-
V-8
FOR THE
MOTORHOME SO
WE CAN GET TO
FOSSIL
THANK YOU ROGER
503-285-4329

**Happy Birthday
Jessica and M.B.
From GWH**

YOUR AD COULD HAVE BEEN HERE!
LOVE NOTES AND B-DAY GREETINGS ALSO ACCEPTED.
MAIL TO PO BOX AND SEE WHAT HAPPENS!

FOR SALE:
'66 Chev 3/4 ton P/U
NEW BRAKES
TRADES WELCOMED
ROGER
503-285-4329



Sportster stuff: Black (5) tank; dual seat; pillion seat; backrest w/pad
All like new \$125.00 O.B.O.
503-671-0803 will return calls Roger
(7/99)

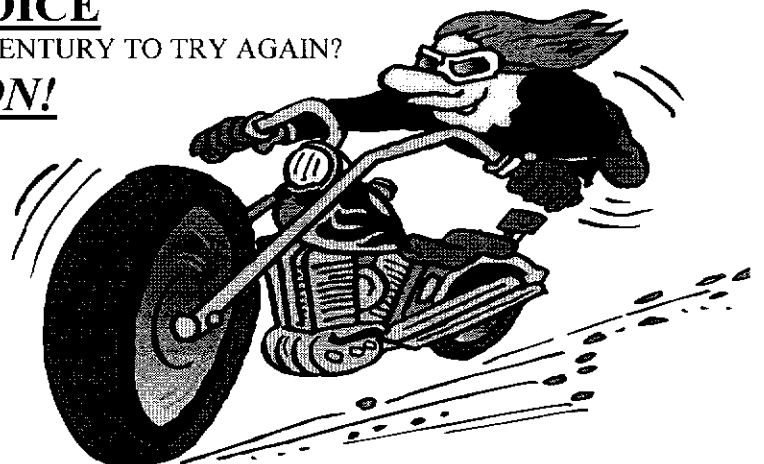
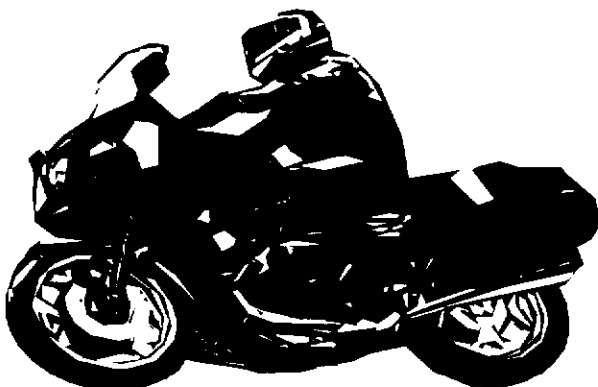
this space for rent
send it to
p o box 4504
Portland, or 97208

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!

FREEDOM OF CHOICE

IS THIS THE YEAR OR WILL YOU WAIT TILL NEXT CENTURY TO TRY AGAIN?

BE PART OF THE SOLUTION!



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	_____

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	_____
_____	ACWVP	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	_____

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	_____

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 _____ CITY _____

STATE _____

ZIP CODE _____

Please use street address
We ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!

ABATE OF OREGON Inc.



A Brotherhood Against Totalitarian Enactments

ABATE OF OREGON, INC Washington Co. Chapter **POKER RUN**

Sunday, May 16th, 1999



Starting at: Titan Motorcycles
1515 SE River Rd, Hillsboro
Titan will be open on Sunday
sign in starts at 10,
\$7 per hand, or 2 hands for \$12
run mileage guess, \$1 per guess



Poker Run starts at 11

Route to be announced. Need more info?

Contact: Mark Pratt 357-1727

Rick Stocker 640-1697

50/50 drawing, door prizes, refreshments and lots of fun

All proceeds to benefit ABATE of Oregon, Inc.,

Washington County Chapter

This event is Sanctioned by ABATE of Oregon, Inc.

Contributions or gifts to ABATE of Oregon are not deductible as charitable contributions for Federal Income Tax purposes

Come Join A.B.A.T.E of Oregon for the
22nd Annual

FOSSIL CAMPOUT '99

Close to Fossil
May 28, 29, 30 & 31

Gates open at 3:00 p.m. on Friday, May 28

The Best in Live Music

Featuring a variety
of sounds from the
Pacific Northwest

Advance Tickets

Deadline is May 1, 1999
Money Orders Only

Advance Member - \$15.00
Advance Non-member - \$20.00

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

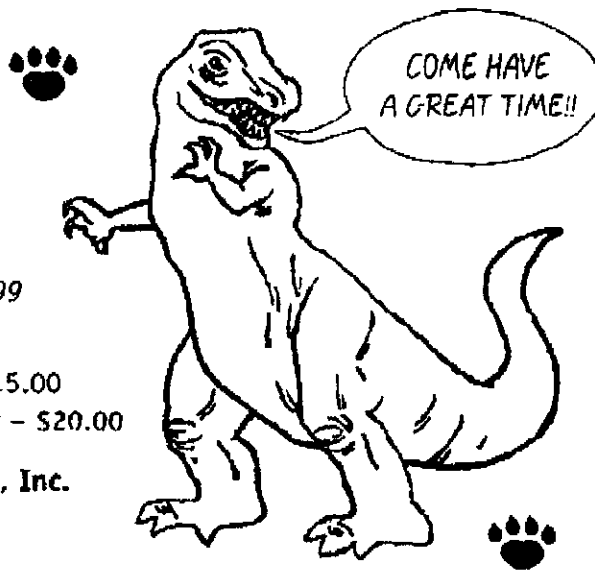
At Gate

Members with
MRO Card - \$20.00
All Others - \$25.00
Under 14 - Free

*Non-members get \$5.00 discount
toward A.B.A.T.E. membership*

Camping included in Gate Fee

For information call:
Roger (503) 285-4329



Biker Rodeo & Bike Show at Fossil Fair Grounds Saturday and Sunday

Information available at
the A.B.A.T.E Info Booth

MAP and
PARK RULES
ON REVERSE

Door Prizes

Tattoists
Leather Accessories
Parts, T-Shirts
Games &
Food Concessions

Beverages will be
sold by the Condon
American Legion

*Sign in at the
information booth
to win . . .*

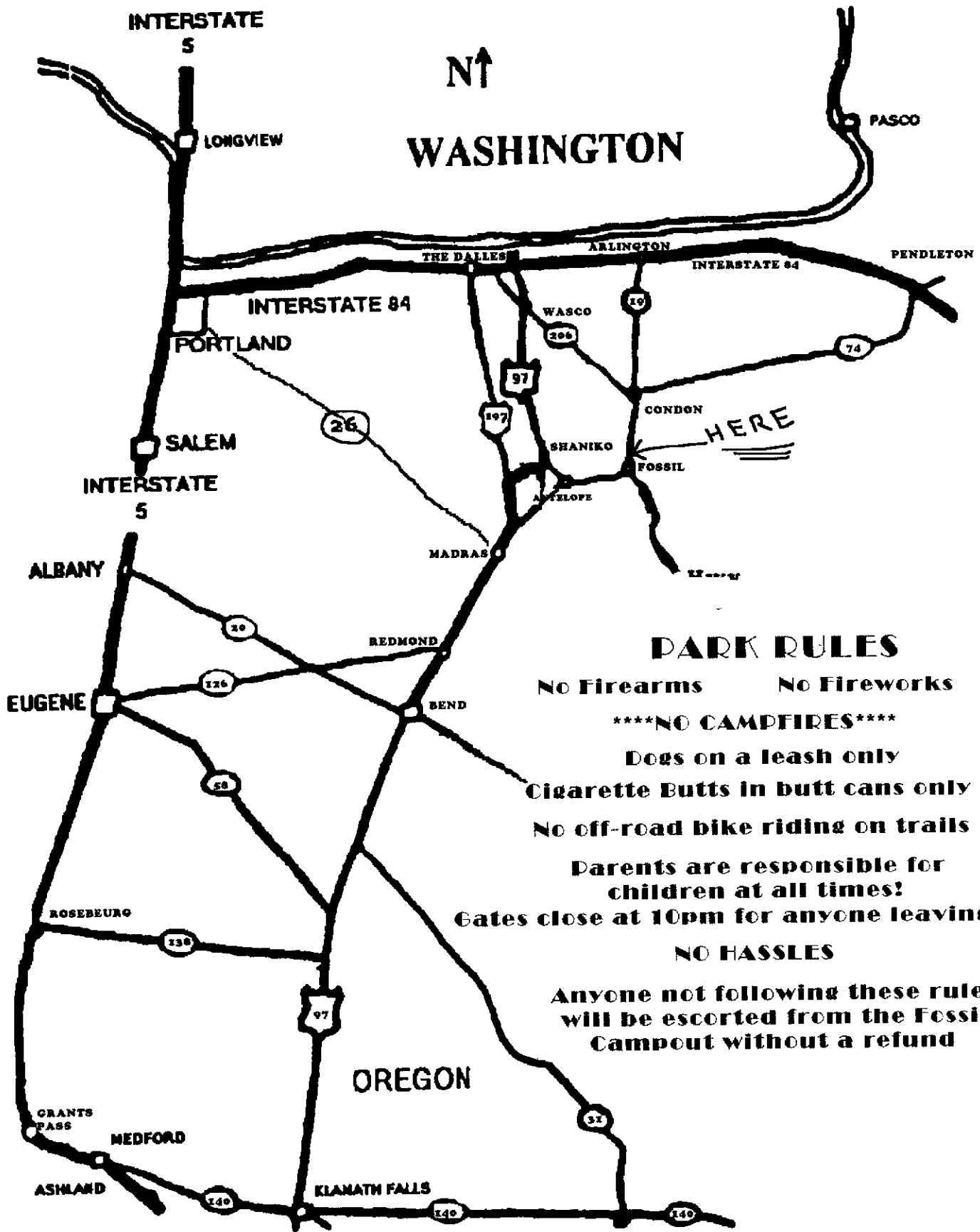
Trophy for the largest
group participating from
an out-of-state MRO

Trophy for the largest
participating A.B.A.T.E.
Chapter and M/C
Organization from Oregon

Trophy for M/C Rider
riding the longest
distance to the
Fossil Campout

Proceeds go to Motorcycle Rights and Education

Contributions or gifts to A.B.A.T.E. of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.



NT
WASHINGTON


HERE

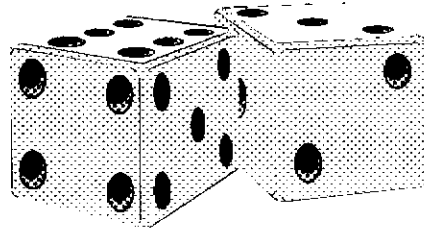
DARK RULES

- No Firearms
- No Fireworks
- ****NO CAMPFIRES****
- Dogs on a leash only
- Cigarette Butts in butt cans only
- No off-road bike riding on trails
- Parents are responsible for children at all times!
- Gates close at 10pm for anyone leaving
- NO HASSLES
- Anyone not following these rules will be escorted from the Fossil Campout without a refund

ABATE of OREGON

Washington County Chapter Presents

ROLL  RIDE



SATURDAY, JUNE 19th

***Ride begins at the
Hillsboro Boys and
Girls Club, 560 SW
3rd, Hillsboro
Sign in starts at
10, run leaves at
11.***

***Cost, \$7 per hand
or 2 for \$12***

NEED MORE INFO?

CALL Mark Pratt

357-1727 or

Bill Taylor

848-8449

***Roll n' ride to
benefit Hillsboro
Boys and Girls
Club.***

***Hot Dogs 'n fixins
to be provided by
WaCo;***

***bring a potluck
dish and***

***beverages to
starting point,
support vehicle
provided***

This event Sanctioned by ABATE of OREGON Inc. Proceeds to benefit Wa.Co. ABATE Contributions or gifts to ABATE of Oregon are not deductible as charitable contributions for Federal Tax purposes

Like Your Freedom?
Live To Ride?

Support ABATE of Oregon
Be an active chapter member.



www.theHiredGun.com

Web Design & Training

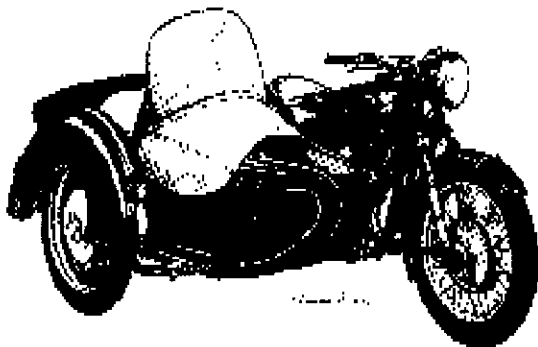


(503) 665-1411 • 800-445-1737 • fraley@pcez.com

OMRRA Schedule

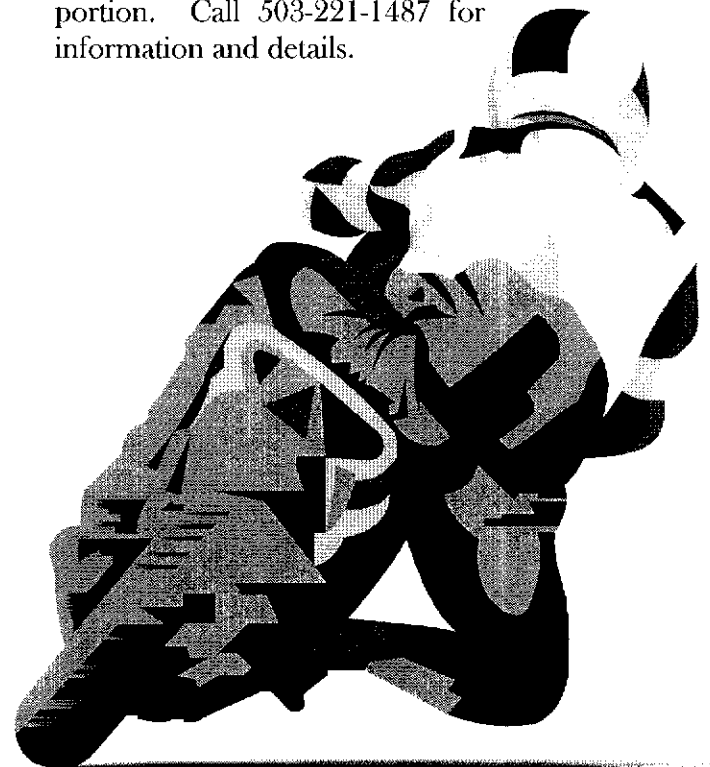
For 1999

May 14	Open Practice Novice School (track portion)
May 16	Sprints, BMW day, Sidecars
June 27	Sprints, Harley Day
July 16-18	Formula USA Series
August 28	Open Practice
August 29	Sprints, Italian Day
Sept 17	Open Practice Novice School (track portion)
Sept 18	Vintage Day/Swap Meet Endurance Race
Sept 19	Sprints
October 10	Sprints



NEW RIDER INFORMATION

There will be two New Riders Schools in 1999, on May 14 and again on September 17. Note that the school also has a classroom portion which is usually held one weekend ahead of the on track portion. Call 503-221-1487 for information and details.



**A.B.A.T.E. OF OREGON
WILLAMETTE VALLEY CHAPTER**



**RIDE WITH US TO FLORENCE
SATURDAY - MAY 15
RHODODENDRON
FESTIVAL
POKER RUN**

Start at Any Point in the Ride.



Big's Hi-Yu-Hee-Hee
8:00 am to 10:00 am
3815 Territorial Road, Veneta



Triangle Grocery
10:00 am to 12 noon
Hwy 36, Triangle Lake



Noti Pub
9:00 am to 11:00 am
Hwy 126, Noti



Frank's Place
10:00 am to 1:00 pm
10788 Highway 126, Mapleton

**NUMBER OF HANDS
PLAYED ARE UNLIMITED**



\$5.00 for each hand

**PAYING FOR HIGHEST AND
LOWEST HANDS**

50 / 50 DRAWING - \$1.00 / Ticket

Finish, 2:00 pm
Beachcomber, Florence
2:30 pm - Awards & Drawings

For More Information Contact:

☎ Mike: 541-485-2352

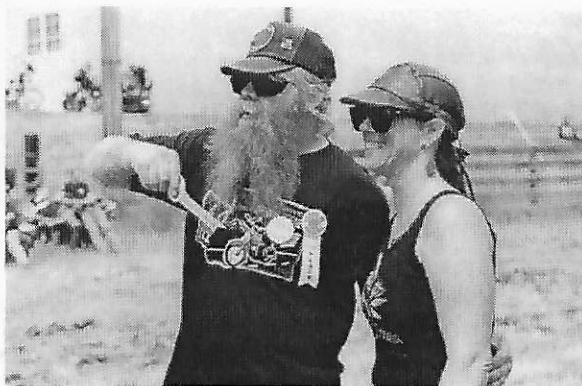
☎ Rick : 541-746-7837

☎ Hal: 541-688-4268



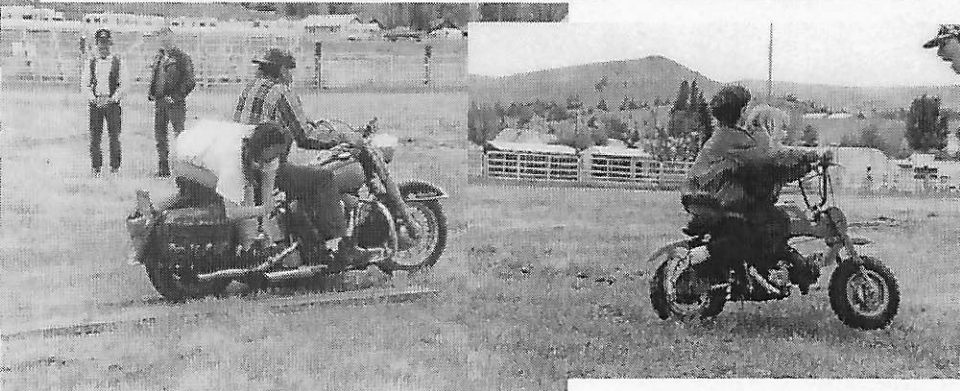
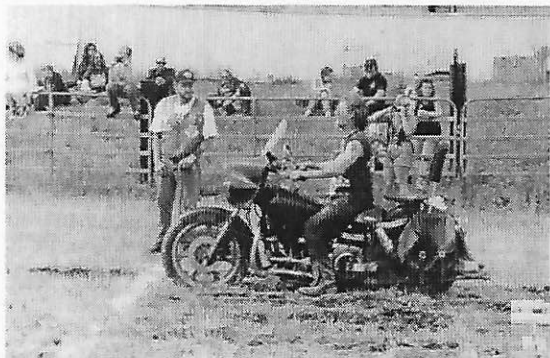
This Event is Sanctioned by ABATE of Oregon. Funds raised will be used to support our activities defending YOUR RIGHT to RIDE FREE. Contributions to ABATE of Oregon, Inc. are not tax deductible.

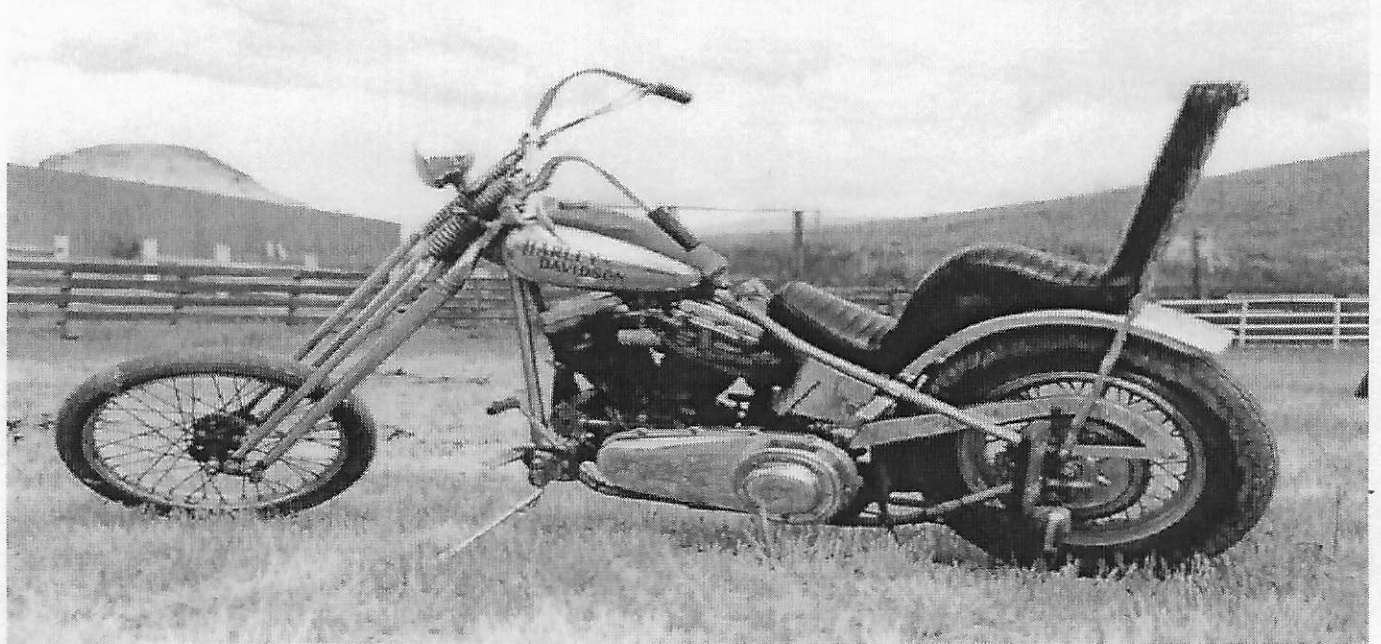
Wishing "MAILMAN" a quick recovery from the surgery to your neck



HEY FINALLY SOME PICTURES GOT TURNED

IN FROM "FOSSIL '98"
THANKS TO HELEN AT
THE NEWSLETTER IN
WASHINGTON ABATE





PORTLAND CHAPTERS PRESENT
SUMMER RUN 1999

NEW SITE: SE Jadmy Rd. (4 mi. east of Sandy) JULY 30TH, 31ST, AUG. 1ST

PRIMO NORTHWEST BANDS

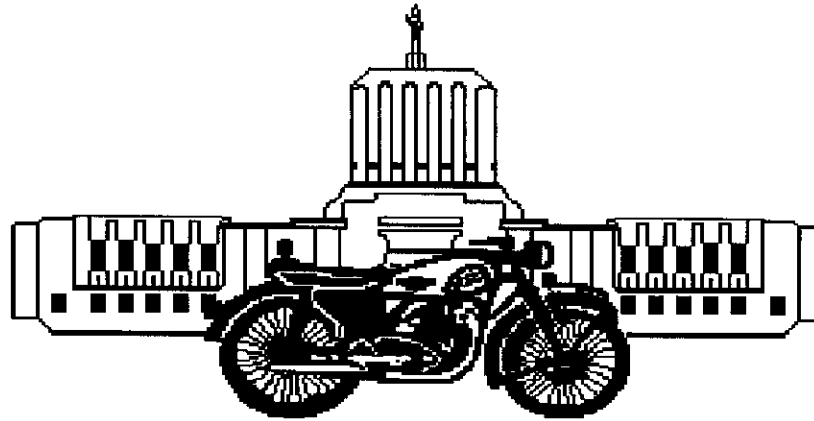
RIDE IN BIKE SHOW
BIKE GAMES
TROPHIES
DOOR PRIZES

KIDS' ACTIVITIES
T-SHIRTS
FOOD VENDORS
BEVERAGES



At the gate: ABATE members \$20.00 Non-members \$25.00
Advance sales: ABATE members \$15.00 Non-members \$20.00
Money orders to: ABATE OF OREGON, 4048 N. Overlook Ter. Portland, OR 97227
Info: Lee Austin- 760-9015
Run sponsored by S.E. and N.E. Portland and Columbia River Chapters
NO: Fireworks, Firearms, Campfires, Bad Attitudes, Drunk Driving, DOGS
GATE CLOSERS AT 10 P.M.
EVERYONE MUST LEAVE CAMP BY NOON ON AUG 1ST- NO EXCEPTIONS.

Run sanctioned by ABATE of Oregon; all proceeds go to the three Portland chapters for motorcycle rights and education. Donations not tax-deductible.



BikePAC of Oregon

PAC00019

POSITION ANNOUNCEMENT

February 6, 1999
Position open until filled

BikePAC of Oregon is seeking a knowledgeable and determined individual with leadership experience for the volunteer position of Executive Director.

The By Laws describe the position as follows:

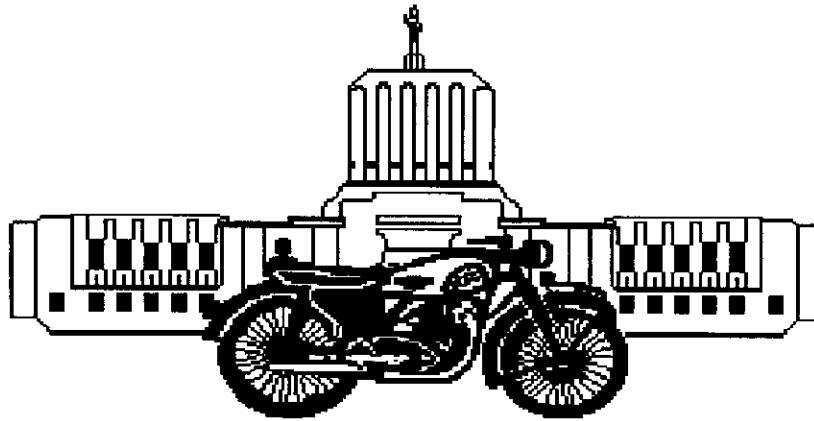
The Executive Director shall be responsible for the conduct of all meetings of BikePAC of Oregon, either personally or by an appointee of the Executive Director. The Executive Director shall be responsible for the general coordination of the business of BikePAC of Oregon, and for any other duties designated by the Executive Board.

In more real and practical terms, the Executive Director is involved in everything from political decision making to fundraising. Public speaking ability and computer literacy are a must. Time, travel ability and enough income to sustain the position are essential.

Applicants should submit a cover letter and resume' describing their experience and abilities. The BikePAC of Oregon Executive Board will make the appointment.

TO APPLY OR FOR MORE INFORMATION CONTACT:

Brian Stovall
3909 Chenoweth Rd. W.
The Dalles, OR 97058
Phone/FAX 541-298-1317
E-Mail: ilmostro@gorge.net



BikePAC of Oregon

PAC00019

POSITION ANNOUNCEMENT

February 6, 1999

Position open until filled

BikePAC of Oregon is seeking a person to assume the volunteer position of Communications Manager.

The By Laws describe the position as follows:

The Communications Manager is responsible for assisting in coordination of research activities and publications as directed by the Executive Board. You will manage the publishing of newsletters, creation of press releases, researching and preparation of fact sheets and supporting documents, and providing information for use on the website.

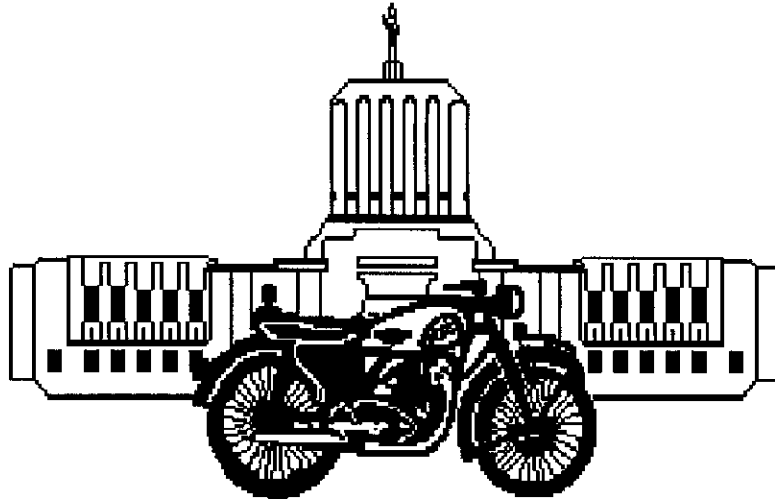
Access to a computer and knowledge of its use is a must.

This is a non-voting appointed position.

Applicants should submit a cover letter and resume' describing their experience and abilities. The BikePAC of Oregon Executive Board will make the appointment.

TO APPLY OR FOR MORE INFORMATION CONTACT:

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The Dalles, OR 97058
Phone/FAX 541-298-1317
E-Mail: ilmostro@gorge.net



BikePAC of Oregon

PAC00019

POSITION ANNOUNCEMENT

March 22, 1999

Position open until filled

BikePAC of Oregon is seeking a computer knowledgeable individual for the volunteer position of Membership Secretary.

The Membership Secretary's duties are as follows:

- Maintain the membership database
- Process membership applications
- Issue membership cards and renewal notices
- Provide membership information as needed by the officers, newsletter, and website.

We are looking for someone with very good computer skills, especially with databases.

Applicants should submit a cover letter and resume' describing their experience and abilities. The BikePAC of Oregon Executive Board will make the appointment.

TO APPLY OR FOR MORE INFORMATION CONTACT:

Brian Stovall
3909 Chenoweth Rd. W.
The Dalles, OR 97058
Phone/FAX 541-296-1953
E-Mail: ilmostro@gorge.net

1999 RUN CALENDAR

ABATE OF OREGON

MAY 1st	Awareness Rally	Murge 1-503-362-9136
MAY 8th - 9th	SOUTH COAST MALL SHOW	Bud 541-267-2523
MAY 8th	Oregon 500	Rose City M/C 1-503-641-4734
MAY 15th	Central Oregon Poker Run	1-541-447-6158
MAY 28th 29th 30th 31st	FOSSIL Campout	Rotten Roger 503-285-4329
MAY 28th	Harley night at the Portland Speedway	
JUNE 4th 5th 6th	North Idaho Spring Opener	Steve 1-509-922-8361
JUNE 5th	Gay 90's Parade	Bud 1-541-267-2523 S. Coast
JUNE 5th	All Harley Ride MDA	Paoles Pizza
JUNE 5th - 6th	Western States 1000	Rose City M/C 1-503-641-4734
JUNE 6th	Spring Poker Run	S. Ore Chapter 541-855-5518
JUNE 12th	Central Or Poker Run	Jay 541-389-6773
JUNE 17th 18th 19th 20th	Washington Spring Opener	Jay 1-509-894-4871
JUNE 20th	Lobo Street Poker Run	1-503-656-5801
JUNE 25th 26th 27th	Iron Horse Rodeo	HOG
JUNE 25th 26th	Run to the Sun	Spike 503-282-4604 Columbia River Chapter
JULY 4th	Jubilee Parade	S. Coast Bud 541-267-2523
JULY 11th	Poker Run	Salem HOG 1-503-390-1589
JULY 16th -17-18th	Coos River Run	Bud 541-267-2523 S Coast Chapter
JULY 18	Rose City HOG Poker Run	1-503-281-7798
JULY 24th	Central Ore Timed Ride	Jay 541-389-6773
JULY 24th	S. Oregon Poker Run	
JULY 24th	Run to the Beach/ food drive	NW Veterans
JULY 24th - 25th	Ocean Shores (Washington)	
JULY 31st Aug. 1st	Summer Run	Lee Austin 503-760-9015
AUGUST 6th 7th 8th	Fox Creek	1-503-743-4121 Salem Chapter
AUGUST 13th 14th 15th	BEAVER CREEK RUN	541-563-6526/514-563-3711 Lincoln County
AUGUST 21st 22nd	Oregon State HOG Rally	
AUGUST 28th	Teddy Bear Poker	Jay 541-389-6773 Central Ore. Chapter
AUGUST 29th	Twin Rivers HOG MDA Poker Run	Eugene Oregon 1-541-747-1033
SEPTEMBER 3rd 4th 5th 6th	CHILOQUIN M/C RALLY ABATE OF OREGON	Rotten Roger 503-285-4329
SEPTEMBER 5th	Poker run	Sunset HOG 1-503-644-8703
SEPTEMBER 11th	Cranberry Festival	Bud 541-267-2523 S. Coast Chapter
SEPTEMBER 11th 12th	AHDRA DRAGS Woodburn	Rose City HOG 1-503-281-7798
SEPTEMBER 12th	Show - N - Shine	Bud 541-267-2523 S. Coast Chapter
SEPTEMBER 17th 18th 19th	END OF SUMMER RUN	
	Mark Pratt-503-357-1727/Jeff Oletzke Waco & N. Coast	

Announcement to all Veterans and Motorcycle riders, Monday, June 14, 1999, a flag ceremony will commence at our dealership. We are dedicating a plaque to a good friend who lost his life in Vietnam and to all veterans. This occasion will commence approximately 1400 hrs at American Motorcycle Classics H-D, 1600 Century Dr. NE-Albany, or 541-928-6234.

9 SIMPLE WAYS TO IMPACT THE LEGISLATIVE PROCESS

1. BECOME A REGISTERED VOTER

In this age of computers legislators will simply input your name on their computer after receiving correspondence. If you're not registered to vote your letter means very little to that legislator. More often than not it ends up in the circular file. Every association should offer its membership voter registration information before each state and/or federal election. ie; why to vote, how to register, and where to vote, or a telephone number your members can call to receive voting information.

2. KNOW WHAT LEGISLATIVE DISTRICT YOU LIVE IN AND WHO YOUR LEGISLATORS ARE

Associations should provide each member with House, Senate, and Congressional district numbers on membership cards. Associations should also provide members with an annual Legislative Index that includes; names all state legislators, the district they represent, and their addresses and telephone numbers. Members can look on their membership card to determine the district they live in, and refer to the Legislative Index to locate the name of their legislator and how to contact him. The easier you make it for your member to be involved, the more likely they will write or call when the need arises.

3. KNOW THE BILL NUMBER, AUTHOR OF THE BILL, AND THE ISSUE

Each association should recap all bills introduced into their simplest form. People don't want to hear, "SF-222 changes Minnesota statute 1990 section 169.85 subdivision 6 relating to motorcycles and was referred to the Senate Transportation Subcommittee on environmental sub-codes 4 through 77...blah, blah, blah"

Members want to know the bottom line. They should hear, "SF-222 is a mandatory helmet bill that will be heard in two weeks." The more information you barrage your members with, the more likely the important information will get lost in all the really impressive but totally worthless 'mumbo-jumbo' you provided them. You don't need to impress members with everything you have ever heard on the subject. It's a waste of paper and a waste of your members time. Give them the meat and throw away the bun.

4. WRITE YOUR LEGISLATOR A LETTER

A. Be specific and brief. Include the bill number you're writing about, how you want the legislator to vote, your position, and some data to substantiate it, or at least the reason you've taken the position you have. Ask for a written reply stating their position, and/or how they intend to vote.

B. Don't threaten or intimidate. Don't say you'll have them voted out of office, unless you have the money and clout to follow through. The legislator may be undecided on the issue and a rude, threatening or intimidating letter may send them to the other corner. The legislator could also be on your side, and a negative letter could *change* his position.

5. PHONE CALLS

Use the telephone only for last minute impact. If a bill is scheduled for an immediate hearing and there isn't time to write a letter, by all means call. If you want to phone instead of writing because it's quicker and requires less effort, DON'T! A call does not carry the same impact as a letter in hand. If you phone your legislator, he may be on the way to a meeting, have his mind on the lobbyist standing outside his door, be in the middle of a project, or maybe just having a bad day. Any of these possible distractions could interfere with him giving you and your issue his undivided attention. On the other hand, if you write a letter, he reads it when he can give it his full attention and will then respond in writing, thereby giving you his position documented on paper. (Always useful in the event a legislator makes a commitment and perhaps changes his mind and doesn't want to follow through.)

6 . HANDWRITTEN VS. TYPED LETTERS

Every association should encourage members to write handwritten letters if possible, or they should type letters on plain white paper. (Personalized stationery is fine, too.) Legislators tend to believe that if you take the time to sit down and write them a personal letter, you are also likely to be one who takes the time to go to the polls on election day and possibly vote against them. A handwritten letter from a concerned constituent often carries MORE weight than a professionally typed letter on your company letterhead.

7 . PETITIONS AND FORM LETTERS

Associations should remind members that petitions and form letters rarely make a difference. Many times they end up the same place as a letter from someone who isn't registered to vote. Almost everyone has been asked to sign a petition of some sort. Most people will admit to signing a petition without even knowing the issue was, or caring about the petition they signed. They simply sign because someone asked them to. This fact does not go unrealized or unnoticed by the legislator receiving the petition. Petitions are for those too lazy to take time to speak their own mind. An issue that truly concerns you and/or affects your life should be given more time than it takes to scribble your name.

8 . ENCOURAGE OTHERS TO WRITE

Talk to your friends, neighbor, family, and coworkers about issues besides your own. Talk to them about their position on property taxes, education, the environment, health care, and crime. That way when they see you coming, they won't think to themselves, "Oh no, here comes the helmet guy again." Ask them to write letters supporting your issue and offer to reciprocate on an issue they feel strongly about. Remind them, "the ox that gores me today may be the one that gores you tomorrow." Scratch their back, and they'll scratch yours. There's strength in numbers and numbers ultimately mean power.

9 . FOLLOW-UP

This is the area which most associations and individuals need the most work. Write your legislator both before AND after an issue has been heard. Thank them for listening to your concerns, even if he voted in opposition of your viewpoint. This keeps the door open in the event another issue comes up in the future that requires you to deal with that same legislator.

Get involved with your legislator when the legislative session is in recess. Most people think a legislator only listens to your concerns when he wants your vote at election time. The reverse is true from the legislators viewpoint as well. Don't contact him only when you want his vote on one particular issue. There's a variety of ways which you can get involved during the off-season, like inviting your legislator to a neighborhood get-together, inviting him to ride the back of your bike in a local parade, passing out campaign brochures, putting together or distributing yard signs, organizing a charity ride in his district for a local cause, etc.

Most legislators will gladly make an appearance in their district. They need to keep their name in the public eye, and need to remain actively visible in the community. Name recognition is politically important, so legislators are quite receptive to requests asking them to attend various functions. They want constituents to know they're out working hard for the people that voted them into office.

THE BOTTOM LINE...

If you and/or your membership want to get involved in the legislative process, you need to show them how to do it easily and simply. If the process is too difficult or burdensome for YOU, imagine how difficult will it be to convince your members to get involved.



STATE BOARD MEETING MINUTES

April 10, 1999

The meeting was called to order at 12:15 by Chris Vieira, Coordinator. There were 11 chapters in attendance with 11 eligible to vote.

Coordinator's Comments: "It didn't work, it's still snowing". Apologies to those trying to send faxes, the machine is not working.

Correspondence: Letter asking support for PBS. Congress is trying to reduce or stop funding to them. Request for people to click onto an Internet site saying they won't visit Nevada as long as it is a helmet state.

OFFICER'S REPORTS

Legislative Report: Frank attending Best of the West. Written report submitted and reproduced elsewhere in this magazine. Chris stated concern that the phone tree is not producing many results. Only 12 people were there in the Senate on the day of the helmet bill vote. Kate Brown changed vote from yes to no and only with last minute work by some members got it changed back to yes. Lesson is that we need to pay attention to the yes votes. Now its time to send thank you notes to the Senators who supported the bill. The bill regarding handlebar height is on the Governor's desk.

BikePAC Representative: Supporting groups opposed to bill requiring permits for groups of 75 or more people. Motorcycle rider license only looks like it won't go anywhere this session. BikePAC has three open positions with only 1 application for 2 of them.

Education Director: 2 classes taught by South Coast Chapter. Mel and Iris will teach a class at Linn-Benton C.C. at the end of the month.

Historian: Would like a copy of the facts sheets ABATE has on motorcycle accidents.

Membership Secretary: 1799 members currently

Newsletter Editor: Not present, No report.

Products: 50/50 drawing. Has T-shirt and sweatshirts for sale.

PR Director: Received a letter from a member who was upset about TV news comments about the helmet bill passing in the senate. The member wants to request time from the TV station to address their comments. Discussion followed on how such media exposure could be helpful but that it also had a huge potential to be harmful. Melinda will be working on guidelines for public speaking as a representative of ABATE.

Run Coordinator: Every chapter is responsible to get to fossil with two 5-gallon cans of gasoline (be sure cans are marked), at least 2 door prizes, and 2 boxes of big garbage bags. These items need to be checked in at the Info booth. Need EMT's contact Roger if someone can volunteer time for this. Roger also needs a car hauling trailer (at least 15 feet long) to get the golf carts there. Need people to bring chain saws to help cut fire wood. There will be no big Fossil posters, so distribute those flyers! Can use people to come early to help set up.

Treasurer: Clark reports balances as of 3/31/99: Bulk Mail: \$1456.49, Checking: \$1910.98, General Savings: \$7702.33, Legal Savings: \$1613.88, for a total of \$12683.68. Try to sell advance Fossil tickets. New treasury policy to go out to chapters soon.

WebPage Editor: Maddog at Best of the West, no report.

Vice-Coordinator North: Passed out sheet on Exemption Requirements for non-profits. Passed out a report on "Know your rights", taken from Spike's presentation at STEAM. Gave a report on attendance at Confederation of Clubs meeting.

Vice-Coordinator South: Not in attendance, No report

Vice-Coordinator East: Not in attendance, No report

Sergeant at Arms North: Not in attendance, No report

Sergeant at Arms East: Not in attendance, No report

Sergeant at Arms South: Working to get ready for Fossil

COMMITTEE REPORTS:

1. **Membership Committee:** No report

2. **Sanctioning Committee:** Sanctioned following runs: Klamath Falls Poker Run, April 17. May Awareness Rally, May 1st. Rody Poker Run, May 15. South Coast Spring Poker Run, June 6th. Coast Run / Cisco Loaiza canned food drive, July 24th. End of Summer Run, Sept 17-19.

Unfinished Business:

1. **Incident report postcards:** Are finished, Sam Hochberg has them, we will contact for distribution.

2. **May Awareness Rally:** All Legislators and the Governor have been invited. Governor has proclaimed May as Motorcycle Awareness Month. It will be an "Amnesty Day" at Salem DMV. You can get an endorsement with being hassled. Check in at Rally on May 1st by 11.

New Business: Motion by Bev Godfrey of Douglas County to give \$100 to Lincoln County Chapter to cover costs of ribbons, buttons, and trophies for bike games at Fossil and Chiloquin runs. Vote 11 Aye, 0 Nay, motion carries.

Announcements were made and the meeting adjourned at 2:35.

Minutes submitted by Jill Tracy, with special thanks to Janet Straw for filling in!

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 _____

INTERSTATE TAVERN

- CRAB & SHRIMP COCKTAILS
 - SANDWICHES
 - PIZZA TO GO
 - OPEN 7 DAYS A WEEK
- JULENE WUOLLET
PROPRIETOR
119 B STREET HWY 30,
RAINIER, OREGON
503-556-9950



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

ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

**GET YOUR BUTT DOWN TO SALEM AND HELP US THAT ARE THERE WITH THE
WORK WE ARE DOING FOR YOU!**

You are either part of the problem, or part of the solution!

RIDE SOBER AND SAFE!

ENOUGH SAID (GWH)!

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, <i>The Pizza Baron, S.E. 122nd & Division, Portland</i>
1 st SUNDAY	BLUE MOUNTAIN	1:00 PM, <i>East Side Tavern Rest., 2209 Adams Av., LaGrande</i>
	LINCOLN COUNTY	11:00 AM, <i>Moby Dick's Restaurant, Newport</i>
2 nd SUNDAY	CENTRAL OREGON	2:00 PM <i>Moose Lodge #323 3199 N. Hwy 97, Redmond</i>
3 rd SUNDAY	SOUTH COAST	11:00 AM, <i>Gino's Pizza, 1324 Virginia Street, North Bend</i>
	DOUGLAS COUNTY	12:00, <i>Noon Round Table Pizza, Roseburg Valley Mall, Roseburg</i>
	SOUTHERN OREGON	12:00 Noon, <i>Oregano's Pizza, Gold Hill</i>
2 nd & 4 th SUNDAYS	COLUMBIA RIVER	12:30 PM, <i>Pizza Perfect, 6815 NE Killingsworth, Portland</i>
4 th SUNDAYS	SALEM	1:00 PM, <i>Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem</i>
1 st & 3 rd TUESDAYS	RIVER CITY	7:30 PM, <i>Zim's Brau Haus, 604 E 2nd St., The Dalles</i>
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, <i>Farmhouse Café, 3500 NE Cornell Rd, Hillsboro,</i>
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM <i>Astoria Eagles, 894 Commercial, Astoria</i>
	N.E. PORTLAND	7:30 PM, <i>RoundTable Pizza, 4141 NE 122nd, Portland</i>
2 nd WEDNESDAY	KLAMATH COUNTY	6:30 PM, <i>Old Town Pizza Co., 722 Main St., Klamath Falls</i>
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, <i>PrimeTimeSportsBar&Grill, 1360 Mohawk, Springfield</i>
1 st FRIDAY	LINCOLN COUNTY	11:00 AM, <i>Moby Dick's Restaurant, Newport</i>