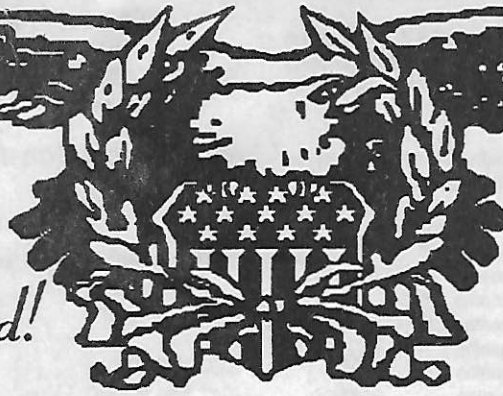


A.B.A.T.E. of
*Dedicated to
Freedom of the Road!*



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

AUGUST 1993 NEWSLETTER — edited by Gordon W. Hieronimus N.E. Portland Chapter



*Going to 12 state Reps instead of 24
if chapter on probation - no vote next board meeting*

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:

BUSINESS CARD	\$25.00	3 months
SIZE:	45.00	6 months
	75.00	12 months
1/4 PAGE:	44.00	3 months
	80.00	6 months
	133.00	12 months
1/2 PAGE:	67.00	3 months
	127.00	6 months
	200.00	12 months
FULL PAGE:	113.00	3 months
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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 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

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

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**ABATE OF OREGON
STATE OFFICERS AS OF JANUARY 1, 1993**

- | | |
|--------------------------------------------------------------------|-----------------------------------------------------------|
| COORDINATOR
Rich Benson
287-8674 | SGT-AT-ARMS NORTH |
| VICE-COORDINATOR NORTH | SGT-AT-ARMS SOUTH
Honda Bob Skolaak
935-0403 |
| VICE-COORDINATOR SOUTH
Dennis Deaton
839-4368 | NEWSLETTER EDITOR
Gordon Hieronimus
249-8548 |
| SECRETARY
Ann Bahrs
762-0161 | PRODUCTS DIRECTOR
Angie Jensen
285-4329 |
| TREASURER
Joy Hoover
673-1304 | PUBLIC RELATIONS DIR.
Rich Benson
287-8674 |
| MEMBERSHIP SECRETARY
Carolyn "Mother" Meerzo
255-7793 | RUN COORDINATOR
Roger Hendricks
285-4329 |
| LEGISLATIVE DIRECTOR
Edd Dahl
771-0188 | HISTORIAN
Larry Burrows
735-0265 |
| EDUCATION DIRECTOR
Mel Yeager
363-1697 | WAYS & MEANS DIR.
Frank Way
779-3646 |

Readers should be advised that although A.B.A.T.E. of Oregon supports its advertisers, it does not guarantee the service of those advertisers.

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How Do You Like Us Now ?

With this issue we are introducing our new format. It not only looks different, but also gives us more options as to what we can do about pictures and color. Another advantage is that you should be receiving your newsletter a little sooner than in the past. Please let us know how you like it by dropping a note or letter to the editor.

As you're probably aware the legislative session is coming to a close. (whew!) It seems that we weren't screwed by this session so I won't bore you by going back over what has transpired. Instead let me keep everyone up to date on the state of A.B.A.T.E. of Oregon.

On July 18th some state officers (members of financial and bylaws committees) sat in a barn in Cresswell to set forth policy changes that will help take our organization solidly into the future. There are minor language changes to both our bylaws and our rules of operation. One of the major things to come out of the meeting was a financial policies and procedures manual. The manual addresses just about every aspect of accountability and safeguards our organization as well as we can. Hopefully, if passed by the state board of directors, these steps will not need amending for many years to come. The time is now for A.B.A.T.E. of Oregon to move forward. Some of the new things that have taken place this year have proven to be effective. Not just politically, but in safeguarding us from a business standpoint as well.

The next thing to look for is, A.B.A.T.E.'s new public service announcement on television. We have a tentative filming date of August 6th. I am very excited about this as it should prove to be a useful tool to promote the organization, save lives, and help the public image of motorcyclists. I'll keep you all informed as to when and where it can be seen.

Well I'm gonna get out of here for now and let ya check out our new rag. I hope you find it a nice change. As always I hope to see ya'll down the road at one of the runs or functions somewhere. Till then keep the rubber side down -

Rich

Join the MOTORCYCLE RIDERS FOUNDATION

Annual Individual Membership \$20.00 Sustaining Membership, Annual .. \$100.00
 New Membership Renewal Member # _____

Please Print or Type

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Age? _____ Are you a registered voter? Y / N

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

Are you a member of a national 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 • (202) 546-0983**
P.O. BOX 1808, Washington D.C. 20013-1808 • FAX (202) 546-0988

FOR OFFICE USE ONLY (All information treated confidentially)	Date _____
	Exp. Date _____
Referred by _____	Send Member: <input type="checkbox"/> Patch <input type="checkbox"/> Year Rocker <input type="checkbox"/>
	Pin <input type="checkbox"/>
MRF# _____	

What 's The Insurance Industry Up To ???

In their greed, the insurance industry wants every citizen of the country to be forced to become one of their customers. They don't care about the means they have to use to accomplish this either.

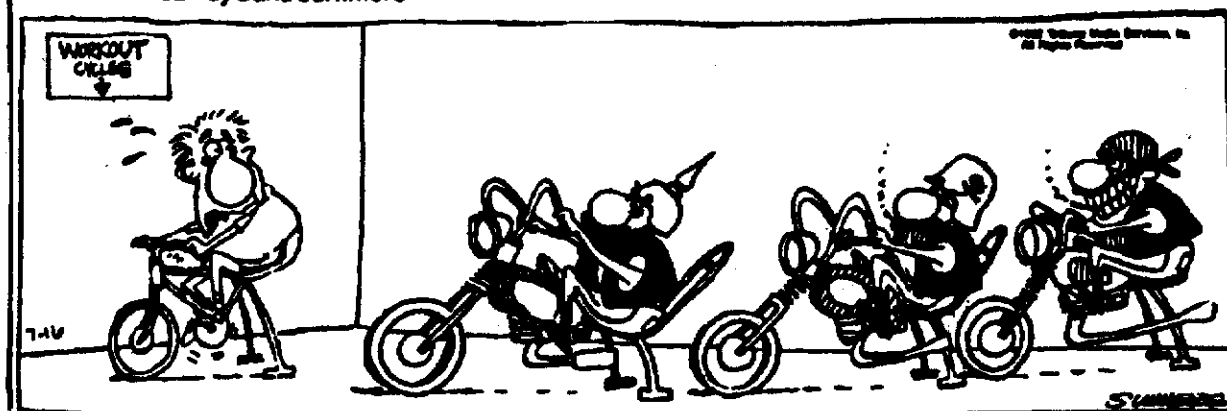
To get the government and states to consider mandatory insurance, some effort has to be made to make the target group look like it presents an abnormal level of hazard to others around it or to itself. Let's take motorcyclists as an example.

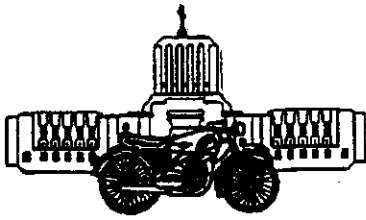
Since the time motorcycles were first introduced onto the public roadways, a sort of "daring - do" was attached to those who rode them. Initially they were a means of bypassing the bicycle pedals by letting the gasoline motor do the pumping. The freedom of the motorcycle's operation and it's versatility led some riders to show off a bit. Immediately they were branded as "daredevils", a name still attached to us by many. A bit later, tired of the type casting, some motorcyclists joined into groups, and another classification was added to our people: "bike clubs" and "outlaw bikers". As the years progressed, after the war, our country's economy was busily rebuilding and many people turned to the motorcycle for economic reasons. At about the same time the federal government started adding jobs and hunting for people to fill them - thus the bureaucrats we see in our system today.

The art of obtaining legislated customers is big business and the insurance industry is one of the biggest recipients of government generated profit margins. Insurance was normally acquired by individuals or organizations who felt they were financially unable to assume a specific risk. It doesn't matter if the risk is real or imagined, just so long as the belief in a risk exists. That's how it used to be. The vast majority of people are now forced to pay their dollars to the insurance industry without having any say in the matter. It's The Law!!

How the insurance industry is able to get the support from the government is fairly easy to understand. They have massive computerized data banks as a result of accident claims and other types of insurance settlements. Logically (from the fed's viewpoint), they should be able to furnish both medical and financial data on motorcycle accidents and fatalities. Bureaucratic bungling has been more than sufficiently documented and an indication of why they use insurance data in making decisions. The insurance industry's credibility with the government is fairly obvious by virtue of the fact that many individuals on the D.O.T. advisory board are insurance people. Additionally the Insurance Institute for Highway Safety, a lobbying representative for the insurance industry, furnishes data frequently quoted by the D.O.T. and N.H.T.S.A.! It's high time that citizens take a closer look at the insurance industry and find a way to end legalized extortion..... Rich

BOUND & GAGGED by Dana Summers





BikePAC of Oregon

P.O. Box 5612, Salem, OR 97304

Oregon PAC ID# 000019

Jack Fassel 650-9336
Executive Director

Butch Harbaugh 838-1460
Legislative Director

Steve Benson 399-7514
Secretary/Treasurer

Don Lawson 588-3042
Lobbyist

BikePAC Advisory Board Meeting July 18, 1993

Meeting called to order at 12 noon at Main Street Pizza, West Linn, OR. Attendees: Jack, Steve, Butch, Don, Mel (representing ABATE), Chuck (OMRA), Lance & Joyce (GWRRA), Brain, Teresa and Sam. No Board Member representation from AMO. Minutes approved as published.

Treasurer's Report approved as read. The lobby fund is \$765 in the red; Don has been paid using general funds. Fund balance is approximately \$2000.

Membership Report was given by Jack since Jenni was absent. With her marriage behind her (and that of her father's too) her lack of involvement with the mailing/newsletter issues should improve (we all hope so anyway).

Jack made a presentation at Salem HOG's July meeting. We look forward to many individual memberships from the always riding active Salem HOG group.

Governor's Advisory Committee Meeting Report: Joyce reported that the DUII video was shown. Lance believes that even he, in a sober-state, would be considered 'under the influence' by the observations made in the film.

Oregon Legislative Report:

Don reported that the session is winding down, yet many important decisions are yet to be made.

HB2973 Helmet Exemption: Basically dead.

HB3262 Responsibility Act: Basically dead; however, the issue of what is a legal helmet and what isn't and should the consumer be liable is NOT dead. Helmet confiscations continue, yet EVERY legislator contacted agrees that this practice must stop. Representative Ford, the sponsor of Oregon's mandatory helmet law has sent a strongly worded letter expressing her opinions about the abuse of the law and the tactics of some law enforcement. Representative Ford's opinion is "if a helmet has a sticker certifying it complies with USDOT safety requirements, it is legal to use in Oregon". She called the seizures an "unacceptable means of enforcement" and called for a resolution to the problem as soon as possible. Representative Ford has further stated that she never intended that the

helmet law be used as a harassment tool. Representative Ford should hear from YOU thanking her for concern in this matter (378-8858).

BikePAC is working with members of DMV to see if we can collectively resolve the issue with a new rule change.

SB106 Changes to DMV which includes transfer from DMV to Traffic Safety, the regulation of motorcycle helmets--referred to section 73: In house committee hearings, BikePAC successfully argued for removal of section 73 (with the earnest efforts of Representative L. Roberts and other committee members); however, the Senate, via Senator Joan Dukes wants section 73. We have met with the Senator along with representatives of Traffic Safety and the State Police to try to resolve this issue. A joint committee hearing will be called; yet our objections to the transfer remain. The fuse is short to resolve this. SB106, a major reorganization bill with several million dollars involved, can't proceed without resolution on section 73. The BikePAC board has stated that current helmet law continues to be vague, which results in confiscations and harassment, has no positive impact on the reduction of accidents and leaves no freedom of choice for Oregon's adult riders. One way obviously to solve the above problems is to eliminate the current helmet law; which is an option that we will present on your behalf. BikePAC will continue to use section 73 to address as many of our problems as possible. BikePAC will also seek an opinion from the Attorney General concerning helmet confiscations.

HB3443 A single motorcycle endorsement: The Governor has signed this bill.

SB98 Transfers off-road from ODOT to Parks & Rec along with massive restructuring of ODOT): The bill has passed less the transfer. BikePAC will work with "Parks" and OMRA/ORV to resolve this in the future.

SB419 Off-road licensing: Dead.

Dunes: Jack has sent a letter to the Rangers at the Dunes. We are losing this battle and that more land closures will occur. If this bothers you, write ASAP to: O.D.N.R., 855 Highway Ave., Reedsport, OR 97467.

In general terms it is important to note that BikePAC is working behind the scene, with individual legislators, to promote:

1. Motorcycle injuries are NOT a public burden. Head trauma caused by motorcycle riders is a fraction of total head trauma problems; by some estimates, there 10 times more head injuries as a result of an automobile accident than for a motorcycle accident.

2. An adult rider as the right to choose whether or not to wear a helmet. The argument here is not whether helmets have a benefit, but whether the government should be allowed to interfere in an otherwise wholly personal choice. Proper food is known to be healthy--but should a government dietitian approve your family's menu? Getting a good night's sleep is a contributing factor to good health--but should the government mandate that everybody go to bed at 10PM? Get the point?!

Federal Legislative Report:

HR799 Eliminate Federal BlackMail: 100 co-sponsors of the bill are now signed on. Calls/letters to Rep. DeFazio (800-548-7179) and Rep. Furse (800-422-4003) are needed, regardless of your district. (Addr: U.S. House of Reps., Washington, DC 20515).

S21 California Off-road riding lands: If passed, 9 million acres of land will be closed to off-road activity. Senator Hatfield currently supports this bill. Compromises with California's Senator Feinstein have gone nowhere. An alternate measure, by Rep. Jerry Lewis of California represents a balanced approach to management of the desert and would scale the closure to 2.3 million acres and allow a variety of land uses to continue in other areas. We need to support Lewis' desert-use proposal, HR 2379. Calls/letters should be addressed to Sen. Hatfield (399-5731) and Packwood (326-5731) (U.S. Senate, Washington, DC 20510) and to Reps. Furse (800-422-4003), Smith (800-533-3303), Wyden (231-2300), DeFazio (465-6732) and Kopetski (800-548-7179) (U.S. House of Reps., Washington DC 20515). We have heard from Representative Smith. He opposes S21.

AMA Hotline: You can respond to Federal issues with a pre-written, personal Mailgram, by calling 900-454-RIDE for \$4.95 cost.

AMA/ACLU: The AMA is working with the ACLU on a phenomenon that is becoming an increasing problem: discrimination because you ride a motorcycle. If you experience discrimination in the workplace, or benefits related thereto, contact the AMA (1-800-262-5646).

OLD BUSINESS:

Fossil: The mayor has written and sent a letter concerning the problems occurred at Fossil during ABATE's Memorial Weekend event. Some stop reports have been received. Sam is willing to provide assistance to those requiring legal help (224-1106).

Stop Reports: Shari (in Sam's office) is coordinating the 'list' of stop reports. You can send stop reports via the mail (Sam Hochberg, 720 SW Washington, Suite 750, Portland, OR 97205) or FAX 224-3869.

Court of Appeals: The Court has ruled against us. Sam is working on an appeal to the State Supreme Court. ABATE is helping finance the appeal. Thanks Sam (and ABATE)!

San Diego Meetings-SMSA & MSF: Teresa & Brian will attend the SMSA & MSF meetings in August

Other:

The BikePAC phone tree is attached. If you have a FAX number for "PAC FAX", tell Jack.

Jack tried to get a poster of the photograph after the May rally; but it's too grainy.

Teresa will work up a new tri-fold. We'll be adding voting districts and accomplishments.

NEW BUSINESS:

Finances: If we are to be effective in the next legislative session, we can not afford to do nothing between sessions. Therefore, we ask that you kick in to the general or lobby fund. Keeping your dues current is one way to help. To increase your contribution (remember, up to \$50/yr is tax deductible--the AMA can't even say that) is another great way to help. We can't do it alone.

Grant Writing: Mel and Teresa will prepare the material to submit a grant for 402 funding (actually any funding) to enhance the high school motorcycle awareness program. We will work with the appropriate state agency to submit for possible Federal funding.

Motorcycle Awareness Instructor Training: Mel will be conducting an instructor class for the successful high school motorcycle awareness program. It will be August 21. Call Mel @ 363-1697 for more info.

Meeting adjourned at 2 PM.

NEXT MEETING:
SEPTEMBER 12, 1993 @ NOON
Main Street Pizza, West Linn
(Exit 8 on I-205, head north)

A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING MINUTES

July 10, 1993

None submitted

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, 285-4329

Greetings from Columbia River Chapter;

We are all recuperating from our Run To The Sun. We all had so much fun, if you were there I'm sure you also enjoyed yourselves. Come to your next meetings, a lot is happening, I'd hate to think that you would remain in the dark about things happening, especially when they concern YOU as motorcyclists. We are also having a family picnic in conjunction with N.E. & S.E. Chapters the 12th of Sept.. We are in the works with it. We will also be working on the FREEDOM RUN CAMPOUT, scheduled for October, flyers will be out there soon.

Enjoy your summer,

but stay safe.

Adios Angie

DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 am
Round Table Pizza, Roseburg Valley Mall, Roseburg
(Contact Ed Halkyard at 673-6120 for Information)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover

Hello again Brothers and Sisters,

In case you don't recall the name I am Ruth Clark. I was D.C.'s secretary last term. I have come back for the rest of this term. It's good to be back!

Here's an update on what we have been up to lately. And as usual we have been busy.

We had a casino night at O'Farrow's in Roseburg. The 19th of June. It turned out a better than we had expected. We made money but best of all we made some new friends. You see these people had in the back of their minds the typical stereo type "BIG BAD BIKERS" quote unquote. They soon realized that we are just real people like themselves. This is a big success to all of us.

We are having our Hot Springs work party up the North Umpqua Hwy by Tokettee. June 26th & 27th. Will send results next time.

Windy Creek is a go for sure July 31st- Aug.1st. There maybe changes in our cost and alcohol contribution due to POLITICS. Look for flyers at next state board meeting or have your coordinator call Chris our coordinator. We hope to see you there.

Douglas Co. and Lane Co.'s run still needs a location. The date is for Labor Day weekend. We will have more info later.

We are having fireworks sale the week before and weekend

of the 4th of July. Come get your supplies from us.

Joe Stewart from the N.R.A. came and spoke to us about our liberties. Let me tell you he had some scary info to share. If you are interested in having him come and share with you Chris can set you up.

Well that's it for this month. It's been fun talking with you again. Until next time. Ride safe and be happy.

Sincerely,

Douglas County Secretary;

Ruth A. Clark

(The Raw Rac)

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am
Triple Tree Restaurant, 4999 Highway 234
(at the intersection of 234 and Antioch Road) Central Point
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Marv Eastman at 826-6690,
Blayne Brisson at 826-6316 or Mike DeCamp at 826-5219

Greetings from Southern Oregon!

Well, many things are happening, the S.O.S. run is rapidly approaching(2 weeks from when ???to this, but has occurred as this is the August Newsletter), and we are looking forward to a great time. We welcome the members of J. Co. back to Jackson Co. and look forward to your input and participation, we can consider this growth, but lets use all the resources we have! Anyway, we've had a few activities, consisting of our "Past Coordinators Party", put on by past coordinators, thanks for the good time! We would also like to welcome Pete back from Japan!! Many a good tale about riding in the land of the rising sun! Let's continue to do what we do! Ride and continue to work toward our rights!

RIDE...Period

Submitted by

Frank Way

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



P.O. Box 813
Buckhannon, WV 26201

304-472-6146

LANE COUNTY

Meets 1st Sunday 3:00 pm and 3rd Tuesday at 7 pm
Izzy's Pizza, 210 Division, Santa Clara
(Beltline & River Rd.)
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Pappy Brown; 485-3550

NO REPORT, THIRD TIME.

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 pm
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 563-3520

Hi again everyone,

After we recovered from misprint of our run dates our chapter settled down and continued the progress that will make our camp-out in Beaver Creek one of the best in the west! As you read this we hope you'll be on your way...Aug. 14th&15th.

I myself, this past month have been a guest at the AMO's Independence Day Run at Paradise Park, in Sweet Home. Although their run dates conflicted with another we had a great time and I proudly took home a 1st place plaque in the bike games...NO, not the weeny bite. I've learned my Beaver Creek lessons well!! and Gale thanks for trusting me with your Panhead. Its nice to meet great bikers that haven't yet become ABATERS.

July took a couple of our members to Alaska to help a friend remodel his home and they've returned safe and... with what I'm told, great fireworks. We also have welcomed back, after a few years out of the state, old friends and ABATERS Charlie and Jerri. Her's your official welcome guys! On a more serious note a couple of our members suffered accidents. Fortunately they'll be O.K. and they weren't scooter related, so wish R.B. and Brenda your best if you see them in your travels.

I was sitting in Crabtree Tavern the other day and I saw a biker leave... in kind of a hurry...forgetting only one thing, his helmet! Hope he got to where he was going and I hope WE continue to ride safe and sober.

Enjoy the season,
DEB

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon
Pizza Harbor, Seaside
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Don Smack, 738-7156

NO REPORT, FIRST TIME.

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 pm
Izzy's Pizza, 1307 N.E. 102nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Pat Gleason, 775-4593

Well here we sit with kids screaming in the background and the mind is just real off track. So the Summer Run is here, are you? Soon after this event is over we (all Portland Chapters) will be having a family picnic. Please try to make it if you can and are in one of the three city chapters. This is a FAMILY event so bring those rug rats out and show them how to play FAMILY games.

So how many people got those Fossil tickets taken care of??

How many got them dismissed??? How many have written to your Governor(B. Roberts)??? It is after all her final say as to when and where the O.S.P. go and ensure the safety of the people. If you have not filled out any of the forms then don't complain when there are no facts to back up are case in the halls of Justice!?!?

Been to any of your chapter's meetings lately?? If not then just a reminder that the N.E. meets at Izzy's Pizza on 102nd and N.E. Halsey. There has been some interesting things going on and we try to tell all that is important to the group..

Dana Eck you missed out on the membership money drawing which was worth \$10.00. Must be nice to not need that kind of money. Will you be at the Summer Run?? Remember the road of death to vehicles and be safe. This years Summer Run will be an interesting time if nothing else.

Rusty, keep up the good work and all the rest of the hard working people in the chapter thank you for staying with the program.

Just heard thru the grapevine that the Last Bash is a BYOB event like a few other runs due to OLCC. What is going on???????

Write those cards and letters to your Reps. and Senators, let them know just how you feel about this restrictive acts of the OLCC.

Well got to go and get out of this house before these kids drive me lkaw;fosajrgopdghslinsdhuighs.

Be safe and have fun;
Melanee

SALEM

Meets 2nd & 4th Mondays, 7:00 pm
Pietro's Pizza, 1637 Hawthorne Ave NE
(Call 581-3138 or 581-8637 for information)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Dave Beck, 581-3138 or Jeff 581-8637

NO REPORT, FIRST TIME.

SOUTH COAST

Meets 3rd Sunday, 11 am
Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 222, Lakeside, OR 97449
Chapter Contact: Tony & Vikki Haines, 759-4961

Greetings from South Coast.

Things are really looking great for our run. We went and checked it out after our meeting. It is a beautiful spot, and its got a great swimming hole. A neat place for camping, the bands, the vendors and bike games. Everyone has been working extra hard so that everyone will have a great time. Be sure to come and bring the kids!! Sorry no pets!! August 21&22 we will make final preparations at the run site so we are asking all South Coast members to help. Call Terry for info: 267-0172. Can't forget the Pig Roast which is included in the admission fee. Hope everyone can make it. Remember August 28-29. To Debbie&Chuck, thank you for all you did to get this run rolling. Also to the members who worked at Camp Easter Seals, we were presented a plaque from the camp and an invitaton to go out again. Need information on our Coos River Run, fell free to call Tony @ 1-503-759-4286, Patrick@1-503-267-0838, or Tery@1-503 267-0172.

See you there,
Vikki

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Richard Lorang, 669-6488

Hi everyone!

Well it's that time again! I know we are getting excited about the Summer Run. Things finally come together for S.E. & N.E.. They still need volunteers for gate and security. Hope to see you there!! However, we are still only selling 300 advance tickets due to limited space, so get your tickets now. Contact Pat Gleason NE Chapter @ 1-503- 775-4593, or Larry Schalk SE Chapter @ 1-503 774-2479.

Lots of things going on this summer haven't had much time. Our Family Picnic plans with NE and Columbia River are coming along but we need volunteers.

Ruth Grimsrud since you were unable to attend the 6-20 meeting you missed out on \$15.00, next one will be \$20.00. Everyone please try to get our members to come to the meetings, lots of things going on& who knows you may win our membership drawing.

We are still over 200 members and going strong!!!!!!!

Thank you everyone!!

Till next time,

Keep your wheels down'

Georgia

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 pm
Little Italy Pizza, Cornelius
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Paul Taylor 693-0938

NO REPORT, FIRST TIME.

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm
Cheese's Pizza, Lafayette
Chapter Address: P.O. Box 1179, McMinnville, OR 97128
Chapter Contact: Kraig, 876-5135

NO REPORT, FIRST TIME.

ARE YOU REGISTERED TO VOTE?

X

DON'T PUT IT OFF!

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MOTORCYCLE SUPPLY**



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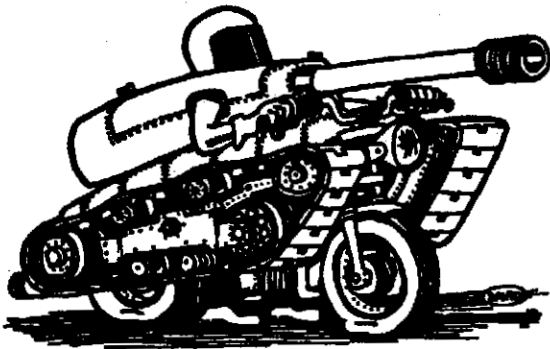
**GOOD OL' TIME ALL
HARLEY DAVIDSON
SWAP MEET
EVERY THIRD SUNDAY
START APRIL 18, 1993
FREE! ADMISSION
VENDOR SPACES \$20.00
EAGLE REPAIR &
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12436 S.E. POWELL BLVD
CALL 762-1321 FOR INFO**

Zero's
THE LIMIT UNTIL
YOU'RE 21.
That's the news if you drink and drive. It's a new law for people under 21. And it says if a breath test shows you've had any alcohol at all, you'll lose your license for 90 days. And if you refuse the breath test, you'll lose it for a year.
It's a new limit to help limit the number of young people killed and injured in alcohol-related traffic crashes. So drive at zero and save your license — and your life.

**Oregon Traffic
Safety Committee**
Traffic Safety Division
Oregon Department
of Transportation

**IF YOU'RE UNDER 21
IT'S ZERO
YOUR LICENSE GUARANTEED**

TRAFFIC



SURVIVAL

10 Occasionally, I get the opportunity to go motorcycling through some faraway places. The travels have always been great, but I'm constantly surprised at what the folks back home think about the relative dangers. A few years ago, I had the opportunity to ride across South Africa. The most frequent question about the trip was: "Weren't you concerned about your personal safety?" Well, sure, I was concerned about my safety, but I wasn't as concerned about getting caught up in social upheaval as I was concerned about surviving traffic. Let's face it, riding around in traffic on a motorcycle is not exactly safe to begin with, no matter what country you're in.

Sure, you could get assassinated in Afghanistan, or bombed in Bloemfontein. But, you are more likely to get crunched by a car in Cincinnati, or totalled by a truck in Toledo. In other words, getting mugged, shot or blown to bits by some fanatical terrorist isn't the traveler's worst nightmare. The traveling motorcyclist's greatest hazard—most anywhere in the world—is motor vehicle traffic.

Best Advice For Travelers

So, if you are really, really concerned about personal safety, my absolutely, positively best advice about travel is (drum roll please) **STAY OUT OF CITIES.** Go anywhere you want, but just don't ride into big cities.

Zip into Lebanon if you wish, just stay out of Beirut. Cities are a combat zone of cars, trucks, busses, trains, trolleys, donkey carts, bicycles, skateboards, and other assorted wheeled vehicles; all seemingly trying to smash into each other at high velocities. It's not the sort of environment a clever person would choose to ride into on a motorcycle.

But You're Going To Do It Anyway, Right?

Well, O.K. I know you're going to ignore my advice and ride into cities anyway. Maybe you live in the city. Or maybe you live in the suburbs but you ride into the big city because a motorcycle is the only vehicle you can find a parking place for. Or maybe you have a burning desire to snap a photo of your

by David L. Hough

motorcycle with the statue of Liberty in the background, or you're planning to ride through Los Angeles to get to Disneyland, or you just happen to get lost in Rock Springs and somehow end up on a one-way street in downtown Mexico City. Maybe, like myself, you get really nutzo and choose a motorcycle for the daily commute to work.

Whatever the reasons for zooming into the city on motorcycles, we'd be wise to work on our traffic survival skills. This winter, let's do a little intellectual traveling, and get serious about motorcycling through urban traffic. So, park your scooter outside the garage door there, pour yourself a cup of your favorite beverage, pull up that creaky chair, and let's get started.

Sudden Collisions

The first thing to realize about collisions is that they seldom occur as suddenly as most crashees think. Now, if you suddenly realize you are on a collision course with a Chicago cab, just a second or two away from impact, the rest of the crash may seem awfully sudden. But the suddenness is often a matter of people just not observing what is happening until too late in the process, typically the last second or two. If you know where to look, how to look, and what to look for, you can almost always spot a potential collision several seconds before the point of impact. And, once you understand what is happening, you can make a little correction and avoid riding into the problem.

One of the reasons why cities are so hazardous is because of the amount of

stuff going on all at once. We've got multiple lanes of traffic, vehicles weaving around in all directions, cross-traffic squinting out at intersections, double-parked cars, jaywalking pedestrians, aggressive bicyclists, roaring trucks, oil-dripping busses, slick plastic arrows, sunken railroad tracks, grated bridge docks, man-eating chuckholes, and millions of traffic signs and signals and that's just some of the good stuff. Whatever is out there demands our attention at once, and any one problem is capable of causing us grief.

The paradox is that although we've somehow got to be aware of all the hazards at once, there are usually too many hazards to keep track of at any one moment. Let's share a few brainstormers on how to deal with this paradox.

Separate The Hazards

The first important brainstorm is to separate the individual hazards. Although it often seems as if everything is demanding our attention at once, it is often possible to separate our awareness of the hazards, if only by a few feet or a few milliseconds. Of course we can't make the other guys move farther apart or go more slowly, but we can observe them over more distance or more time by looking farther ahead. One trick is to get in the habit of scrutinizing stuff w-a-a-a-a-y down the road. The farther ahead you spot trouble, the more time you will have to observe it, make a decision about it, and deal with it. You won't have to do any sudden panic maneuvers, because you will make a few

simple adjustments early on, and just stay out of harm's way. The safety folks often use the yardstick of "12 seconds" when describing how far ahead to look. That's the distance you will be covering during the next 12 seconds, which translates into as far ahead as you can see any details.

Looking 12 seconds ahead is a good habit, but the purpose is to *observe* what is happening down the road. By observe I mean really keeping our eyes moving to take in as much as possible, not just staring ahead with glazed eyeballs. Just for fun, try this exercise: Go back and read the last paragraph again, but this time read one line at a time, and spend two seconds scrutinizing the world around you before reading the next line. See if you can remember what you're reading while also observing details of your surroundings: The current time, what TV channel is on, who else is in the room, the color of the car driving by, what pictures are on the wall behind you.

It's not easy, is it? There is a temptation to either look around and stop reading, or continue reading and forget the observing. But don't we do something very similar as we simultaneously ride the bike and observe traffic around us? And consider this: Once you record in your memory what time it is or who else is in the room, you don't have to study those items again for a while. The only items you need to study on subsequent glances are things that have changed. It's the same way in traffic. We need to glance at everything, but we can pay primary attention to those things which are in the process of

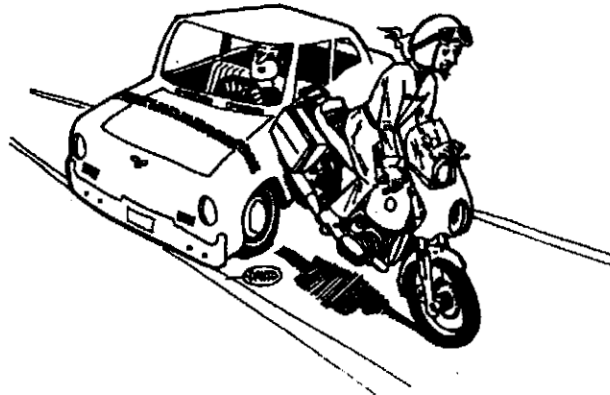
changing into potential hazards. For example, the big rattling car transporter rolling along in the next lane may scream for attention, but I must give higher priority to the car waiting to turn left in front of me at the next intersection, because left turns are a common urban hazard.

Intersections are danger zones where we especially need to focus our attention. Folks with poor judgement are very likely to make mistakes at intersections, pulling out in front of other drivers, or making quick turns, or jamming on the brakes, or motorcycling through red lights. Recognize that intersections include anywhere vehicles can cross paths, whether on divided eight-lane arterials or where two lanes cross in the shopping mall parking lot.

For the record, about three-fourths of all "motorcycle" crashes are collisions with cars, and about one-fourth of all "motorcycle" crashes are with the car driver making a quick left turn across the path of the motorcyclist. Never mind who is at fault, the motorcyclist is the one who gets hurt. So, it is in our best interests to take charge of the situation.

Just as we can mentally separate our observation of what is happening around us, we can physically separate ourselves from hazards. We can move the motorcycle farther away from hazards, and we can separate one hazard from another. For example, if the rattling car transporter is too much of a distraction being so close, I can speed up, slow down, or change lanes to get farther away. Likewise, I don't snuggle up behind a slow-moving car that's in the process of collecting a gaggle of trouble around it.

Since intersections are trouble enough, I try to separate myself from other hazards before I get to an intersection. If at all possible, I move far away from trucks or



Looking ahead means really observing, not just staring ahead with glazed eyeballs.



I didn't see you sorry! Besides, you didn't have your headlight on.

busses. If I am being tailgated by an aggressive driver, or paced by someone in an adjacent lane, I take steps to move farther away. Don't allow yourself to be a victim of whatever happens, and don't permit hazards to multiply. Take control of the situation to continuously improve the odds in your favor. Don't be squeezed into a corner or boxed into a trap if you can help it. If you like slogans, try this: "Shake a shark, pass a creeper."

The "I Didn't See You."

If you allow another motorist to knock you down, you'll hear the same thing every time: "I didn't see you." Sometimes the errant driver will look down at you lying miserably crunched under your bent motorcycle and say, "Gosh, I didn't see you. You were coming so fast, and you weren't wearing a neon riding suit, and besides, you didn't have your headlight turned on." Certainly there are occasions when the other driver really couldn't see the motorcyclist, but I have a sneaking suspicion that the excuse is mostly a cop-out. What do we expect them to say? "I saw you but decided to knock you down anyway.?"

This oft-repeated excuse of the knocker-downers has led some safety "experts" to believe that the problem is simply that motorcycles are inconspicuous in traffic. The solution, therefore, is to be more conspicuous—we could wear flamingo-pink leathers, for example, and add flashing beacons to our helmets, blind everyone with our high beam, and screw on a Yosemite Sam "back-off" mud flap. Most of the high-mileage riding friends I know roll their eyes at the conspicuity stuff. "Friends don't let friends wear

neon," they would sneer.

Perhaps the veterans have a more realistic understanding of the "I didn't see you" myth, and wisely put more faith in things such as the front brake than in bright colors. Or perhaps they realize that conspicuity stuff is more of a magic talisman than a safety device. Magic talismans are supposed to ward off evil with no effort on the part of the wearer. Conspicuity devices are based on the assumption that the other guy will get out of the way of the motorcyclist, and that's not a smart assumption.

On the other hand, we can't control every situation, and we often depend upon other motorists to not run us over, like it or not. Motorcycles are narrower and more difficult to see in traffic than automobiles. Other motorists don't always comprehend how rapidly a motorcycle is approaching. And less experienced riders don't know all the tricks of urban traffic. So there is a case for motorcyclists to be a little more visible for the benefit of those drivers on the road who are really trying to avoid collisions.

Most importantly, if you are just starting to learn the tactics of traffic survival, you really are more dependent upon other drivers to stay out of your way, and you should help them out by being more conspicuous. Whatever your experience level, you'll have to arrive at a level of conspicuity that meets your needs and fits your limits of sensibility.

Conspicuity for Starters

If you think it might help to increase your conspicuity, here are some suggestions:

1. Consider lighter-color riding gear

such as a tan, silver, or bright blue. Add brightly colored "vanity stripes" to your darker colored leathers, or wear a bright reflective vest over your jacket.

2. Choose a lighter-color helmet, or a helmet design with bright stripes.

3. Give priority to a bright paint scheme when shopping for a new machine or repainting your faded scooter.

3. Use amber running lights on the front, as widely-spaced as practical (where laws allow).

4. Add reflective tape to the aft end of your saddlebags, tour trunk, and helmet.
5. If you ride at night, add multiple red tail lights to the rear end, preferably spaced widely apart.

Back at the beginning, I suggested that the wise rider could learn to make simple adjustments to avoid hazards that appear ahead, and never have to make rapid evasive maneuvers. I've got a confession to make: I fudged the truth a bit. Actually, we can learn to avoid almost all accidents, but once in awhile we really *do* get a sudden hazard we had no way of seeing or predicting. At that point, we won't have any time to make decisions, we will squeeze the brake, roll on the throttle, or shove on the grips based on whatever habits we have developed. So, somewhere downstream we will deal with rapid evasive maneuvers such as "panic braking" and "emergency swerves."

As we work our way through urban traffic survival, keep in mind that reading about things and doing things are totally different. In addition to reading, you might consider taking in the MSF Experienced RiderCourse where you will get the opportunity to learn and practice good habits and try some handy evasive maneuvers. ♪

ABATE of Washington

Dedicated To Freedom Of The Road



Fall Swap Meet & Bike Show

Sunday - September 26, 1993 - 9 am - 6 pm

KING COUNTY FAIRGROUNDS - ENUMCLAW, WA.

Exhibit Hall

Admission: \$2.00 (US) Members/\$5.00 (US) Non-Members - Membership booth avail.

DOOR PRIZES

New Motorcycle Parts
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Jewelry
Accessories
And More . . .

Vendor Spaces still available: 10 x 10 ft. min. - Advance - \$30.00, At the gate - \$40.00

DIRECTIONS:

From I - 5 Everett North or South:

Take Hwy. 164 or 410 (Eastbound) to Enumclaw. Go through town, following the signs to the Fairgrounds, Turn right into the fairgrounds, 1st Bldg. on the right.

From I - 90 or 410 (Through Rainier):

Take Hwy. 18 (Southbound) to Auburn. Take 164 (Eastbound) to Enumclaw. Go through town, following the signs to the Fairgrounds, Turn right into the fairgrounds, 1st Bldg. on the right.

Another Bysun Ltd. Production P.O. Box 62 Kirkland, WA. 98033 (206)885-0485

D-PROJECTBYBYSUN FALLWAJBJAM 22

ATTN: Members

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

Revised: December 1992

ABATE PRODUCTS ORDER FORM - PRICE LIST

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE PINS				
_____	ALAN	ABATE Anniversary Pin	3.25	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	ALPIP	ABATE Logo Pin - pewter	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIS	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	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
MISCELLANEOUS				
_____	ABI	Legalize Freedom Button - red/white/blue	.75	_____
_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	AMUG	ABATE Ceramic Tankard - black .24kt gold, 16oz.	7.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
JEWELRY				
_____	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	_____
_____	AER-	Fossil Pin	3.75	_____

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available)	1.00	_____
_____	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	_____

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

PREPAID _____ COD _____

DATE _____

NAME _____

PHONE NUMBER _____

ADDRESS _____

CITY _____ STATE _____

ZIP CODE _____

Please use street address - we ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!



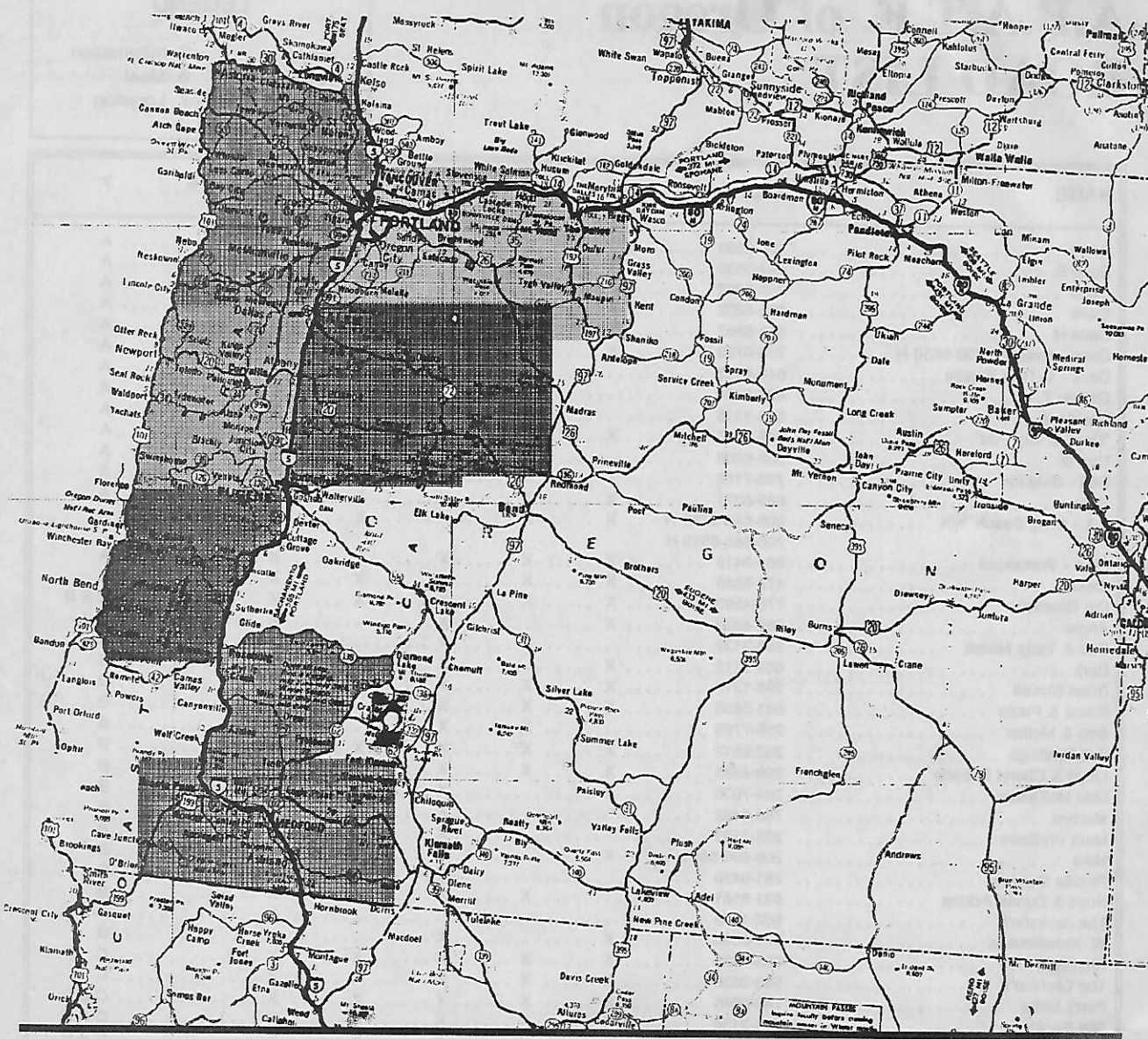
A.B.A.T.E. of Oregon

ROAD LIST

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

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Carol	255-8492			X		X	X	A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside	738-8850 H	X	X	X	X	X	X	A
Dave - V-Twin Engine	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-8687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W 206-665-8513 H	X	X	X	X	X	X	A
Mike - Warrenton	861-3419	X	X	X	X	X	X	A
Steve	472-8865	X	X		X	X		A
Pat Gleason	775-4593	X	X	X	X	X		A & B
Angie	285-4329	X		X		X	X	B
Bob & Terry Moore	288-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985		X	X	X	X		B
Mac McKinster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbam	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Randle Domico	281-0439			X		X	X	B
Russ & Donna Adkins	631-8581		X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
Butch Harbaugh	623-4848	X	X	X	X	X		C & D
Wall Allegar	363-4727	X	X	X	X	X		C & D
Mel	967-7330	X	X	X	X	X		C & D
Terry Kepl	267-0172	X	X	X	X	X	X	D
Sheril Aldridge	447-3673	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen Buckle	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-8075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Fast Eddy	673-8120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-1489	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

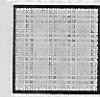
(Map on reverse side)



Location A



Location B



Location C



Location D



Location E



Location F



Anyone wanting to make changes to this list, update information, delete your name or add your name, please contact:
 Gordon Hieronimus, Newsletter Editor, P.O. Box 4504, Portland, OR 97208
 or call 249-8548



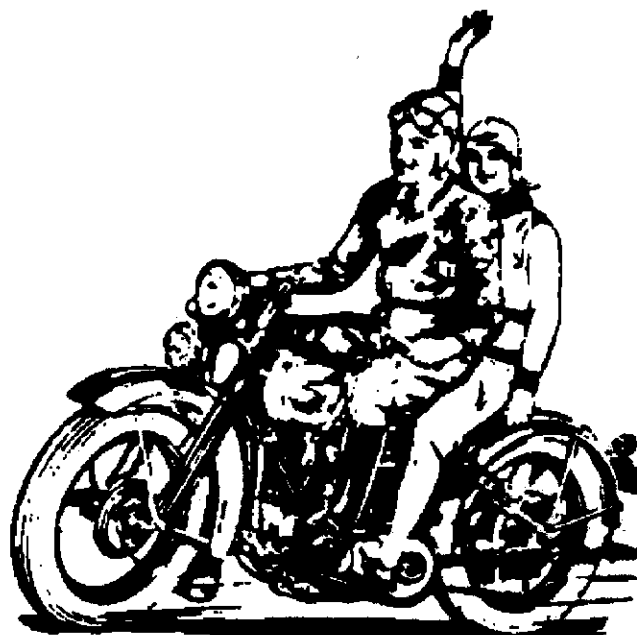
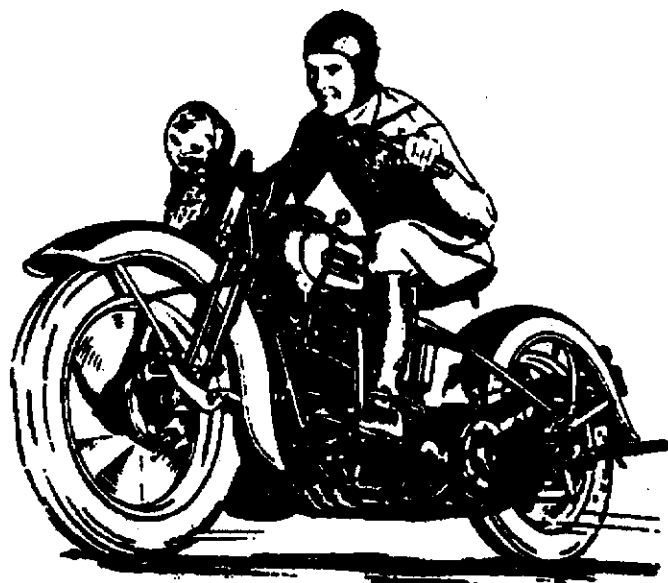
A.B.A.T.E. of Oregon ROAD LIST

List and corresponding legend on reverse side.

1993 A.B.A.T.E. OF OREGON, INC. SANCTIONED RUNS

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER
August 7 & 8	Fox Creek Run	Salem	Jeff McGheley 585-8636
August 21-23	Summer Run	N.E. & S.E. Portland	Edd Dahl 771-0188 Doc Ray
August 13,14 &15th	Beaver Creek Run	Lincoln County	Vickie & Gary 563-3520
August 28 & 29	Coo's River Run	South Coast	Tony 759-4961 Patrick Erm 267-0838
September 4, 5 & 6	Labor Day Run	Lane County Douglas County	Bill Foster 345-7965 Chris 498-2412
September 17-19	Last Chance Run	Josephine County	Sheree Morgan 471-1642
September 17-19	Washington Fall Bash	Washington State	Norm 1-206-834-3091
September 25 & 26	The End Of Summer Run	North Coast, Washington Co. & Yamhill Co.	Don Smack 738-7156 Paul Taylor 693-0938
October 15-17	Last Bash	State	Roger 285-4329
November 20	Toy Run	Washington County	Paul Taylor 693-0938
December 4	Shriner's Toy Run	Portland Chapters	Sarge 639-0873
December 18	Willamina Tree Of Giving	Yamhill County	Kraig Markusen 876-5135
December 19	Christmas Toy Run	Salem	Jeff McGheley 585-8636

C:\ABATEMIS\RUNCAL.LST



	TOTAL	GAIN/LOSS	EXP/TRANS	NEW/BLDW	TOTAL
CHAPTER	7/1/93	7/1/93	7/1/93	7/1/93	6/1/93
COLUMBIA RIVER	67	0	5	5	67
DOUGLAS COUNTY	117	11	4	15	106
INDIAN CREEK	173	2	13	15	171
JACKSON COUNTY	108	30	8	38	78
LANE COUNTY	75	-6	7	1	81
LINCOLN COUNTY	81	0	2	2	81
NE PORTLAND	146	-15	26	11	161
NORTH COAST	45	-3	4	1	48
SALEM	95	-26	26	0	121
SE PORTLAND	198	0	12	12	198
SOUTH COAST	51	-4	4	0	55
WASHINGTON COUNTY	80	5	1	6	75
YAMHILL COUNTY	29	-2	2	0	31
TOTAL	1,265	-40	114	74	1,305

Your Motorcycle Accident Lawyer

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FOR YOUR READING AND INFORMATION:

Hello from Jo. Co.

Well, this is one last hello, and goodbye from our chapter. I'm sad to say that due to lack of participation, low membership, and burnout, we in Josephine County have folded our chapter. Most of us will still be active ABATE members, but we'll be doing our part from Jackson County Chapter.

As everyone knows, S.O.S. is coming up in July. Expect to see most of us there, and we hope to see all of you good folks we've had the pleasure of knowing.

As individuals, we can still do our part by contributing to our lobbyist and writing to our representatives. Don't forget, we are still a brotherhood, UNITED...

On that note, stand tall, ride safe, and stay free.

Jerilyn

Dear people of the late Jo.Co chapter;

It bothered me enough when I typed this note from Jerilyn into the newsletter for me to write you all, and say how sorry I am to see another chapter fall by the way. It is a real shame when an organization like ours' loses parts and pieces to the lack of participation. Doesn't anyone out there feel that we are not only losing a part of the organization, but also part of the fight in which we are engaged in?

To you my fellow(and sisters) "bikers" I say, "let us not lose one more damn thing in this, the fight for our rights and freedoms. For a little loss today will compile up to total destruction of our very being."

Once again to those down south I applaud your efforts and "staying power", keep up the good work and be proud.

Gordon

Bikers clean up the joint

The Associated Press reported in April that the Red Belle Saloon in Salt Lake City is prospering under new owners. Last year, bikers in a motorcycle gang called the Barons, whose clubhouse is near the bar, became angry at seeing the drug dealing, prostitution and violent crimes taking place at the bar, so they bought it, rehabilitated it and set the clientele straight. ©1993, Universal Press Syndicate

Thank you:

I received a phone call the other day from a Douglas Co. chapter member who was taken out of the S.O.S. run in an ambulance. He would like to say to all the people who helped him,(and there were a few)he would like to say thank you to all of you. This is to hear from him, a good sort of tidbit of news. He had to leave his kids at the run, his wife went with him in the ambulance. The people there took care of his stuff. Pretty cool thing to do. The story goes on to say after four hours out cold!! He come to and is told of an inflamed and enlarged heart. (Must of been too much of a good thing too fast and too long.) Too hear him tell it you would be grateful to all those who stepped up to help him and his loved ones in such a time of need. I salute you, those who do what is right, when the time is at hand. After all is that not what we are suppose to be doing for one another, Brothers? So to all that wonder what goes on around you, this is to say Pat Doyle is O.K. and will see you at the next run. Which at press time was the Windy creek Run.☺



Oregon gets handle on keeping cyclists alive

(Reprinted from May 18, 1993 The Oregonian)
(written by Sally Christensen)

The number of deaths from motorcycle crashes has dropped steadily in the United States. Nationally, in 1992 there was a 17 percent drop from the previous year. But Oregon is well ahead of the national figure with a 29 percent decrease, dropping from 35 deaths in 1991 to 25 in 1992.

The National Traffic Administration and the American Motorcyclist Association are co-promoting Motorcycle Safety Awareness in May with a goal of alerting car motorists and truckers to the fact that good weather means motorcycles are back on the road. So vehicle drivers are urged to give motorcycles as much space as they would automobiles and to look carefully for motorcycles before changing lanes or turning. According to the commission, motorcyclists are not at fault in more than 75 percent of reported crashes in this country.

Closer to home

Again, Oregon statistics don't jibe with the national figures.

Last year, an article by The Oregonian's Paul Duchene pointed out that most motorcycle deaths in Oregon can't be blamed on other vehicle drivers. The final statistics for 1992 supported his early report.

Of the 25 fatalities in Oregon last year, only 12 percent were caused by another vehicle. The other 88 percent were caused by rider error. Fifty-two percent involved alcohol; 80 percent involved excess speed.

Duchene also said last fall that it isn't teen cyclists that are being killed. In fact, the average age of motorcyclists' killed in 1992 was a little higher than 32.

Another 52 percent of the fatalities weren't endorsed drivers—that is, they weren't licensed to operate motorcycles.

In fact, Stan Porter, Team Oregon coordinator with the Oregon Transportation Department, said too many in the fatal bracket mixed speed and alcohol with being unlicensed and untrained.

Learn and live

So credit the state's mandatory helmet law and its Team Oregon Motorcycle Safety Course for doing a lot to reduce the problem.

Oregon requires motorcyclists under 19 to take the course, which is also available to

motorcycle riders of any age. The cost of the 16-hour beginners' course is \$45 and runs Friday night through Sunday, at various locations around the state.

According to Porter, out of 9,000 graduates of the Team Oregon program, only three have shown up on the fatality list.

But you can figure Oregon still has a problem, Porter said. Of the 200,000 licensed motorcyclists in Oregon, the state is training about 1,800 a year.

For more information on training programs in your area, call (800)545-9944. For Washington and Idaho residents or those from any other state, call (800) 447-4700.

In Oregon you must be at least 16 and have a driver's license to legally operate a motorcycle. If you're under 19, you must also pass the state training program. And everyone must pass a written Motor Vehicles Department test to operate a motorcycle under 500 cubic centimeters. More than 499cc, a driving test is required, too.

The beginning team course provides motorcycles for the students. The average age of participants is 31 and about 20 percent are women. You must have your own bike for the advanced courses, which are one-day programs.

Color me visible

Porter said 15 of the 25 fatalities in the state last year involved dark-colored or black cycles. A European study of motorcycle crashes indicated that the safest bike color or the color least likely to be involved in a crash is fluorescent green—and that carries over to the helmets.

Apparently, the easier you are to see, the easier you are to miss.



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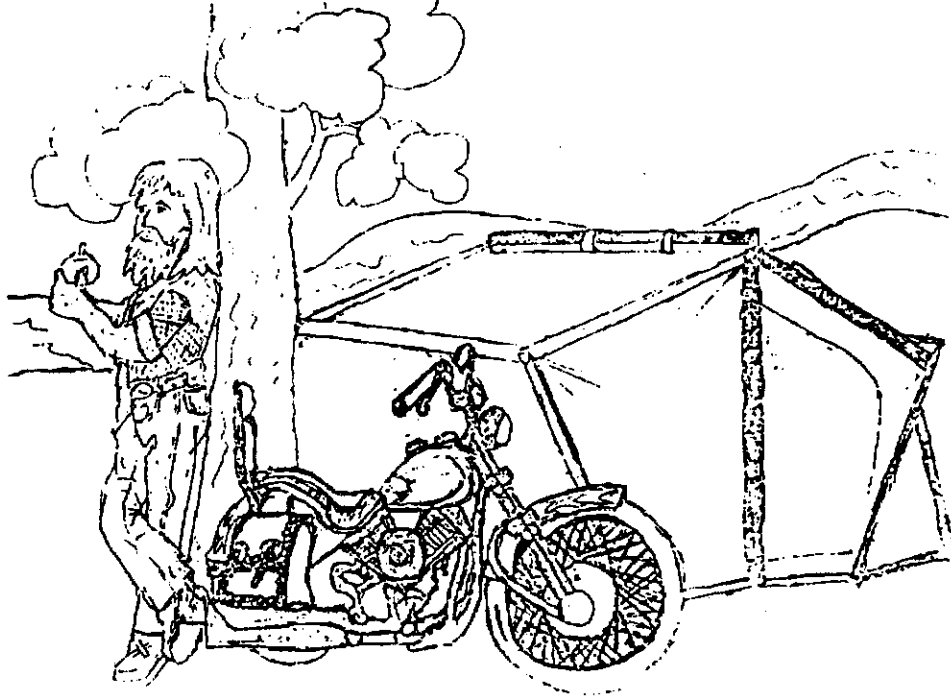


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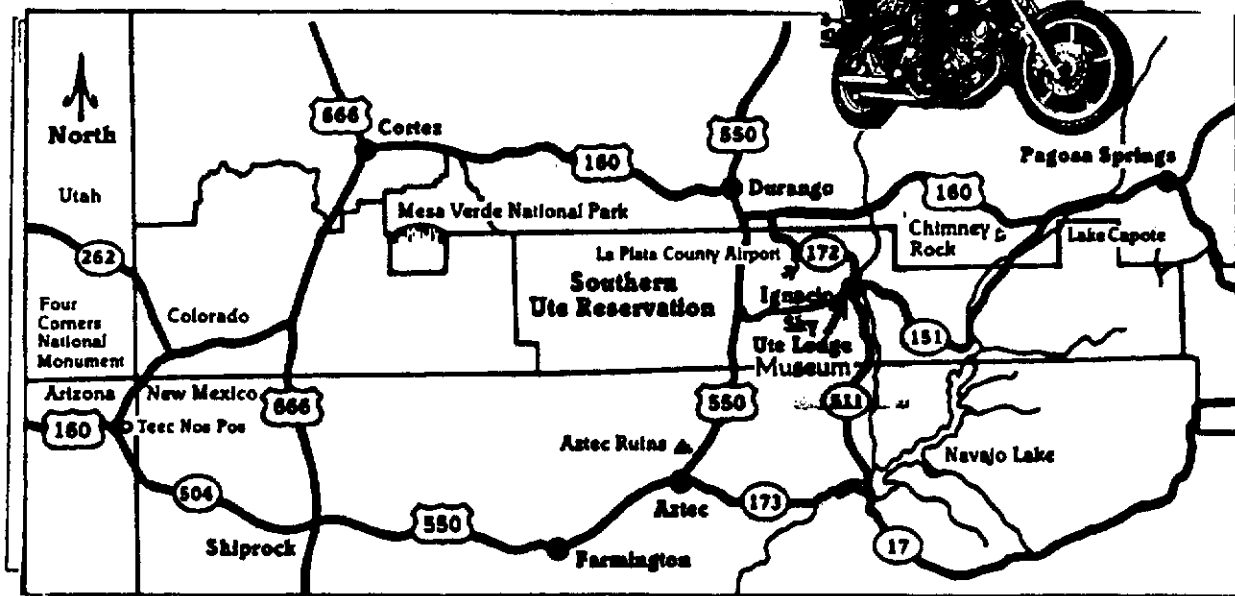
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IT NEVER RAINS IN CALIFORNIA!?!

by Pat Gleason

At least that's what I have been told by all my relatives that live there.

I started my vacation at Fossil this year. I took a week off following Fossil, May 29th through June 6th, and decided to go to the Redwood Run which happened the following weekend. This is a little story about what happened.

Vacation started on the Friday before Memorial Day weekend, so I had Orange Crush ready for a planned week on the road. I'd done all the good maintenance things, changed the oil, adjusted the chain, tune up, etc., but I guess that wasn't all that I needed to do.

Saturday morning, Lois and I had packed the bike and her car and was ready to go. I had my rain gear on, and she was in the car waiting on me to start up and go. I hit the starter button, and it stuck on. I jumped off the bike, dived for the solenoid, and was able to get it to stop. I thought that I had fixed it, so I pressed the starter button again, and it did it again. Needless to say, I went through the same motions again, but this time not before I had ran the battery down. Well, I figured that the solenoid was toast, and I knew that I would have to charge the battery up again. That was going to take overnight to do, so we unloaded everything and put Orange Crush to bed along with Lois' car. I decided we were going to take my truck, so we loaded it all up and headed out. I stopped at the Harley shop so that I could have the parts to fix the bike and head down south on Monday.

We got home from Fossil on Sunday night after a great weekend, and I went to work on the bike Monday morning. I replaced my solenoid, the button, and my kill switch, because I had a problem there that may have contributed to my other problem. I got it all back together, hit the button, and it stuck again. I wasn't able to get it to stop until I had ran my battery down again. That's when I decided that it was the relay that had caused the whole problem. I wasn't able to replace that until Tuesday when the shops opened again. By the time I got it done, it was fine. I was thinking to myself, alright, time to ride, tomorrow. It was

raining now.

Wednesday morning, I got up bright and early, about nine, and loaded up Orange Crush for the journey south. I looked at the sky, but it wasn't crying at the moment. There was actually some blue sky. I went in and watched the Weather Channel for about ten minutes to get a radar picture and find out how dry I was going to be. The picture showed some rain south of Eugene, near the mountains. I thought, great. I left shortly after that.

The route that I had decided to go would be south on I5 until Hwy. 58 out of Eugene. From there I was going south on Hwy. 97 towards Klamath Falls. From there I was heading to Lava Beds National Monument in north eastern California. I was planning on camping at the Monument, but shit happens.

My first stop was Albany, where I got a pair of sweat pants to wear over my jeans that I had on under my leathers. I left my long johns at home, thinking that I would be okay. Ha ha. I was almost freezing. It was only 50', and I already had got a little wet. I left the Albany K-Mart a little warmer, and headed on.

I turned off at Hwy. 58 in Eugene. Stopping for gas in Oakridge, I put on my rain gear, including full face helmet and rubber galoshes. As I got going again, three miles down the road, it started to rain. I don't mean just a light drizzle, it was pouring. I was able to continue on at the normal speed, but I left one of the vents open on the front of my helmet and the water came in. I had to stop under a tree and dry out. That took about five minutes and in the meantime the rain slowed down. I got going again and got back into the main storm, but this time I didn't get any rain in the helmet. It rained all the way to the junction with Hwy. 97, and from there it rained until I stopped in Chemult for some lunch.

As I sat there eating, I was looking out the window towards Klamath Falls. The clouds were as black as the jugs on Orange Crush. It was bad. I was talking to one of the truckers there who had come out of Klamath Falls a few hours prior and he was telling me that he had some heavy storms hitting the windshield on his Freightliner. (Pg. 24)

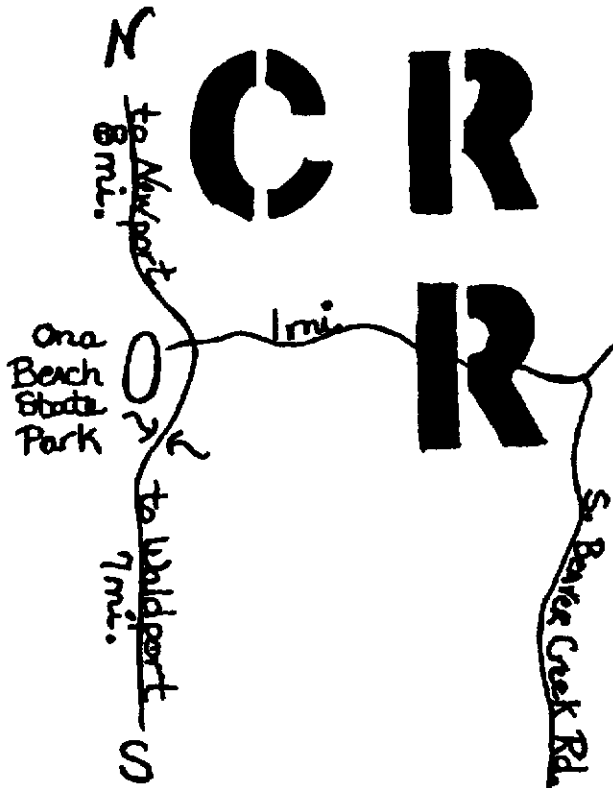
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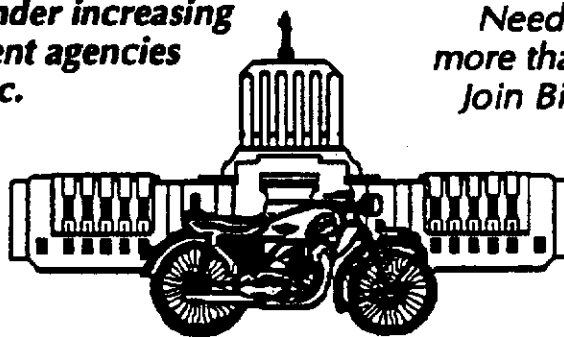
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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(From Page 21) That's exactly what I wanted to hear. I paid the waitress and got back into my rain gear.

I turned on my ignition and she roared to life. I turned on my lights, but I didn't have one. Great. I pulled into the gas station and asked if he had a head light. He said sure, and came back in a few minutes with a new headlight. I pulled the old one, but I was a little leery. I got out my wire tester and put it on the leads. It showed that there was no power to the light. Oh man, here we go again. I pulled off the handlebar switch, but I didn't have any power to it. I then had to unload the bike so that I could take off the seat and trace the wire up to the handlebars. An hour later, I traced the problem to the junction box inside the headlight bucket. I finally fixed it and was in the wind again. I went through Klamath Falls about five in the evening, but rush hour was nothing. All of a sudden, there were a lot of signs that said Reno, this way. That really got my eye, as I was going that way anyway, but I turned the wrong way. The next thing I knew, I was in Beatty, well north of where I wanted to be. I turned around and headed back south and pulled into Merrill around seven. I was cold, wet and tired, so I decided to spend the night. I stayed at the Wild Goose Motel, I think that was the name, and relaxed. The sign outside said kitchenette, but I think that was the small refrigerator and coffee pot. It was okay.

I went to what I thought was a pizza parlor, but it was closed so I went to the local hamburger stand and stopped. I got off the bike and went inside. There were some young kids there that came up to me and said, "Is that a Harley-Davidson mister!?!". I answered yes, and then one of them asked me where do you work? I told them the post office in Portland. They said no way, kind of like they didn't believe me. Then their mom said that she believed me because she worked at the post office until she had one of the boys. She said that people who work at the post office can afford to take vacations and get new bikes. I thought that it was funny.

I woke up the next morning and left early. It was warm, about 55' and overcast, although not quite tattoo weather. I followed Hwy. 39 to Hwy. 139 and on into California and started looking for the signs for the Lava

Beds. I finally spotted it, but it was down a gravel road that was fifteen miles away from the front gate. I traveled on the road for about five miles before I decided that I didn't want to become a motocross rider again. I turned around and headed back to the main road. I traveled down the road for about another ten miles when I came to another sign that said Lava Beds. This road followed a paved road to the entrance, so I turned down the road and went to the monument. By now, you're probably wondering what the hell I'm doing going to the monument anyway. I'm taking pictures of different state and national parks signs with my bike in front of it. This is for the Sunseekers Photo Tour that I'm doing this year. I got the picture I wanted and rolled on.

I continued south on Hwy. 139. At Canby, Ca. I had to make a decision, to either head east on 299 towards Alturas and Reno, or west towards Lassen Volcanic and Redding. I couldn't make up my mind by the time I got to the junction, so I went towards Alturas. A friend of mine from work is originally from there, so I thought I'd check it out.

I rode into Alturas around noon, and it was starting to get a little warmer, maybe 60' by then. I was also up in elevation, around 4000 feet. That must be why I wasn't real warm. I ate lunch there and mailed a couple of post cards. One of the post cards arrived on time. The other one hasn't shown up yet. (This is Fourth of July weekend that I'm writing this.) I was standing outside of the restaurant and looking southeast towards the Sierra Nevada mountains. They were covered in clouds and snow. That changed my mind about going to Reno. I was going to Lassen Volcanic National Park and Redding.

Hwy. 299 cuts across northern California from border to border. East and west of I5 is Klamath National Forest and east of Hwy 139 is Modoc National Forest. From Alturas, the elevation averages around 4000 feet until you get to Redding. I followed 299 until it intersected with Hwy. 89 which heads south to Lassen Volcanic Park. I pulled up to the sign that said Lassen Volcanic, got my picture and left. I was at 5997 feet above sea level, and there was snow on the ground. Cold is just an understatement. I then followed 89 to the junction with Hwy. 44. (Continued next month)

July 12, 1993

Chief Moose
Portland Police Bureau
1111 SW 2nd Ave, Room 1526
Portland, Oregon 97205

RE: Enforcement of Motorcycle Helmet Laws
Police Seizures of Helmets

Dear Chief Moose:

Congratulations on your appointment to Chief of Police. I am writing at the beginning of your term to ask you to immediately correct a new and serious problem: Some of your officers, in their zeal to enforce Oregon's helmet laws, are stopping motorcyclists who are wearing helmets, issuing citations for "unapproved" headgear, and then seizing the helmets, leaving the motorcyclists stranded on the side of the road without a helmet. In many instances, these helmets display "DOT" stickers, which under Oregon law is the indication that the helmet meets Oregon standards for headgear. I am writing to ask that you issue an order to stop this practice in the Bureau.

I represent at least three motorcyclists whose helmets were seized in Portland, but I am concerned for the safety and property of all motorcyclists in Oregon, since I am also the attorney for BikePAC of Oregon, a political action committee, and for ABATE of Oregon. The biker whose helmet is seized must either risk riding home with no helmet at all, or leave a \$15,000 Harley-Davidson unattended on the road. Not a good choice.

Just a few weeks ago, State Representative Mary Alice Ford wrote a letter to Dennis Koho of the Motor Vehicles Division, addressing this very problem. A copy of the letter is enclosed. She states that:

"I believe that if the helmet has a sticker certifying it complies with USDOT safety requirements, it is legal to use in Oregon."

Some police officers have stated in court that certain DOT labels are "phony," even though there is no standard for what a DOT sticker should look like. In that regard, Representative Ford said that "...the question of fraudulently affixed stickers can and should be addressed by the AG's office. We need a resolution to this problem as quickly as possible."

Dennis Koho of the Motor Vehicles Division, in his testimony on April 5, 1993, before the Oregon Senate Committee on Transportation, said in his written summary that if a helmet has a "DOT" sticker, it is legal:

(Continued next page)

"If the helmet has a sticker certifying it complies with U.S. Department of Transportation safety requirements, it is legal to use in Oregon."

As to the serious problem of helmet seizures, Representative Ford has also said that:

"The seizure of 'alleged non-compliant helmets' is an unacceptable means of enforcement. This is particularly true when it strands someone on the side of the road risking the possible loss of their only means of transportation."

Representative Ford's concerns over ticketing of helmeted riders and over helmet seizures is an unusually clear indicator of legislative intent, since it was she who sponsored the referral of the mandatory helmet law referendum from the House of Representatives a few years ago.

The underlying problem is that it is very difficult to tell which helmets are in fact not approved. Oregon law is unclear. Oregon has adopted the Federal Motor Vehicle Safety Standard (FMVSS) part 218, but the FMVSS does not describe what a legal helmet looks like. Rather, it describes in detail what kinds of performance tests a helmet must pass in order to bear a "DOT" sticker on the outside. This sticker is notice to the consumer that the helmet is legal, and passes these tests, but there is no uniform "DOT" sticker. Yet many of your officers are ticketing bikers wearing helmets with "DOT" stickers.

The courts have had great difficulty agreeing with your officers in these cases. I have personally tried over a half-dozen of these infractions in the Portland area, and I've won all but one of them. Of the bikers who have represented themselves in such cases, most prevail. The reason is that it is almost impossible for an officer to prove that a given helmet does not meet the FMVSS specs. Issues regarding the inherent vagueness of the statutory scheme are still under review in the courts. Recently, in State v. Miller (decided June 23, 1993), the Court of Appeals indicated that the helmet law is not unconstitutionally vague. I represent the appellant in that case, along with co-counsel Laura Graser. We believe the court did not clearly understand the issues we presented, and we are filing a request for reconsideration by the Court of Appeals, and for review by the Supreme Court.

(Continued page 30.)

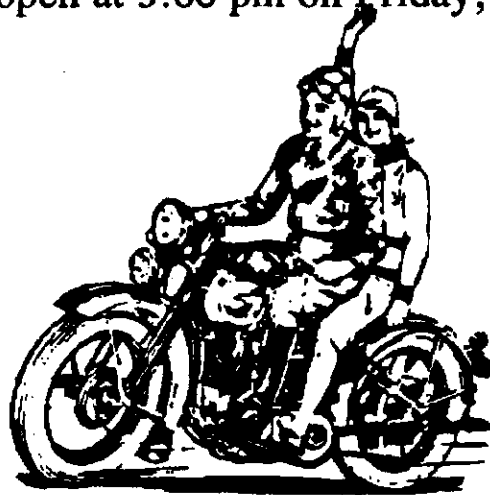
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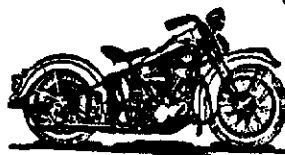
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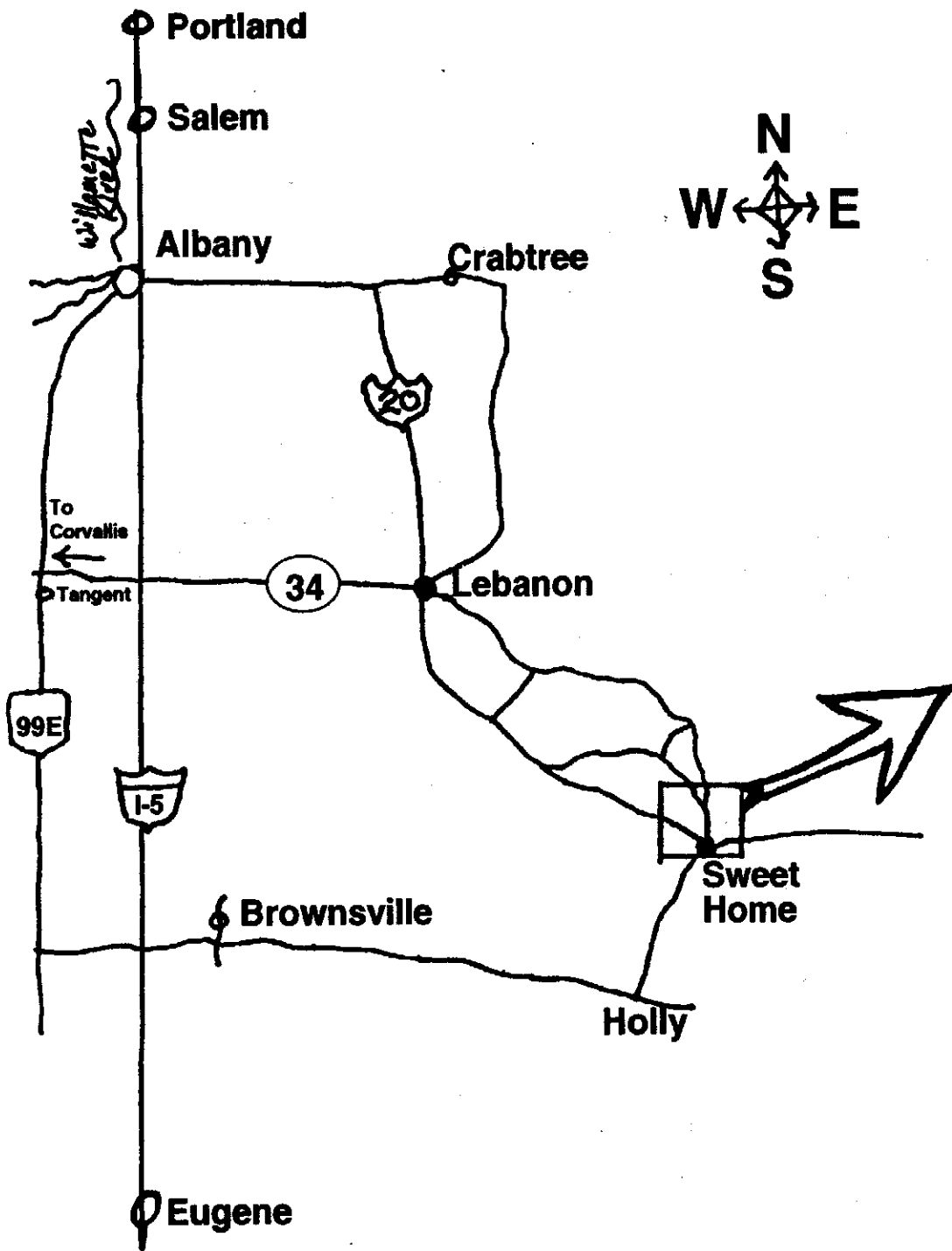
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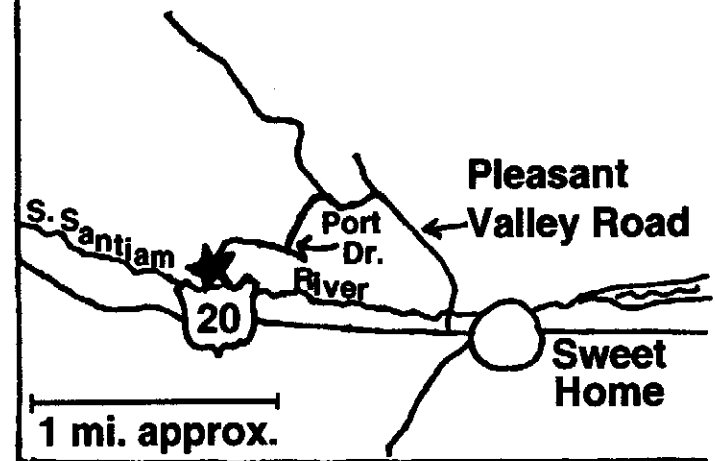
Anyone not following these rules will be escorted from the Last
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Map on Reverse



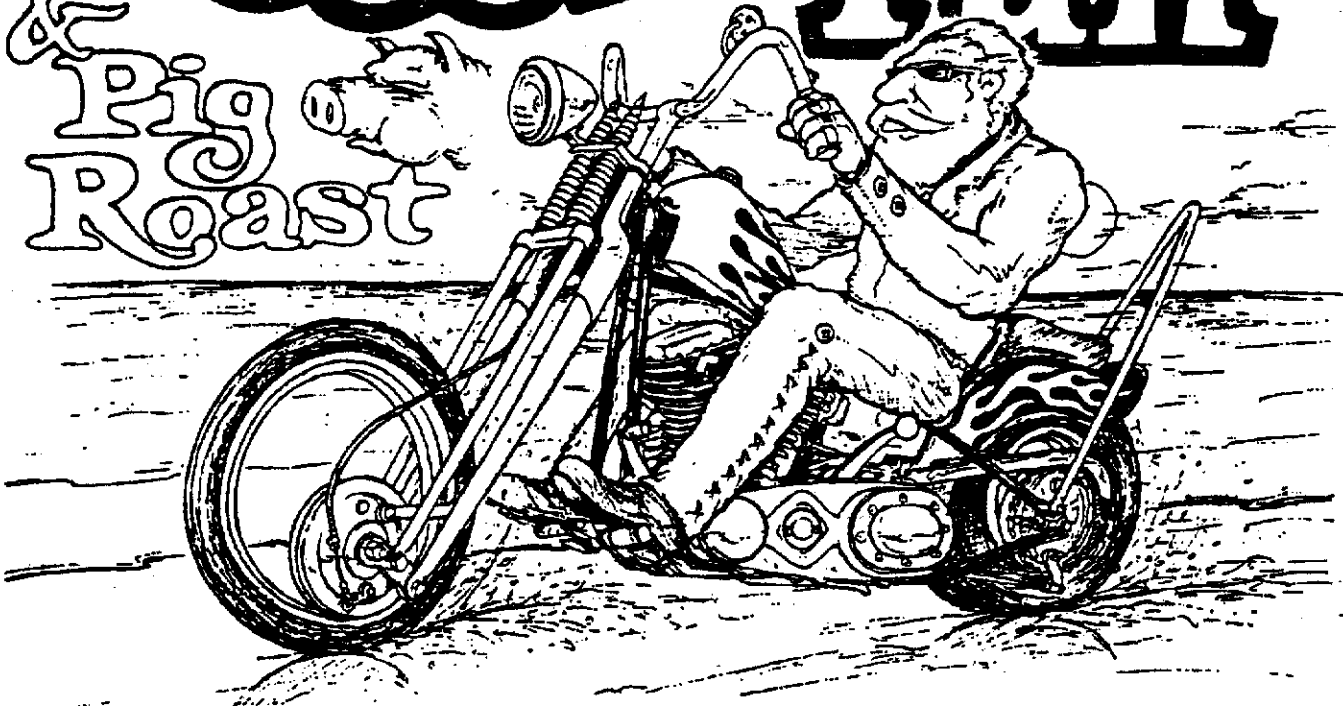
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*** Map on Back ***

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Regardless of how the courts ultimately rule on vagueness, there is still a problem interpreting the regulations. This creates a serious enforcement problem in ticketing riders who in good faith purchase helmets bearing "DOT" stickers, and in police seizures of helmets. Therefore, at least until the courts, the legislature, or the U.S. Department of Transportation issue clearer regulations, I ask you to review *immediately*, as a policy change, the following:

Issue an order to all members of the Portland Police Bureau to stop seizing motorcyclists' helmets, and to stop issuing citations for violating the helmet law, so long as the helmet has: 1) a hard outer shell, 2) any amount of padding or webbing, 3) a chinstrap, and 4) a "DOT" sticker on the outside.

The overzealous enforcement is causing an undue burden and hardship on motorcyclists in Portland. I am aware of a brochure from NHTSA which some officers may have which purports to describe "illegal" helmets. A careful reading of it reveals so many generalities and qualifying words such as "usually" or "often" or "sometimes", that it is not useful. Moreover, the motorcyclists in Oregon have not had widespread access to this brochure. As a result, many motorcyclists are, in my view, needlessly harassed for wearing helmets that appear to be legal.

Please advise of your position within **ONE WEEK**. We are approaching the bulk of the riding season in Oregon, and this problem is becoming worse and needs to be addressed quickly. Although the alternative of a Mandamus action in Circuit Court has been suggested, I prefer to resolve the matter directly with your office. If it would be convenient to meet to discuss the matter further, I will make myself available.

Incidentally, to highlight the lack of clarity in both the law and in its enforcement, my personal observation is that your own motorcycle officers wear small, half-shell helmets which do not display factory-attached "DOT" stickers, and which therefore cannot comply with Oregon law.

Thank you for your anticipated courtesy and prompt assistance in correcting this problem.

Very truly yours,

Samuel I. Hochberg
Attorney at Law

SH/jd
cc:

Mary Overgaard, Attorney at Law
Richard Benson, ABATE of Oregon
Jack Fassel, BikePAC of Oregon
Don Lawson, BikePAC of Oregon

APPEALS COURT REJECTS VAGUENESS CHALLENGE TO HELMET LAW, LAWYERS WILL APPEAL TO OREGON SUPREME COURT

On June 23, 1993, the Oregon Court of Appeals rejected arguments by lawyers that the Oregon helmet law is unconstitutionally vague, in State v. Miller.

In a short opinion, the court stated that "Assuming, without deciding, that such a challenge (unconstitutional vagueness) is appropriate in a case not involving penal sanctions, we conclude that the (helmet) laws cited by defendant are not unconstitutionally vague. Defendant's concerns are best addressed to the legislature."

Attorneys for Douglas County Chapter member Doug Miller are SE Portland chapter member and AIM Attorney Sam Hochberg, and Laura Graser. Both were surprised by the court's decision, and by its quickness.

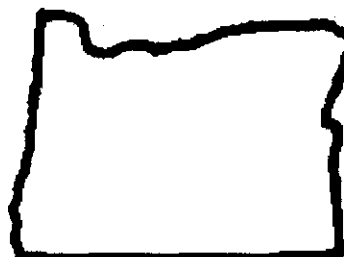
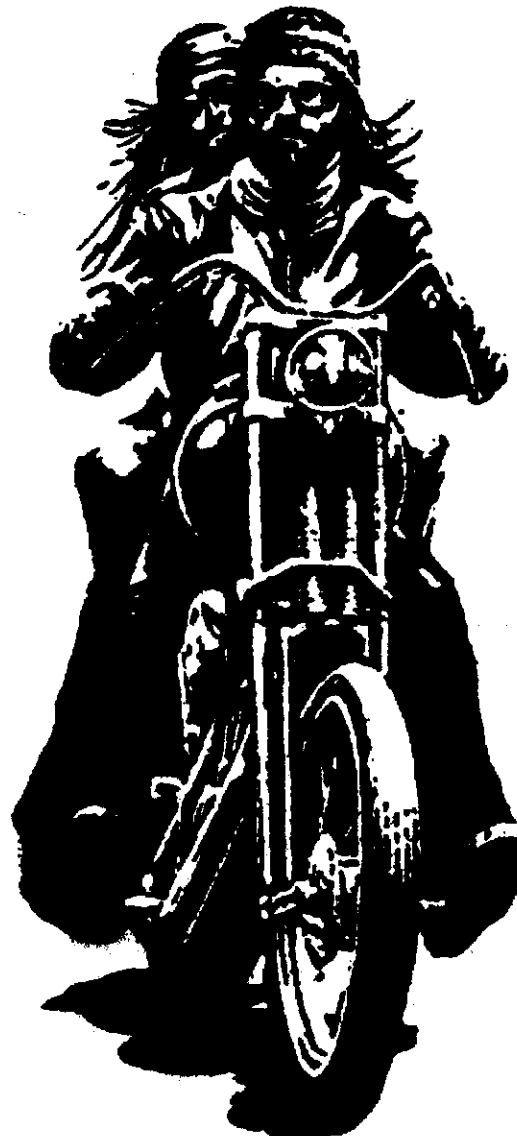
Hochberg says that by press time of this ABATE newsletter, a Petition for Reconsideration in the Court of Appeals and Request for Review by the Oregon Supreme Court will have been filed. Hochberg says he looks forward to re-arguing the case in the higher court, and hopes to convince the Supreme Court to overturn the decision below.

Doug Miller was cited and convicted last fall in Coos Bay for wearing a "beanie" style helmet. The helmet had a "DOT" sticker on it.

Hochberg cautions that it is now the law of the land in Oregon that the helmet law is *not* vague, and that bikers might expect to be cited for wearing beanie helmets,

particularly if they do not bear DOT stickers.

Unless the Miller case is overturned, convictions may become easier for the police. However, Hochberg says the police must still prove in court precisely how each helmet fails to meet specifications, and, he says, this may still be a problem for the state.



CHAPLAIN'S CORNER

Many thanks to those of you who expressed the desire for me to write more often in this newsletter. When I started writing "Chaplains Corner" I made up my mind NOT to write every month just to write *something*, but rather to write when I felt I had something to say that would help or benefit ABATE people in some way. I wish I could generate something really beneficial every month for you but such is not the case. Perhaps when I finally retire from the 8 to 5 work routine (two more years) I will be able to slip into my quiet place more often to think and meditate on writing. It's hard to get into that quiet place on the weekends, during summer, when this big black and chrome sweetheart in my garage (FXR) keeps calling to me

I've been thinking on this thing we call *Brotherhood*. The dictionary defines "brotherhood" as "An Association Of Men United For A Common Purpose" If we left it at that all would be well. But when we attempt to *personalize* brotherhood, then we are heading into a hazy area that may leave some of us disappointed and disillusioned about the group we are a part of. I like to classify a brotherhood as a "Tight" brotherhood or as a "loose" brotherhood. In my opinion, ABATE is a *loose brotherhood*. A good example of a *tight brotherhood* is certain groups of Vietnam Veterans. For example; those men who were actually involved in combat in ground forces all share a common bond of physical and mental trauma. Theirs was more than just a common cause. Those who were NOT there can *Never* be part of *that* brotherhood. The feeling of comradeship of Vietnam Vets is more intense, binding and strong than a loose brotherhood.

I have been in ABATE 15 years and I don't see much in the way of Tight brotherhood. I see a lot of inconsiderate bikers, especially at the big runs. Last year at Fossil a family parked their van almost on top of my gear and even placed their baby's play pen on my bedding which was laid out on my plastic tarp. Then they tied their dog to a nearby tree and he too laid down on my stuff. Such inconsiderate acts are NOT what I call brotherhood!!

Just putting down a \$20 bill brings you into the loose brotherhood of ABATE. One doesn't even need to own a motorcycle!! Within ABATE, there are definitely small groups or even chapters that have a degree of brotherhood somewhere between loose and tight. Too many ABATE people make the mistake of assuming that such tight brotherhood is automatically extended to them. Such is NOT the case!!!

Trials and hardship will help pull any group together. One chapter buried 3 of their members within a years time. The sorrow and grief brought that chapter even closer than before. In my opinion, death brings out the brotherhood in us stronger than any other event. At such times we are forced out of our secure little world and come to realize that this brother or sister will never ride with us again. . . . and we realize "*but for the Grace of GOD, that could be me*" Often we wear a small patch "*In Memory Of*" and those of us who wear one feel a stronger sense of brotherhood than those who cannot wear one. Yes, there are pockets of tight brotherhood within ABATE. That tight brotherhood is something we EARN. . . Not something you buy with \$20.00. When you have held office in ABATE and fought the battles of politics for the betterment of Bikers, When you have lost a close ABATE brother or sister, When you have worked at a run to the point of exhaustion, When you have rejoiced at the wedding of a brother and sister, When you have gone out of your way to help a brother, When you have made a sacrifice on your part on behalf of a brother or sister. . . . THEN, and ONLY THEN do you begin to feel the *tightness of brotherhood* surrounding you. I will freely admit that there are some ABATE members that I love dearly and when I see them it's hand shake and hugs time!!! I feel that tight sense of brotherhood with them. For those who don't fall in that category, we are brothers in a common cause, a *loose* brotherhood. I don't *expect* you to go out of your way for me!!!. . . BUT, if you do, then you have taken the first step towards True brotherhood, the *first of many steps* before you are a tight brother to me. And, by the same token, if you show no consideration toward me or infringe on my rights, then you are not and may never be anyone's brother even tho you are a card-carrying member of ABATE.

TILL NEXT TIME: Preacher
Jim

REPLY TO ADDRESS INDICATED

- House of Representatives
Salem, OR 97310-1347
(503) 378-8858
- 8820 SW Hickman Lane
Portland, OR 97223
(503) 246-6380



Member
Transportation
State and Federal Affairs
Special Committee on
Children's Issues

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310-1347

June 16, 1993

Dennis Koho
Business Regulations
Motor Vehicles Division
1905 Lana Avenue, N.E.
Salem, OR 97314

Dear Mr. Koho:

Thank you so much for your leadership role in arranging the meeting next Monday, June 21st, between Bike PAC, Oregon State Police, Traffic Safety and DMV. I sincerely hope the question regarding the legality of helmets is resolved to everyone's satisfaction as soon as possible.

I believe that if the helmet has a sticker certifying it complies with USDOT safety requirements, it is legal to use in Oregon. I assume that the question of fraudulently affixed stickers can and should be addressed by the AG's office. We need a resolution to this problem as quickly as possible.

The seizure of "alleged non-compliant helmets" is an unacceptable means of enforcement. This is particularly true when it strands someone on the side of the road risking the possible loss of their only means of transportation.

I urge you to continue pressure on USDOT and NHTZA to clarify the standards of acceptable helmets for enforcement personnel, dealers, and, most importantly, the consumer who is being unfairly victimized by some manufacturers and some overzealous law enforcement officers. In sponsoring the referral of the mandatory helmet bill, I never intended that it be used as a tool of harassment.

Again, thank you for helping us in resolving this critical issue.

Sincerely,

A handwritten signature in cursive script that reads "Mary Alice Ford".

Mary Alice Ford
State Representative

MAF:dw

cc: Supt. R.B. Madsen
Jane Cease, Director DMV
Ed Marges, Interim Director, Traffic Safety
Don Lawson, Bike PAC

THE RAVING ROVING REPORT

Well here I am again letting you know what I've been up to since last time, which was at Fossil. After Fossil I had to make a few repairs on my bike when I got home so I could head off to Idaho, the following weekend, on the 4th, 5th, and 6th for the North Idaho of ABATE spring opener.

Well got up Thursday morning on the 3rd about 5:30 and got my things together and left about 7:00. Went up I-84, stopped at Biggs for breakfast and back on the road again, continued on I-84 to Hwy 82 then went off on Hwy 730 which then turned into Hwy 12 on into Lewiston, Idaho. There I stopped at this neat little restaurant, it was about 4:00, there was great people and great food. They directed me to Hwy 95 and from then on I rode without my helmet LEGALLY!

On Hwy 95 I was zipping right along, (without my helmet) and then noticed I was on Coeur d'Alene Indian Reservation and you are suppose to wear a helmet but I saw a cop there and he just waved at me as I past by. (I guess he thought I was just a dumb out-of-towner). Oh well, finally reached Coeur d'Alene and took the wrong exit, (oh well shit happens) I stopped and got directions to I-90 and from there I knew to look for exit 40 and followed the signs to the campgrounds. Got my tent set up and talked to a few people then went about a half mile to a restaurant and called to let them know I had made it there safe and to have a bite to eat it was about 8:00 in the evening

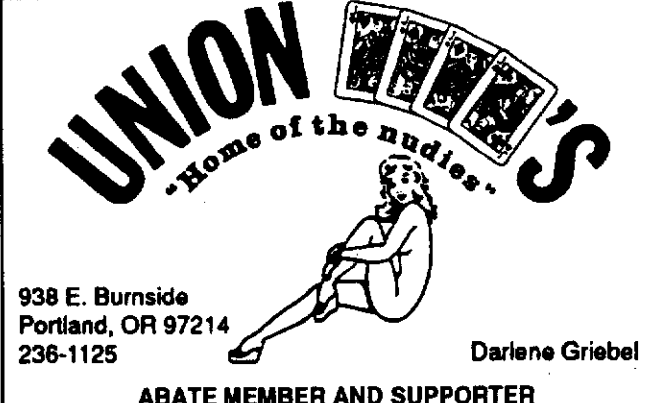
I guess I did make it before dark. Went back to the campsite and watched the vendors get set up and then hit the sack, it has been a long day.

Well got up about 5 in the morning and made me some coffee. Then people started getting up and things started going on. I met a lot of Vietnam Vets and met a lot of people who went to Fossil, so I got to hear all the bitches and stories about hassles they got there from the cops (oh well we all got our problems).

Saturday they had a biker rodeo (it was really bike games but they called it a rodeo). If you are really interested in what it was, then be there next year. Well had a real good weekend and enjoyed myself a lot.

Got up Sunday early, about 4:30, had coffee, packed up, and headed for home about 6 in the morning. Had no trouble finding my way home because my Harley knows its way by heart (I may get lost going, but never going home). Stopped along the way and ate, and enjoyed the scenery, I had beautiful weather all the way there and back until I hit Cascade Locks then it started to rain, I guess I should have known then I was back home. I got home about 4:30 that evening and was a little wet, but the trip was worth it, I got to ride about 600 miles without a helmet. The only thing that left a longing impression on me about Idaho was when they say watch out for bumps, they mean BUMPS, they could really launch you into space. All in all I had a lot of fun.

(Continued next Page.)



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Darlene Griebel

ABATE MEMBER AND SUPPORTER

The next outing was on June 19th, on Saturday after the Oregon Veterans Motorcycle Association's meeting. Some of us went to Rainer for Lunch and then on the way back stopped at St. Helens to see the carnival they had there, walked around, bought somethings for the kids, some went on a few rides and

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Terri Martin

MEETING OF THE MINDS
MOTORCYCLE RIDERS FOUNDATION



DENVER, COLORADO

MEETING OF THE MINDS / DENVER, CO / SEPTEMBER 24-25, 1993

PRE-REGISTRATION		ON SITE REGISTRATION	
MEP MEMBERS	22.00	MEP MEMBERS	22.00
NON-MEMBERS	26.00	NON-MEMBERS	26.00
BANQUET	15.00	BANQUET	15.00
TOTAL ENCLOSED	_____	TOTAL ON SITE	_____

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WASHINGTON, D.C. 20001-0100
301-461-0000

FOR HOTEL RESERVATIONS:
EMERALD HOTEL - 100 SLAY STREET
DENVER, CO 80202 - 1-800-847-7478

NAME _____
ADDRESS _____
CITY _____ ST _____ ZIP _____
PHONE _____
REPRESENTING _____

PLEASE NOTE: PRE-REG DEADLINE SEPT 15TH

then we headed home. It was a nice little outing.

On June 26th I went on the Run

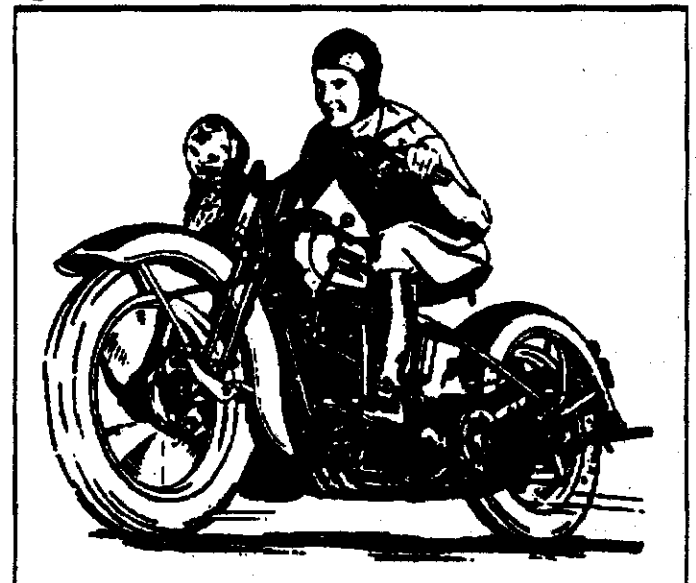
To The Sun, put on by the Columbia River Chapter. Got up about 6 A.M. that morning got everything loaded except my wife, she was sick so she stayed home. Checked in at the Cactus Club about 10:00, left there and got lost. Had a friend show me the way to the second check point at Promontary Park and everyone thought it was funny because I got lost, but I thought it was even funnier to find out that they thought I was behind them all the time with a red helmet on, riding a Sportster. I had a white helmet on and I ride a black Low Rider Custom, with a dead chick on the back. Well on the third checkpoint, it was at Detroit then on to the next one at Sisters and on to Haystack Res. outside Madras. It was nice weather so I threw my bag down on a tarp and no tent, real good weather. Won some prizes and had a good time, there was a good turn out for the run. So for you who didn't make it, try next year, you'll never miss it.

Headed home and boy did it get cold. I thought it was Summer, but it sure felt like Winter. Oh well you have to take the good with the bad if you want to get out and have some fun I guess.

Well until next time, ride safe.

Your ~~Roving~~ Roving Reporter
Crazy Steve

The mind is like a parachute.
It doesn't function unless it's open.



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Newsletter Editor for 1994 or
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Contact Gordon 249-8548

Please think before you ride, the
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B/W photos to put in the
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Please identify all parties involved,
and also enclose the event and
dates.

Send them in care of :

The Editor

P.O.Box 4504

Portland, Ore. 97208

if you want them back send
stamps along for the return
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People to hold State offices for our
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Summer has finally arrived. Let us all be extra safe out there in asphalt land. More can be riding on it than you know!! Rubber down to be safe!! Get involved!!

Chapter Meeting Places - Where & When

1st SUNDAY	LANE COUNTY	3:00 pm, Izzy's Pizza, 210 Division, Santa Clara
	S.E. PORTLAND	7:30 The Pizza Baron, S.E. 122nd & Division, Portland
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd & 4th MONDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00pm, Little Italy Pizza, Cornelius
3rd TUESDAY	LANE COUNTY	7:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Izzy's Pizza, 1307 N.E. 102nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport