



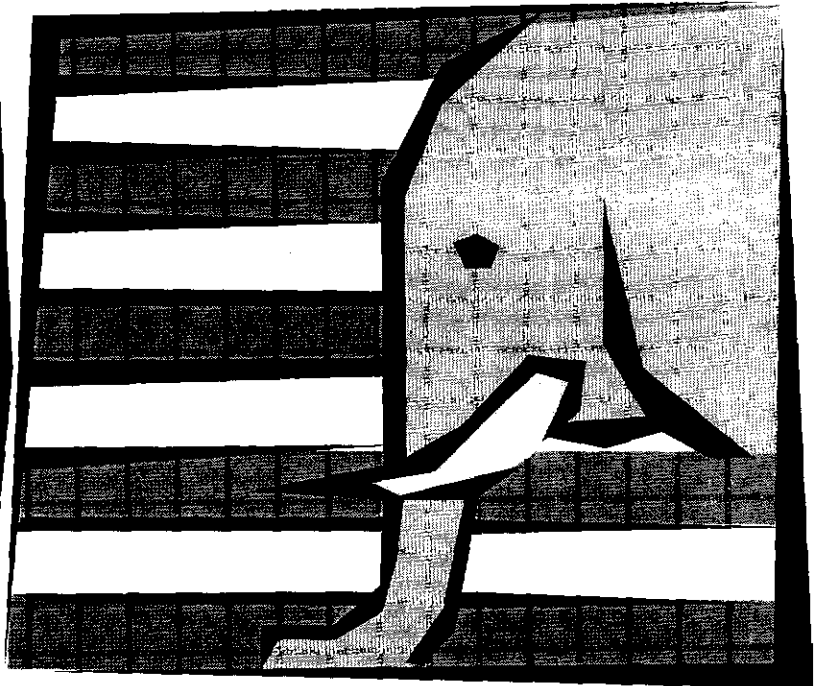
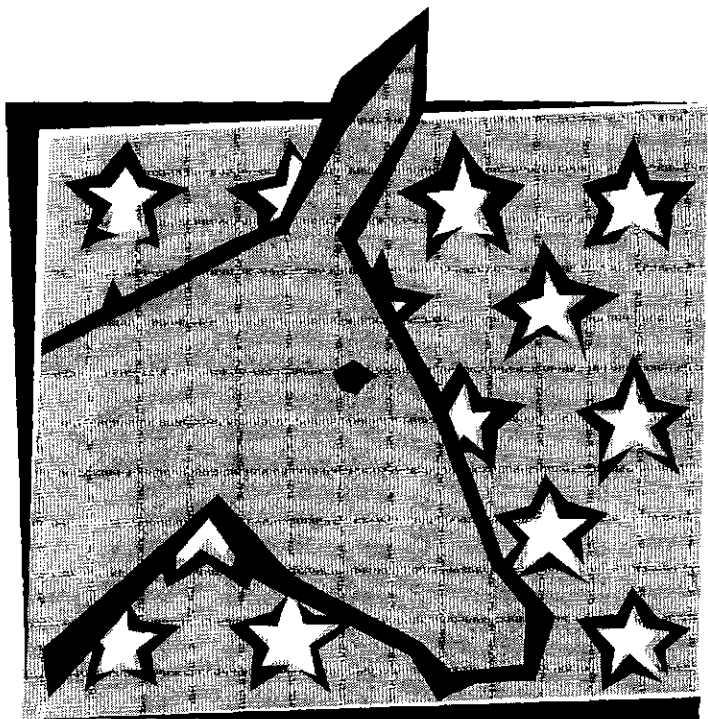
**DEDICATED TO THE  
FREEDOM OF THE ROAD!**

**LET THOSE WHO RIDE  
DECIDE!**

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

A Brotherhood Against Totalitarian Enactments

**APRIL 1**



**HAPPY APRIL FOOL'S DAY**

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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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**WHY ADVERTISE**

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

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

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

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6 months	\$75.00
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To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 10TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

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Please make checks payable to A.B.A.T.E. of Oregon, Inc.

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## CREED FOR ABATE MEMBERS

I will keep myself informed on the affairs, problems and methods of ABATE, so as to be an intelligent and constructive member.

I will exert my influence to see that ABATE has the best possible officers and directors in term of general competence and integrity.

I will faithfully support ABATE with my patronage and encourage my friends to do so.

I will build and maintain ABATE by contributing my share of physical support, labor and capital.

I will insist that full information be provided to me on the operations and financial conditions of ABATE.

I will take pride in ABATE and use my influence to see that it assumes its fair share of community responsibilities.

I will stand by ABATE in its days of adversity and help protect it from weakness which come from prosperity.

I will always remember that ABATE is me, as well as others like me and its behaviors is a reflection of our behavior.

## WEB PAGE ADDRESS:

<http://www.abateoforegon.org>

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

## Chapter Meeting Places - Where & When

1 <sup>st</sup> & 3 <sup>rd</sup> SUNDAY	S.E. PORTLAND	12:00 Noon, M/M Restaurant & Lounge 137 N. Main Gresham
2 <sup>nd</sup> SUNDAY	CENTRAL OREGON	2:00 PM Moose Lodge #323 3199 N. Hwy 97, Redmond
3 <sup>rd</sup> SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	SOUTHERN OREGON	12:00 Noon, Oregano's Pizza, Gold Hill
2 <sup>nd</sup> SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
4 <sup>th</sup> SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 <sup>st</sup> & 3 <sup>rd</sup> TUESDAYS	RIVER CITY	7:00 PM, Zim's Brau Haus, 604 E 2nd St., The Dalles
2 <sup>nd</sup> & 4 <sup>th</sup> TUESDAY	WASHINGTON COUNTY	7:30 PM, Silver Dollar Pizza, 6940 SW Hall (at Denny Rd.)
1 <sup>st</sup> & 3 <sup>rd</sup> WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
3 <sup>rd</sup> WEDNESDAY	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 <sup>nd</sup> , Portland
3 <sup>rd</sup> THURSDAY	WILLAMETTE VALLEY	7:00 PM, Blarney Stone Bar&Grill, 86498 College View Rd Eugene
1 <sup>st</sup> & 3 <sup>rd</sup> FRIDAY	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport

# Coordinator's Corner

Hello Everyone. Things are pretty hectic here at Grand Central. I need those little red lights on the phones so I can tell which one is ringing.

The plans for the swap meet/races are finalized and we are hoping for a big turnout for what should be a fantastic day with something for all motorcyclists to enjoy.

Last month, 22 ABATE members were Delegates at the Democratic Party of Oregon's Platform Convention. It was a learning experience for us all but also very rewarding. We made many new friends, passed both our objectives, and had a great time doing it!

There are a lot of candidates out there that are friends of ours and they need our help. Talk to a Legislative Director, pick a candidate, and get to work. My son and I love to pound out yard signs. Most candidates have a list of people who want a sign. All you have to do is pull up, give the sign a couple of whacks, and off you go to the next address on your list. You can get a lot done in just a couple of hours. Your candidate will never forget what you did for him.

The State Education Directors, Geoff White, and Terry Schaeffer are fired up and have high hopes for 2000. They are giving a motorcycle awareness instructors training seminar before this month's State Board meeting. People I know who have given these classes at the high schools say it is a very fun and rewarding experience. Please help out if you can.

The State Board meetings are shaping up nicely. We are accomplishing quite a bit and the discussions are lively. Refreshments are being served and the meetings are over around 2:30. Please feel free to come to these meetings and be sure to thank your State Board Representative, as they are the backbone of this organization.

Our new "Watch for Motorcycles" bumper stickers are now out and available for free distribution - put one on your cage today.

See you at Best of the West!

Ride Safe, Ride Free,

Ted

## STEAM 2000



Dedicated to Freedom of the Road



ABATE of Oregon, Inc.

**Spring Opener**  
All Outdoor Motorcycle  
**Swap Meet & Road Races**  
**Sprint & Sidecar Races**  
at Portland International Raceways (PIR)  
Exit 306B off I-5

**Sunday, April 9, 2000**  
Gates open to the public at 9 AM  
**\$10 Admission**

Includes Parking, Entry to Swap Meet, Racing, and Pit Pass

Parking in designated areas only

NO pets of any kind allowed

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

For Racing Info Call: OMRRA 503-221-1487

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

The Oregon Motorcycle RoadRacing Association (OMRRA) exists to promote amateur and professional motorcycle roadracing in the Pacific Northwest, with emphasis on safety, creating and maintaining a positive image of the sport, and in encouraging participation by all interested persons.

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

# 2000 OREGON MOTORCYCLE ROADRACING ASSOCIATION

**EXIT 306 B OFF I-5** RACING AT PORTLAND INTERNATIONAL RACEWAY **FOR INFO: 503-221-1487**

**APRIL 8**

SPRING OPENER  
SAT. PRACTICE, SUN. RACING  
SIDE-CAR RACES

**SWAP MEET**

VENDOR INFO: (503) 285-4329

**MAY 19 20**

FRI. NOVICE SCHOOL, PRACTICE  
SAT. ENDURANCE RACE, PRACTICE  
SUN. RACING

**BMW DAY**

-BIKE SHOW PRIZES  
-FACTORY DEMO RIDES  
-DEALER DISPLAYS  
-PARADE LAPS  
-CAMPING

**JUNE 11 TRIUMPH DAY**

RACING  
BIKE SHOW PRIZES - DEALER DISPLAYS - PARADE LAPS

FACE PRESENTS  
**FORMULA**  
RACING SERIES  
THE PROCESSION FINISHES SWAPMEET RIDER SCHOOL PRACTICE  
SAT. TOSHUP SUPERMOT RACES PARAGLIDES  
SUN. APRIL SERIES BUSH SERIES TASHUP SUPERMOT RACES  
TASHUP SUPERMOT RACES  
TASHUP SUPERMOT RACES

**AUGUST 26 27**

SAT. PRACTICE, SUN. RACING  
GPRA 125CC NATIONAL RACES  
SIDE-CAR RACES

**ITALIAN DAY**

-PARADE LAPS  
-BIKE SHOW PRIZES  
-DEALER DISPLAYS

**SEPT 15 16**

FRI. NOVICE SCHOOL, PRACTICE  
SAT. ENDURANCE RACE, RACING  
SUN. VINTAGE RACES, RACING

**VINTAGE DAY**

-SWAP MEET  
-PARADE LAPS  
-BIKE DISPLAYS

**OCTOBER 8**  
RACING

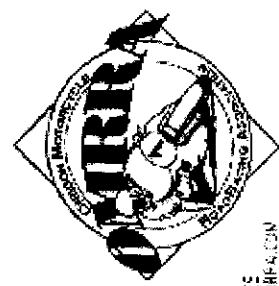


PHOTO: GRU,  
CHRISTIE  
WOOD

NOVEMBER 4 & 5 ARE PRACTICE DAYS AT THE RACEWAY. INFO: 503-221-1487. RACES  
TICKETS ALSO AVAILABLE AT ALL THUNDERBOLT PARTICIPANTS' CHOPPER BY PHONE: 824-2400. WWW.OMRAA.COM

Motorcycle Riders Foundation  
Presents



Hosted by ABATE of Oregon

April 28-30, 2000  
Portland, Oregon

The Holiday Inn Portland Airport 18439 N.E. Columbus Blvd., Portland, Oregon  
Room rate \$79.00 (includes buffet breakfast for two) Phone 503-256-9200 for rooms  
Serrano cost (before March 31, 2000): MRF members \$80.00, Non-MRF members \$70.00  
Serrano cost (after March 31, 2000): MRF members \$70.00, Non-MRF members \$80.00  
Registration is also accepted through our website at [www.mrf.org](http://www.mrf.org). Visa and MasterCard accepted  
and registration fee to: MRF, P.O. Box 1808, Washington, DC 20013-1808. Questions? Call the MRF at 202-546-0983

**13th ANNUAL - TRUE APOSTLES**



**MOTORCYCLE  
SWAPMEET & BIKE SHOW**

*Sunday April 30th, 2000*

**COWLITZ COUNTY FAIRGROUNDS, LONGVIEW WA**

*ALL MAKES 9 am to 5 pm*

*Free; Ride in only Bike Show  
presented by Cowlitz County A.B.A.T.E.*

*Take Exit 36 off I-5, go to 7th street and take a  
right, then go about one mile to the fairgrounds.*



**Adults: \$5.00  
Under 12, Free**

**TRUE APOSTLES  
PO BOX 87763  
VANCOUVER, WA 98687-0763  
CONTACT ROGER AT  
503-643-4725**

**Sorry, no dogs, firearms, or alcohol**





# 2000

*Don't miss this one!!!!*

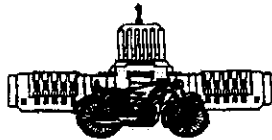
## May Motorcycle Awareness Rally



11:00 AM

**Saturday, May 6, 2000  
Salem State Capitol Steps**

INFO: Frank Saxton (503) 297-2325  
[Frankie@Easyrider.com](mailto:Frankie@Easyrider.com)



**BikePAC of Oregon  
PO Box 5612  
Salem, OR 97304**

# COAST TO COAST BIKER NEWS

Compiled and Edited by **BILL BISH**,  
National Coalition of Motorcyclists (NCOM)

**BIKER ANTI-DISCRIMINATION LEGISLATION ADVANCES IN ARIZONA** By a vote of 6-0 on February 3, 2000, the Senate Transportation Committee unanimously approved SB1475 to send Arizona's biker anti-discrimination bill on to the Senate Commerce Committee, where the legislation passed by a vote of 6-1 the following week. SB1475, the Equal Access Anti-Discrimination bill sponsored by Senator Keith Bec, who was the keynote speaker at last year's NCOM Convention in Phoenix, is expected to be heard on the Senate Floor soon.

"We used the Biker Anti-Discrimination legislative packet from NCOM to determine the exact language that we needed here in Arizona, and we've picked up a lot of support in the legislature after adequately explaining our message," said Roger "Priest" Hurm, Chairman of the Board of the Modified Motorcycle Association (MMA) of Arizona, and member of the National Coalition of Motorcyclists (NCOM) Board of Directors.

"We're not against dress codes, and we're not trying to tell businesses how to manage themselves," explains Priest. "We're just saying that you cannot refuse public services to a person just because they ride a motorcycle or look like a biker."

Actually, the state legislature has two pro-motorcycle bills up for consideration, thanks to the hard work of an Arizona motorcyclists' Lobby Team, comprised of a registered lobbyist from each of the state's three motorcycle organizations (ABATE of Arizona, the MMA of Arizona, and the Arizona Confederation of Motorcycle Clubs).

SB1074 would dedicate \$1.00 per registered motorcycle to the Motorcycle Safety Fund to be used specifically for safety education. The bill, sponsored by Senator Tom Smith, has passed unanimously out of both the Senate Transportation Committee and Appropriations Committee, and it too will soon be voted on by the full Senate.

"Our goal is to add to the fund in the future to help subsidize motorcycle training and make it more affordable for all," said Priest. "We're gonna bring two new Arizona laws with us to Frisco," he promised, in reference to the upcoming NCOM Convention in San Francisco in May. **NATIONAL COALITION OF MOTORCYCLISTS (NCOM)**

**HANDLEBAR HEIGHT REPEAL BILL PASSES** South Carolina **SENATE** A bill to repeal the existing handlebar height law in South Carolina has passed the full Senate and will now go to the House of Representatives for consideration. S456, sponsored by Senator John Land, would amend Section 56-5-3650 of the Code of Laws of South Carolina to delete Section B, which reads, "No person shall operate any motorcycle with handlebars more than fifteen inches in height above that portion of the seat occupied by the operator."

A similar bill in the House died last year following testimony by the highway patrol that it would be unsafe for bikers to put their handlebars at any height they wanted.

"The law is pure and simple harassment and has nothing to do with safety," said Cassie Mathews, Legislative Coordinator for ABATE of South Carolina. "The time for letter writing is NOW!"

Handlebar height laws have been repealed or modified recently in four states; Iowa, Arizona, Oregon and Washington. **NCOM NEWS & NOTES**

**HELMET REPEAL BILL INTRODUCED IN GEORGIA** Following the recent introduction of a bill to repeal Georgia's mandatory helmet law for riders 18 years of age or older, the **ATLANTA BUSINESS CHRONICLE** wrote the following article on January 14 under the title; "No Helmet Hair":

ABATE (of Georgia) wants to keep Easy Rider out of the emergency room, but the bikers say helmet laws don't necessarily pave the way to motorcycle safety. ABATE, or American Bikers Active Towards Education, is asking members of the General Assembly to squash the state's helmet law like a possum on a lonely Georgia highway. These hog riders aren't after the pork barrel. They just want to be free, man.


"Strapping on a helmet is not a solution to motorcycle safety," said Robin E. "Chief" Smith, a U.S. Army retiree who has long abstained from hard drinking and helmets.

ABATE advocates motorcycle safety education. "Some people may not still want to ride a motorcycle" after learning about the risks involved, Smith said.

The group cites outdated motorcycle helmet standards and fatalities caused by bad helmets that snap necks.

Georgia's motorcycle helmet law is also a Catch-22: State law says bikers must wear "protective headgear" as defined by a state list. But there is no list. So "protective headgear" could be defined as a helmet, baseball cap or a bandanna, Smith said.

**ABATE OF GEORGIA**



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MARKET PARTS. FULL  
SERVICE SHOP.**

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

**HELMET MANIA IN PA** Pennsylvania State Representative Sara Steelman (D - Indiana) wants a law to require anyone under the age of 18 to wear a helmet when using roller skates, roller blades, or a skateboard. Other Keystone State legislators are busy revising the state's bicycle helmet law to include riders up to age 17 (current law requires them for riders 12 and under), while others proposed mandating helmets for all bicyclists, regardless of age.

Not to be outdone, Representative Jeffrey Coy (D - Franklin) is pushing for mandatory helmets for ATV operators and passengers. Coy states, "If motorcyclists are required to wear helmets, then it only makes sense that ATV riders should wear them too."

His proposed helmet requirement would apply to all riders, regardless of age and to ATV use on any lands, public or private.

No proposed helmet law for skiers, yet. Someone should take up this cause. What makes them so special? **CHARLES UMBENHAUER, ABATE OF PENNSYLVANIA**

#### **RACING CHAMPION STOPPED BY STIFF NECK**

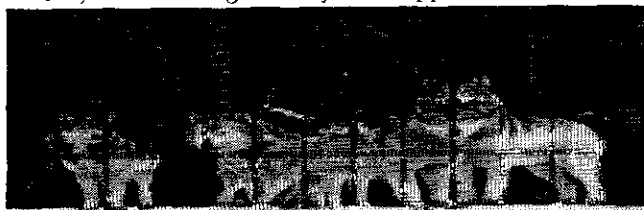
Former world champion racecar driver Michael Schumacher had to abandon testing of Ferrari's new Formula One car recently in Fiorano, Italy, because of a stiff neck after just four laps.

According to a **REUTERS** news release dated February 10, 2000, Schumacher was testing the F1-2000 car for the first time, and said afterwards he had been bothered by feeling gusts of wind coming in under his helmet. "It's a real shame I had to stop because the car felt really good," he said. On the third lap, Schumacher was just one second off the track record and almost three seconds faster than his quickest lap on the corresponding day of testing last year. See, helmets really are a pain in the neck!

**AND SPEAKING OF A PAIN IN THE NECK** California motorcyclists are gearing up their political campaign machinery to oust Assemblyman Dick Floyd, the father of the California Helmet Law, who has reached term limits in the California State Assembly and is now forced into running for the state Senate. Floyd was defeated in a previous election soon after the helmet law passed, largely due to the active campaigning by bikers for Juanita McDonald (who is now serving in Congress), but he simply moved to another district and won reelection.

But Floyd will be termed out of the Assembly this year and is now running for the 25th Senate District seat. However, another elected Democrat, Assemblyman Edward Vincent (D-51st Assembly District), is running against him in the March 7th Primary. There are 210,703 registered Democrats in the District and only 38,137 registered Republicans, so whoever wins the district's Democratic Primary will surely win the General Election in November.

Vincent's campaign has been targeted for support by **ABATE OF CALIFORNIA**, not only to remove one of their greatest stumbling blocks to helmet freedom, but also to replace a devout enemy of motorcycling with a biker-friendly legislator. Ed Vincent voted for repealing the state's helmet law last session, and is seeking motorcyclists' support.



**TWO WHEELED TIDBITS:** In a list of "hazardous sports hobbies" distributed by the Federal Department of Urban Safety, riding a motorcycle didn't even make the top 10. Number three on the list is lawn bowling, number two is tennis, and number one is...surfing. **A CENTURY OF MOTORCYCLING / EASYRIDERS MAGAZINE**

**ANTI-SMOG RESTRICTIONS DEVELOPING IN TEXAS** The Texas Natural Resource Conservation Commission is pushing real hard for increased emissions testing in the Houston area. The commission is the overlord concerning getting Houston back in line and shedding our reputation as the most "polluted city in America." The **TNRCC** recently recommended a ban on vehicle use every fourth day, a 55-mph speed limit within the city, expanded vehicle testing like California's **CARB** crap, and restrictions on the hours when construction equipment can operate. There is even talk about restricting the drive-thru lanes at fast food establishments! Experts from California (the previous most polluted state) advised against draconian action such as restricting driving. Time will tell (as will the voice of the people, so ya better get your butt in gear and join the Texas Motorcycle Rights Association -- before they outlaw that too!). **NUTZ-N-BOLTZ, SKUNK DOTS MAGAZINE**

**A.I.M. ATTORNEY FILES SUIT FOR FORMER KANSAS GOVERNOR** Kansas Aid to Injured Motorcyclists (A.I.M.) attorney Keith Renner is pursuing a lawsuit filed on behalf of former Kansas Governor Joan Finney, her husband and son for violations of their Constitutional rights. The former governor and her family filed their lawsuit against six members of the Topeka, Kansas, police department as a result of an alleged illegal search of the Finney home and an illegal seizure of their son, Richard Finney.

The lawsuit alleges that at least six members of the Topeka police department arrived at the Finney residence on September 27, 1997, claiming to be responding to a 911 call about a suspicious person knocking on the door at the Finney's house. When the police arrived, Richard Finney and a friend (the "suspicious" man knocking on the door) were inside the house reading magazines. When they noticed police outside, Richard went out the back door to see what the problem was. Officers immediately drew guns on Finney and placed him in handcuffs. Finney informed the officers that this was his home, that no problems were occurring, and he provided the officers with his driver's license which confirmed that he lived at the residence. The officers then searched the house over Finney's objections. Finney was held in handcuffs until the officers had completed their search and were leaving the premises.

Richard Finney seeks monetary damages for the violation of his rights. Governor and Spencer Finney seek only nominal damages for the illegal search of their home.

A.I.M. Attorney Renner explains that, "While this lawsuit does not involve a motorcycle or club related issue, as Governor Finney stated in a press conference, if this can happen to her family, it can happen to anyone."

The former governor is organizing a concerned citizens group to provide support for people abused by law enforcement officers, and to make the public and elected officials aware of the seriousness and frequency of police misconduct. **AID TO INJURED MOTORCYCLISTS (A.I.M.)**

IF YOU'RE HEADED FOR DAYTONA we suggest you pack a tent and spend a fun filled week with ABATE of Florida at their campground. It will end up costing about 10% of what a motel will gouge out of you, and you'll be supporting a worthy cause. Information can be found on the Internet by clicking on their link at <http://www.lonebiker.com/abate> and going to their "campground" page. ABATE OF FLORIDA

#### OTHER MILLENNIUM RUN DATES TO REMEMBER:

04-26 thru 30 Laughlin River Run, Laughlin, NV  
05-11 thru 13 15th Annual NCOM Convention, San Francisco, CA  
05-14 thru 21 SC/NC Dealers' Association Rally, Myrtle Beach, SC  
05-28 Rolling Thunder XII, Washington, DC  
06-05 thru 10 Americade, Lake George, NY  
06-11 thru 18 Laconia Bike Week, Laconia, NH  
07-02 thru 06 National Retreads Rally, Nashua, NH  
08-07 thru 13 Black Hills Motor Classic, Sturgis, SD  
08-31 thru 09-03 Four Corners Iron Horse Rally, Ignacio, CO  
09-20 thru 24 Golden Aspen Rally, Ruiodoso, NM  
10-15 thru 21 Biketoberfest, Daytona Beach, FL

CABIN FEVER I have resolved to NEVER be "ready for winter" again, and I strongly encourage everyone else to do the same. My theory is, if we ignore it long enough, winter will eventually go away completely.

Therefore, for the last few years, I have NOT taken the battery out of my bike in October, nor even in November. Neither have I added gas stabilizer, nor performed any of the ritualistic, sacrificial overtures to the onset of winter here in the frozen tundra. Those things, along with such concessions as caulking doors and windows, insulating water pipes and foundations, digging out the snow shovels, checking antifreeze in the car, cleaning out a spot near the stove for stacking fire wood, breaking out winter coats, taking the air conditioner out of the window, and getting the winter tires mounted after the first snow, are left for a more appropriate time!

The thing is, if you do that stuff too early, old man Winter will get the idea that he can come along any time he wants, and pretty soon we'll have Winter in August!

For the past two years, I took my last ride here in Vermont in mid-December.

Sure your fingers get a little numb! Sure you might have to stand around the tire place a little longer to get your snow tires mounted because you didn't take your car there sooner. Sure the caulking compound doesn't flow smoothly because it's too cold. The point is, if you give Winter an inch, he'll take 96 inches (of snow, that is). Ya gotta put him in his place!

Let him know who's boss! When he comes along blowing his cold air and sprinkling little bits of frozen stuff around, DON'T GIVE IN to him! Hop on that bike and tool down the road like it was the middle of summer! It'll confuse him! It'll fake him out! He won't know if he's coming or going! And, one of these years, he'll be so messed up that he just won't bother to show up at all! Yea!

"There Winter, take THAT!" "Hah!" We need a bumper sticker that says, "I'll give up riding when they pry my cold, frozen fingers off the throttle!" Go ahead, TRY to wipe that smile off my face! Ya can't do it! It's frozen there! Hah! BOB POSCH, FREEDOM OF THE ROAD (FOR) - VERMONT

THOUGHT FOR THE DAY: "for my part, I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move." ROBERT LOUIS STEVENSON

## AMA concerned about forest special-use permit fees

PICKERINGTON, Ohio – The American Motorcyclist Association (AMA) fears a U.S. Forest Service proposal to change the way it collects fees for special-use permits could price motorcycle events out of national forests.

In a six-page letter to the Forest Service, the AMA spelled out a variety of concerns related to the new proposal, including the lack of an appeal process and the lack of a cap on how much the Forest Service can charge organizations wanting to stage events on forest land.

The Forest Service is proposing the new rules to cover costs associated with processing applications for special-use permits, and for monitoring compliance with conditions of the permits. Such permits are needed for events such as enduros held on forest land.

"With this plan, it would be up to an officer in each forest or ranger district to estimate how much time it takes to process an application, and how much monitoring time would be involved," said Robert Rasor, AMA vice president for government relations. "With the discretion solely in the hands of one person, and with no opportunity to appeal that person's decision, motorcycle events on forest land could be priced out of existence."

Under the proposal, a six-category fee schedule would be established for processing and monitoring special-use permits.

The lowest fee category, for permits that take up to eight hours to process, would require a \$75 processing fee and no monitoring fee. The price jumps to \$750 for processing and \$230 for monitoring for a permit that takes from 36 to 50 hours to process and 36 to 50 hours to monitor.

The most expensive fee category applies to special permits that take more than 50 hours to process and more than 50 hours to monitor. The category does not spell out a specific fee but, instead, allows the Forest Service to charge "full reasonable costs as required, determined on a case-by-case basis."

## Clinton steps up attacks on OHV use of public land

PICKERINGTON, Ohio – President Clinton's administration has unveiled yet another initiative that would ban off-highway vehicles (OHVs) from millions of acres of public land, the American Motorcyclist Association (AMA) reports.

Called National Landscape Monuments, the program is the latest in a rapid-fire series of Clinton initiatives to unilaterally ban OHVs from vast tracts of public land. Clinton wants to complete all the initiatives by the end of the year, when he leaves office.

"This is the biggest assault on off-highway riding on public land that motorcyclists have ever seen," said Robert Rasor, AMA vice president for government relations. "These initiatives target thousands of miles of trails nationwide. And it's all being done

through federal agency rule-making or presidential fiat, bypassing Congress completely."

Razor wants motorcyclists to contact their U.S. senators and representatives to urge them to stop the Clinton administration's unilateral decisions on the use of public land. Public land use should be debated in Congress where facts can be analyzed and all sides can have their say, Razor said.

The new National Landscape Monuments program, announced by U.S. Interior Secretary Bruce Babbitt on Feb. 17, is targeting up to 4 million acres in Arizona, California, Colorado, Montana, and Oregon for new land-monument status. Under the program, Clinton could simply proclaim the areas as national landscape monuments and OHVs would be banned. The federal Bureau of Land Management, accustomed to overseeing activities such as grazing and recreation on its land, would oversee the monuments. The agency also would shift its focus to preservation, which would be another blow to off-highway riding.

This latest move is part of an orchestrated campaign to close off vast amounts of land across the United States.

The biggest threat to off-highway riding comes from Clinton's "roadless land" initiative that could bar OHVs from almost 80 million acres of U.S. Forest Service land by the end of the year. The AMA has dubbed the roadless initiative "Wilderness Lite" because it would impose all the restrictions of a congressionally decided "wilderness" designation of the land without allowing the issue to be debated in Congress.

In January, the president shut down more than 1 million acres of public land to OHVs in Arizona by unilaterally creating the Grand Canyon-Parashant National Monument and the Agua Fria National Monument.

This month, Clinton also began a process to declare as many as 400,000 acres in the Sequoia National Forest in California as a new national monument.

Razor and AMA Washington Representative Edward Moreland briefed representatives of the powersports industry on the multiple threats during the Dealernews International Powersports Dealer Expo held in Indianapolis Feb. 19-21.

Razor noted there are various efforts under way to shift the Forest Service guiding philosophy away from the "multiple use" of national forest land -- including recreational use -- to one of "ecological sustainability."

"The Forest Service actions, combined with the president's most recent monument declarations, make it clear that this administration is declaring war on motorized recreation," Razor said. "But in doing so, the president and the Forest Service are also declaring war on the public-lands policies set down in law by Congress."

For more information, visit [www.AMADirectlink.com](http://www.AMADirectlink.com) and click on the "Protecting Your Right to Ride" button.

PICKERINGTON, Ohio -- Rick Gray, a six-year member of the American Motorcyclist Association (AMA) Board of Trustees, has been named chairman of the AMA Board of Trustees. He succeeds Carl Reynolds, who has served in the board's highest position since 1997.

Gray, an attorney from Lancaster, Penn., and a 21-year AMA member, most recently served as Board Treasurer. He also sits on the AMA Pro Racing Board of Directors and has served on the American Motorcycle Heritage Foundation Board of Trustees. He brings a long history of fighting for motorcyclists' rights to the chairman's seat.

"I look forward to working for the empowerment of AMA members in every aspect of motorcycling," Gray said. "It's exciting to be in a position of leadership in an organization I have so much respect for."

A Northeast Region Trustee since 1995, Gray is also on the board of the American Motorcyclist Political Action Committee and has served on the board of the Motorcycle Riders Foundation. He is also one of the founders of ABATE of Pennsylvania, a member of 10 other ABATE and state motorcycle organizations, a 15-year member of the Harley Owners Group and a member of three national organizations of BMW riders. His activism earned him the title of 1993 AMA Road Rider of the Year, among other honors.

An avid motorcyclist, Gray started riding in 1969 on a Honda 350. Since then, he's owned nearly 50 motorcycles. He currently has 13, including a Harley-Davidson Softail, a BMW R1100RT, a BMW R1100RS, a Triumph Speed Triple and a 1969 Honda CB750K0 sand-cast collector's item. His wife, Gail, also rides, primarily on her BMW R1100R. She, too, is active in the AMA and other motorcyclist organizations. Together, they have presented seminars to various motorcyclists' rights organizations on the globalization of motorcycling issues and how to argue the helmet law rationally and professionally.

Gray played a large role in the AMA's Riding Ruger campaign against that company's discrimination toward motorcyclists, and has been an outspoken advocate for motorcyclists' rights.

## Voters Reject Anti-motorcyclist Candidate in California

PICKERINGTON, Ohio -- California Assemblyman Richard "Dick" Floyd, who hoped to earn a state Senate seat by portraying motorcyclists as thugs, was soundly defeated in Tuesday's primary election, the American Motorcyclist Association (AMA) reports.

As part of his Senate campaign, Floyd distributed fliers that pictured motorcyclists and read: "We need someone who will stand up to their threats." Floyd called California motorcyclists who lobbied their legislators on helmet laws "Hell's Angels types" who threatened and intimidated lawmakers.

Floyd, the father of California's mandatory helmet use law, claimed he was the only one who "stood up" to the motorcyclists.

"Floyd obviously had no record of achievement to present to the voters so he tried to create a fear of motorcyclists to win votes," said Robert Razor, AMA vice president for government relations. "The ploy didn't work. The voters are much smarter than Floyd gives them credit for."

Assemblyman Edward Vincent, who was supported by ABATE of California and other motorcyclists, easily defeated Floyd in the Democratic primary election in the 25th Senate District (Compton-Inglewood). Vincent will face Republican Cliff McClain for the seat in November's general election.

Pennsylvania now has House Bill 2266, introduced by Representative Coy with 11 cosponsors, to put mandatory helmets on all ATV riders anywhere they ride. That includes on private property. Wearing a helmet while riding in the dirt is not a bad idea, but making it mandatory is not a good one.

ABATE of PA and the AMA will oppose the passage of this bill.

## New Law stops Motorcycle Emissions testing in Kentucky

PICKERINGTON, Ohio - Motorcyclists in Kentucky's Jefferson County will no longer be forced to have their motorcycles tested as part of the county's strict air pollution control program, the American Motorcyclist Association (AMA) reports.

A new state law, which goes into effect in mid-July, prohibits all counties and air pollution control districts from inspecting motorcycles for emissions. Currently only Jefferson County tests motorcycles.

The AMA has complained that the emissions standards set by the Jefferson County Air Pollution Control District are more stringent than the standards set by the federal Environmental Protection Agency for new motorcycles. As a result, even new motorcycles many times failed to meet the county's emissions standards.

The Jefferson County system was "unfair and costly for motorcyclists," the AMA said.

Rep. Perry Clark (D-Jefferson) sponsored the legislation creating the new law.

In Virginia several pro-motorcycling bills have made it to the Governor's desk and are awaiting his final approval. House Bill 429 authorizes a special license plate bearing the phrase, "Share the Road." After 1,000 plates are sold, a portion of the fees will be deposited in the Motorcycle Rider Safety Training Program. House Bill 430 and its companion bill SB-248 require a motorcycle awareness component to be included in the public schools driver education curriculum. And HB-432 and companion bill SB-247 allows motorcycles to be equipped with additional brake lights (as approved by the Superintendent of the State Police).

The Virginia Coalition of Motorcyclists (VCOM), along with ABATE of Virginia were instrumental in the progress of these bills. You can help by sending a short letter to Governor Gilmore asking him to sign them into law. Send your letter to The Honorable James S. Gilmore, III, Officer of the Governor, State Capitol, 3rd Floor, Richmond, VA 23219.

The US Forest Service has ordered Utah's Dixie National Forest to restore a horseback and hiking trail to the way it was before crews widened it to accommodate all-terrain vehicles. Crews have already done work to re-close the trail to ATVs.

Dixie Forest supervisor Susan Wagner, who took over as Dixie supervisor this year, said they should not have allowed widening on the Happy Valley Trail on the east side of Boulder Mountain.

Dixie officials will propose that the travel map be opened up again to public input to determine whether Happy Valley Trail should be opened to ATVs. They also are considering a more comprehensive travel management plan for the entire east slope of Boulder Mountain, about a 50,000 acre area, that may exclude ATV traffic.

A Norwegian insurance company has won a case in the Norwegian Supreme Court involving a 1994 fatal motorcycle accident caused by slippery asphalt. The insurance company claimed the Road Authorities were responsible for the dangerous road conditions and took legal actions against the

State. The Norwegian Rider's Rights Organization, NMCU, which had fought for the inclusion of motorcycles in road maintenance programs for many years, were strongly involved in the process.

The insurance company lost in two lower courts but the case had so many principal juridical implications that it was accepted before the Supreme Court. In February 2000, after nearly five years of proceedings, the Supreme Court decided in favor of the insurance company and the State must pay a compensation of 190,000 Euro. The decision was based on the fact that the slippery asphalt was the direct cause of the accident and that the Road Agency should have warned the motorcyclist of the dangerous conditions by putting up warning signs.

This decision will force the Road Agencies to use other types of asphalt with more friction or put up warning signs if road conditions are dangerous for those riding two-wheelers.

## Italian Government wants to reintroduce Roadworthiness Testing (RWT) for Motorcycles

Rome, 28th Feb 2000.

After almost 30 years since last roadworthiness tests, the Italian government re-introduces this procedure for motorcycles. The decision has been strongly supported by the Transport Committee of the Parliament, which is now at the end of a three-year job on the Highway Code review. The Committee's Rapporteur, Mr. Ernesto Stajano, said: "This decision was a due one, Italy is now EU compliant on this matter. Furthermore, it will improve road safety and environment protection in our country".

The Italian Rider's Rights Organisation COORDINAMENTO MOTOCICLISTI (CM) strongly opposes this decision and claims for truth with reference to the European regulations. In a Press Release launched a few hours after the Government's announcement, CM declared: "There is no evidence of any relation between road accidents and vehicles' conditions, in fact the roadworthiness tests are not required in half of the European Union countries. There is no European law, and the European Commission is currently consulting the consumers and riders rights organisations on this matter. Thus, no decision has been taken until now, and there is no certainty that the result of these talks will be in favour of a European roadworthiness law for motorcycles. Last, but not least, the EU countries where a RWT scheme is applied also have a single-vehicle approval procedure which makes it possible for riders to get the modifications legalised, whilst this is almost impossible and extremely expensive in Italy. In our country not even a single bolt may be legally replaced unless it is original or equal to it".

CM will now write a letter to the Transport Minister, asking for a meeting in order to show him the real situation and find a compromise. However, the procedure will not start until the Ministry will issue a technical protocol indicating the instructions needed for all the motorcycles and mopeds produced since 1964.

# A BRIEF HISTORY OF BIKERS RIGHTS IN AMERICA

As Seen by BILL BISH,  
NATIONAL COALITION OF MOTORCYCLISTS  
ABATE OF CALIFORNIA

Hello! My name is Bill Bish, and I'm Executive Coordinator of the National Coalition of Motorcyclists and Aid to Injured Motorcyclists (A.I.M. & NCOM), and I've been active in bikers rights for over thirteen years, having served in various state and local positions within ABATE of California, including two terms as Chairman of the Board and two terms as State Director.

A few years ago, I compiled a "History of ABATE" article for our ABATE of California newsletter, the "Bailing Wire," which people must've enjoyed reading because it has since been reprinted in several other newsletters and magazines.

Soooo, for you history buffs, I'll try to piece together some of our early beginnings, with apologies to those who were there from the start. I wasn't, so this is only from my early conversations with people like Deacon, Ron Roloff and others who WERE there, as well as my own research and admittedly spotty memory.

Through my involvement with NCOM and ABATE of California, I have had the privilege of traveling across the United States to preach unity and spread important information, and I will always treasure my memories of the places that bikers' rights has taken me and the friendly faces that have greeted me.

Because our issue is so emotional and deeply personal, I have developed close relationships with many Freedom Fighters throughout the country who I am proud to call Brothers and Sisters.

It was this deep sense of "family" within the motorcycle rights community that inspired me to trace our Family Tree. Much has been said of the coming new Millennium, and of the opportunities and pitfalls our future holds in store, but one thing is certain..."YOU HAVE TO KNOW WHERE YOU'VE BEEN TO KNOW WHERE YOU'RE GOING!"

With that thought in mind, I'd like to take you on a brief trip down memory lane, as we open up our Family Album and retrace our History as a bikers' rights movement here in the United States:

Easyriders magazine editor Lou Kimzey issued a plea in issue #3, October 1971, for bikers to come together to fight impending restrictions from the National Highway Transportation Safety Administration (NHTSA) by joining a new national bikers' rights organization called the National Custom Cycle Association, but because of a conflict with the acronym the name was changed in February 1972 to A Brotherhood Against Totalitarian Enactments (ABATE). I recall Joe Teresi, publisher of Easyriders, telling me that they had a contest around the office to come up with a new name, and one of the secretaries came up with "ABATE". He told me they were on deadline and needed a logo real fast, so they took a stylized German eagle and transformed it into the logo used by many ABATE's to this day.

Easyriders began granting state charters around 1974, and Keith Ball was the original national coordinator (Keith later became editor of Easyriders until his recent retirement). ABATE organizations which came into existence around this same time were chartered in Kansas, Virginia, Maryland, Pennsylvania,

South Carolina and New York; and also MMA of California, MMA of Massachusetts, New Hampshire Motorcycle Rights Organization, Rhode Island Motorcycle Association, Connecticut Motorcycle Rights Association, and the Wisconsin Better Bikers Association.

Easyriders published some phone numbers and a loose knit network of bikers' rights activists began to grow.

Ron Roloff and others had already founded the Modified Motorcycle Association of California, and it's interesting to note that Easyriders' original name for their rights group was similar to the MMA's because the biggest threat, aside from the original federal helmet mandates, which were instituted in 1966 by Congress and later repealed in 1976, was that the U.S. DOT (Department of Transportation) was investigating ways to restrict modified or customized "choppers" which they deemed unsafe, especially extended forks. Deacon, founder of ABATE of California, once related to me that the 60's fad of ridiculously high sissy bars came about because the government started requiring "grab bars" for passenger safety, so the riders of the day flaunted the law by building them as long and garish as they could get by with.

Almost every state during this time passed handlebar height restrictions, mandatory eye protection, motorcycle licensing requirements, lights-on laws and other equipment regulations, and many other restrictions on our "Freedom Machines" were being considered by legislators and bureaucrats to make motorcycle riding "safer".

In most states, before motorcyclists became politically organized, the clubs were the first to fight helmet laws and other restrictions.

As the rights movement grew, Don Pittsley, a member of the Huns M/C in Connecticut convinced his congressman, Rep. Stewart McKinney, to introduce H.R.3869 to end the Federal authority to withhold highway funds from states without helmet laws (i.e., the "National Helmet Law"). In July of 1975, Rob Razor of the American Motorcyclist Association (AMA), Ron Roloff of the MMA of California and Ed Armstrong of ABATE of Chicago presented the House Sub-Committee on Surface Transportation with convincing testimony to repeal the helmet mandates.

Later that year, with California being sued by the DOT because Governor Ronald Reagan refused to comply with the federal helmet law mandate, Roloff helped convince California Senator Alan Cranston to offer the language of the bill as an amendment to the 1975 Federal Highway Act, which passed with overwhelming support from the California delegation because of the impending lawsuit, and was signed by President Gerald Ford on May 5, 1976. Not bad for a rag tag bunch of bikers with little or no previous political ambitions.

Spurred on by many successful protest rallies around the country following the national helmet law repeal, and the eventual repeal of more than 30 state helmet laws, ABATE, MMA and other motorcycle rights organizations sprang up in every state and are now a fixture in Capitols across America.

Following several failed attempts to start a national motorcycle rights organization, including Easyriders giving up the reigns of National ABATE, in 1985 the Motorcycle Riders Foundation (MRF) hosted their first Meeting of the Minds conference, and less than a year later, in 1986, the National Coalition of Motorcyclists (NCOM) held their first National Convention. Motorcycling leaders nationwide realized the need for a united voice and the necessity of networking and communicating with

each other, and both the MRF and NCOM grew and have become effective partners with state MRO's in protecting riders' rights on the federal, state and local fronts.

The concept of unity was put to the test in the early 1990's, when Congress again attempted to force states into passing helmet laws, and American motorcyclists came together en masse, and in a coordinated effort between the MRF and NCOM virtually every state sent representatives from their MRO (Motorcycle Rights Organization) to walk the hallowed halls of Washington, D.C., in search of their U.S. Senators and Representatives.

The grand lobbying experiment WORKED, and in just FOUR YEARS bikers were able to persuade Congress in 1995 to once again repeal their misdirected and misguided "nanny" law and return the decision to the individual states. That same federal transportation legislation also repealed the national 55 mph maximum speed limit!

Soon afterwards, Arkansas modified their mandatory helmet law to allow Freedom of Choice for adult riders 21 and older. Texas soon followed, as well as Kentucky and, most recently, Louisiana.

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

Then, just last session (1998), motorcyclists united to put together a pro-active agenda for bikers, and succeeded in lobbying it through Congress; included in this "wish list" for bikers was a guarantee that motorcyclists would be included during the development of the Intelligent Transportation System (ITS) technology; ensures that motorcycles are guaranteed access to any and all roads built with the use of federal highway funds (no road bans); restricts anti-motorcycle lobbying efforts by NHTSA and shifts their focus from injury prevention to accident prevention; and provides \$131 million for recreational trails development and maintenance!

During this same time, many state rights groups have become proactive within their states instead of RE-acting to legislative threats. Minnesota passed our nation's first law to make it illegal to discriminate against someone because they ride a motorcycle; Arizona, Iowa, Oregon and Washington have successfully repealed or modified their state's handlebar height laws; Virginia and Illinois have lobbied their states to reinforce the federally guaranteed access to roads by passing laws to protect our rights to ride on any roads within their state boundaries; and several states have fought and defeated so-called "No Fault" insurance proposals that are unfair to motorcyclists.

Also, now, through the work of the National Coalition of Motorcyclists, patch holders in 33 states have come together to form Confederations of Clubs to fight discrimination and police harassment judicially through the Courts...bringing the motorcycle rights network full circle with the rejuvenated interest of the motorcycle club community.

While our early bikers' rights leaders paved our way, other dynamic and concerned riders have stepped forward to take the reigns and lead us into the 21st Century.

But we should never forget the efforts and sacrifices of our predecessors who faced intimidation from law enforcement,

indifference from legislators and animosity from a public that saw "The Wild One" one too many times. Yet they got the job done, and were it not for their perseverance and dedication, we would not have become the respected and effective grass roots lobbying group that we are today.

So, there you have it. The roots of ABATE and bikers' rights run deep in the hearts of those of us who have accepted and, in turn, passed on the torch of Freedom of the Road. To all those who came before, we salute you!

Where will the future take us? That's entirely up to you...

But, I'd like to leave you with a quote from Margaret Mead; "Never doubt that a small group of thoughtful, committed citizens can change the world; indeed it is the only thing that has."

## Notice:

The A.B.A.T.E. Education Directors Geoff White and Terry Schaffer would like to offer a single day, one hour class to train and certify all people that would be interested in becoming a Certified Motorcycle Awareness Program Instructor. This class will be held one hour before the April State board meeting on April 15th. (Saturday) in Junction City, Oregon. We have chosen this day and site due to the fact that there are already people planning to meet for the state board meeting, and that it is a fairly central location for the various chapters. See your state board reps or any chapter members who might be interested in attending this class and possibly arrange to travel together. It'll save on the gas, and make the trip more entertaining. We look forward to seeing you, and as always we appreciate all the support in this valuable program. If there are any questions that I can help answer please feel free to call or E-mail.

Sincerely,

Geoff White

(503) 670-5641 (days)

E-mail: [gcoff.white@compaq.com](mailto:gcoff.white@compaq.com)

Terry Schaffer

(503) 654-3687

E-mail: [Honda75man@aol.com](mailto:Honda75man@aol.com)





## The Value of One Vote Victory at Valley River

Several years ago, BikePAC began urging bikers to go beyond legislative action and campaign involvement and become precinct committee men and women. The leaders cited examples like Texas and said we could literally take over the parties.

A few listened and either ran or were appointed to precinct positions. Most of these early folks were in the Republican Party, and they were almost immediately effective. Our helmet law repeal became a part of the Republican Party Platform for 1999. This gave us great support from that party for the legislative session. Unfortunately, we ran smack into the undirected Democratic opposition, and failed. The call went out for Democrats to step up to the plate as our Republican members had.

By the end of February 2000, we had gotten our helmet law repeal agenda and an anti-discrimination agenda placed into the proposed Democratic Party Platform. Now we needed delegates from the precincts (delegates are chosen from precinct committee people) to lobby the platform convention on the first weekend of March. We were determined to be seen and appreciated, even if we didn't get into the final platform.

On Friday, March 3rd, almost twenty biker delegates arrived in Eugene at the Valley River Inn to begin work. The Transportation Committee was Friday night and about ten of us were in the room. Also in the room were two legislators from the last session who had opposed our repeal bill. We had overwhelming numbers in the committee and passed the helmet law repeal agenda easily on to the floor. Meanwhile, the anti-discrimination agenda was doing even better, unopposed.

Saturday had lots more committee meetings in which we took part. Also, there were lots of opportunities for lobbying other non-biker delegates and strategizing for the general session on Sunday. We were learning fast and adapting to the system. We knew that bikers were slightly over 10% of the whole delegation. We knew we would get to have only a few statements of one minute each. We also knew from our committee work that our agenda would be the first of the transportation topics discussed. When the time came, a non-biker got up first to speak on our behalf, and he did a good job. Then our opposition moved to delete our agenda from the platform. Several statements followed from each side, then someone moved to end debate, which passed. Next, then, was the crucial vote. If the motion to delete passed, we would be out of the platform. If it failed, we would be included. The first vote was a voice vote, which sounded so close that the chair asked for a repeat and then declared the nays in the majority. Of course, this was immediately challenged and a counted standup vote was taken. The result was 67 yea and 68 nay. We had won . . . BY ONE VOTE!

So, for every word or thought that your one vote, letter or action doesn't mean anything, I ask you to remember Valley River and step up to the plate yourself. Together we are powerful and it is every individual's opportunity to be that crucial one vote.

A lot of thanks are in order. First, to BikePAC for encouraging all of us, to Frank Saxton for his unfailing encouragement, "Diesel Dave" Ganslein for becoming the most involved biker in the Democratic Party and to Dave, Clark Brooker, "Rotten"

Roger Hendricks, Ted Tracy, Brian'I'm STILL HERE' Stovall, Teresa Hepker, Eugene Ball, Cheryl Dejong, Randy Phipps, Cheri Hembre, Steve Baton, Dick Edmonds, Geoff White, Wendy Houge, Ed Vaughn, Mel & Iris Yeager, Melinda McCrossen, Spencer "Spike" Neil, Bob Earl and Sam Hochberg for their good work at the convention. Also, I thank everyone who has become involved in this effort at any level for believing we can make a difference  
Brian

## Motorcyclist Accepts Apology From Tigard Police Chief

A motorcyclist who had been excluded three times from the Tigard Balloon Festival because he was wearing the insignia of his motorcycle club has received and accepted an apology from the Chief of Police for the City of Tigard as part of the settlement of his federal lawsuit. The chief gave Phil Wagner the following apology:

*"Chief Goodpaster of the Tigard Police Department recognizes that Phil Wagner of the Brother Speed Motorcycle Club has the right to wear his motorcycle club insignia to any event open to the public. The Chief apologizes for any previous misunderstandings regarding this right and has now reminded his officers of it."*

As part of the settlement the City of Tigard has also agreed to stop enforcing a policy whereby persons alleged to be wearing "gang insignia" were excluded from the festival. It will also pay Wagner \$2000 for damages and over \$13,000 to Wagner's attorney, Spencer Neal, for attorney's fees.

"My client is not on delighted that he has vindicated his clear constitutional right to express himself freely but that the chief has shown the courage to give him an apology. Far too often police officials refuse to do the decent thing and apologize when they have erred; they, too, make mistakes. Chief Goodpaster is to be commended for his honesty. However, my client wants to make it perfectly clear that the Brother Speed Motorcycle Club is not a gang and we consider that label to be defamatory and actionable," said Neal.



## From The *GUNNY'S SACK*

Don't miss this year's NCOM (National Coalition of Motorcyclists) and AIM Conference at the Airport Clarion hotel, in SAN FRANCISCO! May 11-13. The host hotel is already booked up. Call BILL BISH at NCOM, at 1-800-ON-A-BIKE, for information on the spillover hotel. We're expecting well over 1,000 bikers from ABATE's and Confederations all over the world!

THIS FEBRUARY, Sam Hochberg, our Oregon Aid to Injured Motorcyclists (AIM) attorney and I attended the Eugene Free Souls MC anniversary party, I think their 31st. The police "protection" was awesome. Here is a sound club that does good in the community and the Eugene authorities jump all over the chance to harass and intimidate Club members and their guests the whole evening. Now, Eugene is supposed to be a liberal town! Not to bikers.

I personally saw a visitor from another club stopped and surrounded by FOUR cruisers not 50 feet from the club property. Cops of every description surrounded this guy because he didn't signal a right turn. He was riding a restored old Panhead that didn't have signals from the factory and it was a dark moonless night. The only other traffic was bikes coming in and police cars from at least FOUR different jurisdictions. The guy I saw had his little girl with him.

Sam had his adventures too, riding with ABATE member Dave Morgan, along with a cameraman from a local "Cop Watch" who was videotaping the abomination that was taking place. They watched two bikes in front of them get stopped. Sam was in a car that was between the bikes and the police when the stop was made because one of the bikes supposedly didn't signal the turn.

The camera in the car shot video showing the signals were indeed made.

Sam said he was the attorney for the bikers, but the cops made him stay 12 feet away, in the "SAFETY" zone, whatever that was. The stop was videotaped, while police photographed Sam, the cameraman, and the bikers.

After careful thought, I suppose, the cops let it go without a ticket. After that, the next time Sam and friends went out in the car, they were tailed by unmarked cars. Sam says he's never seen so many police outside of a riot.

How much longer do we have to put up with this kind of treatment? We ride motorcycles and don't harass anybody. I don't know about you, but I think it's time we stopped turning the other cheek.

### NEWS BITS 'N PIECES:

PALESTINE, TX: Robbie Kneivel, the son of stuntman Evel Knicvel, jumped a moving locomotive in a 200-foot, ramp-to-ramp motorcycle stunt on live television.

About 10,000 people gathered along the eastern Texas tracks to watch as Robbie Kneivel take off on a motorcycle just before a Texas State Railroad locomotive plowed into the wooden ramp. Landing safely on the other side, he said, "That was close."

Texas leads the nation in vehicle-railroad collisions. I wonder why? Kneivel stated before the jump: "Anybody out there that tries this is out of their mind," according to the Palestine Herald-Press.

Robbie became famous in April 1989 by jumping the fountains at Caesars Palace in Las Vegas, a stunt that nearly killed his father 21 years earlier.

In May of 1999 he jumped a 200-foot-wide chasm of the Grand Canyon.

I won't even jump curbs with my scoot. I'm tellin ya, professional or not, he's NUTS!

DANBURY, CT: Zapworld.com is a manufacturer of consumer electric vehicles, and Evercel Inc. is involved in the development and manufacture of advanced rechargeable batteries. The two have signed an agreement to jointly produce a line of products using the best of Zapworld's technology combined with Evercel's premium nickel-zinc batteries.

The first ZAP bikes with Evercel batteries are expected to reach the market in late 2000. Only trouble I see is that electric scooters aren't LOUD. What about "LOUD PIPES SAVE LIVES?"

LAUGHLIN, NV: This little town 90 miles southeast of Las Vegas on the Colorado River, recorded a 3.9 percent increase in visitor volume and an 8.3 percent increase in gross gaming revenue for 1999, according to the Las Vegas Convention and Visitors Authority (LVCVA).

These healthy increases are due to many factors, among them the tens of thousands of motorcycle enthusiasts that come to Laughlin every spring. Laughlin is an easy ride from many of the western states and offers accommodations, gaming, and entertainment at a terrific value, and the Colorado River is right at your doorstep.

April 27-30, 2000 are the dates for the 18th annual Laughlin River Run. I'm told this is a FUN run.

WEN LIN, CHINA: Zhejiang Qianjiang, which means Zhejiang's "River of Money," is the Lion Company's most successful motorcycle joint venture in China. They expect to produce one MILLION units this year, from 36cc mopeds to 250cc roadsters. This accounts for about ten percent of China's total production. Maybe it's time to invest in this motorcycle company. They seem to be doing things right.

LOS ANGELES, CA: Beginning May 5, 2000, Fox Sports will broadcast 11 hours/day, seven days/week, international sports programming to cable and satellite viewers across Central and Eastern Europe, including motorcycle shows and racing. Now I can move to Budapest, huh?

NEW YORK, NY: The board of directors of the Indian Motorcycle Company has appointed Mr. Henry Schimberg as executive chairman of the Indian Motorcycle Company.

Schimberg is a recently retired president and CEO of Coca-Cola, and this guy is among the group of investors responsible for the recent rebirth of the Indian Motorcycle Company.

The Indian Chief, of which only 1,100 were made in 1999, is a beautiful ride with classic styling of the Indians of the '40s and '50s.

The Scout was first introduced in 1920, and now it comes back to us in mid-year 2000. Each bike is hand-assembled in Indian's factory in Gilroy, Calif. Indian Motorcycle was originally founded in 1901 by bicycle racer George Hendee, in Springfield, MA.

The 2000 Indian Chief has a M.S.R.P. of \$23,995 and is available now at Indian dealers across the country. To locate the nearest dealer, visit the company on the Web at [www.indianmotorcycle.com](http://www.indianmotorcycle.com). Check it out if you can.

This is a NICE looking ride.

# Legislative Director Report

Frank Saxton  
Frankie@Easyrider.com

Think your one vote doesn't matter?

On Sunday March 5, 2000, the Democrat Party of Oregon (DPO) wrapped up their weekend State platform and resolution convention in Eugene, Oregon. Transportation Legislative Agenda item number one passed 68 to 67: "Repeal the motorcycle helmet law for citizens over 21 years of age" !!! <yay!!>

There is no way that I could overstate the importance of this vote. Now, both Political Parties in Oregon have adopted the policy supporting the repeal of the mandatory helmet law for adult Motorcyclists. So much for Legislators not wanting to overturn something that was "the will of the people". The will of the people echoed loud and clear Sunday: repeal the helmet law!!

Today's convention was the culmination of over ayeards' worth of hard work getting our ducks in a row. And don't let the one vote margin of victory fool you. According to DPO rules, it would have taken a 2/3 majority to remove our item from the platform. Had we not obtained a constitutional majority, a point of order motion would have been forthcoming. If you can't make the rules, at least know the rules!

About 20 ABATE and/or BikePAC members/Delegates showed up Saturday and we all had a great time learning about the traditions and procedures of how things are done in the DPO. There was also some intense lobbying during the ample social time allocations, which no doubt won over a number of non-riding delegates to our side. On Sunday, there were a large number of Delegates who abstained from voting on our issue, most notably Senator Susan Castillo. Many of the abstaining Delegates may very well have been "no" votes had we not been so adept at educating them on Saturday. Saturday evening we had a great time at the bar, as Bikers tend to do, but even then the lobbying and education work continued.

This was truly a Team effort. However, I need to single out Diesel Dave Ganslein as the "man of the weekend". Without Dave, it is unlikely that we ever would have built up the political collateral to get our issue on the agenda and even if we did, Dave's ability to "work the crowd" this weekend likely converted dozens of votes for our cause. Dave's tireless intensity and his ability to win people over was an awesome thing to observe.

Also included in the DPO Legislative Agenda is the item: Bar discrimination in public accommodations based upon mode of travel or associated clothing. Spencer "Spike" Neal Chaired the Human Rights, Justice and Public Safety Committee where this item was sent out to the Delegates with a do pass recommendation. It was adopted on the floor without debate.

Many thanks to all of our Members who helped to make this impossible dream a reality.. (and I know I am going to forget somebody, so my apologies in advance): Dave, Clark, Roger, Ted, Brian, Teresa, Eugene, Cheryl, Randy, Cherie, Steve, Dick, Geoff, Wendy, Ed, Mel, Iris, Melinda, Spike, Bob, Sam and a special thanks to Jim Robison, MCDCC Vice Chair who provided invaluable rules and procedures info to us throughout the convention.

**SAM'S AIM TIP O THE MONTH:** This time it's political, not legal: There's a VERY nasty Oregon measure Sam and I both want you to know about in the May election; **BALLOT MEASURE 81**, and the message is **NO**. It's pushed by the powerful insurance companies "no friends of bikers" and it would take away your rights in civil cases in the courts, and give power to the legislature to decide what rights you have to damages. That's **NOT** what our state Constitution was **EVER** about. These guys would change that, to protect special interest. Sam sez no. He'll tell you lots more if you wanna hear it. **CALL** him in Portland on this, or of course, his specialty of injury claims, at 503-224-1106, 1-800-347-1106, or **ALWAYS** 24 hours/day through AIM, at 1-800-ON-A-BIKE.

If you only vote once in your life now is the time to do it. Don't shine this one on, it hurts everyone that is ever hurt in an accident.

**GUNNY AGAIN:** The riding season is coming fast. Remember, pay attention out there folks, cage drivers have forgotten we exist. **KEEP** your eyes open. Scoots need to be checked out thoroughly too. Things like tires, new oil and coolant fluids if you use them, as well as battery life and such. Check'em out now **BEFORE YOU RIDE** and save yourself some grief. If you have any good Spring checkup tips, send 'em to me at AIMGunny@aol.com, or even over to Sam at SamBikeLaw@aol.com. We can print 'em here.

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

## BROTHERS and SISTERS

**DON'T GET HUNG-UP ON MINOR \*%\$#**

**IT'S NOT WHAT YOU RIDE THAT COUNTS !**

**BUT HOW YOU RIDE!**

**AND HOW YOU TREAT**

**YOUR BROTHERS AND SISTERS .**

**A.B.A.T.E. IS FOR EVERYONE**

**WHO CARES ABOUT**

**MOTORCYCLING.**

**TREAT OTHERS THE WAY YOU WANT THEM  
TO TREAT YOU, BUT DO IT FIRST!**



Created by Walt Allegar  
Salem Chapter

## Christianity and the Art of Motorcycle Maintenance

You are probably thinking that this is a strange title for an article. It is a take-off from one of my favorite books, *Zen and the Art of Motorcycle Maintenance*, by Robert M. Pirsig. Pirsig's book was about a motorcycle trip he took with his son and a couple of friends. Pirsig said that his book didn't have much to do with Zen Buddhism and was also not very factual on motorcycles. This article and future articles (God and newsletter editor willing) will have more to do with Christ and something about motorcycles. I love the Lord and I love motorcycles. It's one of those chocolate and peanut butter kind of things. So I hope you enjoy reading the articles and I hope they provoke some thought, but most of all provoke your heart. I have been an ABATE member off-and-on since the mid-seventies. I think about those days over twenty years ago. I am not the same person physically, intellectually, or spiritually. After twenty-five years I've gained a few extra pounds. I went back to school and was given college certificates that said I am smarter, but I am not so sure sometimes. I came to accept Jesus as my Lord and Savior a little over six years ago.

I was born without God in my family's life. My entire childhood was spent with only a vague notion of God. No one went to church in our family. We lived a secular life, in a secular neighborhood, in a secular Southern California town. The few Christians I met were caustic people. They did a fine job of turning me away from God. I am sure you have had the same kind of experience(s). It was reasonable for me to become an atheist. One of my favorite books was "Why I am not a Christian" by Bertrand Russell. I would buy extra copies whenever I went to Powell's and give them away to people. It was my atheist "bible".

I came to believe that atheism was on the opposite end of the stick from believing in God. So I went the agnostic route thinking I would not make any judgments one way or the other. I just refused to get into the debate. Things came to a turn from watching a TV preacher (I have always regarded myself as open-minded, must have been all the Sci-Fi I read) that gave a lecture on evolution. I believed in evolution, until the preacher convinced me that evolution is only a theory -- an unproved idea. I was taught evolution was fact in my California school. My school was in error, because theories are supported by facts. We have dug up a lot of skeletons over the years and are no closer to a factual evolution. Think of all the life on this planet that is inter-related. All of the separate biological processes that count on some other aspect of nature. All of this was an accident? I began to think not.

Think about the timing of the earth circling around the sun. While the earth is circling the sun, the moon is circling around the earth, and the earth is turning. The interaction of the sun, the moon, and a rotating earth all come together to present life as we know it. Think about the seasons. The tilt of the earth and its proximity to the sun determines whether it will be summer or winter. All life on the planet is affected by the seasons. We plant in the spring and harvest in the fall. Sea life is dependent upon the tides, which are driven by the moon's gravitational pull. This whole cycle of spring, summer, fall, winter, tides, night and day, all interact together in perfect precision to sustain life on our planet. It is well timed. It does not fall out of tune like my old 1976 Harley FLH would.

The timing of a motorcycle is man-made. The interaction of many parts come together to propel the motorcycle and the rider down the road. Inside the engine, the pistons on the

downward intake stroke suck in a mixture of carburated gasoline and air through an open valve. The pistons upward travel compresses the mixture of gasoline and air in a closed chamber. The spark plug ignites the compressed mixture, causing an explosion of the mixture, which in turn causes the piston to travel downward. The downward travel of the piston turns a crankshaft that powers the rear wheel of the motorcycle via a clutch, transmission, and chain. The returning upward motion of the piston expels the burnt gases out of the combustion chamber through an exhaust valve and one's favorite set of exhaust pipes. One potato, two potato, one potato, two potato (Harley). This happens very quickly. Imagine the precise timing it takes for the ignition, carburetor, cams, gears, and chains to accomplish the task of propelling my 600-pound motorcycle (plus me) down the road at 3,000 RPM. The problem with all this is that it is man-made. I have to keep oil and gas in the machine in order for it to work. I have to push a button to start it.

The machine wears out. Tires wear out and the metal parts wear out. Piston tolerances become greater, valve guides become looser, wheel bearings get sloppy. The paint fades and the metal rusts away. We cannot do anything about it except do a good job of maintaining the bike. Good maintenance extends the life of the moving parts, but does not keep them from eventually wearing out. No matter what we build and how well we build the machine, it will eventually wear out and fail.

Have you ever heard of the earth, sun, tides, and seasons wearing out or failing to occur? Day after day, month after month, century after century, the same cycle repeats itself without a single flaw.

Wonderful timing without fail. No missed shifts. One smooth transitional flow into another without failure.

When I think about it, it is almost too overwhelming. The amount of life on this planet is enormous. How can millions of life forms inter-relate with the environment accidentally? No, there is a Creator. So, if there is a Creator, isn't it possible He picked a chosen people (Israel) to be an example and lead all others to Him? And when these people continually turned their back to prophet after prophet, God sent his son, the Messiah, to deliver them from themselves. In Jesus' short life, he healed many people, performed many miracles, and taught people the ways of God. God's chosen people (the Jews in Jerusalem) hung Jesus on a cross. Jesus' resurrection from death after three days demonstrates the total power of God. Now we have a new covenant. Jesus is the true high priest. Through Him, all of us can experience God's grace, mercy, salvation, and eternal life. The end meets the beginning. It's one beautiful cycle. It's wonderful God-given timing.

Check out: Genesis 1&2, Revelation 22:12-13

Wishing you a blessed Easter,

Ride Safe,

Michael Friend

# hack'd

THE MAGAZINE  
FOR & ABOUT  
SIDECARISTS



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This letter is a follow-up to the letter sent you by Geoff White, newly elected Education Director of Abate of Oregon. Being the past Education Director and the co-father of the ABATE of Oregon MOTORCYCLE AWARENESS PROGRAM, I would like to explain our efforts in making the roads safer for anyone, who rides a motorcycle in Oregon,

In 1993 a meeting was held in Independence, Oregon to set some future goals for our organization. One of the goals was to establish a program that would make the motoring public aware of motorcyclists using the roads with them. Nic Oliver and I took on the task of designing, developing and implementing such a program from the ground up. With the encouragement and help of The Department of Education, The Department of Transportation, Safety Division, The Motorcycle Safety Foundation, BikePAC of Oregon, and others, Nic and I actually started to climb that mountain.

In about six months we felt we were ready to give our pilot program a try by going to a driver's education class in a local high school and trying it out. We contacted the teacher and arranged a time and date for the trial effort. That day there was three classes back to back and we presented our program to all three. Our class was a HUGE success. After each class the students were asked to critique what we had just taught them. The results are nearly always unanimous in stating the class and presentation was excellent.

Encouraged by the results we then set out to train other members of ABATE and any other motorcycle organization who wanted to present the class to others. At regional meetings of other Motorcycle Rights Organizations we found ourselves introducing the Motorcycle Awareness Program to them, and providing them with the information necessary to do the job.

The Awareness Program that we started in 1993 is now in use in some manner or the other in 23 other of the United States. We teach the program to about 1500 students a year in Oregon.

This class is offered to any school group for FREE. It is offered to any Senior Citizen Group for FREE. It is offered to any other Motorcycle Rights Organization for FREE.

It is offered to anyone at all for FREE. ABATE of Oregon has always paid for the printing and copying of all material and training of instructors.

The reason I took the time to tell you all of this is for the very reason you contacted us, someone near and dear to you was either hurt or killed because of someone else's carelessness.

We feel your loss as deeply as if your grandson had been a brother to one of us, as he surely was. There are no words to soften the blow of the unexpected loss of a loved one. We have seen too many and have been to too many funerals. This has to stop somewhere. We intend to make the roads of Oregon safer for all motorcyclists. We have pledged our time, efforts, and money to those ends. We will continue to offer this program to any interested parties for FREE.

In taking responsibility for checking up on all motorcycle accidents in my home county I find that there is two recurrent themes in those accidents. The first is that the most popular cop-out by the driver and the police is "I didn't see him". I take serious exception with that statement and rebut with the statement "You didn't look for him". The second theme is that drivers of cars just plain don't give enough time and consideration to a motorcycle. They assume the right-of-way with a motorcycle that they wouldn't with another car or truck. We are trying to make all drivers aware of that fact.

Are we doing any good? That is a really good question! If there was a way to measure how many times the decision was made to just wait a couple of seconds to see if there is a motorcycle behind the car before pulling out into the road or making that left turn, I don't know how it could be measured. There is absolutely no way that it can be measured, except to look at the statistics for the years before the program and during the program, factoring in any other laws, training, programs, etc., you just might come up with an educated guess.

In the last eight years the motorcycle registrations in Oregon has risen by about 15% while the motorcycle safety training, helmet laws, and state laws have remained fairly constant. The accident rates since 1993 have declined dramatically and continuously in Oregon. Along with the drop in accident rate, of course, is the rate of death due to motorcycle-car accidents.

Are we doing any good? Yes!! a definite YES!! And we will continue to offer our program to anyone who is committed to saving lives and reducing motorcycle accidents.

As I close this letter I want you to be aware that due to your efforts in writing your story about your grandson you may be assured that William Quickle's death will not have been in vain after all. I give you the best of regards from all Members and officers of ABATE of Oregon.

Mel Yeager  
Past Education Director

## Let those who ride decide

### What a helmet law's about and what it's not

The small but vocal faction of people who would make all of our decisions for us — "for our own good," of course — just don't seem to get the message.

They were back at it again a few weeks ago with a bill that would mandate helmets for motorcyclists, just as they keep coming back on that other perennial "for your own good" issue, mandatory seat belts.

The hearing on the helmet law was predictably crowded, heated and emotional, and the same old issues were trotted out: freedom of choice versus the Goddess of Safety and the alleged issue of public expense of treating head injuries.

Several speakers rose to inform committee members that helmets reduce the risk of death or serious injury. No kidding. This is news? Anyone with an ounce of brains knows that a helmet can make all the difference if a rider hits the ground.

But as many of the 100 or so motorcyclist at the hearing pointed out, helmets themselves can obstruct vision, especially peripheral vision, and helmets themselves don't lessen the risk of accidents. "It's their wits, their reactions, a lot of luck, and the Maker," one rider said.

It is true, as the American Motorcycle Association pointed out, that thousands of motorcyclists bypass helmet law states like Massachusetts and Vermont to ride in New Hampshire where they can ride without the stifling confinement of a helmet and let the wind blow through their hair.

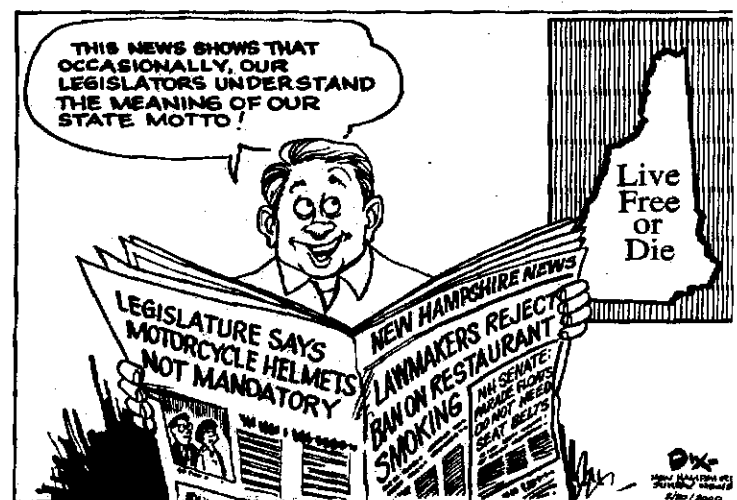
For them, whether to wear a helmet is strictly a matter of personal choice just as it's a matter of personal choice whether to wear a life jacket or wear hunter orange.

For them, in short, "Live Free or Die" is more than just a phrase on a license plate.

—John D. Harrigan  
Coos County Democrat

## OPINION

NEW HAMPSHIRE SUNDAY NEWS, Manchester, N.H.



Greetings from  
Geoff White Education Director 1 and  
Terry Schaffer  
Education Director 2,

I would like to introduce myself briefly. I was elected to fill the position of Education Director 1, which was previously held by Mel Yeager. Mel and Nic Oliver created a program to bring a valuable message to the driving public regarding motorcycle awareness. This program I believe is potentially a key contributor to lowering the numbers of motorcycle / automobile accidents on our roads. I have been riding motorcycles for quite a few years, and have seen many situations that I believe were related to the "I didn't see them" or "It just appeared from out of nowhere" theme as illustrated in the motorcycle awareness presentation. When I joined A.B.A.T.E. I proceeded to try to find out what I could do to contribute to the organization. My enthusiasm for motorcycling, my desire to stay healthy, and riding immediately led me to the decision to become an instructor in the program. It's been a pleasure to represent A.B.A.T.E. on the side of education and awareness. Working with the students at the various driver's education classes has evolved from feeling slightly nervous to feeling like "Hey...this is really cool!" The students have really been terrific. I feel that if this program saves even one more life, then it has been time well spent. Thank you to all the people that have been giving of your own time to make this program what it is today. I'm still very young at this part that involves administrative duties. I hope that I can help keep the momentum going. I look forward to working with all you out there that believe in this very worthy cause. Please do not hesitate to contact me if there is anything I can assist you in with the program. Thanks to Mel Yeager and Nic Oliver's enthusiasm and assistance I should be "up to speed" pretty soon.

Spring's coming. The sun is staying out a little later. The rain is a bit warmer. I don't stop riding in the winter, but I do enjoy the better weather. The events and runs are just around the bend. I think that this time of year always makes me a bit antsy to get up and get going a little more. I hope that ya'll can feel some of that enjoyment that I do at this time of the year. I find more excuses to get the bike out. Motorcycle Awareness Program classes help here. To me, going to another class is also a great reason to go for a ride. Do I sound like I'm trying to get people inspired here? Not to subtle here, huh. Yeah, I hope that some of you out there will see that this program definitely needs you. With your dedication and involvement we are able to offer this presentation to so many more than we could without your help. Here in Portland we have so many schools that would like to have our program in their driver's education classes, however there are only a limited number of certified instructors to provide the presentation.

I'm using the Portland area situation merely to illustrate that we will always have a need for people to look into the possibility of becoming an active certified instructor. The certification process is not incredibly painful, and the participation is entirely voluntary. I'm sure that you will see that the experience can be rewarding and even entertaining. We have had very good reviews at most of our presentations both from the teachers and the students.

Please take a moment and ask yourself if you would feel good about knowing that you have possibly helped to save a fellow rider's life and educating a new or seasoned driver to the aspect of alternate forms of transportation.

Please contact me if you have any questions or comments. (Geoff White 503-670-5641, easiest to reach me at my work / or E-mail me at [geoff.white@compaq.com](mailto:geoff.white@compaq.com)) The Education Director 2 position is held by Terry Schaffer (503-654-3687 / or E-mail at [Honda75man@aol.com](mailto:Honda75man@aol.com)) We're both really enthusiastic about this program, and we wish to help spread the awareness wherever and whenever we can.

At this time I would like to recognize the chapters and people that have been providing the Motorcycle Awareness Program presentation for January and February. I apologize if there is anyone that has been missed on this listing.

Please contact me if I have missed you or your chapter in this report. I'm still working on figuring out how this system (class reporting system) operates exactly. Hopefully, I will be current on all the details soon. If I have missed you, please let me know, and I promise that the proper recognition will be noted on my next newsletter report. Thank you to all the people who have given of their time to help make the roads safer for the motorcycling community. Gary Lechner, Bear, BJ., and Shirley Huff of Lincoln County presented to three classes at Newport High School on January 21st. for a combined total of 92 students present. Bill Cameron, Terry Schaffer, Marion, Phyllis Helzer (PeeWee), Pam Reed, Dick Edmonds, and Geoff White of S.E. Portland presented to one class at David Douglas High School on February 1st. to 36 students. Judd Witcher, Bill Cameron, Dick Edmonds, and Geoff White of S.E. Portland presented to two classes at Reynolds High School on February 7th. for a combined total of 53 students. John Hancock from N.E. Portland joined Terry Schaffer, Dick Edmonds, and Geoff White of S.E. Portland to present to one class at Gladstone High School on February 16th. to 15 students. Dawn of N.E. Portland joined, Terry Schaffer, Dick Edmonds, and Geoff White of S.E. Portland to present to one class at Clackamas High School on February 17th. to 24 students.

Dawn of N.E. Portland joined Bill Cameron, Scott, Phyllis (Pee Wee) and Don (Buff?) Helzer, and Geoff White of S.E. Portland to present to one class on February 24th. to 22 students.

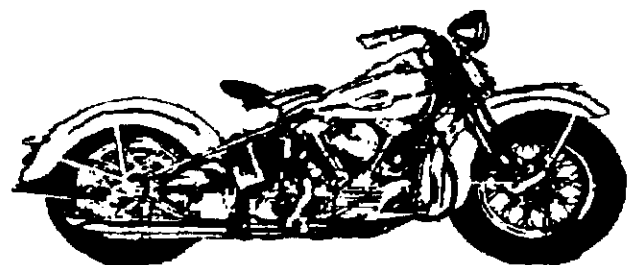
Again, thank you to all the people that have been so vital to this program's success. I hope that all of you will feel the importance of your valuable contribution.

Have a terrific month, and I hope that you are all back in the wind soon (weather permitting). Ride safe and free.

Spread the awareness, and I'll be seeing ya'll soon, hopefully. Take care.

Geoff White

Phone: 503-670-5641



## PR Director's Report

PR for the Spring Opener Swap Meet continues this month. I was asked to

price ads in the "Oregonian" and the "Nickel Ads" for the Swap Meet. The "Oregonian" is still way out of our budget, but the "Nickel Ads" is affordable. So once again, through a committee process, we figured out what to say and to which zones! As long as Gordon has been getting the newsletter out early, I'm going to say loud and clear that ABATE is making its share of the pie off of vendor registration. If you are reading this before the Swap Meet, to your chapter or to yourself, get the word out that we need vendors to make this thing worth our while. Vendors should call Roger immediately at 503-285-4329.

My chapter's PR Director, Bill Cameron often says in his report, "We are all PR Directors!" The month of April is a time that we will really need for all of you to step forward and to promote about the Swap Meet, Best of the West and Fossil (right around the corner). I'm asking you to please get involved, because we can't do it without you. ABATE really needs for these events to be successful. Help get posters up, help work an event, make a phone call to a vendor or shop, or talk the events up at your chapter meetings and gatherings. And before you ask, volunteers always pay to get in to work!

Talk about a Public Relations coup! The bikers who attended the Democratic Party Convention 2000 were able to get party delegates to listen to our side of the story. It was one vote that got a full helmet repeal on the legislative platform for the next two years and the no discrimination based on mode of transportation or dress resolution passed too. Frankie will have a full report on what happened, but I was shocked and stunned when I heard what had happened. Twenty or so bikers, split up throughout the conference with supporting papers in hand and worked the crowd.

For me, it isn't the full repeal that is so important in this experience (if you can believe that?!), but rather, it is the fact that we've become so influential. It is an eerie feeling, that a few people (10% of the convention delegates) can have so much influence on the politics of this state. It is a good thing we are a group of freedom fighters and not bigots. More than anything I hope more members become involved in their party's politics. The dialogue has just begun and we as freedom fighters really do have something to offer the democratic process of representation. It most certainly is a time to celebrate, however, our work has just begun. Personally, I think everyone in my party (and in my ABATE Chapter too) needs to become aware of the perils of globalization and harmonization.

Melinda's compliment of the month goes to Gordon. I've been looking at a lot of motorcycle related newsletters lately and I think ours looks great. It is chock-full of good information and the layout is pleasant to the eye. When I was telling Roger how good I thought it looked, he reminded me of when it was hand-written. We've come a long way, baby. Gordon puts a lot of time into the newsletter and it shows. A great looking newsletter and web site is making us shine. I just wish Gordon didn't work so hard that he could afford the time to come and party with us. Last summer just wasn't the same without Gordon, Mary Beth, and the tribe at the runs. I miss you.

Melinda McCrossen, (503) 231-2701,  
[melindam@teleport.com](mailto:melindam@teleport.com)

## FINAL REPORT STEAM 2000

On February 19, 2000, ABATE of Oregon offered it yearly Seminar To Educate And Motivate to any motorcyclists of any organization. It was attended by representatives from five organizations besides our own. One of those other MCs is The Christian Motorcyclists Organization. Seven of their members signed in. They have been coming to the seminars as long as I can remember. Two members of Association of Motorcyclists of Oregon (AMO) attended. One member of the Oregon Veteran's Motorcyclist Association. Several officers of BikePAC were in attendance primarily as instructors.

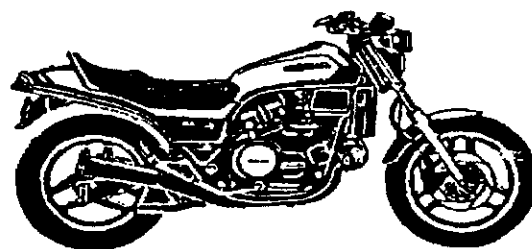
The total count of all people registering was 74. I believe there was a few that did not register as they arrived. This makes it difficult to keep an accurate count, and projecting a guess of 8-10 non-signers there was about 85 in attendance. According to the comments turned in at the close of the session nearly everyone stated that they enjoyed the day and actually learned some important information while they were there. The instructors were given free rein to develop their message in any way that they felt would be effective. Even though there was a couple of brand new classes, the students said that there was lot of interesting information that they could use in their chapter efforts.

I will admit that at the last second a bit of unraveling happened in the opening session that was quickly handled by the expertise of the instructors willing to take a few minutes to fill the gap in time that had been set aside for our guest speaker. These people are quite adept in taking the opportunity to fill in the time with valuable information. They have done it before and will be able to do it in the future as necessary.

Our guest speaker Rep. Jeff Kropf, District 37, had promised to be with us to speak to us about our role in the political process. He is a volunteer firefighter and was involved in a minor house fire that morning, but could have been with us if his office had put the appointment on his calendar. He has no excuse and makes none. He has stated that he will continue to be a GREAT friend to the motorcyclists in the statehouse, and that he "owes us one". Enough said about that. I have volunteered to arrange STEAM 2001 for next February. As you are probably aware, I am no longer EDUCATION DIRECTOR for ABATE of Oregon. That honor belongs to a go-getter named Geoff White. He will do a great job of keeping the traditions and efforts alive in the Education program. Bear with him and give him your help, support, and time to keep the Motorcycle Awareness Program alive and well in the great state of Oregon.

Thanks to all for your expertise.

Mel Yeager



## SITUATION

Meeting Notice for the Southeast Oregon Resource Advisory Council.

The Southeast Oregon Resource Advisory Council will meet at Treasure Valley Community College, Weese Building, Room W-10, 650 College Boulevard, Ontario, OR, from 8 a.m. to 5 p.m., Mountain Standard Time (MST), Thursday, April 13, 2000.

A sage grouse field tour from 4 a.m. to 12 p.m. on Friday, April 14, 2000.

Topics to be discussed by the Council include Sage Grouse listing, Interim Sage Grouse Guidelines Update, Steens Legislation Update, Redband Trout Petition/Listing Update, Owyhee Litigation Update, Off-Highway Vehicle Strategy Presentation, Interior Columbia Basin Ecosystem Management Update, and such other matters as may reasonably come before the Council.

The entire meeting is open to the public. Public comment is scheduled for 11 a.m. to 11:30 a.m. MST on Thursday, April 13, 2000.

## WHAT TO DO

Attend these meetings, provide comment, and help protect your right to ride. This is the opportunity for all OHV enthusiasts and concerned AMA members to make a proactive impact on the process. If we do not provide polite, competent and appropriate comment the BLM must rely on the comment they receive from the preservationist community.

Print this notice and distribute it to any and all OHV riders, dealers, friends and family in Oregon.

## ADDITIONAL INFORMATION

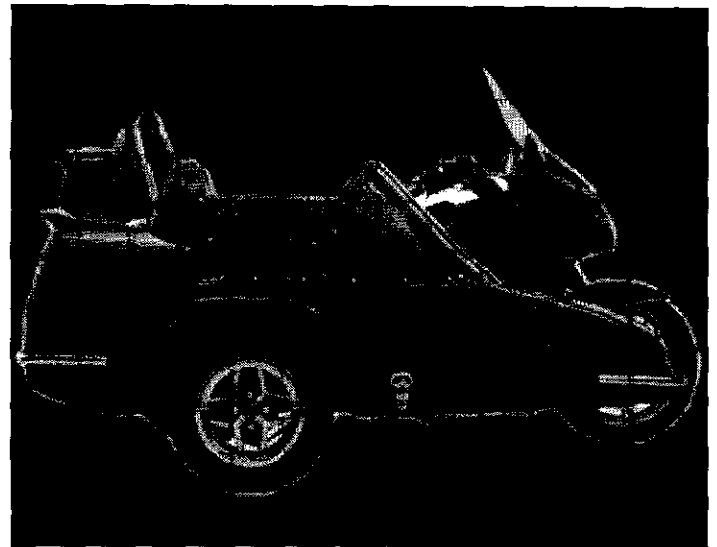
The Southeast Oregon Resource Advisory Council will meet on the following dates in the year 2000.

7/20-21/2000: Burns District Office, BLM, Hines, OR  
10/19-20/2000: Lakeview District Office, BLM, Lakeview, OR  
FOR FURTHER INFORMATION CONTACT:

Additional information concerning the Southeast Oregon Resource Advisory Council may be obtained from Holly LaChapelle, Resource Assistant, Burns District Office, HC 74-12533 Highway 20 West, Hines, OR 97738; (541) 573-4501, or Holly\_LaChapelle@or.blm.gov or their web site at <http://www.or.blm.gov/>

Terry Lee Cook

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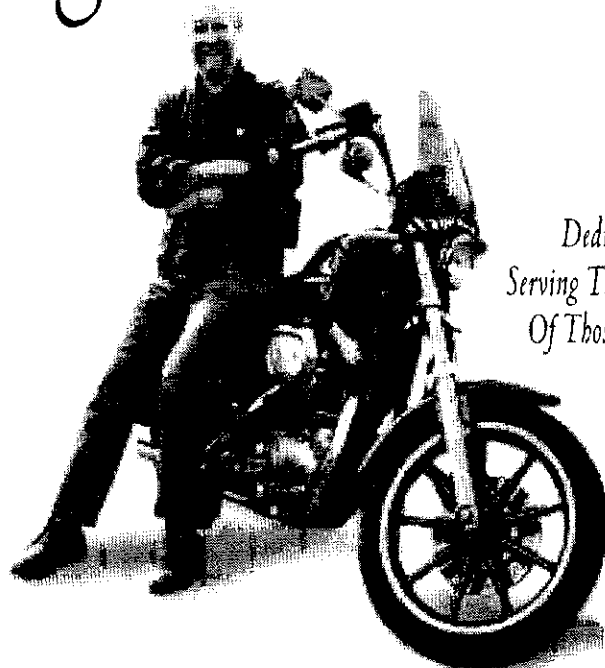
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Serving The Legal Needs  
Of Those Who Ride.*



# Vice-Coordinator South Bob Avery

Good month, lots of good stuff happening.

□

S.T.E.A.M. - Great job, Mel Yeager and crew! I picked up a lot of good stuff that made the day well worth while. Hearing the history from Teresa Hepker it was great to see that the more we change the more things are the same! We have come a long way, and have much to learn!

CHAPTER VISITS - This month attended South Coast Chapter's meeting at Ginos' Pizza on the 3rd Sunday of the month (Feb 20). They meet at 11AM. Nice crowd approximately 30+ people attended. Their Coordinator, Charlie Hill, ran a good meeting keeping it enjoyable and informative. They make full use of the committee system, moving detail "work stuff" into the appropriate committee. This way they get a lot done in a short time!

Some great Ideas from this chapter include:

- Community TIME Capsule. They are looking at including some chapter photos, and run flyers in a community time capsule that will be "dug up" 25 years from now. Good long term, as well as current community exposure.
- They are active in teaching the Motorcycle Awareness Program, and always looking for ways to promote it further with in the community. Some new ideas were presented.
- Fun time - Scavenger Hunt/Pot Luck, sounded like a good time, and excuse to get together in the "off riding months" at the coast. By the time you read this it will be over, and should be a good time had by all.
- Run coordinator Gordon Dunn is working up "Sunday Rides". It has been said, "a chapter that rides together, stays together."

I particularly enjoyed Steve Cory's Chaplain report. Making the meeting very well rounded, and ending on an upbeat note! I personally would like to see all ABATE chapters have a chaplain like Steve.

PCP - Update, Our PCP recruitment effort is bearing fruit already with the victory in the Democratic Convention. (See Frank Saxton's reports) It is not time to ease up! We have signed up a good number of PCPs around the state.

At STEAM, the State Board meeting, and Chapter meetings, bikers are filing to be a key part of the foundation of our political system. I commend each and every one of you for your willingness to stand up and be counted!

By the time you read this, the PCP filing period will be over to be listed on the Primary Ballot. However, it is not too late get elected with just a little more work. What you need to do is get several of your neighbors (at least 3) to write you in on the primary ballot as a precinct person. Be sure to tell them the exact way to spell your name, so there is no confusion (for example are you Bob or Robert) Get in touch with Frank Saxton, your Chapter PCP coordinator, or me to find out more about this. By the way, do you know whom your chapter PCP coordinator is? Should you be?

Dorchester Conference: I was our lone "Biker Representative" present. This conference is an unofficial gathering of the "Who's Who" in Republican politics. In addition at least one conservative Democrat Legislator attended. When I say "unofficial" the party does not organize this meeting, it is very

independent. There was a little over 500 registered, and it appeared more in attendance.

Most of the Republican elected officials, candidates, and many staffers were on hand to discuss issues and network. Noted speakers included US Senator Gordon Smith, Congressman Greg Waldon, Labor Commissioner Jack Roberts, Senate President Brady Adams, House Speaker Lynn Snodgrass and the list goes on and on. Jon Kvistad used this forum to formally announce he was running for State Treasurer. There was a lively debate between our good friend Senator Charles Star and his opposition Mayor Alice Schlenker in the primary race for the First Congressional District Republican nomination. Too much more to go into here. This was a GREAT place to be and be seen. They all know that "Bikers are involved", and that we are good at helping our friends!

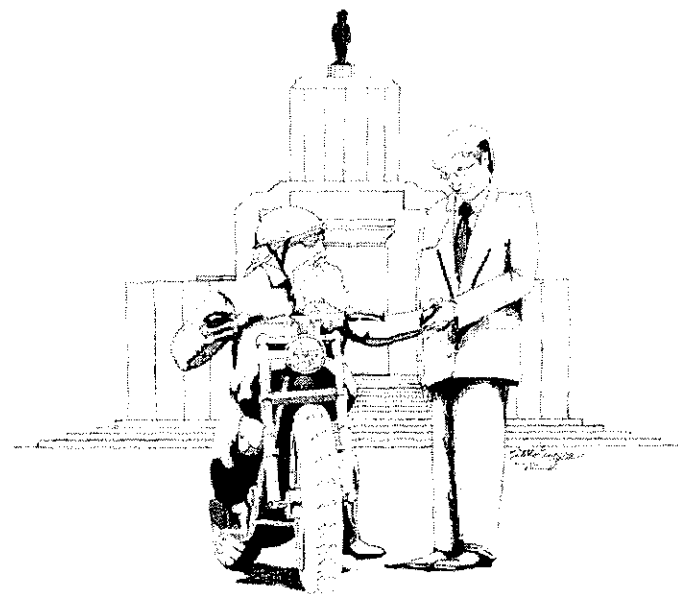
This is a great place to mix and mingle. A place to build friendships in a relaxed environment. For example at my discussion table at various times during the day were Republican State Vice Chair - Rep. Kevin Mannix, House Speaker Lynn Snodgrass, and Cedric Hayden - Candidate for House district 43.

We all got to share our ideas on the topic being discussed and "let down our hair" so to speak. We need to get more Bikers to attend this event in the future. Besides the Tent Show was GREAT if you are interested in Oregon politics.

Other Organizations - Let me know the contact information you have for any motorcycle organizations in the southern part of the state. I have put together a list of meeting times, places and contact info for every motorcycle organization I could ID here in Lane County. I'd like to do it for the remainder of the Southern Counties. Can you help me out?

See you in the wind!

Bob Avery



Working together for a better tomorrow.

Let us help to educate them,  
so that they can better legislate.

Meet a candidate today,  
and volunteer for the "right" ones

## ABATE/Shriner's Toy Run Report

Welcome to the second installment of the ABATE/Shriner's Toy Run Report. The idea behind this monthly report is to keep you informed with what is currently going on with the Toy Run. We intend to let you know what the current successes, problems, needs, and future events are. We realize that many of you cannot always make it to your Chapter meetings or participate in other ABATE events. For this reason we hope that advance notice of Toy Run events will help you make time available, to sell tickets or tow the bike somewhere.

We are in need of at least 10 additional people from each chapter (NE, SE, Col) to volunteer to help sell tickets at events. We also need people who can tow the bike to and from events. The trailer takes a two-inch ball with a flat hook-up for the lights. Right now we have only a couple of people who can tow the bike. If we can get more people to tow the bike around, then this will ease the time commitment necessary. In other words, you will not have to be stuck at an event all day (or all weekend). You can be the person that tows it there or tows it back. It is pretty cool tooling down the road with the Toy Run bike in tow. It attracts a lot of attention wherever you go -- especially this year with a 2000 Deuce.

In case you have not heard we will be raffling off a beautiful purple Harley Davidson Deuce. It will have the twin cam vibration-free motor. Columbia Harley Davidson will add \$2,500 of extra chrome and goodies to make it even more attractive. This bike will end up being a \$20,000 motorcycle.

It will be one of a few bikes issued of its kind in the area, so it will be rare, desirable, and will attract ticket buyers by the droves. We are pushing up the number of tickets to be sold to 4,500. If someone doesn't want the bike they can cash it in for a cool \$15,000. The bike has arrived at Columbia so you will be seeing it very soon.

In the last report I spoke that ABATE is about freedom. Sometimes we take our freedom for granted. However, the kids we help do not take their freedom for granted. To see the excitement on their faces when they receive a chair is a wonderful feeling. A new wheelchair for these kids is liberating for both the child and the parents. One of the kids that got a chair last year was Maximilliano. His parents call him Max for short.

Max is nine years old with cerebral palsy, athetoid quadriplegia. This is a permanent but non-progressive disease, where there is loss of motor control in both the upper and lower extremities. This abnormality prevents Max from doing age-appropriate gross motor skills such as standing, walking, or running. Expressive communication skills are minimal. Upon evaluation at Shriner's, it was found that Max is capable of operating a joystick-controlled power wheelchair. Max has been in need of a wheelchair since 1996.

I got to meet Max and his parents when his wheelchair was presented to him last spring. As you can see from his picture, he has a very big and infectious smile. It didn't take Max very long to figure out how the joystick worked. He was soon zooming all around the room. I cannot express the amount of joy he must have felt. I could see his joy in the form of a huge,



bright smile! I could only speak to him and his family through an interpreter. We got to talk about how Maximilliano is doing. They were very thankful for Max's new chair.

We would like to recognize some people who really made things happen in the area of ticket sales. These people spent weekends, evenings, and otherwise did an exceptional job of hustling tickets. We would also like to thank all those that took time to sell tickets at events, to friends and family, and at your job. To all of you (and you know who you are), you sold the great bulk of tickets and we cannot thank you all enough.

Top 5 ticket sellers:

#1	Dick Edmonds (SE)	sold 731 tickets
#2	Uncle Bob & Rena (SE)	sold 596 tickets
#3	Bill Kielman (Col)	sold 384 tickets
#4	Mike Friend (NE)	sold 250 tickets
#5	Craig Blair (SE)	sold 100 tickets

There will be an Uncle Bob memorial patch available very soon. The patch will be Uncle Bob on his trike with his Santa suit on. Also a tree will be planted in Uncle Bob's honor at the Shriner's hospital and a memorial plaque will be placed near the tree.

Future planned events:

- Saturday Market -- we will have the bike at the Market one to two times per month
- 4/2 Oregon 250 (tentative)
- 4/9 ABATE/OMRRA Swap Meet
- 4/29 Best of the West (tentative)
- 5/13&14 Many Faces of Motorcycling, North Bend (tentative)
- 6/16&17 Sheridan Days

Sorry for all the "tentative" but some of the events we are waiting to hear back on, and some need to be checked into as of this writing. I expect that these will be firmed up very soon.

New Toy Run meeting place:

American Legion Post 1

122nd and SE Mill (six blocks north of SE Division)

7:30 PM

You are all invited to the meetings. After all, they are your meetings, too. I am hearing the Legion serves some good taco salads and tacos at a good price. See you there!!!

Please call one of us or catch us at a meeting:

Edd & Patty Dahl	SE	771-0188
Rena Jackson	SE	657-7444
Dick Edmonds	SE	654-9498
Janet Straw	Col	282-4604
Gary DaShiell	Col	556-1133
Jimbo Hibbard & Julie Russom	Col	777-6955

Michael Friend NE 255-5415

Remember that ABATE is a volunteer organization. It takes all of us to make this great event happen. Please volunteer your time to help sell tickets, tow the bike, whatever. All efforts are much appreciated. Just ask Max!

Until the next issue,

Ride Safe,

God be with you,

Mike Friend

NE Chapter Toy Run Coordinator

## Sophisticated Bikers is not an oxymoron!

by Frank Saxton

Executive Director, BikePAC of Oregon

State Legislative Director, ABATE of Oregon

It used to be that fighting for motorcycle rights was mostly a matter of riding to the State Capitol once a year for a protest rally. Huge numbers of Bikers showed up for these events. We drank a lot of beer, laid around on the Capitol steps, blocked Citizen's access, and did a lot of burnouts. Some of the best parties I have ever had were at these "helmet laws suck" protest rallies. Unfortunately, our protests did little to advance the cause of motorcycle rights and probably alienated more people than we won over.

So, we gradually matured and started lobbying the Legislature directly. We packed the Committee hearings with Bikers and were always at the Capitol on the days our bills were being voted on. A few days before the vote, we flooded Lawmakers with letters, phone calls, FAXs and e-mails. Many of us made a special trip to visit with Legislators face to face. This was a big improvement over our strategy of yesteryear and we picked up a lot of respect and support as a result.

Then, dawn breaks over Marblehead. What do professional Lobbyists know that we don't know? Is it that talking to people only when you want something from them isn't as effective as building long term bridges of friendship, trust and understanding? Forward thinking SMROs have learned that what we really need is a lot bigger than dumping mandatory helmet laws. There are numerous threats to our way of life on the horizon and putting on protest after Big Mother implements that latest oppressive law just doesn't get it. We need to be proactive and kill this stuff while they are still little more than an idea in some Bureaucrat's mind.

So I'm a little slow. So it took me 35 years to figure this out. At least I'm on board now. Over the past couple of years here in Oregon, we have made a project out of getting plugged into the political grass roots in this State. First with the Republican Party, becoming Precinct Committee Personas (PCPs), working on election campaigns, becoming Convention Delegates and so on. The payoff was 2 years ago when the Republican Party of Oregon adopted mandatory helmet law repeal as a party platform plank. But the work that Bikers did is far more reaching than just helmet laws. Motorcyclists are so connected to the State GOP now that it is highly unlikely that any law, measure, regulation or ordinance that is harmful to Motorcyclists would ever be seriously considered by most Republican Law Makers in Oregon.

Unfortunately, being a powerhouse within the majority party means that you only have about 50-something percent of the Legislature's ears. Given that every Party is going to have a few Rogues, we needed to obtain more support than we currently had. So, we decided to get ourselves plugged into the Democrat Party of Oregon (DPO) too. This was easy in that the vast majority of our SMRO Members are registered Democrats and many have strong Union ties. It was difficult in that the average Democrat saw Motorcyclists as so-called "public burdens" who were too stupid to make safety choices without Government mandates.

Over the past year or so, we have been signing up Bikers to become DPO PCPs. We became familiar faces at County

Central Committee meetings. We volunteered to join committees. We worked on election campaigns. We got ourselves elected to be convention Delegates. Basically, we invested a lot of time and money into building credibility with the people who make the decisions in Oregon, the Political Party Central Committees.

The result? All 3 DPO Counties that we initiated helmet law repeal and anti discrimination resolutions at passed. According to the rules, this guaranteed us a floor vote at the State level. Our old enemies in the State Legislature came gunning for us. Rep. Vicki Walker and Rep. Jackie Taylor, both members of the House Transportation Committee did their darndest to kill us at the Convention as they tried down in Salem. But know what? These Legislators found out that they were woefully out of step with the Party grass roots. All of the remaining 9 Committee Members voted do pass which put our items up for a full Delegation vote. An unimaginable minor miracle!

On the day of the vote, there was the predictable lively debate. But do you know what? The people who spoke out against us came off as foaming at the mouth nut cases while the Bikers needed to do very little to promote our position. It was well connected, long term Democrats who have never been on a motorcycle in their lives who fought most of our battle for us. Why? Because they saw that Motorcyclists were deserving of respect. Because Motorcyclists were now their friends and allies. Because Bikers were helping to get Democrats elected. Because Bikers were working in support of a wide array of Democrat principles and ideas. Because Bikers were not single-issue people. And mostly, perhaps, because it was painfully obvious that the Angry Nurses Against Almost Everything (ANAAE) and the old bags with no lives could give a shit less about the health and welfare of Oregon Motorcyclists. Their attack on helmet law reform was grounded in a transparent hatred for Bikers and motorcycles

and nothing more. The Delegates saw this and voted accordingly.

It was observed that the vote to remove helmet law repeal from the DPO Legislative Agenda only failed by one vote. From a Constitutional majority standpoint, this is true and it was very important to our cause to have at least 51% of the Delegates on our side. However, from a rules standpoint, there was no way that this item was going to be removed from the platform. We had done our homework. We had laid the groundwork and had all of our ducks in a row. According to the rules, it would have taken a 2/3 vote to remove our item and our Opponents didn't have anywhere near the votes to pull that off. A smart person once said, "if you can't make the rules, at least know the rules".

Motorcyclists are learning the rules and are working hard to get connected in an environment where knowing the rules can pay off big. You can't imagine the feelings of euphoria, power, respect and awe I have after this huge victory. My mailbox has been flooded with e-mail from Legislators, Candidates, DPO Leaders and just plain folks complimenting us on our professionalism and our victory. We picked up some major respect and some major alliances as a result of the way Motorcyclists in Oregon handled themselves. The "down" side, if you can call it that, is that unlike the protest rallies of old, our new political activism will never end. We need to continue to participate in the Government grass roots in addition to our Legislative work. We need to increase Biker involvement as PCPs and as Delegates. We need to get more involved in election campaign work. Now that we have critical mass and momentum, we cannot go back and we cannot maintain. We can only go forward.

For more information about PCPs, please visit <http://www.easyrider.com/~frankie>

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or call Joe at QCSNet, Inc. in Gresham: 503-661-0507

	Total	Gain/Loss	Expired/ Transfer	Total	Total
CHAPTER	3/1/00	3/1/00	3/1/00	2/1/00	1/1/00
CENTRAL OREGON	71	0	0	71	71
COLUMBIA RIVER	96	6	0	90	89
INDIAN CREEK	302	77	8	225	223
LINCOLN COUNTY	83	11	0	72	68
NE PORTLAND	97	-1	3	98	97
NORTH COAST	79	1	0	78	78
RIVER CITY	87	0	0	87	83
SALEM	84	1	0	83	86
SE PORTLAND	238	6	2	232	241
SOUTH COAST	129	-1	2	130	124
SOUTHERN OREGON	53	-1	1	54	57
WASHINGTON COUNTY	163	8	4	155	143
WILLAMETTE VALLEY	68	0	0	68	66
TOTAL	1550	25	102	1525	1508

**Pictured below is the winner of the 1999 ABATE/Shriner's Toy Run bike. Evie Keck is on the bike and Dick Edmonds (SE Chapter) who sold the winning ticket stands beside her.**

**Who will win the 2000 Deuce Harley?**

**YOU?**



# CHAPTER REPORTS

## Central Oregon

Meets 2<sup>nd</sup> Sunday, 2:00 PM

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

Happy April from and to the C.O.C. ...

Hope everyone had fun at the 4<sup>th</sup> annual all fool's day blow out. It was a blast, I wouldn't miss it.

I want to welcome Ted Tracy as the Coordinator of ABATE of Oregon. Long may you run.

Also congratulations to those involved with the Democratic Party convention's new party platform, helmet repeal deal.

Wahoo!! I heard there was twenty ABATE members present. Good job.

Special thank you to Rebecca French Knoke for keeping computer illiterate me up to date with SMRO E-mail over the years. You enabled me to be informed & shared that information with others at meetings & over the phone when necessary. You're a sweetheart, we miss you at the meetings.

Thanks to Robert & Cheryl Vasquez for your participation & involvement over the years. There is not enough room to list everything. You know what you've done. I wish Cheryl's accident (hit from behind at a stoplight [red at that]) had never happened, and you could still ride your bike like you did. We wish you both the best, we miss you.

It was brought to my attention, I had forgot to thank the driver of the truckload of bears on our teddybear run. I can't imagine 20 some bikes strapping 1,700 stuffed knitters. Would that be hair bags with hairballs? Thanks Gene.

Six months ago I met a teenager at the Tumalo Store. He had lost his passenger & almost his own life. I listened, then talked Team Oregon, & ABATE. Gave him a card. Have not heard or seen him since. Two days later I called Mel Yeager and asked if he would submit a safety article to this newsletter on a monthly basis. Big Bike Handling versus smaller bikes, disc brakes versus drum, front versus back, asphalt versus dirt & gravel, road conditions, weather, other drivers, etc...anything! Mel seemed to welcome the idea, contingent on his retirement from education director position and duties. I'm looking forward to the benefits of such a service. Thanks Mel for all of your hard work & dedication. Last but not least, Gordon thank you for the killer job you do on this newsletter. New computer = better job. Last month you deleted one word from my report. I had replaced the vowel "U" with a \* and still you used your editorial expertise.

It read better in your form. I respect your judgement on such matters. I hope you find the help you seek. Keep up the Great work! We would be in deep (deleted again) without you.

On to business, the Mayor of Metolious is running for House Rep in that district and his ideas are similar to that of your basic scooter rider. Call me if you want to meet or offer help to his campaign. This is not an endorsement as a candidate, as by law we can't endorse people in the newsletter, but information as to candidates available.

S.C.O.O.T.R., Inc's 2<sup>nd</sup> annual IceBreaker-- May 20<sup>th</sup> see flyer elsewhere in this rag. Good People-Good Cause.

C.O.C. ABATE Casino Night-- May 13<sup>th</sup> See flyer elsewhere in this rag. Good People-Good Cause.

Advance Fossil tickets. Come to the meeting or call Brad Peterson or Jay. Good People-Good Cause.

Thanks for your time.

Gotta go,

Adios and del taco

Jay

P.S. We have people to see and places to go, envelopes to stuff and lick and yard signs to plant. **OR WE CAN JUST STAY AT HOME AND SIT ON THE PORCH!**

## Columbia River

Meets 2<sup>nd</sup> Sunday, 12:30 PM

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

In our February meeting, we discussed Angie's Run that is June 24<sup>th</sup>. We will start at the same place, the Kenton Club, and end up at Pier Park where we will have a picnic. The run route has not yet been developed.

We need Summer Run Committee members to represent our chapter. It's our major source of revenue and we need help to plan it. Angie Earl and I are on it already but we need at least a couple more chapter members to help. Contact me for more information.

Also in the last meeting, Gary Dashiell's name was picked in the membership drawing and since he wasn't there, he missed out on the \$90 pot. Too bad, Gary.

Janet needs help at the registration desk for the Best of the West that is April 28<sup>th</sup> through the 30<sup>th</sup>. Contact her to volunteer a couple of hours of your time.

I also want to report from my perspective an important event that just took place. Two of us from our chapter, Bob Earl and I, were part of about twenty ABATE members in Eugene on March 3<sup>rd</sup> to 5<sup>th</sup> as delegates to the Democratic Party of Oregon convention. As a result of a lot of hard work talking to the non-biker delegates and educating them about what is like to be a biker in Oregon, we succeeded in getting two items placed on that party's 2000 legislative platform: an anti-discrimination bill for bikers and the repeal of the helmet law for adults!!!!

We first got both issues passed out of their respective committees to the floor for a vote of all of the delegates. The helmet repeal came out of the Transportation Committee which was chaired by Rep. Vicki Walker, a legislative opponent of our efforts and Rep. Jackie Taylor, another opponent. We packed the committee with biker delegates and voted the repeal out to the floor despite their opposition.

The discrimination bill came out of the Human Rights, Justice and Public Safety Committee where I was working; its passage out of committee was not controversial; the delegates were genuinely shocked and outraged to hear that bikers have been and are being denied public accommodations in Oregon.

In order to prepare for the anticipated floor fight on the helmet repeal, we held the first ever "Democratic Party

Freedom Caucus" and plotted our strategy and tactics. I chaired the caucus and we spent about an hour discussing how to lobby delegates. We also got ready for the floor fight and we got one.

The key moment came when our enemies moved to have the helmet repeal issue deleted from the legislative platform. That motion failed 67-68. As I am sure you will hear over and over again, don't let anyone tell you that one vote doesn't count. In order to win, we had two key Democratic leaders, persons who are not bikers, Jim Robison, the vice-chairman of the Multnomah County Democratic Party, and Tom Civiletti, the chairman of the Clackamas County Democratic Party, speak in favor of repeal of the helmet law. Prior to that weekend, Civiletti was not one of our supporters but was persuaded ultimately to help us, in large part by Diesel Dave's late night lobbying. We succeeded, remember, only because we got about forty non-bikers to join us. We got those votes not only working all that weekend but in meetings with other Democratic Party regulars over the past few months.

The fight to restore and protect our freedom is far from over.

We still have to get our bills passed in the legislature and survive the expected veto. In order to do that we have to elect legislators from both parties who are sympathetic to our cause of freedom. That means more work in the upcoming campaigns. But our Eugene experience has shown me that

we can succeed but only if we get a lot more help.

Let me thank those members of the different chapters who went to Eugene and achieved these great victories. Let me ask each those members who did not go, why not? Or maybe better yet: When are you going to get active? There were fewer than 200 delegates at the convention in the beginning and when our main issue came up at the very end of the convention, only 135 remained and we won by just one vote!

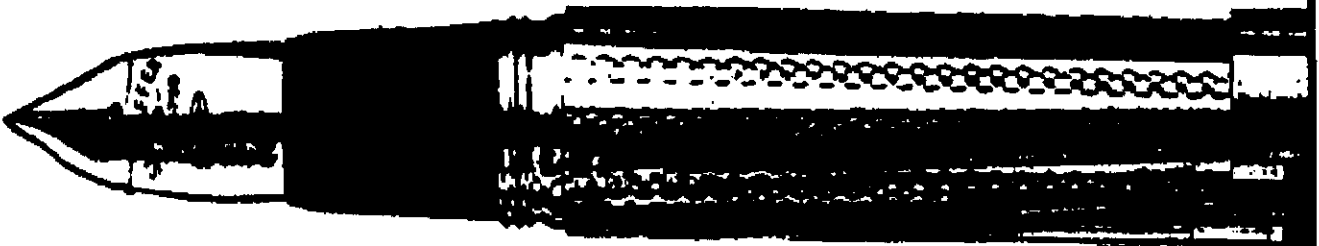
Imagine if we had 100 bikers there instead of just 20. Imagine how the politicians would have to fear our power then.

I am sure that very few of the ABATE members who went to Eugene really wanted to be there all weekend; there were a lot of other fun things to do besides arguing politics with strangers. But I am also sure that every one of us came away from the experience with a greater appreciation of our political potential. And I know that we also had a lot of fun fighting and winning the good fight and we met a lot of people who now understand more about us and our cause and that can't hurt.

As I have said before and will say again: Dare to struggle, dare to win.

Spike

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



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

### Lincoln County

Meets the 1<sup>st</sup> & 3<sup>rd</sup> Friday, 7pm  
Moby Dick's Restaurant, Newport  
Chapter Address: P.O. Box 614, Waldport, OR 97  
Chapter Contact: Ralph Janes (541)265-6850

Hi!

I was going to try to come up with something clever for this April fools issue. As it is I'm late in sending this, so much for cleverness.

PLEASE< PLEASE< PLEASE, we need volunteers at the Swap meet on April 9<sup>th</sup>.

For the month of April, Kurt has put a challenge out to our members that actually come to the meeting, to bring a new friend or existing member to one of the meetings this month, and the months ahead.

April 16<sup>th</sup> will be our first Fossil Games Committee and trophy building party at Ralph and Wanda's starting at noon. Lots happening in May, talk to you next month.

Ride Safe!

Shirley

### N.E. Portland

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

Happy spring from NE Portland,

What a deal, huh? Of course I'm talking about the fact that the helmet law repeal is now on the platform for both the major political parties. Thanks to everyone that went to the DPO convention to make it happen and Diesel Dave for getting the ball rolling. I don't think that we have had a better shot at getting back our freedom of choice than we will have the next legislative session. So be a part of it! Get on the bandwagon and show up to your chapter meetings to receive the valuable information that will help us get the people we need in office.

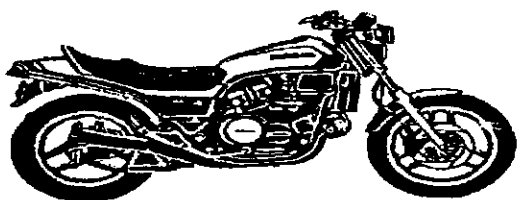
Not much new to report from our chapter this month. We are still looking for a Secretary and a Historian. I filled in for the State Board Rep. in March. It was the first time in a long time that I've been to a Board meeting. It looks like we have a good group of people leading our organization. It was interesting and I will be attending them more often in the future. STEAM was also great, as usual. I was Happy to see quite a few people from our chapter there. Thanks Mel and everyone else who made it available for us.

On a personal note, Jennifer and I are going to have a new addition to our family. The due date for our baby boy is May 5th and I'm sure it won't be soon enough if you ask Jen! Hang in there Jen, I love you.

By the way, I know I make a little more sense than it sounds like in our March chapter report. It must be that scanner that Gordon is using.

Ride safe.

Marty



### North Coast

Meets 1st & 3rd Wednesday, 7:00 PM  
Astoria Eagle, 894 Commercial, Astoria  
Children are Welcome  
Chapter Address: P.O. Box 854, Warrenton, Or. 97146  
Chapter Contact: Joel Hackney 503-717-8794

Greetings from the Coast!

Last month I informed every one of our chapter's new officers and find I was erroneous in my entry for treasurer. The treasurer is Sky, not Christina. Don't know if anyone cares just am noting it.

Spring is in the air and with the better weather kinda gives everyone an itchy throttle hand. I've got my bike in for some work and am looking forward to the poker run next month, JJ's 9th Annual Benefit Poker Run and Pigout. The last few years the turnout has really grown and we now have well over 100 bikes participating. Of course weather is always a factor. As run coordinator I want to remind everyone to observe the riding etiquette I have previously outlined in the past for everyone's safety and riding enjoyment. Let the road captains do their jobs with traffic control and observe hand signals.

Hope to see you there!

Til next month, ride safe, Jamye...

### River City

Meets 1<sup>st</sup> & 3<sup>rd</sup> 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 17 people at our meeting tonight. That may not seem like much to some of you, but that is 16% of our members and 3 visitors! We talked about the federal land closures in southern Oregon and decided to send OMRA \$100 for their legal fund to fight the closures. Many of our members are planning to go to Sturgis together and it is now a regular topic in our meetings. Johnny Greenfield would have won our Membership raffle if he had been at the meeting. Mike Farmer won the 50/50 for the second time in a row at \$13/13.

We had 14 people at the meeting tonight, including Ted Tracy and Roger Hendricks. It was a lively and chaotic meeting with lots of fun. Our Chapter tee shirts came in so everyone was pumped about that. Susan Wiebalk missed winning the \$15 membership drawing and Johnny O'Neil won the 50/50 at 11/11.

The great news of the night was the tremendous victory at Valley River last weekend when we got two items onto the Democratic Party Platform: Helmet law repeal and an antidiscrimination agenda.

Brian





## **Salem**

Meets 4<sup>th</sup> 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: Elaine and Gary Devore (503)-581-0006

Jim Russell 503-734-3322 (h) 503-999-1372 (cell)

*Chapter meeting dates will be changed to 3rd Sunday for the following months:*

*16 April, 21 May, 17 December*

Welcome to Spring y'all,

And the biggest fool of all seems to be Rot Path, who thought the computer glitches were all fixed fer sendin' out e-mail. Which is why this column ain't been showin' up in yer newsletter. (Again.) S.T.E.A.M. an' Ice Breaker have already been an' gone by now. The daffidils is startin' to bloom. There's even hints of sunshine. Every once in awhile, the temperature edges up towards 60 an' it feels like a heat wave as we rouse from our winter tupor.

Lots to catch up with, so here's all the poop ya missed since Y2K started: The middle of February marked the 50th time this particular arrangement of molecules an' atoms called Rot Path has made the annual journey around ol' Sol. (At least it would have been the middle of February if it weren't a leap year.) Seen a lot of changes in the way so-called western civilization conducts its human affairs in that time. Went from the "Leave It To Beaver" atmosphere of the 50's to media-induced frenzies of Yawn 2K. Cars were big an' well-built, roads an' freeways was covering the land an' obliveratin' poor neighborhoods. Major gas, tire, an' auto manufacturers bought up the florishin' lightrail lines, scrappin' 'em in favor

of more profitable an' pollutin' buses. (An' guess who's footin' the bill fer reinstallin' lightrail? It ain't the greedy companies -it's us the public.)

Motorcycles weren't near as comfy as they is now, but like their cage counterparts they was well-built. Lot less restrictions on bikes an' their riders too. Ah, them was the daze, eh?

Now humans has left ol' planet Earth-mother an' ventured out into space. (It's the final frontier, ya know.) We got personal computers that would have been the stuff of sci-fi a few decades ago. We got cages that is so efficient that it takes plumbers an' 'puter specialists to troubleshoot 'em. (Us shade tree an' gutter mechanics is a fast-disappearin' lot.) We got an abundance of food that it ain't good fer us an' our longevity. We can pollute our bodies with exotic toxins from around the world.

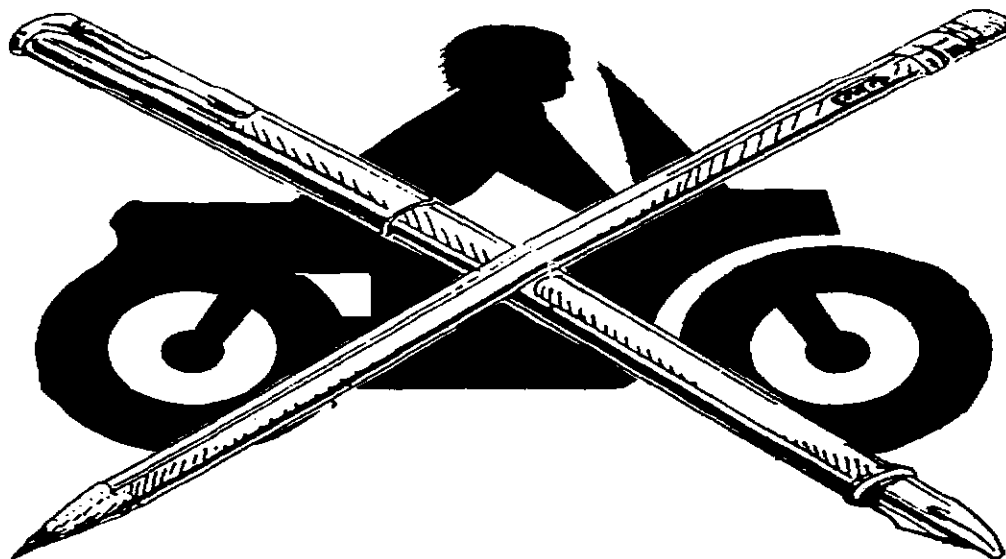
The balance to all the down-side stuff is that we got better bike tires now. As motorcycle technology has improved to make ridin' more enjoyable, grandstandin' political-types have been loadin' us up with so many restrictions that it's flattenin' our tires an' takin' the joy out of the two-wheel experience.

Yeah, there's sanctuaries where riders still ride free. (Not as free as Rot Path rode to bring in Nude Year 2K.) But hunkerin' down in a refuge ain't the way to win back freedoms that was stolen from us. Standin' up to the bandaid-solution politicos is how we keep from becomin' herded sheep in our society.

Here in Oregon, we know that it can be done. We've improved the lot motorcyclists with effective legislation. An' we'd be lid-free now except for the skulldugery of an elected so-called leader who denied us use of the political process.

We \*can\* do it with the House an' Senate on our side. It's not too early to start badgerin' yer Rep an' Senate-types with our viewpoints. There's been lots of courageous ones who

# **WRITE TO RIDE**



**LEGISLATORS ARE NOT MIND READERS  
THEY NEED TO KNOW HOW YOU FEEL.**

have sided with us despite unfair political pressures put on them. Don't let yer friends an' families ferget the dispicable behavior of them smilin', back-stabbin' career politicians who are always promotin' themselves in the commercial mass media. Dig in an' get the facts from alternative news sources. An' just remember what Eddie Haskle said: "Gosh Mrs. Cleaver, you're looking pretty today." (Did Ward know about this?)

On to other things.

Our Toy Run on 12 December was a great success, due in part to the fine participation an' help from Gypsy Jokers, Free Souls, Outsiders, Brother Speed, Salem HOG, OVMA, AMO, CMA, AMA, IOU, etc. Sure it was cold an' wet an' rainy. (Cherie had the gift of two-tone pants after ridin' on Rot Path's tempr-painted bike.) But that made the smiles an' gratitude at each stop mean that much more to us. Had at least 80 bikes, several support vehicles, an' over a hundred hardy souls show up at the south Wal Mart parkin' lot that Sunday. We made quite a sight an' sound strung out along Commercial Street as we headed out at 1100. Five charities were on our list for this year: Interfaith at the YWCA, Women's Crisis Center, Youth Resource Center, Salvation Army, and Salem Outreach Shelter. YRC even had a sign in the window fer us an' hot cider an' cookies fer those venturin' up the stairs. After the final stop, the Gypsy Jokers was kind enough to invite folks over to their club house to warm up an' socialize. A big thanks goes out to the Jokers 'cause their help made this one of the biggest an' best Toy Runs we've had in years.

Oh yeah.

No doubt most of ya have been plwin' through this mag wonderin' who got clected to office in the Salem Chapter. Well yer wait is over.

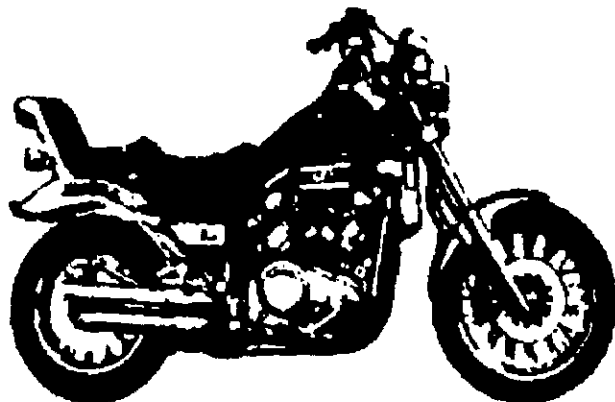
Here's the folks who was elected fer offices in Y2K:

Vice-Coordinator	Cole Hembre
Secretary	Rot Path
Treasurer	Cherie Hembre
Membership	Cherie Hembre
Sgt At Arms	Rob
Quartermaster	Jim Russell
Ways And Means	Jim Russell
State Board/Legislative	Murge
Public Relations	Cole Hembre
Historian	Cherie Hembre

"Hey!" yer sayin', "whère's the Coordinator?"

Well, we had a tie between Murge and Jim Russell Jr. So we had a revote fer that position. And the winner was . . .

Coordinator	Jim Russell
-------------	-------------



As ya can see, we got a lot of people havin' to double up on jobs. The work ain't all that time-consumin', but it would sure be nice to share the fun with others. 86 people are on the membership roster fer Salem Chapter. So if you haven't been to a meetin' in a while, come on down to Pietro's Pizza at Market & Hawthorne on the 4th Sunday of each month at 1:00 pm. We'd like to see yer grinnin' face at our meetings. An' if yer interested in gettin' involved some more you can job-shadow the officers an' help out on some of our committees.

See ya at the next meetin',  
Rot Path

### South Coast

Meets 3<sup>rd</sup> 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](mailto:SouthCoastABATE@yahoo.com)

Rain, Rain go away! I want to ride my motorcycle today! April has arrived along With Daylight Savings Time. 'That means our first Sunday of the Month Ride have started here on the South Coast. I hope everyone made it to the Swap Meet' Race to help make this new event a success.

I am looking forward to Best of the West this year. Our chapter hopes all other chapters are sending representatives to attend the conference, it should be very informative.

Our membership is very busy this time of year preparing for upcoming events. May Is quite busy with the following:

First Weekend Motorcycle Awareness Rally, Salem,  
Second Weekend Oregon Motorcycle Show at Pony village Mall, North Bend

Third Weekend, Oregon Rhododendron Festival, Florence Oregon

Fourth Weekend Fossil State Run. Fossil, Oregon

These are all great events, I hope you don't miss a single one!  
DON'T FORGET TO VOTE MAY 16<sup>th</sup>!

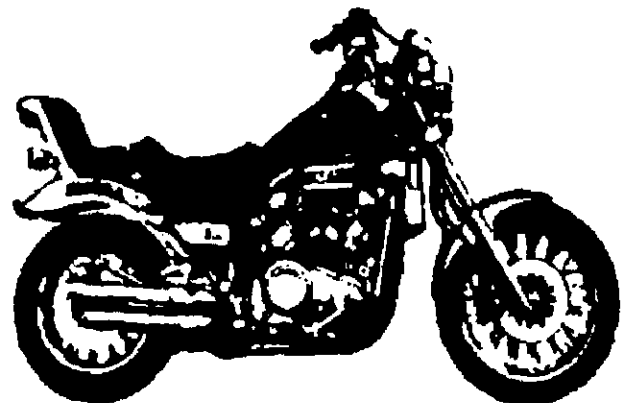
Karen McIntyre

### Southern Oregon

Meets 3<sup>rd</sup>, 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, THIRD TIME,  
ON THE NO VOTE LIST FROM EDITOR.



### **S.E. Portland**

Meets 1<sup>st</sup> & 3<sup>rd</sup> Sundays, 12 Noon  
M/M RESTAURANT & LOUNGE  
137 N. MAIN GRESHAM

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

We've had our first meeting at the new location and it was great. We had a lot of people show up and it seemed pretty much unanimous that everyone liked the new place. It was quiet, roomy and they have a great menu. For those of you who haven't made it to the new meeting place yet, it is at the M & M Restaurant and Lounge in Gresham at 137 N. Main Street. Children are welcome.

Our canned food drive was a success. We had channel 8 and 12 both show up. It would have been nice to have a bigger turnout of bikes and people though. Remember that this is how we let the public know we "are" good guys.

Our Anniversary party was a great success. We had so many people show up we almost had to start turning people away. The band was great. Judy brought in \$200.00 on the 50-50 drawing. And I think most of us really had a whole lot of fun. (Especially after 9 Coronas.)

The Swap meet and Fossil are approaching, sooner than you think. I am hoping you all will be able to attend both. And don't forget the Best of the West. Information for all of the events is in this newsletter. Be sure to mark the dates on your calendar.

We have had another meeting for our Run 21, Year 2000 run and everything is falling into place. Official flyers will be out soon. Remember this is a SE Chapter event and we will need as many volunteers as possible. The more volunteers we get, the less work there is for each person.

We have not had any winner for the membership drawing. The last loser was Dave "Squeeze" Ruby and he lost out on \$20.00. Guess it's time for some of you to start coming back to the meetings again. It will go up \$5.00 each meeting until won again. (The max is \$50.00).

Remember to come to the meetings, do some volunteering, and stay politically active...so you can "Ride Free"  
Keep the rubber side down.

Anna

### **Washington County**

Meets 2<sup>nd</sup> & 4<sup>th</sup> Tuesdays, 7:30 PM

Silver Dollar Pizza, 6940 SW Hall (at Denny Rd.)  
Chapter Address: P.O. Box 830, Cornelius, OR 97113  
Chapter Contact: Ted Tracy (503) 640-5766

Spring is here, time to get out and attend functions at our Chapter as well as those put on by other groups. If you have a good time at any event, please be certain to tell the event coordinator and the sponsors of the event. We cannot say it enough, a simple thank you goes a long way.

Several people I have spoken with have mentioned the anticipation of the Swap Meet and Spring Opener at PIR. I hope it will be as fun and exciting as DJ's have been in the past.

Just another reminder about staying active in the political arena. We can all do something everyday to let people know who we are and what we stand for. You don't have to speak

at a rally, just talk to people you meet about the issues that are important to you. Use other members as a sounding board if you are not sure how to say what you mean. I know I'm a nag about it, but I have been frustrated by my inability to articulate a response when asked what ABATE was all about. You joined for your own reasons, be sure you can tell someone else why if they want to know.

On February 8th, Paul Christoferson won the membership drawing of 42. Odessa Able missed out again on February 22nd. If anyone knows where Odessa is, make sure she gets to the meetings. Come join us the second and fourth Tuesday evenings at 7:30 PM, at the Silver Dollar Pizza on the corner of Hall Blvd. and Denney Rd. Until then, be safe and watch out for the other guy.

Linda Wells,

WaCo Chapter Secretary

### **Willamette Valley**

Meets 3<sup>rd</sup> Thursday, 7:00 PM

Blarney Stone Bar & Grill, 86498 College Rd. Eugene  
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

At the start of 1999 we worked out a tally scheme to find those who actively participated in chapter events during the year and reward their efforts. Well the results are in. Top honors go to Robin (and Dawn) Ferren, followed by Gary Tripp, Lyn Maish, Deb Lowell and Patti (and Gene) Ball! Congrats!!

And thanks for all you've done to keep this chapter not only alive but a wild success last year. Their awards will be presented at the March meeting so be there to show your appreciation. I'd also like to recognize the large number of members who helped support our chapter to a lesser but greatly appreciated degree. And of course all the officers who weren't counted in the tally but were a crucial part of keeping things afloat for everybody else. Thanks again! We're looking into a chapter funded party (or picnic?!) this summer to show everyone our thanks!

We canceled a Casino Night in April to make room for a run up to the Swap meet and Race in Portland in April. Join us for breakfast and a group ride up for this spring opener. Don't forget about Biker Days on May 6th and we're expecting a good show from WV chapter at Fossil this year. This year's big chapter weekend ride will be to Iron Horse June 23-25. It's a great location near Cave Junction, good riding country, a lake, and nice grounds.

One of those out of the way little events that everyone seems to really enjoy. And don't forget about the annual Rhody Festival Poker Run May 20th.

We've got all the points covered and looking forward to some help from the Florence Chamber of Commerce this year. Should be a good time as always. You should start seeing flyers around town pretty soon. Spread the word!!

As for evening or Saturday rides, Dawn Stetina-Ferren has offered to be our contact person for those spontaneous gatherings. If you get an itch for a ride and want some company give her a call at 895-5603. And expect her to give YOU a call if something else starts to happen too!

We're still working with the blood bank (believe it or not!) and hope to do a ride in March or April to one of the blood mobile locations. Some biker somewhere near and dear is probably going to need your help. Let's get that supply back up there where it can do some good. I have a schedule for the blood mobile over the next couple of months so give me a call as to the exact time and location, or call the Lane Memorial Blood Bank. Show up, donate and tell them it's for the WV chapter of ABATE. You'll need a picture ID and be sure to eat a protein kind of meal before you head down there.

Our big focus this year will be MEMBERSHIP!!! Although our membership has been steadily increasing this past year we're still below what we've done before and with 68 members we're still one of the smallest chapters in the State! It makes me feel good to see that with such a small group we still have a lot of energy and good active involvement by our members. Imagine how much more that would be if we could bring into our fold all those wayward, independent riders out there looking to make a difference and having a great time in the process!! And now is the time. Unlike last year both the major parties in Oregon (Demos and Republicans) have put the repeal of the helmet law for over 21 on their agenda this year. This is a great voice to those who champion freedom of choice and a great kick off for changing this state's mindset. A big turnout at the May 6th Biker Day rally at the State Capital in Salem would bring it all home too. Remember...together we CAN make a difference. Spread the word and come to the next meeting to hear what you can do to help.

There's actually a lot of things set for the summer so mark your calendars, get those scooters ready for some fun, and check the state newsletter for even more upcoming events. Most of all, folks, let's have a good summer. Lot of roads out there, lot of bikes and some real good people to share the whole experience with. Get involved and you'll soon find what "in the wind" truly means.

Michael

# BikePAC of Oregon, Inc.



PO Box 5612  
Salem, OR 97304

## MEMBERSHIP APPLICATION

Circle Type of Membership

	Individual	Club/Group	Corporate
Associate	\$10	General	\$50
Full	\$25	Supporting	\$100
Family	\$35	MAB *	\$200
MAB *	\$50		
		Sponsor	\$100
		Supporting	\$ 250
		Platinum	\$ 500
		MAB *	\$1,000

\* Member of the Advisory Board

### My Voter Registration Card says

State Senate District: \_\_\_\_\_ House District: \_\_\_\_\_

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist fund, unless you specify the following: Put \$ \_\_\_\_\_ of my contribution into a dedicated fund that will only be used to support a candidate running for office in my legislative district.

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

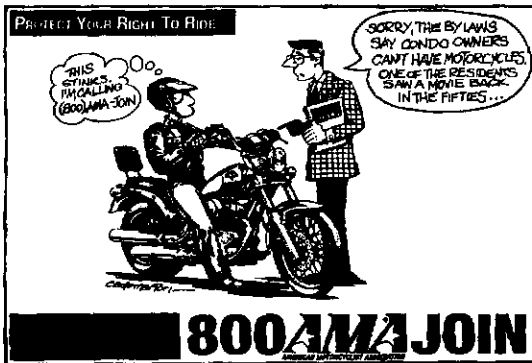
State \_\_\_\_\_

ZIP \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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



SECOND ANNUAL

# ANGIE'S RUN

Columbia River Chapter

June 24, 2000

Start at the Kenton Club at 10 a.m. and finish with a free picnic at Pier Park- Route will be announced at the Kenton Club.

Contact- Spike- 282-4604

JOIN US FOR FUN  
HELP BUILD THE CHAPTER

**Sanctioned by ABATE of Oregon, Inc. Contributions or gifts are not deductible as charitable contributions for federal tax purposes; all proceeds go to Columbia River Chapter to support education and motorcyclists' rights.**

# BIKER B - B - Q

## After the Motorcycle Awareness Rally

May 6, 2000

3882 State Street  
Behind Capitol TV

Hamburger & Hot Dogs  
Potato Salad  
Chips & SODA

## BIKE SHOW

\$4.00 per plate  
Fund Raiser for  
Salem Area Toy Run Fund

Contact:  
Gary or Elaine  
503-581-0006

Donations are  
not tax deductible

Parking on corner lot  
State & Lancaster  
Or at Copeland Lumber  
Across the street

# CELEBRATE THE NEW MILLENIUM

with A.B.A.T.E. of Oregon at the 23rd Annual

## FOSSIL CAMPOUT '2000

Close to Fossil

May 26, 27, 28 & 29

Gates open at 3:00 p.m. on Friday, May 26

### The Best in Live Music

Featuring a variety  
of sounds from the  
Pacific Northwest

### Advance Tickets

Deadline is May 6, 2000  
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

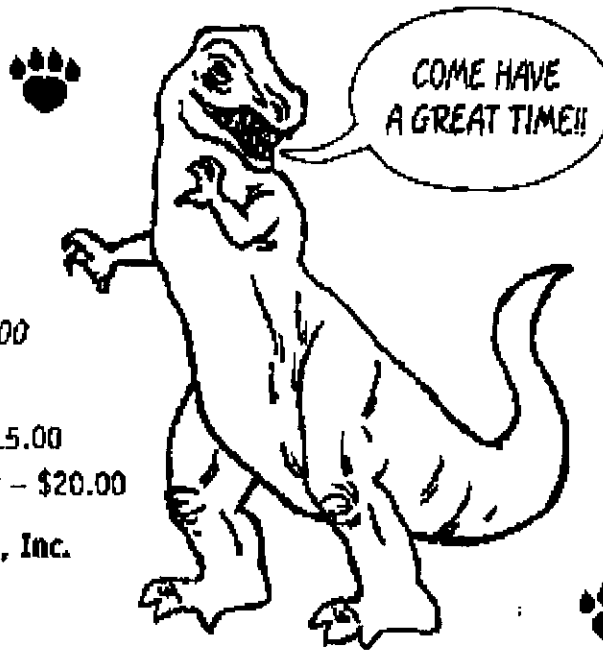
### At Gate

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



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 . . .

### Door Prizes

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

### 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

### 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.

# HOW TO GET THERE



## PARK RULES

- No Firearms
- No Fireworks
- NO CAMPFIRES
- Dogs on a leash!!
- Cigarette Butts in butt cans only
- No off-road bike riding on trails
- Parents are responsible for children at all times!!
- NO HASSLES
- Gates close at 10:00 p.m. for anyone leaving

*Anyone not following these rules will be escorted from the Fossil Campout without a refund!!*



# A.B.A.T.E.

## SE PORTLAND CHAPTER

**RUN 21 2,000**

**JULY 28, 29, 30** CONTACT **LEE AUSTIN 503-9015** ALL ADULT RUN

**WHERE: TO BE ANNOUNCED** MAP ON BACK

**FREE : RUN PINS 1ST 300** SATURDAY SURPRISE

**LIVE MUSIC FRIDAY NITE AND SATURDAY NITE BY THE BEST TUNES IN THE NORTHWEST.**

**VENDOR'S, T-SHIRTS, RIDE IN BIKE SHOW, BIKE**

**GAMES, ADULT GAMES**

**PRICE IS MEMBERS, MRO'S \$15.00 NON \$20.00 AT THE GATE ONLY, NO ADVANCE TICKETS AND NO DAY PASSES: NO PETS !**

### B.Y.O.B ONLY

### NO ONE UNDER 21 ADMITTED

SANCTIONED BY ABATE OF OREGON INC. CONTRIBUTIONS OR GIFTS TO ABATE OF OREGON ARE NOT DEDUCTIBLE AS CHARITABLE CONTRIBUTIONS FOR FEDERAL TAX PURPOSES.

ALL PROCEEDS GO TO SE CHAPTER FOR LEGISLATION, EDUCATION, AND MOTORCYCLISTS RIGHTS

**GATE CLOSE AT 10 PM**

RIDE OVER AND ENJOY OUR NEW  
**LOVE LEATHERS OUTPOST**

6101 NE ST. JOHNS RD.

Vancouver, Wa. 98661

360-693-3812

<http://www.loveleathers.com>

e-mail: [leather@loveleathers.com](mailto:leather@loveleathers.com)



A large red barn on 2.5 acres, zoned for swap meets, lots of good riding leathers, coffee, Love Jerky = FUN!

FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL,  
FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL, FOSSIL!

We'll see YOU there. Love Wendy

**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
<b>YEAR PINS</b>				
_____	AYP2	Year Pin - 2 yr. member - blue.....	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white.....	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black.....	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black.....	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange.....	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black.....	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue.....	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow.....	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue.....	3.25	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black.....	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red.....	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black.....	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red.....	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black.....	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black.....	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black.....	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold.....	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold.....	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue.....	3.75	_____

**ABATE PINS**

_____	ALAN	ABATE Anniversary Pin.....	4.00	_____
_____	ALPIG	ABATE Logo Pin - gold.....	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver.....	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver.....	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold.....	5.00	_____
_____	AWP	ABATE Wing Pin - silver.....	5.00	_____
_____	AWPG	ABATE Wing Pin - gold.....	5.00	_____
_____	ASP	ABATE Supporter Pin.....	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color.....	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold.....	4.00	_____
_____	AFP	Fossil Pin.....	3.75	_____
_____	A#1P	ABATE #1 Pin - small, 3 color.....	2.25	_____
_____	ACWP	ABATE Uplifted wing-5 color on White.....	4.00	_____
_____	MUG	ABATE Logo on Mug.....	5.00	_____
_____	A#1ER	Earrings (post or Hoop).....	4.00	_____
_____		Bandana.....	6.00	_____

**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
<b>SPECIAL ORDER ITEMS</b>				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available.....)	1.50	_____
_____	CLOTH	Year Bars (indicate year _____) Small..... 1984-1993 avail.....	1.00	_____
_____	CLOTH	Year Bars (indicate year _____) Large..... 1984-1992 avail.....	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	_____
		<b>SUBTOTAL</b> .....		_____
		<b>Shipping Charge</b>		
		<b>UNDER \$25.00=\$5.00</b>		
		<b>\$25.01-\$100.00=\$6.00</b>		
		<b>T-SHIRTS = \$8.00</b>		
		<b>SHIPPING CHARGE</b> .....		_____
		<b>TOTAL</b> .....		_____

**ABATE PRODUCTS**

**P.O. Box 4504**

**Portland, Oregon 97208**

**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**

# STATE BOARD MEETING MINUTES

March 11, 2000

Ted Tracy, Coordinator, called the meeting to order at 12:06. There were 10 chapters in attendance with 9 chapters eligible to vote. Guests were Diane and Katy.

Coordinator's Comments: Ted welcomed everyone, talked about the successful Democratic Party of Oregon Convention last weekend. There were 22 people attending from ABATE and BikePAC.

## OFFICER'S REPORTS

**Legislative Director:** Frank discussed the DPO Convention, noting the freedom of choice for adults 21 and over added to the platform, along with an anti-discrimination based on attire or choice of vehicle plank. Lots of friends were made, enemies aware of our new-found support. But this is just a beginning, we must all become more involved to keep the momentum going.

**ABATE's BikePAC representative:** Frank has compiled a list of all candidates registered to run in the upcoming election. Please check his website for information, and contact those running in your district, to find out where they stand on our issues, with a quick report to Frank. Lobbyist intern position open, please send your resume today.

**Education Director:** Geoff and Terry will hold an instructor training class before next month's Board of Director's meeting. If you are interested in attending this training session, please plan on arriving in Junction City by 11 am. For more information, contact Geoff White at (503) 774-7558.

**Education Director II:** Looking forward to seeing you next month for the instructor training class.

**Membership Director:** Wonderful news! We had an increase in membership this last month. Several chapters were singled out for recognition for having no members expire in the last month.

**Newsletter Editor:** Not in attendance, no report

**Products:** 50/50 tickets.

**P.R. Director:** DPO convention was a great PR coup, but this is a beginning, we must keep the ball rolling. Look for the flyer in Nickel Ads for the swap meet. The word of the month is VENDOR. If you, or someone you know would like to attend the swap meet as a vendor (except food vendors, PIR already has that handled), contact Rotten Roger.

**State Run Coordinator:** Flyers for the swap meet and Fossil here, help get the word out. Need volunteers to help at the info / ABATE booth for both events. Roger still is looking for EMT's or ER Nurses to help at Fossil. If you, or someone you know is a certified EMT or Nurse, ask them to contact Roger.

**State Run Coordinator II:** Things are busy, Roger and Kurt haven't had time to work on the run trifold, but Kurt promises to keep working on it.

**Treasurer:** Clark reports balances as of 2/29/00: Bulk Mail \$2,367.34; checking \$2,717.51; Savings \$26,735.79 for a grand total of \$31,820.64

**Chapter Auditor:** No report

**Historian:** Mel & Iris rode up to the meeting in style on their newer Ultra Classic Tour Glide.

**WebPage Editor:** not in attendance, no report

**Vice Coordinator North:** Jim talked about having the standard ABATE forms available on the webpage. Discussion about controlling and disseminating the information we have. Suggestion to show titles of forms, with a link to the Recording Secretary to request them. More discussion about control / follow up / security issues. Issue tabled until future meetings.

**Vice Coordinator South:** Bob Avery praised the entire Democrat PCP's, and encouraged new participants. Discussed the Dorchester convention last weekend at the coast. Over 500 attendees constituted a "who's who" in the Republican Party.

**Vice Coordinator East:** Not in attendance, no report. (Brad spoke with Ted, informed him that he would be in California, attending a family wedding.) Ted mentioned that it was extremely helpful if the State Officers or State Reps would contact him if they would not be able to attend the State Board meeting.

**Sergeant at Arms North:** Bob has been hard at work getting the swap meet flyers out.

**Sergeant at Arms South:** No report

## Committee Reports:

**Sanctioning Committee:** Flyers sanctioned at this meeting include the Salem Chapter's Biker BBQ after the May Awareness Rally, South Coast's Coos River Run, and Columbia River chapter's Angie's Run. Look for them in this month's newsletter.

## Unfinished Business:

1. **Best of the West:** Planning well under way. If you think you are on the volunteer list, please contact Ted right away, so that he can fill your job assignment.
2. **STEAM:** Mel gave his final report. 74 people registered, most comments reported an enjoyable and learning experience. Jeff Kropf sends regrets for missing the appointment to speak at the opening ceremony, says he "owes us one". Mel promises not to let him forget his promise. Melinda discussed setting STEAM agenda at the planning session.
3. **May Awareness Rally:** Planning well underway. Contact Murge if you wish to help!
4. **Bumper Stickers:** Ted has received delivery of the NEW bumper stickers: They are free, so contact Ted today to get yours!
5. **IceBreaker Flyer:** Salem's IceBreaker flyer inadvertently left out of the Newsletter. Apologies from Ted and Jill for breakdown in processing the flyer. Discussion regarding mailing a flyer to all Salem and Willamette Valley members to help "get the word out". Willamette Valley chapter rep says the flyer was handed out at the latest chapter meeting, and JC felt that all Salem area members are aware of the event, but thanks for the offer. Bob pointed out that this could have been avoided if the flyer had been submitted several months ago, allowing it to have run for several months, instead of relying on just 1 month's run to get the word out.

## New Business:

Motion by Murge to give \$150 to Lincoln County to help defray the costs of putting on the games at Fossil and Chiloquin. Vote 9 yes, 0 nay

Motion by Murge to attend the AMO swap meet as a ABATE and BikePAC info/membership vendor. Kurt Speas volunteers to man the booth. Vote 9 aye, 0 nay

Motion by Melinda to give Diesel Dave a plaque for his Legislative efforts, above and beyond the call of duty. Vote 9 aye, 0 nay.

Motion by Mel to purchase a STEAM banner that would be reusable for many years. Vote 9 aye, 0 nay.

Jim presented a rough draft of the Bylaws update. Changes were noted, but it is not ready to be published yet. More information to follow next month.

Announcements were made and the meeting was adjourned at 3:09. Next month's Board of Director's meeting is scheduled for April 8th at noon, 530 West 7<sup>th</sup> St., Junction City.

Minutes submitted by Jill Tracy, State Recording Secretary



## Join & Support the MOTORCYCLE RIDERS FOUNDATION

### Register, Vote, Write & Ride!

FOR OFFICE USE ONLY  
(All information treated confidentially.)

Referred by \_\_\_\_\_ Date \_\_\_\_\_  
MRF # \_\_\_\_\_ Exp. Date \_\_\_\_\_  
Member was given: \_\_\_\_\_  
 Patch  Year Rocker  
 Newsletter - What issue?

Annual Individual Membership ... \$20       New Membership  
 Annual Sustaining Membership ... \$100       Renewal Member #  
 Annual Joint Membership...\$30

Name \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 E-mail Address \_\_\_\_\_

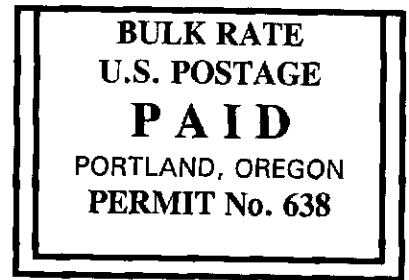
Are you a member of a state motorcyclists' rights organization?    Y / N    Name \_\_\_\_\_  
 What talents do you have that might benefit motorcyclists' rights and the MRF?  
 \_\_\_\_\_

Will you volunteer these talents if the MRF needs your help?    Y / N  
 Mail with remittance to: Motorcycle Riders Foundation, Inc.  
 PO Box 1808, Washington, DC 20013-1808  
 202-546-0983 • FAX 202-546-0986 • BBS 515-858-5882  
<http://WWW.xmission.com/~mrf>



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

ADDRESS CORRECTION REQUESTED



**TIMELY DELIVERY REQUESTED  
DATED MATERIAL**

This year is the

**25TH ANNIVERSARY**

**ABATE OF OREGON, INC.**

**Chapter Meeting Places - Where & When**

1 <sup>st</sup> & 3 <sup>rd</sup> SUNDAY	S.E. PORTLAND	12:00 Noon, M/M Restaurant & Lounge 137 N. Main Gresham
2 <sup>nd</sup> SUNDAY	CENTRAL OREGON	2:00 PM Moose Lodge #323 3199 N. Hwy 97, Redmond
3 <sup>rd</sup> SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	SOUTHERN OREGON	12:00 Noon, Oregano's Pizza, Gold Hill
2 <sup>nd</sup> SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
4 <sup>th</sup> SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 <sup>st</sup> & 3 <sup>rd</sup> TUESDAYS	RIVER CITY	7:00 PM, Zim's Brau Haus, 604 E 2nd St., The Dalles
2 <sup>nd</sup> & 4 <sup>th</sup> TUESDAY	WASHINGTON COUNTY	7:30 PM, Silver Dollar Pizza 6940 SW Hall (& Denny)
1 <sup>st</sup> & 3 <sup>rd</sup> WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
3 <sup>rd</sup> WEDNESDAY	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 <sup>nd</sup> , Portland
3 <sup>rd</sup> THURSDAY	WILLAMETTE VALLEY	7:00 PM, Blarney Stone Bar&Grill, 86498 College Rd. Eugene
1 <sup>st</sup> & 3 <sup>rd</sup> FRIDAY	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport