



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

FROM THE COORDINATOR

My apologies for not getting anything out for the January Newsletter. As your newly elected Coordinator I can make no excuse so again, I apologize.

For those of you who don't know me let me give some background on who I am. My name is Rich Benson. Last year I was the S.E. Portland Vice-Coordinator and the State Public Relations Director. I've been involved with motorcyclists rights since 1983

Riding is my first love. From the earliest remembrance of my great uncle Frank setting me on the tanks of his new Panhead when I was three or four, until now, there's always been a motorcycle somewhere in my life. Riding is my passion and my rights as a biker are foremost.

As the newly elected Coordinator you probably want to know what I envision as to what we will be doing this coming year.

First off, my main objective is to develop our credibility. Credibility with other organizations, our legislators, and with ourselves. There are several steps we can take to do that.

Step one - Clean up our own back yard - simply stated let's get our act together business wise. (i.e.; record keeping, finances, and doing business properly.)

Step two - Public Relations Media Campaign. Let's sway public opinion and win the voters of this state over to our side.

— Continued on page 3 —

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ABATE OF OREGON STATE OFFICERS AS OF JANUARY 1, 1993

COORDINATOR Rich Benson 762-2823	SGT-AT-ARMS NORTH
VICE-COORDINATOR NORTH Ray Best 363-2970	SGT-AT-ARMS SOUTH Honda Bob Skolaski 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 672-5415	PUBLIC RELATIONS DIR. Rich Benson 762-2823
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

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Step three - Create programs pertaining to what we are all about. Mel Yeager's Awareness program for Driver's Ed classes is a prime example.

During this coming year I will be travelling around the state to attend Chapter meetings of all Chapters. I want your input, after all it's your organization. I plan to be accessible to all members and welcome your phone calls so that you can express your views directly to me. I have stated to many people and to my fellow officers that I don't like rumors. If it's out there as information then we better have the facts straight. If there is a rumor concerning the organization and you need a straight answer, call me. I will not keep secrets and will do my best to dispel any B.S. Likewise, if you have any questions or concerns about our organization, just call.

There will be an article from me in every newsletter from now called "From The Coordinator". I will try to address what's happening and what concerns we face both as bikers and organizationally. I am looking forward to an active year and hope to do you all proud. I must say "Thanks" to outgoing officers and again to all who have stepped up to take a position. An so, let's get started.

See ya's in the wind,
Rich Benson
762-2823

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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	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	4.00	_____
_____	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	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		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	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Large	1.50	_____
_____		License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	_____
_____		License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____

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

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 DATE _____
 NAME _____
 PHONE NUMBER _____
 ADDRESS _____
 CITY _____ STATE _____
 ZIP CODE _____

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

THANK YOU FOR YOUR ORDER!!



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A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING MINUTES
January 16, 1993

Minutes of the January 16, 1993 State Board Meeting for A.B.A.T.E. of Oregon, held at the Angus Inn in Eugene, Oregon.

The meeting was called to order at 12:00 p.m. by coordinator Rich Benson.

ROLL CALL:

Columbia River	1
Douglas County	2
Indian Creek	0
Jackson County	2
Josephine County	2
Lane County	2
Lincoln County	1
N.E. Portland	1
North Coast	2
Rivergate	0
Salem	2
South Coast	2
Washington County	2
Yamhill County	2

The minutes of the December 12, 1992 meeting were approved as read.

CORRESPONDENCE: Bill Bish wrote that he is no longer employed at Russ Brown, he does, however wish to keep in touch with motorcycle rights organizations. Russ Brown is no longer in the motorcycle legal service program.

Rich read an article concerning a possible chemical plant to be built in Klamath Falls. Persons wishing to keep Sulfate out of the air are asked to attend a meeting Feb. 11, 1993.

COORDINATOR'S COMMENTARY: Rich Benson awarded Roger Hendricks for his years of service to A.B.A.T.E. of Oregon. Rich urged people to call him to clear up future rumors. He described a financial spiral, the chapters generate the support for the state and on going programs. He urged us to get business done and still have fun!

Rich announced that we will be starting to hold quarterly meetings in order to better function as a group.

REPORTS:

EDUCATION DIRECTOR: S.E. Portland Chapter gave Mel a check for \$466. He ask Joy to set up a separate account for education moneys. She agreed. Mel said he planned his class probably for either the third or last Saturday in February. Get info back as soon as possible.

HISTORIAN: No report.

LEGISLATIVE DIRECTOR: Rich read in a report sent by Edd Dahl. It told of legislation being introduced by BikePAC concerning the State Responsibility Act, and went on with the fact

that Sam Hochberg's case involving the unconstitutionality of the helmet law. Also mentioned, was an article about a Dude Ranch, stating that persons riding horses could have less accidents if better trained, or wore helmets. The Off Road Vehicles Association requests anyone wishing to help with their fight or for more information contact Leonard Kerns at 34073 E. Pebbles Road, Eugene, Oregon 97405. Also mentioned was a bill to be introduced by Ted Kennedy, requiring skateboards, roller blades and such to wear helmets. BikePAC also contacted Jim Whitney, concerning the State Responsibilities Act, Jim seemed very impressed.

Rich introduced Brian Stovall of BikePAC. Brian thanked ABATE for sending him to Columbus, Ohio and to Washington, D.C. He reported he has already made several appointments in Washington, with a few more to set. He requested that Mike Kopetski be thanked for signing on to last year's helmet law repeal, and be reminded that we wish for him to co-sponsor this year's repeal bill. Mike should also be urged to help persuade others to also sign on, such as Olympia Snowe, Elizabeth Furse and Peter DeFasio.

Brian then asked for our assistance by filling out and returning as soon as possible the Helmet Harassment forms. Please remit to address on form or fax to Washington, D.C. at 1-202-789-0604. An article was given to Brian concerning a rider who installed a roll bar and seat belt and now rides legally without a helmet.

A list of contact numbers were given with the suggestion that you keep them for continued use.

NAME	FAX:	D.C. OFFICE	DIST.
Ron Wyden	N/A	202-225-4811	231-2300
Bob Smith	202-225-3129	202-225-6730	776-4646
Peter DeFasio	202-225-0373	202-225-6416	465-6732
Mike Kopetski	202-225-9477	202-225-5711	588-9100
Elizabeth Furse	N/A	202-225-0855	N/A

Roger reported that he and Ray are working on a project involving the possible registration of Cushmen such as used by Meter Maids as motorcycles.

MEMBERSHIP SECRETARY: Mother reported that as of 1-1-93 we had 1,348 members.

NEWSLETTER EDITOR: Roger read a report from Gordon saying that he is having surgery for carpal tunnel and Donna will continue to do the newsletter till March or later. Roger also reminded us that each Chapter needs to be sure to send in a newsletter report each month.

ABATE PRODUCTS DIRECTOR: Angie reminded us that Fall Bash shirts are still available and \$10. They will be collectors due to name change. Has new small flag stickers.

PUBLIC RELATIONS DIRECTOR: Rich will be putting together

media list for each area.

STATE RUN COORDINATOR: Roger made available Fossil Run Fliers, requested artwork submissions for t-shirts by March state board meeting. Fossil will be called Fossil Campout put Fossil Run on t-shirts. Be sure of your run insurance and we need better security.

TREASURER REPORT: Joy reported that as of January 8, 1993 we had:

Checking	\$ 2,289.13
Savings	14,067.55
Postal Fund	399.90

Total Balance \$16,756.58

WAYS AND MEANS: Frank said he is still learning his new position.

UNFINISHED BUSINESS:

BY-LAWS COMMITTEE REPORT: We are in progress. Meeting to follow this meeting. Rich said this will be a standing committee.

FINANCIAL COMMITTEE REPORT: Rich read 3 recommendations to be taken back to Chapters; 1) the state purchase and distribution ledgers to all chapter treasurers and Joy hold a training session for all chapter treasurers and another chapter representative prefer a co-signer. 2) that the state treasurer, Joy, be added as a signer, for informational purposes ONLY! SHE WILL NOT BE ABLE TO ACCESS YOUR MONIES! 3) That all chapters do an inventory of all ABATE properties.

STORAGE ROOM: \$449.00 was voted to be spent on a 5x10 storage unit to store safely ABATE records and property.

NEW BUSINESS:

Best Of The West - Roger said he was planning to rent another van for up to 15 people at a cost of \$75 for ride and \$25 to get in. There will also be a banquet dinner available for an additional \$15. More than 1 van can be rented if necessary.

STEAM - This event will probably occur sometime in April. All chapters are encouraged to participate. This will help train your new officers. A motion was made and failed to hold the April Board Meeting at STEAM.

Charitable ABATE: Motion was made to create a new sub-organization for charitable and tax deductible purposes. Motion was then amended to refer this motion to the finance committee for further research.

February board meeting will be on February 13, 1993 in Eugene.

• **ATTENTION MEMBERS** •

**Training for Teachers of Motorcycle Awareness
In Oregon Driver's Education Program will be at
Chemeketa Community College in Salem,
February 27th starting around Noon.**

**Contact Mel Yeager at 363-1697 in Salem for
more information.**

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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: Angie, 285-4329

Greetings from Columbia River again. By the time you receive this newsletter we probably would have already had our Valentine Sweetheart Dance and I hope you went and enjoyed yourselves lots.

Then we start working on our famous Run To The Sun in Madras. We shall have fliers pretty soon. Look for them and join us.

Our membership is growing and we're seeing new faces now and again, but we would like to see and meet more members. In the past I've mentioned our membership drawing we have and Tim Youngman, meeting before last, you would have won \$66. The meeting before, Donny would have won so since neither one of you were at our meeting of January 10th, Phil Johnson won \$77.00. He was glad and we were all excited, so come out members and join us so you too can have a chance to win and in the process participate in what obviously makes you want to join in the first place.

Keep warm and 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 97470
Chapter Contact: Joy Hoover

No report. First time.

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

No report. First time.

JOSEPHINE COUNTY

Meets 1st and 3rd Sundays at 4 pm
Fun Time Pizza Place, Rogue River Hwy.
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 471-1642

No report. First time.

LANE COUNTY

Meets 1st Sunday 7:00 pm and 3rd Tuesday at 7 pm
Abby's Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Bob Hevle, 461-0873

Lane County has seen the new year in with cold and icy weather, but with warm and working new officers. It's good to see new faces at the front table. Our new officers and the past ones are working to make 1993 a productive year for all ABATE. Our whole year has already been planned out and working. We want to highlight safety during these wet winter weeks. Drive and ride safe, you face at the meetings is important. We look forward to working with the State Chapter and will all our brothers and sisters in all the chapters and hope to share our thoughts with you at the next run or meet.

From Lane County Chapter, fight for our "Freedom of the Road."

Bob

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 Everyone.

Well, we're coming off a high roll from our extremely successful Christmas Toy Run and Auction. Many dollars were raised for those less fortunate than ourselves, and it's really made us feel good.

We've had election of new officers:

Gary Lechner - Coordinator
American Bear - Vice-Coordinator
Deb Fryman - Secretary
Kyla - Membership Secretary
Vicki Lechner - Treasurer
Skip Parks - Ways & Means
Dennis Gagne & Roach - Sgt.-At-Arms

With the bad winter weather I've seen many improvements on some scooters. Skip's got a new paint job and our Coordinator has rebuilt a cool ole' Panhead. We're actually all looking forward to showing off these and other improvements at our upcoming Anniversary Party. If you can join us we'd love it on March 13, 1993 at Moby Dicks in Newport, Oregon.

Please make a note that our Beaver Creek Run date this year has been changed ... July 24th and 25th. We wouldn't want anyone to miss it!!

Take care and ride safe,
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

As '92 ends we can look back at another successful tri-chapter run as well as our Toy Run. We have 76 members, it would be great to have more support for our '93 officers from some of these members. Our '93 Officers are:

Coordinator - Don Smack

Vice-Coordinator - Mike Smith

Secretary - Betty Kelso

Treasurer - Frank Heinrichs

Sgt.-At-Arms - Dave Van Dyke

Membership Secretary - Leighland

Ways & Means - Ken Luthe

State Rep. - We have worked out a notation that we hope will not burden anyone and will have two members at each state meeting.

Hope this winter weather leaves us before too long so we can all get back out on the road. Now is tune up, spruce up time. Spring is just around the corner!! Happy New Year.

Ride safe,
Leighland

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 pm

Round Table Pizza, 4141 N.E. 122nd, Portland

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

Chapter Contact: Pat Gleason, 775-4593

So, you thought that you had heard the last of us-- you were wrong. Thanks to all the lovely weather, all 1992 officers were allowed to keep office until January 6th. I wonder if that means that I have been the secretary for two years? Anyway, we did hold elections and we are happy to say that the ne portland chapter of abate will continue for yet another year. We have a nice mix of remaining officers, coming out of retirement officers and never been officers for the 1993 year. This should work out to our benefit, new ideas balanced with tried and true methods.

We held a changing of the guard meeting and shared the best ways we had developed to do our jobs, the new officers then had a get together to pound out the kinks and get to know each other a little better. It sounds like they are off to a great start. I would like to thank them for taking on these responsibilities and remind them that all of the old officers are around to help if there are any questions. The new 1993 officers are:

Coordinator	Dale Jenks
Vice-Coordinator	Ron Bork
Secretary	Melanee Freshner
Treasurer	Mike Matthews
Historian	Mother
State Rep	Mother
Ways and Means	Danay
Products	Neil
Membership	Doc Ray
Summer run	Doc Ray

Sgt.-At-Arms
Toy run
Legislative

Brian Coon
Sarge
Pat Gleason

Thank you all for taking time to hold an office (or two offices as the case maybe) I would also like to thank all of the 1992 officers. 1992 Was a good year, I believe that everyone had a good time and worked to the best of their ability to fight for our freedoms. I would like to thank the chapter for their support, and last but not least my hubby for all of his help this year. Good luck to all the new officers!

Marybeth and Gordon

RIVERGATE

Meets 1st Sundays, 1:00 pm

St. Johns Pietro's, 3011 N. Lombard, Portland

3rd Sunday, Roving Meeting (Contact Terry)

Chapters Address: 4847 N. Lombard, Portland, OR 97203

Chapter Contact: Terry, 283-4090

Hi Everybody!

Hope all of you are faring okay through this wonderful weather we've been having. Can't wait for Spring!

We're still adding to our numbers at just about every meeting. It's great to see more and more folks wanting to get involved in something as important as ABATE; something that's important to everyone - Freedom to Choose.

Rivergate Chapter has been trying out a new meeting system since November. Our meeting on the first Sunday of each month is still at the usual place (Pietro's). Our 2nd meeting on the third Sunday of the month is a "roving meeting". Since we've started this, there has been a change in our membership attendance. The first roving meeting was held at the home of our Historian, Fran Swope. She made up a big pot of chili for us all. It was delicious! (Thanks again, Fran.) We had close to 50% of our members attend (and also added a few new ones!) that meeting. Everybody really enjoyed it. Since then, meeting attendance has been pretty consistent at around 40%. I give the roving meetings some of the credit, but I think most of the credit should go to our members for allowing the rest of us to get involved with each other, "closer to home."

Our Chapter has a new mailing address:

Rivergate ABATE
4847 N. Lombard
Portland, Oregon 97203

We invite anyone to drop us a line. We'd love to hear from you.

A special note ... Rivergate Chapter would like to express it's appreciation to Rich Benson, our new State Coordinator for joining us for our January 3rd meeting. We really enjoyed having you. There is always an open invitation to you and to anyone else to come and visit with us.

That's all for now, folks!
'Til next time,
Vickey

P.S. Our next roving meeting, February 21st, will be "under the direction" of Rick (Sly) Nogle. If you would like to join us, please call our Chapter Coordinator, Terry Moore, at 283-4090 for information.

SALEM

Meets 2nd & 4th Mondays, 7:00 pm
Locomotion Pizza, 4500 S. Commercial
(Call 581-3138 or 362-1891 for information)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Dave Beck, 581-3138

No report. First time.

SOUTH COAST

Meets 2nd 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

Hello, once again.

Our chapter Poker Run and Benefit for Lana Little was a success. Despite the nasty cold weather we had an impressive turnout. A special thanks to Wanda (Wanda's Bar in Coos Bay) for the use of her facility and all her efforts. She really out did herself. We were able to raise \$300.00 for Lana.

On December 13, we held our Annual Toy Run. After our monthly meeting we gathered food and Toys together and headed for our local Salvation Army. We were cheerfully greeted and served coffee and donuts. I hope we made a lot of children very happy this Christmas.

That's all for now. Wishing all a very Happy New Year from everyone at South Coast.

Be aware & ride safe,
Jan

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 66582, Portland, OR 97290
Chapter Contact: Richard Lorang, 669-6488

Hi Everyone!

Sorry I missed you all last month, but transitions are rather hectic.

Hope everyone had a great 1992 and a safe New Year.

On behalf of all of the new officers we would like to extend our Thanks to the retiring officers for their support and to all of the S.E. Members for the patience they have shown at the meetings.

Well nothing else is going on at this time. We will be seeing you soon and stay safe.

Til next time,
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: Dave, 648-4103 or Bill, 681-9200

Hello!

Well, it looks as if I have adopted a new job. Sorry you all haven't heard from Washington County for awhile. Hopefully we have all the glitches worked out now.

Our 10th annual Toy Run was held on the Saturday before Thanksgiving. We had about 35 bikers (most were packing), and a couple of cages following. We were able to fill a large cafeteria style table (overflowing) with toys that were donated to the Washington County Fire Dept. Toy and Joy Program. The run ended at the Hillsboro Fire Dept., where we were served HOT coffee and tea and donuts. Later, we met at Joe's Pastime Tavern in Hillsboro, where Joe provided us with a chicken dinner - Thanks Joe!!

At Joe's, we held our annual raffle of door prizes and the grand prize - a case of Jack Daniels - was won by Nick Peeva out of Seattle. Door prize donations were collected by ABATE members from local area merchants. All raffle proceeds (\$600.00) were donated to Gales Creek Rescue 33. Toy Run also kicked off our food drive. Members were able to collect enough food, including meat and grocery store gift certificates to feed 14 local families. (Yes, we are proud of ourselves!) The food was distributed by members on December 20th. After we had a potluck at the Bright house featuring a turkey and a ham. There was definitely some good eats.

We have a pool shoot coming up that we would like everyone to come to. It will be February 21 at Joe's Pastime Tavern (4th and Main in Hillsboro). Registration is at noon with play beginning at 1:00. Fee is \$3.00 per person, with 100% pay-out. COME JOIN US!!!

Until next time ... Be careful out there,
Shaney

YAMHILL COUNTY

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

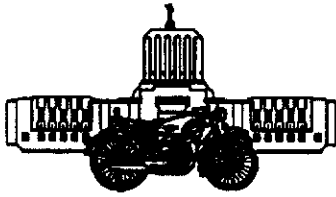
No report. Second time.



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BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Oregon PAC ID# 000019

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 838-1460
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

Don Lawson • 588-3042
Lobbyist

BikePAC Advisory Board Meeting Minutes January 10, 1993

Meeting was called to order at 12:10 p.m., Main Street Pizza, West Linn. Present were: Executive Board members Brian Stovall, Butch Harbaugh, Steve (Indian Charlie) Benson; AMO representative Bob Ingram; ABATE of Oregon representatives Rich Benson, Roger Hendricks, & Ray Best; BP lobbyist Don Lawson. Members and guests included: Teresa Hepker, Jack Fassel, Sam Hochberg (NCOM), Butch & Becky Donovan and Barb & Dan Grainger (Trinity Road Riders/Salem HOG), Chuck Steahly (OMRA), Joyce Van Meter (GWRRA), Jenni Jai.

Minutes of the last meeting were approved as presented. Treasurer's report was approved as presented: Expenses for December totaled \$504.81 and included \$317.96 postage & printing, \$69.35 telephone, \$58 AMA annual charter dues, \$59.50 business cards. Income for December totaled \$385 (memberships) & a \$50 donation (thank you, Craig Blair!). Ending balance was \$346.72. The Executive Board voted not to forward the usual 10% of income to MRF (3rd month in a row) due to BikePAC's poor financial condition and need to concentrate resources on work in Salem.

Membership: Jack reports 3 renewals this month, with 189 non renewals so far. Jack has sent newsletters and/or conversed with the six persons whose names he got from Teresa last month, also tracking down one or two other contacts.

LOBBYIST : Don is prepared to start working 1/11/93. Roger Hendricks presented BikePAC with an ABATE check for \$5000. This is a grant which is to be used exclusively for paying the lobbyist's fees. A motion to purchase an answering machine for the BikePAC Information Line was approved, not to exceed \$100. This will put the phone line in operation. The number is: 588-3042.

LEGISLATIVE CONCEPTS

"State Responsibility Act" - The draft prepared by Jack includes extensive background documentation. Sam noted that the helmet law is on appeal on the same basis as this bill. He thinks the case has promise. The appeal is on a rider's conviction in Coos Bay for wearing a beanie style helmet with a DOT sticker on the back. Self-certification by the manufacturer leaves no basis for either police or consumer to know what helmet is legal or not. Court appeal is questioning constitutionality and will take time to resolve. If this bill passes it would remove the constitutional question from the issue.

It is a gamble that this bill could pass (because of the state's shaky economic status). Some sources are questioning the test techniques in FMVSS218 since they don't really test what happens in an actual accident. Indeed, helmet standards now in use get in the way of inventing a safer helmet.

Much audience discussion took place on the intent of the "State Responsibility Act." A number of guests had little previous knowledge of its background and development. Sam explained that the helmet law we have today is untenable. It is ambiguous and used as a tool for harassment. The intent is to get the state to make it more realistic or back off.

The bill is a vehicle for educating the legislators, many of whom are brand new and have NO knowledge of the issues that affect us. The majority of the group felt we should not include similar requirements for seat belts for several reasons: we don't have the resources to try to dispute the effectiveness of seat belts as well as helmets, and the situation is somewhat different. Drivers don't go out and buy a seatbelt, so don't have to worry about whether it is approved. They just use the one provided. The testing also differs: seat belts are tested with full-body-weight dummies, but helmets are not. Despite the risks the group voted to enter the proposal to the legislator as written.

Make the use of "unapproved helmet" a secondary offense - Further discussion led to development of a related concept: to prohibit police from stopping someone just to examine the helmet; they must have a different reason for the stop before a ticket can be issued for the wrong helmet. Failure to wear a helmet as required by law would continue to be a primary offense. Wearing an "unapproved" helmet would be a secondary infraction. It is not known at this time whether pending NHTSA rules would have an affect on this proposal. The majority of the group agreed that this proposal should be submitted as a legislative concept.

Documentation and supporting data: Joyce requested a concise, easy to read fact sheet for legislators, motorcyclists, public, media, etc. Brian noted that the best we have so far is the one from AMA - "In Support of Voluntary Helmet Use: Facts and fallacies surrounding the current helmet law debate." Copies are free from the American Motorcyclist Association, Government Relations Department, 33 Collegeview Road, Westerville, OH 43081, 614-891-2425.

Moped Operator Licensing - There are many alcohol-related accidents in beach moped-rental areas. We think injuries are being covered by the rental agencies rather than being reported to either police or insurance. Because the evidence is being absorbed and hidden, there are not enough numbers to track a consistent need. Discussion: Submitting the proposal anyway would help reinforce BikePAC's status as supportive of safety, and a good vehicle for educating legislators. Mopeds are essentially unregulated, but moped related injuries end up giving motorcyclists the black eye. Don pointed out that it could be a good discussion piece, even though we don't have the data at this point. Decision: submit this legislative concept.

Exemptions from helmet use: The exemptions included in this proposal are: medical, religious, parade, and antique motorcycle (at least 25 years old) en route to bona fide antique motorcycle event. This idea got some good response last time, but the main witness (a doctor) didn't show up until after the hearing, too late to testify. There are medical exemptions from the seat belt law. The Americans with Disabilities Act may be extra ammunition. The group agreed to submit concept.

OFF-ROAD RIDING ISSUES: While current BikePAC expertise is focused on issues relating to road riding, the organization would like to learn more about and become active in off-road issues as well. This requires people who know what is going on in the off-road world. The BikePAC lobbyist would be able to work on those issues in Salem but needs information about the goals of off-road riders. Off-road groups are urged to join BikePAC and take advantage of the lobbying opportunities.

FEDERAL LEGISLATION: Brian Stovall and Ray Best attended a federal legislative strategy meeting in Ohio in December, sponsored by the AMA and conducted cooperatively with the MRF. Brian's report ("The Columbus Connection") is in the January ABATE newsletter. He will go to Washington, DC late in January to lobby the Oregon delegation. He is collecting data about police stops of motorcyclists for not wearing a proper helmet, in order to be able to show first-hand reports of how federal dollars are being spent to enforce the federal helmet provisions. Brian briefly reviewed the national strategy: First, a bill will be introduced to repeal the helmet and seat belt requirement sections of the Intermodal Surface Transportation Act of 1991 (ISTEA); it is being sponsored by Rep. Olympia Snowe from Maine. Second, a technical corrections bill, which is designed to tune-up and adjust details of legislation that passed earlier, is being resubmitted. This bill passed the House last year but not the Senate. It would make the "incentive" phase of ISTEA end before the "penalty" phase begins (currently they overlap by one year, which is very confusing for states to deal with). Finally, NHTSA is in the process of making rules for the enforcement of ISTEA. The rule making is expected to become the responsibility of the new administration, probably not being ready for public comment for several months because of the reorganization of government going on in DC right now. We won't know the contents of the rules until they are released for a public comment period. This will be closely monitored.

Motorcycle Safety Resource Kit- NHTSA is distributing a kit, which is available to NHTSA Regional Offices, State Highway Safety Offices, State Motorcycle Safety Administrators, and "Motorcycle Safety Organizations." NHTSA has been directed by Congress to promote passage of helmet laws, and this kit is part of the information being used to carry out that mandate. BikePAC suggests that Oregon MRO's that wish to obtain this kit, contact Stan Porter of the Oregon Traffic Safety Division (1-800-922-2022) or write to: Diane Wigle, Highway Safety Specialist, NHTSA Office of Alcohol & State Programs, NTS-22, 400 7th Street SW, Washington, DC 20590.

Trip to Washington, DC and MRF Board Meeting - Brian will be combining his trip to DC with the MRF board meeting in order to keep costs as low as possible. ABATE has agreed to help cover the costs of the trips to Ohio and Washington, DC - but this work is done for the benefit of ALL Oregon motorcyclists, and he asks for financial support from other groups as well. ABATE should not be expected to bear the entire burden.

REQUEST FOR ACTION

Brian asked people to write letters to their federal representatives to inform them that Brian would be coming to Washington DC, and to ask the legislators to listen to what he has to say. A letter of introduction like this helps legislators understand that this isn't just some kooky guy on their doorstep, but a genuine spokesman for a group of constituents. It's time to communicate with all members of the Oregon delegation to ask them to sign on as ORIGINAL SPONSORS of Snowe's bill and the Technical Corrections Bill. Particular focus is on: those who co-sponsored the bills last year (Mike Kopetski); new legislators who need to be educated (Elizabeth Furse); and legislators who hold key positions on the committee that will be considering this legislation: Peter DeFazio. Ron Wyden needs help to understand the social burden argument and how he and the rest of the public have been lied to. If we can get him to understand this, and gain his support, he could be of great help in the battle. Bob Smith needs much more communication from riders!

MAY ACTIVITIES: May 1 is the date of a statewide Motorcycle Awareness Rally at the state capital, including (we hope) signing of the Motorcycle Safety Month proclamation by the Governor. Rich Benson is committee chair (762-2823), assisted by Bob Swan, Butch Harbaugh, and Mel Yeager. Mel will arrange for state house. Next item is to get in touch with the Governor now, since there is a 90 day advance schedule to get on her agenda. Jack will call Stan Porter about this, since the Motorcycle Safety Advisory Committee has been submitting the Proclamation request in past years. Brian will invite Kopetski (or other legislators) to be guest speaker for the rally. All activities should be coordinated through Rich Benson.

NEW BUSINESS

BikePAC Growth - Brian reviewed membership categories and board membership, and how individuals and groups can participate. A plea for financial support was included.

Elections: Jack Fassel submitted his resume and application for nomination for the position of Executive Director of BikePAC of Oregon. Elections are held in May.

Cable TV: Butch and Jack participated in a round table discussion show that will be aired on Multnomah Cable.

NCOM - Butch will be attending the NCOM Board of Directors meeting in February; and the NCOM National Conference is on May 8-9 in Tulsa, Oklahoma.

BEST of the West - The MRF Western Regional Conference will be March 20-21 in Billings, Montana. Brian has been asked to help present workshops.

Rumor of national bicycle helmet law: It is unconfirmed at this time but will be checked into.

Announcements - Bill Bish has announced that he is no longer employed by BAM. He will continue to be active as Chairman of the Board of ABATE of California.

Meeting was adjourned at 3:45 p.m.

NEXT MEETINGS - PLEASE NOTE CHANGE

Sun., Feb. 14, 1993 - 12 noon, Main Street Pizza, West Linn
Sun., Mar. 14, 1993 - 12 noon, Main Street Pizza, West Linn

FULL BOARD MEETING - Feb. 14 at 11:30 a.m. just before the regular meeting - Purpose: to nominate candidates for position of Executive Director

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

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
February 13	Valentine Sweetheart Dance	Columbia River	Angie Jensen	285-4329
March 27	Spring Opener Poker Run	State	Angie Jensen	285-4329
April 24 & 25	1st Annual Family Run	Douglas County	Cindy Maley	
May 9	Poker Run	BikePAC	Pat Gleason	775-4593
May 28-31	Fossil Campout	State	Roger	285-4329
June 26 & 27	Run To The Sun	Columbia River	Angie Jensen	285-4329
July 23-35	S.O.S. Run	Jackson County Josephine County	Mike De Camp Blayne Brisson Jerry Morgan	826-5219 826-6316 471-1642
July 24 & 25	Beaver Creek Run	Lincoln County	Vickie & Gary	563-3520
July 31 & Aug 1	Windy Creek	Douglas County	Chris Vieira	498-2412
August 7 & 8	Fox Creek Run	Salem	Jeff McGheley	585-8636
August 21-23	Summer Run	N.E. & S.E. Portland	Edd Dahl Doc Ray	771-0188
August 28 & 29	Coo's River Run	South Coast	Tony Patrick Erm	759-4961 267-0838
September 4, 5 & 6	Labor Day Run	Lane County	Bob Hevle	461-0873
September 17-19	Last Chance Run	Josephine County		
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
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:\BATEMIS\RUNCALL.LST



Join A.B.A.T.E. of Oregon for the
16th Annual



FOSSIL CAMPOUT '93



at Bear Hollow Campground



May 28-31, 1993



Gates open at 3:00 pm on Friday, May 28



THE BEST IN LIVE MUSIC

Featuring a variety of
sounds from the
Pacific Northwest



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Tattooists

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Games

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ADVANCE TICKETS (DEADLINE IS MAY 8, 1993)

ABATE of Oregon, Inc.
State Run Coordinator
PO Box 4504
Portland, OR 97208

(Money Orders only!)

Advance Member - \$10.00

Advance Non-member - \$15.00

Member at Gate - \$15.00

Non-member at Gate - \$20.00

Under 14 - FREE

(Non-members get \$5.00 discount toward
ABATE Membership)

Camping included in Gate Fee

For information Call 285-4329

Beverages will be sold
at the Fossil Campout

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

Trophy for the largest participating ABATE
Chapter and M/C Organization from Oregon

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

PARK RULES

No Firearms No Fireworks

No dogs allowed

Cigarette Butts in butt cans only

No off-road bike riding on trails

Parents are responsible for children at all times!

Gates close at 10pm for anyone leaving

No Hassles

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

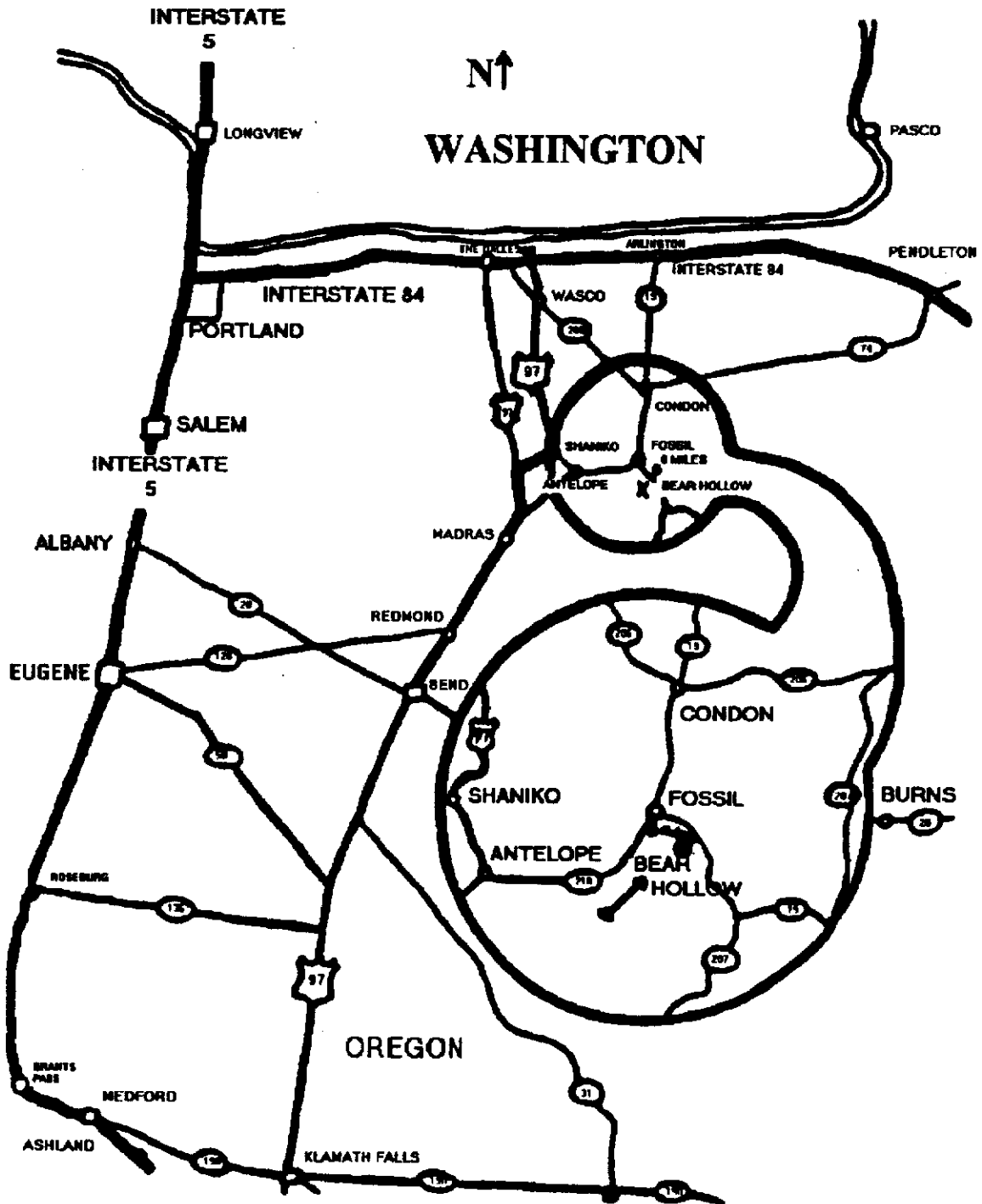


BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10 pm FOR ANYONE LEAVING!

PARK RULES:

- NO Firearms
- NO Fireworks
- NO Dogs allowed
- NO Off-Road bike riding on trails



Halfway between Fossil and Shelton Wayside

Reprinted from December 26, 1992
The Oregonian
**MOTORCYCLES TANTALIZE
CHILDREN**

DEAR ABBY: I ready with interest your recent letter about adults freely allowing children to sip upon or play around horses, and the dangers involved.

We belong to the Goldwing Road Riders Association and often take trips with as many as 20 motorcycles - sometimes more. You would be amazed at the number of times we have come out from restaurants, etc., to find children sitting or climbing on our bikes! These machines weigh close to 900 pounds and are valued from \$15,000.

Also, interested adults show no hesitancy to sit on these bikes. The danger to the children is obvious should one of these bikes leaning on a kickstand be tipped over. Damage to the bike is certainly secondary to them but of great concern to the owners.

Abby, you would be doing bike owners an enormous favor if you'd put the following message in your column:


Please do not touch our bikes. We certainly wouldn't sit or climb on your automobiles, nor would we allow our children to do so. Thank you.

— Barbara in Dallas

DEAR BARBARA: I presume you have insurance in the event that a child (or an adult) is injured on - or falling off - your vehicle. A motorcycle is legally termed "an attractive nuisance." Owning a motorcycle is an awesome responsibility.

READERS: To voice your opinion write a letter to Dear Abby and make a difference -

Abby
P.O. Box 69440
Los Angeles, California 90069

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A RAVING ROVING REPORT

by Crazy Steve

First of all I hope that all of you had a good Christmas and New Year.

Now to cover the last Runs of the Year. The Big Day, the Shriner's Toy Run. It was a nice clear brisk day. Got to the site at A&J's, but a little later than I wanted. Walked around, bought tickets for the bike and talked to a lot of people. We got ready to leave a little after 12:00 in route to the hospital. I was in the middle of about 700 bikes. The route was longer and a lot more fun, especially when we hit Broadway and went 6 abreast. We all looked like frozen popsicles by the time we got to the hospital, but all the warm smiles from the patients and their families and friends seemed to warm us right up. It was a really good feeling and we all had lots of fun, even if I didn't win the bike. Oh well, maybe next year.

After the hospital some of us went to the Cactus Club for a spaghetti feed and some of us went to other places so that we could relax and warm up. I went to the Cactus Club because it was close to home. Thank God. I was sitting there eating and when someone walked in and said, it's snowing. So I got up and headed for home. Good thing, too. In about an hour it was pretty slick out there. Glad it happened then and not before the Toy Run. We all worked so hard to make it happen and I'm sure it was very rewarding, but glad it's over until next year. For those of you who didn't make it, well, try next year. You'll never miss another one.

Well, the next Run I was looking forward to was the Polar Bear Run. Well, guess what. I didn't make it on account of the snow and ice. What, you think I'm crazy or something? I did find out that there were 98 people who showed up. There were 2 motorcycles, 2 motorcycles with sidecars, and 1 trike, and the rest were vehicles. Oh well, at least they made it. Hope they had fun and a safe trip.

Well not much else going on so I'll catch you in the next newsletter and if there's not much going on then I guess I'll just have to rave about something else besides the runs.
END

Participate! Shape your future. Protect your rights.

CHAPLAIN'S CORNER

I have been around bikers for nearly 30 years now and have been in ABATE of Oregon for 14 years. There are few things in the biker lifestyle that shock me or bother me even though I'm a preacher. Perhaps 23 years in the military prepared me for that. One of the few things that does bother me is some of the men's attitudes towards women. I'm referring specifically to women within our biker lifestyle. Oh, I've read the stories and jokes in Easyriders magazine that tend to help re-enforce the attitude that some bikers have ... that women are no more than slaves to cater to your every desire, or (God forbid) that they are just someone to take out your anger on. That anger can be physical or as is most often the case ... emotional or mental abuse.

What a shame that a lifestyle that has so many good things going for it also has as one of its core practices the putdown and abuse of women. Oh yea, I know, such things are not limited to the biker lifestyle. I'm also aware that alcohol and drugs play a major role in that abuse just about everywhere. And before you really get ticked off, I also know there are some really great love stories out there with some of our people, too. As it says in the Bible: *"The well people need not the physician, but rather the sick and lame."* Perhaps that's why I as a preacher see more than one man's fair share of abused or exploited women. I'm glad that some of you come and talk with me about these things. I wish more of you would.

I was particularly upset at one of our runs last year that involved the "Titty Contest". No, it wasn't the contest itself that bothered me but rather an incident afterwards. I feel that "Freedom of choice" also includes a woman's right to expose her body to the cheers and jeers of an audience if she so desires. *I don't attend those contests at all, ever ... that's "my choice"*. What bothered me was one of the guys came back to our campfire raving about this particular woman who, according to him, had one of the grossest looking bodies ever seen. He ranted and carried on about her fat body and her horrible sagging old boobs and that "she should be horsewhipped for even getting up there!!!" He wasn't just stating an opinion, he was spouting some of the worst hatred I've seen in a long time. What he didn't know was that the woman he was talking about was in a nearby tent and heard every lousy word!!! It completely devastated her. I didn't know this woman personally nor did I know she was nearby. After the guy left and after a long cry she came out and sat with us. She kept saying "all I wanted to do was have fun." She also knew she definitely wouldn't win any prizes but that wasn't why she was up there. Several of us tried our best to cheer her up but this incident left a permanent emotional scar with her. I saw her later that summer and she still wasn't over it.

This kind of stuff that comes from this twisted idea that

women are just a piece of meat to be used and abused ... whether in a Titty Contest or otherwise!!! I'm sure there are some women that would have come out of that tent swinging a big stick if they had been that victim.

I hope that at least one of you guys out there will think about what I'm saying. If you are into the male domination mental state because YOU are a BIKER then I hope you give up riding and go take up wrestling or something. If any of you are in an abusive relationship then you need help!!! Counseling is available, and often free if you cannot afford it. Don't fall into the trap that just because you're a biker you have to treat your woman as a slave. I leave you with this:

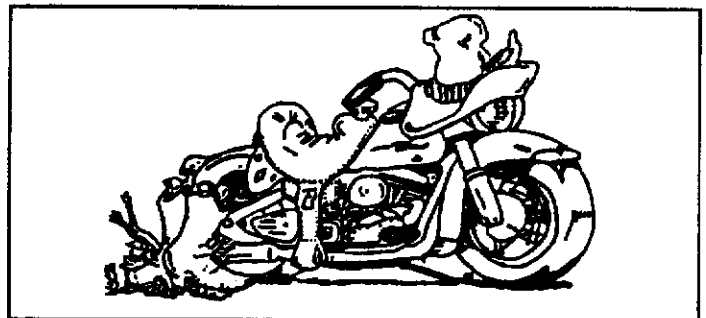
**GOD did not create a woman so that man could be
Lord over her;
Neither did he create her to sit at mans feet and be
his slave;
Rather, he created her from a man's rib that she
might stand by his side!!**

Preacher Jim

RISKS Author Unknown

To laugh is to risk appearing the fool ...
To weep is to risk appearing sentimental ...
To reach out for another is to risk involvement ...
To expose feelings is to risk exposing your true self ...
To place your ideas and dreams before others is to risk their loss ...
To love is to risk not being loved in return ...
To live is to risk dying ...
To hope is to risk despair ...
To try is to risk failure ...

But risks must be taken, as one of life's greatest hazards is to risk nothing ...
The person who risks nothing and does nothing, experiences nothing ...
One may avoid suffering and sorrow, but will not learn, feel, change, grow, love, live ...
Chained to such attitudes, one forfeits individual freedom ...
Only a person who risks is free ...



Reprinted from the
Oregon Off-Highway Vehicle Association
WE NEED YOUR HELP!!

In October the Oregon Natural Resource Council announced that they were starting a campaign to close the Oregon coast to all OFF-ROAD VEHICLE USE. ONRC is not alone in this effort; they have joined with other groups in an attempt to push us off the sand.

Oregon Off-Highway Vehicle Association (OOHVA) is a state-wide organization representing all off-road users by pulling together the local clubs into one more powerful unit. OOHVA is in this fight to win. One segment of our battle plan is to build a huge data base with names of users. When the time is right, we will contact everyone and ask them to write a letter of support for continued and expanded sand use. We will have 90 days after the Management Plan Alternatives are released. These are expected in February. We MUST be able to deliver large numbers of letters on short notice. Will you help us gather the names? If you are interested please contact Leonard Kerns at 34074 E. Peebles Road, Eugene, Oregon 97405.

Only with your cooperation can we gather the names and addresses to produce the letters of support that will be so critical. Our goal is 10,000 letters to ODNRA in 90 days. If we can show this amount of support from Oregon as well as out-of-state, it will send a strong message, not only to ODNRA, but to the environmental groups as well. If we fall and the ONRC wins, it may be the beginning of the end of off-road use in Oregon. The Pot Holes area in the Millican Valley in eastern Oregon is another popular riding area and it is under attack as well. There is a group who is pressuring the Forest Service to close it to OHV use. Once we have the data base of names, we will be able to use it again and again to produce support when and where it is needed. Will you please support OOHVA in this struggle and aggressively gather names and addresses to be used for the benefit of all.

Thank you for your support,
Leonard Kerns
President

**OUR RIGHT TO RIDE THE
DUNES IS BEING CHALLENGED**

Oregon Dunes National Recreation Area
Management Plan Alternatives out Soon

One alternative has more sand being opened; another has all sand closed to OHV use. For 90 days after the alternatives are released, public input will be taken. The alternative that receives the most public support will have the greatest chance of being adopted. A strong environmental group has announced a drive to close the sand to all OHV use.



DON'T LET THIS HAPPEN

**OREGON OFF-HIGHWAY VEHICLE
ASSOCIATION (OOHVA) NEEDS YOUR
HELP. SIGN UP. WE WILL LET YOU KNOW
WHEN AND WHO TO WRITE TO.**

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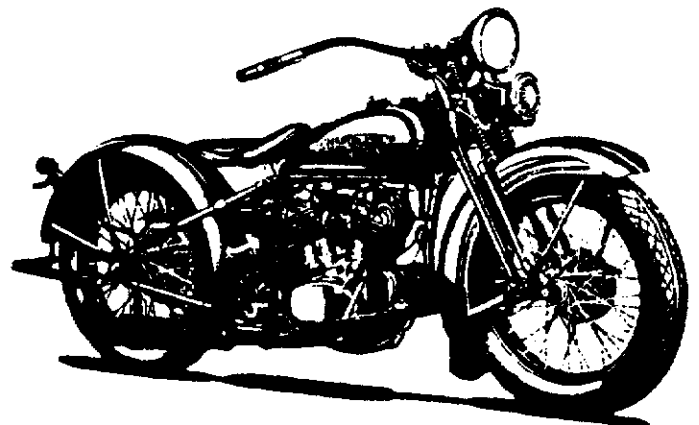
Columbia Motorcycle
HARLEY DAVIDSON



JAMES T. KREOFKY
Owner

3312 E. 4TH PLAIN BLVD.
VANCOUVER, WA
SINCE 1945

"No tax to Oregon buyers"



Reprinted from January 1993
Easyriders Magazine
PUBLIC BURDEN ATTACK
Don't Blame 2.2 Percent
 by Bill Bish

From helmet laws to catastrophic health insurance, and from Congress to city councils, anti-motorcycle legislation comes in many forms and from many directions. But is all this attention really necessary? Are motorcyclists really dying in epidemic proportions, and are they draining the coffers of local, state, and federal governments?

Anyone who straddles a two-wheeler faces the risks of motorcycling, but according to the latest figures from the National Safety Council (NSC) in its publication, *Accident Facts — 1991 Edition*, these perceived dangers may be illfounded. In 1990, motorcycles represented 2.2 percent of the overall U.S. vehicle population, yet were involved in only .9 percent of all traffic accidents — a significantly low rate of involvement.

Furthermore, only 2.53 percent of all registered motorcycles were reportedly involved in accidents in 1990, and 9 only 3.06 percent of those resulted in fatalities.

At a total of 2,900 for 1990, motorcyclists fatalities comprised 6 percent of the total vehicular fatalities, and ranked well behind passenger cars (25,700), trucks and buses (8,200), and even pedestrians (7,400).

Remember when people used to say that you shouldn't be afraid to fly in an airplane because you were more likely to die in an automobile accident than in a plane crash? Applying this logic, more people should be ditching their cages in favor of the relative safety of a motorcycle. Your chances of having an accident in an automobile are 110 times more than on a motorcycle — and you are 10 times more likely to die of a head injury in an automobile.

Better trade in those boats, too, because nearly twice as many people drowned last year as died in motorcycle crashes. And forget about walking, because well over two times as many pedestrians were killed in traffic accidents as motorcyclists.

Besides, if you're on your feet, you are four times as likely to trip and die in a fall.

Combining the already low number of fatalities (which is at its lowest point in 20 years) with the fact that motorcycling's safety record is improving faster than any other vehicle group, it is ironic that motorcyclists are being singled out as a legislative priority. Why are motorcycles being targeted when they are the smallest group of traffic users, have the lowest rate of accident involvement, are in the lowest category for fatalities, and have the most

improved safety record of all vehicles?

Why not write to your local, state, and federal lawmakers and ask them why?

Total U.S. Fatalities:	2,167,999
Motorcycle Fatalities:	2,900

Leading Causes Of Death In The United States
 (Source: NSC *Accident Facts, 1991*)

Heart Disease	765,156
Cancer	485,048
Stroke	150,517
Accidents	97,100
Motor Vehicle	46,300
Passenger Cars	25,700
Trucks	8,200
Pedestrians	7,400
Motorcycles	2,900
Bicyclists	1,000
Buses/taxis/tractors	130
Other	970
Falls	12,096
Poison	5,353
Drowning	4,966
Fires/burns	4,965
Surgical complications	2,858
Other	20,562
Chronic obstructive pulmonary disease	82,853
Pneumonia	77,662
Diabetes Mellitus	40,368
Suicide	30,407
Chronic liver disease, cirrhosis	26,409
Homicide	22,032
AIDS	16,602

**Washington County Chapter is hosting
 a POOL SHOOT February 21.**

**Place: Joe's Pastime Tavern (4th & main
 in Hillsboro)**

Time: register @ noon, play @ 1:00

Fee: \$3.00

Prizes: 100% payout of all registration

COME JOIN US IN ALL OUR FUN!!!

Reprinted from **Outlaw Biker**
STREETWORK
Dealing With Outlaw Bikers
by **Steve Albrecht**

This article was published in The San Diego Police Officers' Association February 1991 Edition of "The Informant". It was sent by our brothers at South Coast H.D. With articles like this, it's no wonder the cops are so paranoid. This should give you an insight to how they look at us, so you know what you're up against when and if you're stopped.

Little by little our freedoms are taken away in the name of justice.

Where will it end?

Fewer words bring a burn to the pit of my stomach than *outlaw bikers*. The very image of these people - filthy, bearded, tattoo-covered cretins astride choppers - gives me indigestion, especially when I cross their paths in a patrol car.

Over the years, our outlaw biker population seems to have evolved. During the '60's and '70's, we saw the hardcore outlaw bent on stomping citizens and offending everyone with tales of rape, pillage, and beer swilling. The '80's and '90's groups are known for other endeavors, like the creation and sale of crystal methamphetamine.

That's not to say they like cops any better than their older counterparts. Rest assured, all outlaw bikers hate cops. They still think they are this country's only "real" Americans.

While the days of outlaw bikers-sponsored community terror are over, you never know when you'll run across one out on the road. The Sheriff's Department, Highway Patrol, and various state and federal rangers usually have their hands full when these roving "patriots" decide to make one of their patented Labor or Memorial Day runs to campgrounds in Pine Valley, Cuyamaca, or the Lagunas.

While you automatically know from the start you're probably dealing with a professional crook, here are a few tactical reminders to consider when contacting outlaw biker types:

- On any suspected outlaw biker stop, get a cover unit. These people are chronic meth users, which makes them unpredictable, prone to extreme violence, and very anti-police. Get another officer to cover you, preferably prior to the stop. You don't want to fight 250 pounds of leather-covered lunatic by yourself.
- In a strange sort of paradox, these people respect authority, so don't be afraid to take command of the

situation immediately. They look for weakness in officers, especially when riding in groups. Watch for the big mouths who try to cause a confrontation by taunting you.

- Female officers must use extreme caution as outlaw bikers will want to challenge them for dominance during any stop situation. This chauvinistic behavior can lead to a rapid physical confrontation if you don't take control early in the encounter. Give simple, firm commands and stand your ground.
- Stay to the right of the suspect's handlebars. Have him kill the engine on his bike. Position yourself so that he has to talk to you over his right shoulder. Make him stay on the bike, with the kickstand up.
- Do an immediate, visual patdown followed by a hands-on search for weapons and contraband. These people are *always armed* with something, usually a sheath knife on their belts. In some cases, they will carry boot knives, heavy wrenches, tire irons, or even handguns in shoulder holsters. They also like to wear large chains as belts, so keep their hands away from their waistbands. Watch for signs that the outlaw biker is wearing body armor. This quickly should tell you you're dealing with a confirmed bad guy.
- Search carefully. These people like to wear many layers of bulky clothing, including heavy Levi or leather jackets and similar heavy-duty pants and boots. They're usually quite familiar with regular police stops and will use many creative hiding places to protect their stashes. You may have to dig through layers of filthy clothes to find dope or weapons, so wear gloves and don't miss anything.
- Some officers like to get outlaw bikers off their "hogs" for any citation or field interview. The thought behind this is sometimes the bike itself is a rolling weapon, i.e., full of knives, guns, bomb devices, or even hidden ignition systems that allow the rider to start the bike without a key and escape.
- If you do have the suspect climb off of his machine, you may want to use it as a barrier to keep him at a distance. After a patdown, conduct all your business (passing paperwork, etc.) over the bike or, in some cases, the hood of your car.
- Using good Contact & Cover procedures, have your partner watch the suspect away from his bike while you examine it carefully for any noticeable weapons, contraband, or equipment violations.
- Always look for signs of drug use, especially methamphetamine. These people live and die for crystal. It's always on or in their person. Look hard for "blown" pupils, excessive nervousness, nasal damage, high pulse

rate, sweating, and other similar symptoms of meth use.

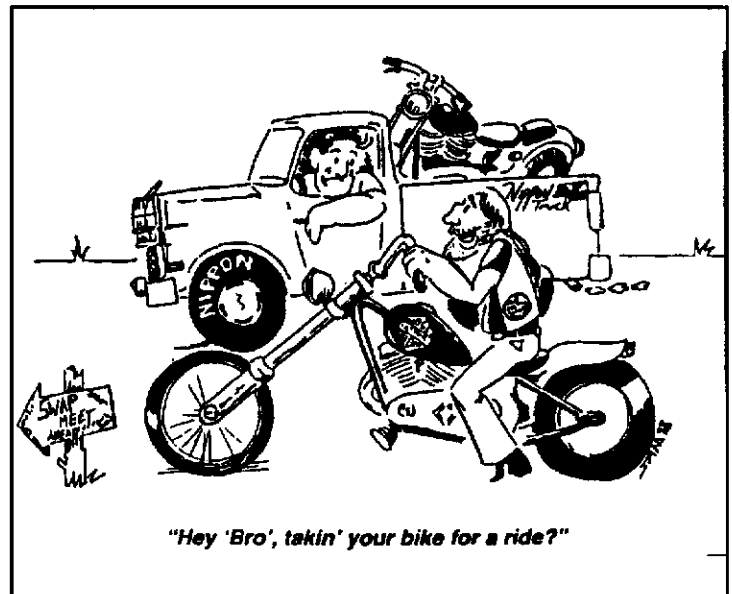
- Be sure to run the vehicle as soon as you make the stop. In San Diego, motorcycle "chop shops" are legendary. Run the VIN and make sure it matches the registration card. Switched, stolen, or missing plates or VIN numbers are an immediate clue that you're dealing with a hard-core suspect. Send FI information to Auto Theft if you think your outlaw biker is involved in stolen parts and bikes.
- Dig deep with these people. One veteran officer who works with outlaw bikers on a regular basis makes it a point to always tow their bikes if he finds any legal reason to do so. Check for license status and class, traffic warrants, and insurance. Inspect the bike for road hazards or safety violations and cite away. These might include: no turn signals, a missing or broken speedometer, or unsafe tire or handlebars. Traffic officers often can give you good motorcycle cite sections.
- Get good FI information for the CIU, SIU, or NTF detectives. Outlaw bikers are always dabbling in drugs and stolen parts or property. Take photos if you can.
- Outlaw biker women can be just as dangerous as their male counterparts. Because they know cops usually are reluctant to search females, outlaw bikers often load their women with dope and guns for safe keeping. Be advised that these women will fight as hard as any man if provoked.
- Be careful not to insult the suspect about his bike or his "colors" if he's wearing them. These are hard-earned, hard-fought badges of honor for these people. Manhandling an outlaw biker's colors would be akin to having a suspect remove your badge and bend it. Dropping an outlaw biker's colors is cause for a serious, serious fight. That's not to say that you should treat these people like royalty, just that their perception of their colors relates to their worth, value, and identity. Don't poke sticks into hornets' nests.
- Another irritating factor about dealing with outlaw bikers is their total lack of fear of the law. These people truly don't care about you or what you're saying to them. Threatening an outlaw biker with jail is like swimming upstream. You get nowhere quickly. In conversations, these guys have said, "Jail? go ahead! It gives me a break from my bills and my old lady."
- If you're going to make an arrest, get enough cover and do it. Save the speeches that you use on the Yes and *Maybe* people. Outlaw bikers are definite *No* people. Be careful with them and make the arrest as quickly as possible. Impound their bikes if you can, process them, and get them into jail. Handling outlaw bikers during traffic stops and other contacts is no different than any

other potentially high risk encounter. Use good safety habits, get ample cover, and offer strong command presence throughout the stop. *END*

Reprinted from January 1993
ABATE of California Newsletter
SAFETY TECH NO BABBLE

by Larry Henderson, Palm Springs Local 36 Member

Now listen my brothers and you shall hear
Of the time I got battery acid on my rear.
My head was filled with dreams of riding free
As I quickly installed a new battery.
To start the glide easy should be a big treat
So I bolted that puppy underneath my seat.
I soon finished the job and was ready to go
But now, my friends, starts the tale of woe.
For when I pushed the starter to hear that big "VROOM"
Nothing happened at first, and then a big boom!
At first I thought, "artillery barrage!"
Man, the walls were shaking in my little garage.
Then this putrid smell invaded my nose
And I knew I had acid all over my clothes.
The battery had exploded and I could plainly see
Acid eating my paint, my chrome, and me!
Well, I learned a lesson and I learned it well
'Cause if your battery can't breathe, it will build up gas
And could blow that acid all over your ass.
So when you get a new battery, check that hose
Make sure it's all open-don't let it close.
'Cause a kink or a clog or a similar thing
Will cause an explosion that will make your ears ring.
Well, there's my story, I know it's kinda sad
But a kinked vent hose can really be bad.
'Cause you don't want acid all over your putt
But most of all, bro' - keep it off you butt!



NEWS FROM AROUND THE NATION

Reprinted from AMA Government Relations News

PENNSYLVANIA GOVERNOR VETOES MOTORCYCLE TAIL BILL

Pennsylvania Governor Robert Casey has vetoed a measure that would have ensured the future of motorcycle trail-riding in the state, reports the American Motorcyclist Association (AMA).

The measure was passed by the Pennsylvania Legislature in late November to include a statewide motorcycle trail funding program. The funding provision, which was promoted by a coalition of trail-bike groups, called for registration of off-highway motorcycles. The money generated through registration fees would be used to maintain motorized trails already in use as well as open up new riding areas.

The trail fund won steady support from lawmakers during its journey through the Legislature this year. But that progress was stalled when Gov. Casey opposed an unrelated legislative issue contained within the overall package. As a result of the veto, the trail funding plan was stopped in its tracks - at least for this year. *END*

ILLINOIS RIDER-ED BATTLE WON

The motorcycle rider training program in Illinois is safe. Thanks to the lobbying of motorcyclists in the state, lawmakers voted to override Governor Jim Edgar's veto of a previously approved plan to protect the rider education fund from being used to balance deficits in other parts of the state's budget. Through 1992, state officials had skimmed \$200,000 from the training program. But as a result of the veto override, the state is now required to place the money paid by motorcyclists into a legally protected account that can be used only to provide rider training. *END*



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AMA ISSUES SPECIAL COMMENDATION

Michigan motorcycling activist Larry Lindenberg has been awarded a letter of commendation by the AMA for his work in organizing and directing the state's Off-road Vehicle Safety Patrol. In recent years, praise for the program has also come from the U.S. Forest Service, law enforcement authorities and local communities. *END*

CALIFORNIA RIDERS FACE NEW CHALLENGE

It's already started. The newly elected members of the U.S. senate representing California, Dianne Feinstein and Barbara Boxer, have announced they will work together to pass legislation concerning the California Desert in 1993. The two revealed their intentions in an article that recently appeared in the Riverside (California) Press-Enterprise newspaper. They said they hoped to work for early passage of a new desert bill in the Senate, and continue to support it until it receives final approval from President-elect Bill Clinton. *END*

WELCOME to Daytona Beach

**ABATE of Florida, Inc Hosts
Annual Bike Week Campground
FEB. 27 - MARCH 7**

Please
NO DOGS

"NEW"
Under 'The
BIG TOP TENT
Vendors
&
BANDS

(VENDOR AREA OPEN TO THE PUBLIC
ADMISSION FEE \$1.00 PER PERSON)

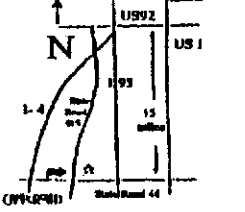
All areas cleared for tent camping, motorcycle & "private" areas, water & toilet facilities, RV's & campervans welcome (no hook-up)

Food & Beverage
on Sale all Week

Admission
NO RESERVATION IN ADVANCE
\$5.00 Per Person per night.
\$15.00 per person for the week
NO VISITORS ALLOWED IN THE CAMP AREA

- Concessions area with gas pumps across the street
- Vendors & concession area by the entrance
- ABATE Products stands set up at the Campground
- ABATE Membership Sign up at the Gate
- Security Control on Motorcycles leaving the Campground

Location
ACROSS FROM THE NEW SMYRNA SPEEDWAY
15 MILES SOUTH OF DAYTONA SPEEDWAY
INTERSECTION OF STATE ROAD 415 & RTE 44
CORNER OF RT. 44 AND TOMOKA FARMS ROAD
NEW SMYRNA BEACH BETWEEN I-4 & I-95



The Campground is Neutral Territory for all entering. There will be no FRAG BACING, NO SMITTS, NO DISPLAY OF FIREARMS. Those attending in large groups will be requested to provide a liaison person to work with the Security Team.

Individuals participating in observing ABATE/Bike Week activities must sign the ABATE of Florida, Inc. card and be liable or responsible for any injury, damage or loss that they may incur.

Vendors should call the numbers below for information about fees and benefits for the campground

AIMYR 813-886-7222
WETBY 407-468-5116

THE ACID SOLUTION

by Walt Allegar, Salem Chapter

Surely you've heard of acid. Years ago, for some folks, it was that stuff placed on sugar cubes and taken to get high on. But I'm not going to talk about that stuff. For those of us that like to think we are mechanics, it is that stuff that always seems to spill out of our batteries and eats up our levi's and half of our bike or car. But I'm not talking about that kind of acid either.

No, I'm talking about something called *Amino Acids*. They are nutrients that are used by the body to help you overcome depression. And God only knows, with the way the weather is now, the unfair laws that are being passed that make us do things that we feel should be left up to our own free choice, and the loss of some of our friends, it isn't very hard to get depressed. According to a Dr. Slagle, who's recommendations are listed in a book titled "The Doctors Book Of Home Remedies," taking vitamin B-6 will help the body metabolize amino acids, but there is a quicker way to do it.

There are two different amino acids that have been recommended to me by a reliable source that will also do

the job. One is "PHENYLALENINE" and the other is "L-TYROSINE". These items are usually available at most health food stores, and come in 500 milligram tablets. Dr. Slagle recommends taking between 1,000 and 3,000 milligrams of L-TYROSINE the first thing in the morning, on an empty stomach, followed 30 minutes later by a B-complex vitamin and breakfast.

Another reliable source recommends just using 1,000 milligrams each of both the L-TYROSINE and PHENYLALENINE, the first thing in the morning on an empty stomach. There are no reported side effects of using these two amino acids, unless you consider feeling better a side effect, like you might get from a subscription type anti-depression medication.

Another item of interest to some, found in the same book mentioned above, is that alcohol use can cause stress, and the system turns to the B vitamins for relief, draining the body of the valuable B-complex vitamins. This causes hang-overs. Drinking water the night before can help hang-over sufferers, but taking amino acids in the morning can also help, after all, having a hang-over can be depressing all by itself. We all know that not drinking alcohol at all might be the best solution to hang-overs and depressions, but that's a decision only you can make.
END

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A.B.A.T.E. of Oregon's MEMBERSHIP CLASSIFIEDS

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

<p>Classifieds that work for you!</p>	<p>Whatever you have to sell, try advertising with us!</p>	<p>FOR SALE - Tandem Axle Flatbed Trailer, 8 x 10 bed, HD Steel Frame with side rail slots, electric brakes, new tires, great condition. Trailer 3 years old. Great for hauling wood, small car or bike. \$700 or best offer. Call Ron or Anna at 252-5645. (3-93)</p>
<p>FOR SALE - Men's Langlitz Leather Pants, sz. 32 waist, length 30, fully lined w/full length side zippers, excellent condition, \$250, Call Ron or Anna at 252-5645. (3-93)</p>	<p>ATTENTION - Anyone interested in joining a non-drinking chapter of ABATE of Oregon call Bill at 681-9200 for information. (Indefinitely)</p>	<p>FOR SALE - ABATE Memberships. Anytime of the year. See inside back cover for details and application. Sign up a friend today! (Indefinitely)</p>
<p>HELP WANTED Positions Sought: Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. Work Conditions: Wilderness like, Lakeside Island, serene mountains. Contact: Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)</p>	<p>FOR RENT OR LEASE - Concession Trailer equipped to use many various ways. Contact N.E. Chapter, Gordon at 249-8548. (1-93)</p>	<p>FOR SALE - ABATE Memberships. Anytime of the year. See inside back cover for details and application. Sign up a friend today! (Indefinitely)</p>
<p>Call Gordon at 249-8548 to place your classified with us today!</p>	<p>WANTED - Musicians to start a band. Interested? Call Roger at 285-4329 (2-93)</p>	<p>Whatever you have to sell, try advertising with us!</p>
<p>FOR SALE - 1948 EL Panhead Custom. Real nice! \$6,000. Also 1935 VL parts; frame, motor and transmission. Call 673-6120 (3-93)</p>	<p>FOR SALE - New Belt Drive Kit for '86-'90 Sportster, \$400. One new Mustang Regal Duke Leather Seat and pad for \$200. Call Gary at 206-577-9071. (3-93)</p>	<p>FOR SALE: 2 basket propane powered deep fryer. New Regulator, new hose. Power fan hood and condament trays. Must sell. \$125.00. Call Jim Stoner Mon.-Fri. between 3pm and 7pm at 746-1393. (4-93)</p>
<p>FOR SALE - 1948 EL Panhead Custom. Real nice! \$6,000. Also 1935 VL parts; frame, motor and transmission. Call 673-6120 (3-93)</p>	<p>WANTED: Front disc brake setup for 1973 XL-FX front end. Caliper, Roter, Fastners, etc. HELP!! Call Gene at 855-7345 or write Gene Nelson, PO Box 82, Bold Hill, OR 97525. (4-93)</p>	<p>FOR SALE: 1950 Dodge Truck \$400. Size 38 H.D. old style jacket \$125. Excellent condition. Will trade for leather pants, size 38x28. Call Lee at 370-6462. (4-93)</p>

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THE MAGAZINE
FOR & ABOUT
SIDECARISTS



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ABATE PRESENTS \$5,000 TO BikePAC

LETTER'S TO THE EDITOR

December 26, 1992



Hello there;

Things are doing well for us. The Christmas Holidays are just about over. I thought for sure I would be in the Hospital for the Liver Transplant on Christmas Day.

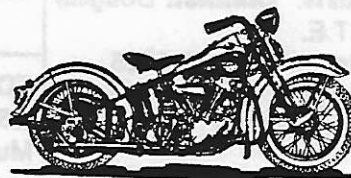
Oh! I just received my beeper for the Transplant December 18th. It's getting very close. I would also, at this time, like to let all of you know the liver fund is \$1,500 short due to paying back Tony Franklin the \$1,500 he put in to help cover the embesslement of Liver Account. God Bless this man for coming to our aid at that time. Now it was time to return the funds which Tony was in need of. God works in mysterious ways.

So I thought all should know what's going on.

Always a friend,
Keep in touch
Lana Little

Left to right: Don Lawson (Lobbyist), Brian Stovall (Executive Director of BikePAC), Rotten Roger Hendricks (the State Coordinator of ABATE), Steve Benson (Secretary/Treasurer of BikePAC), and Butch Harbaugh (Legislative Director of BikePAC)

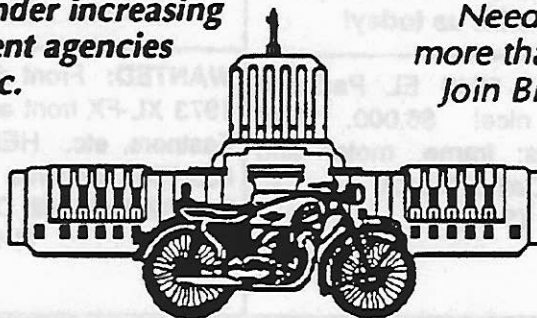
A check for \$5,000 was presented to BikePAC on January 10, 1993 from ABATE of Oregon, Inc., to help with expenses for the new Lobbyist.



Motorcycling, as other sports, is coming under increasing fire from the insurance industry, government agencies and a well-meaning but misinformed public.

Needed now more than ever. Join BikePAC.

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.



BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

Whether you ride occasionally or as a way of life, on the street or in the dirt, on two, three or four wheels, BikePAC is your voice in the legislature. Together, we can make a difference.

YOUR FINANCIAL SUPPORT IS CRUCIAL. Group/Business Memberships available.

PAC memberships/contributions (up to \$50 per person per year) are eligible for deduction from your Oregon State Tax Return as a Political Tax Credit.

BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

I'm ready to join! I enclose \$10 (single member) \$15 (couple).

Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

Address _____

City _____ State _____ Zip _____

Reprinted from February 1993

Easyriders Magazine

FATAL FACTS ABOUT HELMETS A Neurosurgeon Speaks The Truth

Editor's Note: The following article demonstrates one of several deadly side effects of helmet use. Although Dr. Cooter recommends limited helmet use, his arguments directly relate to our Freedom F.I.G.H.T. program attack.

During World War II, an English neurosurgeon named Cairns compared the head injuries of crashed motorcyclists wearing helmets with those not wearing helmets. Cairns, a Professor of Neurosurgery at Oxford University, noted that helmeted motorcyclists who had broken their facial bones had less serious brain injuries. Clearly some impact energy had been absorbed by the face or the helmet. From those early studies, the suggestion came that all motorcyclists should wear a helmet.

The only types available then were "inverted pudding bowl" styles that barely covered the short hair style of the day. These had an inner lining of cork or pulp that was used to absorb energy. During the 1960s, the fighter pilot style became popular because it covered the whole scalp, came in colorful fiberglass shells, and had better energy absorption material inside. Gradually helmet standards arose to ensure that helmets were constructed to a standard level that assured adequate impact performance in controlled helmet impact tests.

During the 1970s, full-face helmets (fighter pilot style plus facial protection) gained popularity. Manufacturers argued that if the fighter pilot style helmet had a chin bar, then the whole head and face could be protected. But this presented the helmet standards committees with a dilemma: How to test the performance of the chin bar component when no one was sure about how far it should deflect in an impact? Some said the chin bar should be soft and pliable. Others said it should be hard and inflexible. The rigid school won, and efforts were made to stiffen the chin bar by incorporating strong materials to increase its rigidity.

Early medical reports of facial injury patterns in motorcyclists supported the use of full-face helmets because hospital accident and emergency departments were treating far fewer facial cuts and abrasions among bikers wearing full facial protection. Indeed, it became rare to see an injured motorcyclist with a facial bone fracture if he wore a full-face helmet. All was well for motorcyclists who came to hospitals for treatment after a crash that involved a head impact.

But what about the ever-growing band of motorcyclists who didn't make it to the hospital? Many died in helmets

that fitted well, were well adjusted, and were firmly in place at the time of the crash. Of course, some of these had fatal chest and abdominal injuries, but too many seemed to be dying from impacts they should have survived.

During the 1980s, reports from road accident research units worldwide showed an increasing incidence of a particular fatal skull injury among motorcyclists wearing full-face helmets. This common fatal injury was a skull base fracture - a severe crack across the bone on which the brain sits. To try to explain how these devastating injuries were happening, some associates and I looked in depth at a small number of motorcyclists who had been fatally injured while wearing full-face helmets. At this time, the latest X-ray equipment available for patients with head injuries was computerized CT scanning (CAT scanning). CAT scans could be converted into three-dimensional images to help plan the surgery that crash victims often required. Using CAT scanning techniques, we compared the patterns of injury among 50 motorcyclists admitted to hospitals with 24 motorcyclists killed from similar impacts during the same period. We retrieved the helmets worn and also studied them with the CAT scanner.

Each motorcyclist's head was considered as a four-layered unit: 1) the helmet, 2) the scalp and facial skin, 3) the skull and facial bones, and 4) the brain. Detailed scientific information was gleaned from each of these layers. That information was then fed into a computer-based coding system for analysis. In addition to the CAT scan information, a detailed autopsy was performed on the fatally injured group. An independent neuropathology review was also performed on the brain of each motorcyclist killed.

When analyzed, our results showed that motorcyclists with broken facial bones usually had been wearing helmets that gave little or no facial protection. Furthermore, they had little in the way of brain injury. In contrast, those motorcyclists killed outright often had no facial injury, even if they suffered an impact to the front of the helmet. They did, however, have skull base fractures and unsurvivable brain injuries. Apparently, the blow to the chin bar had been transmitted to the chin strap, increasing its tightness sufficiently to drive the lower jaw upward into the base of the skull. The upward force into the skull base, then, may have caused the fracturing and subsequent brain damage.

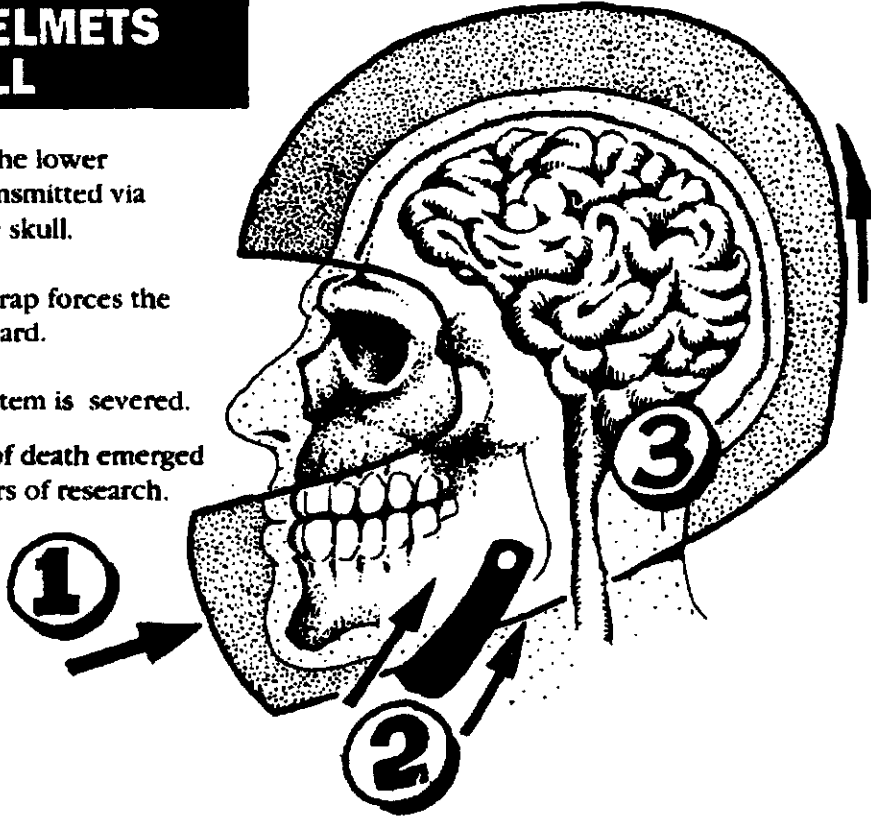
The brain damage was concentrated at the critical brain stem region where the spinal cord effectively "plugs into" the base of the brain. Damage in that region is usually instantly fatal.

Were our findings only present by chance in the sample of motorcyclists we studied? To find out, we performed a second study of 988 brains from autopsies performed on road accident victims. These 988 included 36 cases of unequivocal brain stem injury. The proportion of

HOW HELMETS CAN KILL

Illustration: Jon Tuzio

1. Impact to the lower face bar is transmitted via the jaw to the skull.
 2. The chin strap forces the jawbone upward.
 3. The brain stem is severed.
- This pattern of death emerged after four years of research.



HELMET ROTATES

motorcyclists in that series was double the expected figure, and of the 15 motorcyclists, 13 were known to have been wearing helmets at impact and 11 had been wearing full-face helmets. Furthermore, the principal impact point was the chin bar in nine of the bikers.

These findings strengthened the possibility that a blow to a rigid chin bar could be transferred via the chin strap to the lower jaw and then to the skull base, with fatal consequences to the fragile brain stem. If this were so, then how could it be prevented? In collaboration with engineering scientists and computer-aided-design (CAD) experts, we devised a series of solutions.

Essentially, they involved the incorporation of an energy absorber into the chin bar of a full-face helmet. This would reduce the impact energy transmitted to the brain stem and, hopefully, transfer a potentially fatal impact victim into the survivable range. The wheels of change in altering safety designs move excruciatingly slow, but the full-face helmet with a soft, pliable chin bar extension may be a suitable alternative.

Let's face it: A motorcyclist's helmet should be worthy of the head upon which it rests. *END*

<p style="font-size: small; margin: 0;">FOR OFFICE USE ONLY (All information treated confidentially.)</p> <p style="margin: 0;">Referred by _____ Date _____</p> <p style="margin: 0;">MRF# _____ Exp. Date _____</p> <p style="margin: 0;">Sand Member <input type="checkbox"/> Patch <input type="checkbox"/> Year Rookie <input type="checkbox"/></p> <p style="margin: 0;">Pin <input type="checkbox"/></p>	<h3 style="text-align: center; margin: 0;">Join the MOTORCYCLE RIDERS FOUNDATION</h3> <p style="margin: 0;"> <input type="checkbox"/> Annual Individual Membership \$20.00 <input type="checkbox"/> Sustaining Membership, Annual . . \$100.00 <input type="checkbox"/> New Membership <input type="checkbox"/> Renewal Member # _____ </p> <hr/> <p style="font-size: x-small; margin: 0;">Please Print or Type</p> <p style="margin: 0;">NAME _____ PHONE _____</p> <p style="margin: 0;">ADDRESS _____</p> <p style="margin: 0;">CITY _____ STATE _____ ZIP _____</p> <p style="margin: 0;">Age? _____ Are you a registered voter? Y / N _____</p> <p style="margin: 0;">Are you a member of a state motorcyclists' rights organization? Y / N Name _____</p> <p style="margin: 0;">Are you a member of a national rights organization? Y / N Name _____</p> <p style="margin: 0;">What talents do you have that might benefit motorcyclists' rights and the MRF? _____</p> <p style="margin: 0;">Will you volunteer these talents if the MRF needs your help? Y / N _____</p> <p style="margin: 0;">Mail with remittance to: MOTORCYCLE RIDERS FOUNDATION • (202) 546-0983 P.O. BOX 1808, Washington D.C. 20013-1808 • FAX (202) 546-0986</p>
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LEGISLATIVE REPORT

JANUARY 15, 1993

by Edd Dahl

Federally the House and Senate are in session. In the State the House is working, the Senate - well soon.

Butch Harbaugh and Don Lawson have been in Salem for a week. Meeting the many freshmen of the Legislature and reacquainting with the returnees.

We, Bike Pac of Oregon, have a proposed piece of Legislation. "State Responsibility Act of 1993". In brief, the State has to certify helmets. You will be getting a lot more on this as time goes on.

Sam Hochberg appellate court case on the Helmet. Calling the current law "Unconstitutionally vague". He had some pretty high powered help preparing this one. Go Sam.

On the helmet. While watching cable, "Living Well in America", there was a short piece on Dude ranches. Horse riding accidents, a medical [sic] person was saying you should wear a helmet.

The horse owner said "All 40 of these horses are safe to ride for some one of a level with the horse". (More than a horse's ass?)

The commentator, (to her credit) said to first check out the ranch, but take lessons.

Still on the helmet. The news covering a head injury of a 17 year old riding on an inner tube. Medical (?) person says, If you wore a helmet this wouldn't happen.

Last but not least. Ted Kennedy, U.S. Senator, proposed S-2949. Federal mandate for bicycle riders to wear helmets.

Some of you may have gotten material from NCOM on Hazardous Headgear. The corrected material is coming. We will get it out to the rest of you then.

Read your Newsletter on the "Columbus Connection". By Brian Stovall. Good reading. Also MRF update.

Oregon Off Highway Vehicle Association. Many us participate off-road, or our kids do. This organization is in need of help. Want to be involved? Write their president, Leonard Kerns, 34074 E. Peebles Rd., Eugene, OR 97405.

More rights down the tube.

As you know A.M.A. has evolved into a big time Organization. They spend many dollars every year on

educating politicians to the facts (as opposed to Floyd tactics.) They spend alot of time and dollars getting those facts together. They don't fight, holler or swear. They educate. M.R.F. doesn't have much money. Why did A.M.A. agree to join with them in our fight for freedom? Because M.R.F. has the grass-roots network, the people to get out and get information. The people to attend meetings [town hall, safety committee, etc.]. The people to pick up the phone and to write postcards.

We have a grass-roots system, we need to learn to use it effectively. We, all chapters of A.B.A.T.E. of Oregon, can be just as effective here at home in Oregon, we have to pull together to win.

We have invested dollars in a lobbyist. Now we need to make the grass-roots work. When you make that call or write that postcard be diverse. Not just helmet issue. We need to show that we are not one dimensional.

We will ask you, as an organization, to call and write a lot this year. Please read a lot and listen a lot and be ready.

Other Draft Ballots of potential interest that have been filed are:

1. QUESTION: Shall Oregon statutes be amended to require joint custody after divorce where "practicable", state factors for deciding custody?
2. QUESTION: Shall Oregon's Constitution state that rights reserved to the people by constitution and laws are "vested in natural persons at time of conception"?
3. QUESTION: Shall Oregon's Constitution forbid government from denying equal protection of laws due to race, color, religion, gender, age, national origin? (This measure would add a new section to the Oregon Constitution's Bill of Rights.)
4. QUESTION: Shall state constitution be amended to prohibit governments from promoting, encouraging, facilitating behaviors or lifestyles violating Old Testament family values?
5. QUESTION: Shall state constitution be amended to prohibit all governments from promoting, encouraging facilitating behaviors condemned by Bible's Book of Leviticus?

FREEDOM OF CHOICE ...
Working together to preserve it.

OREGON BILL WATCH

HOUSE

HB 2221 - filed at the request of the state Executive Department.

Oregonians could direct state agencies with data on them to not give their names, addresses or phone numbers to mailing list companies or other commercial interests.

HB 2229 - at the request of the Interim Human Resources Committee. A 50 % discount from usual state park charges would go to people who are low-income and disabled.

HB 2278 - requested by the Secretary of State. Primary elections would be required to be held by mail.

HB 2508 - would make it a felony with maximum 5-year prison term to throw objects off of freeway overpasses.

HB 2451 - would allow courts to order forfeiture of autos owned by drivers convicted twice of driving uninsured.

SENATE

SB 187 - would impose a surcharge on the sale of gas-guzzling passenger vehicles, starting with the 1994 model year.

TOY RUN '92

Your last newsletter, page 29, had a list of thank you's. A couple of corrections please.

Shirley Peterson is really Shirley Pearson (owner of the River Road House and ABATE member).

Primo Limo Service. Should have the names Marge and Larry Owens under it as the owners and donators.

The name Lyle is Lyle Newcomb the driver of said Limo.

The name Adrian is the young man who as a Shriner's kid did the drawing for us. (Tomorrow's motorcyclist.)

A special apology to the Portland City Police department for omitting their names from the first list. The traffic control for 600 bikes is a task worthy only of their talents.

Buster Video is really Block Buster Video.

Mt. Scott Home and Gift is really Mt. Scott Flowers & Gifts.

We apologize for the error. We sincerely thank and appreciate each and everyone of you that helped.

See you on December 4th, 1993.

Portland ABATE/SHRINER TOY RUN Committee

THE COLUMBIA RIVER CHAPTER OF
A. B. A. T. E.
OF ♥ OREGON
CORDIALLY INVITES YOU
♥ ♥ ♥ to our ♥♥
1993 ANNUAL SWEETHEART DANCE

**SO GRAB YOUR SWEETHEART.... OR
SOMEONE ELSE - WE WON'T TELL!**

♥
WE GOT DOOR PRIZES!
WE GOT LOTS OF DRAWINGS!
WE GOT LIVE MUSIC!
WE GOT A DANCE FLOOR! ♥
WE GOT IT ALL!.....AND
YOU'RE INVITED TO JOIN US!
♥ ♥ ♥ AT ♥ ♥ ♥

**THE CACTUS CLUB - 8121 N. DENVER
SATURDAY, FEB. 13th, 8:00 P.M.
\$5.00 SINGLES - \$8.00 COUPLES**

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REMEMBER

If you have an article you think other people would enjoy reading, you must include the name of the publication, the date of the publication and the author's name. If this information is not included with the article, we cannot print it.

Reprinted from December 25, 1992
The Columbia, Vancouver, Washington
BIKERS CHALLENGE METER MAIDS

Legal rumbler over state's helmet law has lawyers scrambling and motorcyclists smiling over the ruckus

by David Cuillier, The Columbian

If Santa delivers wrapped presents that are round, smooth and rock-hard to Vancouver's three meter maids today, chances are they won't be bowling balls.



Ferguson

Try motorcycle helmets.

The parking enforcement officers, as they are formally known, might have to wear helmets and take motorcycle licensing tests because of efforts by members of the local motorcyclist group ABATE.

"I haven't even ever ridden a BICYCLE," parking officer Gail Ratliff said Thursday. "I won't mind taking my motorcycle test as long as they put training wheels on it."

Details about the helmet usage and motorcycle tests will continue to be worked out by the city's transportation division. The officers might be able to avoid wearing helmets with newer, upgraded parking carts, but city officials aren't sure at this point.

Confusion about helmet requirements abounds among government agencies and the courts. And that's just what ABATE members want.

LeRoy Herrick and Norm Ferguson, leaders of the local ABATE Chapter, are using vague definitions in hopes of thwarting the state helmet law.

"We hope it will make the law look so stupid that it will get completely thrown out," Ferguson said Thursday.

The fine print

When Herrick hits the road on his 1986 Harley-Davidson motorcycle, he

sometimes leaves his helmet at home. In the past year he has been ticketed three times for not wearing a helmet - a \$47 fine each time.

But when he went to court in July he used the helmet law itself to convince a judge to drop the charges. Other motorcyclists have done the same thing in Okanogan County and in the Puget Sound area. And so far it's perfectly legal.

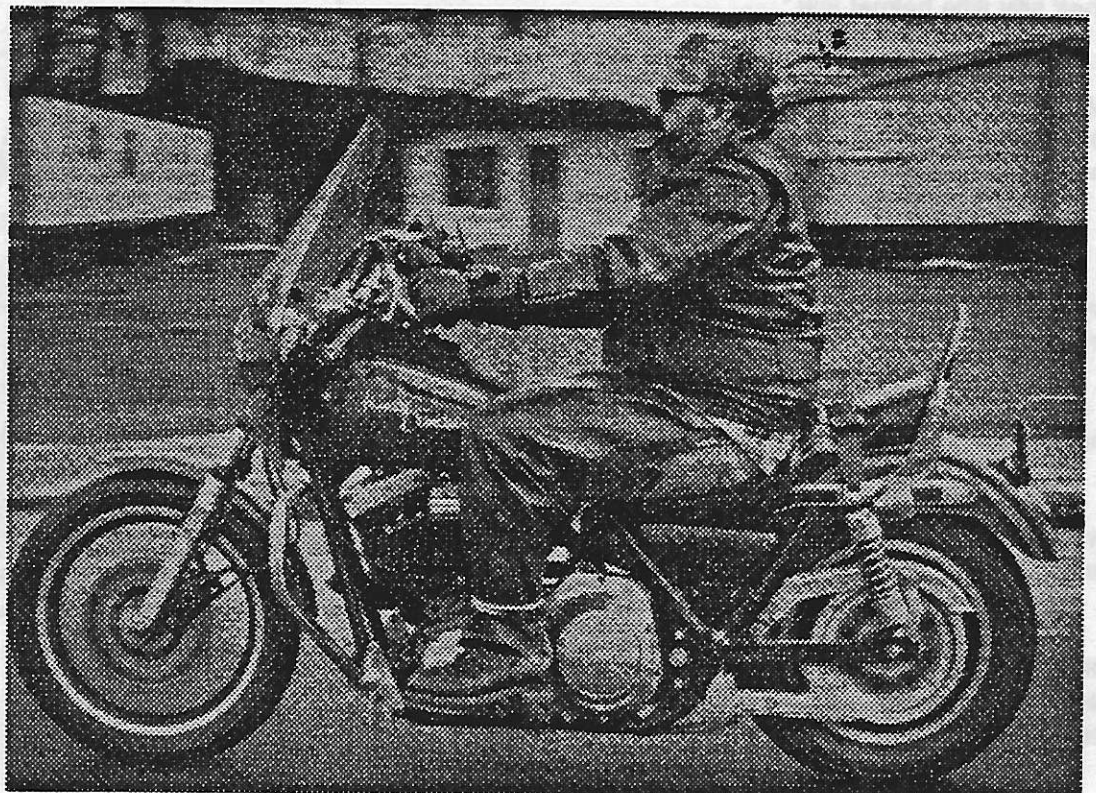
When the Legislature passed the helmet law in 1990 it included an exemption some officials consider targeted toward dune buggies. The exemption stated that anyone within a vehicle equipped with a roll bar and seat belt doesn't have to wear a helmet.

Herrick simply installed a standard \$134 crash bar on the lower front of his motorcycle, which is generally intended to protect the engine and side panels in an accident.

He also attached a seat belt to the back of his seat. But he doesn't actually have to use the seat belt, just have his vehicle equipped with one. According to the state seat belt law, motorcyclists are exempt from having to wear a seat belt.

When Herrick goes to court he shows the judges the law. Because the Washington State Patrol has not defined what a "roll bar" is, the judges usually say the crash bar could be considered a roll bar.

Because judges have only the state patrol's definitions to count on, they throw the tickets out of court, even though the crash bars and sissy bars probably don't meet the intent



of the law.

"A crash bar is not a roll bar," said Bob Cole, a salesmaan from Beaverton Honda-Yamaha. "Crash bars are intended to protect the engine. They were never intended to protect a motorcyclist in a roll. But he (Herrick) is trying to prove a point. He's a rebel."

Bureaucratic jumble

It's the state patrol's job to define vehicle-standards terms, but it's not lilely that roll bar will be defined, said Lt. Lonnie Brackins, who is in charge of the patrol's equipment and standards division.

"We generally adopt federal standards, and there are no federal standards for roll bars, " Brackins said. "We don't want to define what a roll bar is, have someone wreck and then sue us because the roll bar wasn't safe enough. The crash bar's definition is strictly a court decision."

The judges, however, have said they can't make a decision without a definition of roll bar from the state patrol.

The matter might finally get resolved this spring in a state court of appeals case involving a biker who had a motorcycle equipped with a crash bar and seat belt.

Ultimately, county ABATE coordinator Ferguson would like to see the exemption upheld in court. That way, he said, everyone wins.

"I can live with putting on a crash bar and seat belt on my bike, and then I wouldn't have to wear a helmet," he said. "And the state would win becaus they could keep their silly little helmet law."

To strengthen his case, he managed to get the city of Vancouver to also use the exemption. But first, he had to prove the parking enforcement officers needed to wear helmets in the first place.

Biker officers

Ferguson figured out that the three-wheeled carts used by the parking meter officers are, by law, classified as motorcycles.

In a memo released Thursday, the city attorney's office agreed with Ferguson.

That means the parking officers will not only have to wear helmets, but they'll have to take a motorcycle driving test to get their motorcycle license endorsement.

The officers said they don't want to wear helmets because they restrict vision and can cause neck strain from leaning out of the carts all day. They said neck injuries have been reported by parking officers in California, where

the officers are required to wear helmets.

However, one of the newer parking carts is equipped with a roll bar and seat belt. And the two other older carts will be replaced this year with carts equipped with roll bars and seat belts.

So as long as they drive those newer carts they wouldn't have to wear helmets, according to the state exemption that Ferguson wants so much to be upheld.

But Ferguson is realistic. He said it's likely the Legislature will probably better define the law so bikers like Herrick can't ride without a helmet.

"They'll try to clean it up, but we will be there hot and heavy with our lobbist," Ferguson said. "We just want to get rid of the law." *END*



ROLLING THUNDER VI.

RIDE FOR FREEDOM



ROLLING THUNDER
C/O ARTIE MULLER
P.O. BOX 216
NEWMARK STA., N.J. 08863
908-369-5439

DEAR BROTHERS AND SISTERS OF ROLLING THUNDER.

ALL OF YOU HAVE SEEN AMERICA WHAT UNITY IS ALL ABOUT. YOU HAVE ALL PUBLICIZED THE POW-MIA ISSUE AROUND THE WORLD. WITHOUT ALL OF YOUR SUPPORT FOR THIS ISSUE IN THE PAST FIVE YEARS OUR GOVERNMENT WOULD HAVE WON AND THE POW-MIA ISSUE WOULD HAVE DIED A NATURAL DEATH. WE ALL TOOK A STAND TOGETHER AND TOOK ON THE CORRUPT UNITED STATES GOVERNMENT THAT HAS ABANDONED LIVE AMERICAN POW'S IN THE PAST THREE WARS.

WE HELPED OUR BROTHER AND SISTER POW'S OF OPERATION DESERT STORM COME HOME. WE HAVE GOTTEN THE SENATE SELECT COMMITTEE IN OFFICE AND THEY HAVE PROVEN THAT LIVE AMERICAN POW'S HAVE IN FACT BEEN ABANDONED AFTER PAST WARS. MANY POLITICIANS WERE HOPING THAT THIS ISSUE (POW-MIA) WOULD NEVER SURFACE AND WOULD DIE A NATURAL DEATH. ALL OF YOU CAN BE PROUD OF WHAT WE HAVE ACCOMPLISHED.

NOW THE QUESTION IS: ARE THERE STILL ANY LIVE POW'S IN FOREIGN COUNTRIES WAITING TO COME HOME? THIS WILL BE THE BURNING POINT OF SOLVING THIS ISSUE. CAN WE ACCEPT A SEARCH BY OUR GOVERNMENT CAN WE BELIEVE THE POLITICIANS THAT LIE TO US AND ABANDONED AMERICAN POW'S AFTER A WAR THAT THEY STARTED FOR THEIR OWN BENEFIT? WE HAVE ONE UNIQUE BROTHERHOOD THAT ONLY WE THE VIETNAM VETS AND OUR SUPPORTERS IDENTIFY. WE HAVE BEEN CALLED A BUNCH OF NUTS AND CRIED FOR SOME YEARS OVER THE POW-MIA ISSUE. NOW WHO THE HELL IS RIGHT AND SANE??

IF WE CAN GET LIVE POW'S BROUGHT HOME. WE COULD ASK FOR ONE MORE THING! DON'T LET THIS EVER HAPPEN AGAIN MR. PRESIDENT. WE OWE A GREAT DEAL OF THANKS TO ALL M/C MAGAZINES FOR ALL THE HELP, PUBLICITY AND COVERAGE THEY HAVE GIVEN OUR RIDE. ALL OF YOU FROM THE UNITED STATES, CANADA AND OTHER COUNTRIES THAT RIDE IN ROLLING THUNDER, BE PROUD OF WHAT WE HAVE DONE TOGETHER. ALL OF YOU ARE ROLLING THUNDER AND THE SOUND OF FREEDOM FOR ALL PRISONERS OF WAR-MISSING IN ACTION. GOD BE WITH ALL OF YOU. *RIDE SAFE AND FREE*. HOPE TO SEE ALL OF YOU AT ROLLING THUNDER VI. MAY 30, 1993. *POW-MIA* WE WILL NEVER FORGET YOU.

YOUR BRO.

Artie Muller

ARTIE MULLER
US ARMY 4TH INF. DIV.
VIETNAM 66-67

ROLLING THUNDER VI.

RIDE FOR FREEDOM



POW-MIA
"We Will Never Forget"

Washington, D.C.
Memorial Day Weekend
May 30, 1993

WWI 3,350
WWII 78,777
KOREA 8,172
Vietnam 2,263

Assemble Area: North Pentagon Parking Lot 9 am.

Leaving: 12 noon for the ride through Washington, D.C. to the Vietnam Veterans Memorial to pay our respects to our brothers and sisters.

Reflecting Pool: Speeches and music at the Reflecting Pool. For the return of our POW-MIA's that our government has abandoned!! This is a demonstration for our POW-MIA's. If you love your freedom fight for theirs.

RUN FOR THE WALL: For information, time of departure & arrival in states along the run from CA. to Washington, D.C. Call Rod 310-425-3145

Last year we had 45,000 bikes & some 60,000 riders. Will you help us increase support for our Brothers POW-MIA? All Veterans organizations and citizens are welcome. If you don't ride be at the Vietnam Veterans Memorial at 12 noon.

No Attitudes: Confirmed

Artie	908-369-5439 (NJ)	Don	908-781-2412 (NJ)	Casino	609-652-5831 (NJ)
Greasy	606-674-6799 (KY)	Jack	301-845-7059 (MD)	Jake	215-935-1846 (PA)
Eugene	912-748-8237 (GA)	Charlie	609-971-6896 (NJ)	Rusty	517-285-7289 (MICH)
Reid	518-688-0822 (NY)	Mike	708-675-9285 (IL)	Andre	200-688-4120 (CT)
Bob	901-363-2910 (TN)			Gil	514-429-5418 Canada

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ORDER FORM**

**ROLLING THUNDER VI
POW-MIA
WASHINGTON, D.C.
MAY 30, 1993**

MAIL TO: ROLLING THUNDER
C/O ARTIE MULLER
P.O. BOX 216
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\$5.50 EACH

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AND TO HELP DISABLED VETERANS.

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CITY _____ STATE _____

ZIP CODE _____

OF PATCHES _____ # OF PINS _____

TOTAL ENCLOSED \$ _____

PATCHES AND PINS WILL BE AVAILABLE IN MARCH 1993

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

A

A

B

BROTHERHOOD

The state of being a brother; an association of people of the same order; the mutual regard resulting from this association.

A

AGAINST

In contact with; opposite to; in opposition to; in preparation for; in exchange.

T

TOTALITARIAN

(TO-TAL-I-TAR-I-AN) Of or relating to a political regime based on subordination of the individual to the state and strict control of all aspects of the life and productive capacity of the nation by coercive measures.

E

ENACTMENTS

To make into law; the passing of a bill into law; a decree; a law.

MEANS FREEDOM



**A.B.A.T.E. of Oregon, Inc.
ACTION REPORT**

POLICE OFFICER'S NAME _____ BADGE # _____

AGENCY(S) _____

POLICE VEHICLE PLATE # _____ UNIT # _____ COLOR(S) _____

MARKED _____ UNMARKED _____ TYPE OF MARKINGS _____

UNIFORM _____ PLAIN CLOTHES _____ IF PLAIN CLOTHES, HOW DID HE IDENTIFY HIMSELF? _____

OF OFFICER'S _____ NAMES & BADGE #'S _____

OF VEHICLES _____ PLATE & UNIT #'S _____

AGENCY(S) _____

DATE _____ TIME _____ LOCATION _____

WAS CONTACT MADE ON PUBLIC STREET OR PROPERTY? _____ PRIVATE PROPERTY? _____

PRIVATE RESIDENCE? _____ OTHER _____

OFFICER'S REASON FOR CONTACT _____

WERE YOU SEARCHED? _____ WAS YOUR PICTURE TAKEN? _____ WERE YOU WARNED? _____ CITED? _____

ARRESTED? _____ ON WHAT CHARGES? _____

TYPE OF CITATION _____ CITATION # _____ CHARGE(S) _____

DO YOU HAVE TO APPEAR IN COURT? _____ NAME OF COURT _____

COURT DATE _____ TIME _____ WERE YOU RELEASED WITH A CITATION? _____ TAKEN

TO POLICE STATION OR JAIL? _____ MADE TO POST BAIL? _____ AMOUNT OF BAIL _____

WAS YOUR VEHICLE IMPOUNDED? _____ SEARCHED? _____ DID OFFICER(S) TAKE ANYTHING FROM

YOU OR YOUR VEHICLE? _____ DESCRIBE YOUR VEHICLE _____

PLATE # _____ IF NOT A M/C, DID YOUR VEHICLE HAVE M/C STICKERS ON IT? _____

WITNESSES NAMES, PHONE #'S & ADDRESSES _____

GIVE BRIEF DESCRIPTION OF WHAT HAPPENED _____

PRINT YOUR FULL NAME _____

ADDRESS _____ PHONE # _____

AGE _____ M _____ F _____ ABATE CARD # _____

SIGNATURE _____ DATE SIGNED _____

**GIVE COMPLETED REPORT TO YOUR LEGISLATIVE DIRECTOR OR MAIL TO:
A.B.A.T.E. of OREGON, INC.
P.O. BOX 4504
PORTLAND, OR 97208**



MRF: Oregon Representative & Board of Directors

Brian Stovall
3909 Chenoweth Rd.
The Dalles, OR 97058
(503)298-1317
FAX 298-4108



BikePAC of Oregon
PO Box 5612
Salem, OR 97304



ABATE of Oregon
PO Box 4504
Portland, OR 97208



**Association for
Motorcyclists of Oregon**
PO Box 1298
Albany, OR 97321

UPDATE: WASHINGTON, DC JANUARY 7, 1993

Attention - Oregon and Washington Motorcyclists

GOAL - REPEAL FEDERAL HELMET REQUIREMENTS
A reintroduction of Snowe's HR.2204 from the 102nd Congress.

MAIN STRATEGY FOR GRASSROOTS LOBBYING: LETTER WRITING & DIRECT VISITS

Delegates are needed to go to Washington, DC and to visit Legislators while they are in their home state. Last year's cosponsors are the first priority: hang on to them. Next priority: freshman legislators.

Rep. Olympia Snowe's (Maine) bill from the last Congress will be reintroduced (with a new number) in early February. This means we have about a month to influence legislators and get them to sign on as original co-sponsors. The contact person for our legislation in Rep. Snowe's office is Don Green (202-225-6306). This bill would repeal the federal helmet and seat belt requirement language in ISTEA (the Intermodal Surface Transportation Efficiency Act of 1992).

GENERAL

There are four grades of Committees in the House: Exclusive, Major, Minor and Select. A Representative who serves on an Exclusive Committee cannot serve on any other committee. There are four Exclusive Committees: Ways and Means, Appropriations, Rules, and Energy and Commerce.

The House Public Works and Transportation Committee, a Major Committee, is now the largest single committee in Congress. It has just been increased from 57 to 63 members; 30 of them new to the committee, and 28 of them Freshmen. It is shaping up to be the most powerful Committee in the House. Norm Mineta of California is Chairman (the first American Asian committee chair ever). He apparently wants to use the committee to drive a substantial economic reformation package for the country. Mineta responded very favorably to lobbying by California motorcyclists last year, and is now considered a friend rather than an opponent.

The Surface Transportation Subcommittee is the subcommittee that will deal with our legislation. Rep. Thomas Petri (Wisconsin) is now the ranking Republican on the subcommittee, which makes him the co-leader of the subcommittee, a very influential post. Petri has made previous attempts to help us prevent federal helmet and seat belt requirements. He is a friend.

Max Baucus (Montana) hasn't been confirmed yet but it's expected he will be leader of Senate Committee on Environment and Public Works. He is extremely favorable to us and has close ties with Montana motorcyclists.

Another change in Congress this year is Sen. Ben Nighthorse Campbell, who was just elected in Colorado. Being the first Native American in 60+ years to be elected to the Senate, he has been getting lots of publicity. That includes his getting repeat television coverage of him riding his motorcycle. Wayne talked with him recently and regards him as positive and enthusiastic; he has been doing some riding and is in contact with ABATE of Colorado; he said he's glad he bought his bike and sorry he sold the one he had before.

OREGON

One of the Exclusive Committees is House Ways and Means. Rep. Mike Kopetski has just been assigned to this. All financial measures must go through Ways and Means, so this is a very good position. Kopetski does need letters encouraging him to become an original co-sponsor of Snowe's bill.

Rep. Peter DeFazio remains Oregon's only person on the House Public Works and Transportation Committee, and continues as a member of the Surface Transportation Subcommittee, which is the one that deals with our legislation. He is Oregon's sole representation on both the whole committee and the subcommittee, and as such "lobby-able" by anyone in the state of Oregon regardless of which representative district they live in. He is a special priority for Oregon riders because of the powerful positions he holds.

DeFazio will be home in Oregon for at least some of the time between January 9th and 20th. It is the right time for grass-roots bikers to seek him out for face-to-face meetings: very polite and heart-felt, salt-of-the-earth, we-need-your-help, this-isn't-really-fair, kind of treatment. This can be done either by calling his office for an appointment (465-6732 in Eugene) or attending "town meetings" - watch your newspapers for these opportunities. Let him know how the federal blackmail is resulting in unfair helmet-law enforcement and harassment of motorcyclists in the state.

DeFazio's other subcommittee is Aviation; the two positions together mean he is highly influential about transportation in the U.S.

Rep. Elizabeth Furse is on House Banking, Finance and Urban Affairs Committee (a major committee) and also on Merchant Marine & Fisheries (a Minor Committee).

WASHINGTON

Two Representatives from Washington, Maria Cantwell (Dem. Dist 1) & Jennifer Dunn (Rep. Dist 8) have been assigned to both the House Public Works Transportation Committee *and* the Surface Transportation Subcommittee. They are the only Washington legislators on that committee, and both are freshmen.

Rep. Jolene Unsoeld, a Democrat, was a cosponsor on Rep. Olympia Snowe's bill last year (Snowe is a Republican). Washington state motorcyclists should concentrate on getting Unsoeld to again co-sponsor the new bill. Second, encourage both freshmen Reps. Cantwell and Dunn to sign on, and ask Unsoeld to help in convincing them to do so. Since Snowe and Unsoeld last year crossed party lines to support the bill, maybe these two new Reps can be convinced to do the same.

If any of you know people in Washington state who can help, please send them a copy of this right away.

HELMET STOP REPORT FORM

This information may be presented to state and federal legislators as well as police or DOT administrators. The purposes are to ensure appropriate lawmaking and reasonable enforcement. Please provide as much detail as possible. Attach extra pages if necessary. Thank you for your cooperation.

Return to: BikePAC of Oregon Data Gathering, 3909 Chenoweth Rd. W., The Dalles, OR 97058

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

WHAT HAPPENED WHEN YOU WERE STOPPED?

Date Stopped: _____ Time Stopped: _____

Location: _____

Officer Name: _____

Police Agency: _____

Was the primary reason for the stop: Helmet Other (Specify): _____

Did you receive a citation? yes no If so, for: Helmet Other (Specify): _____

Did the officer follow normal traffic laws in making the stop? yes no If no, explain:

Did the officer treat you fairly and respectfully? yes no If no, explain:

Was your helmet confiscated? yes no If yes, explain: _____

Were you given an explanation about legal and illegal helmets? yes no

If yes, was the explanation: written verbal both If verbal, describe: _____

WHAT HAPPENED IN COURT?

Have you gone to court? no When is your court date? _____
yes How did you plead? guilty not guilty

If you pleaded guilty, what was the sentence? _____

If you pleaded not guilty, have you gone to trial?

no When is your court date? _____
yes What was the verdict? guilty not guilty

If guilty, what was the sentence? _____

Briefly describe the evidence you presented at your trial (or include a copy):

DESCRIBE THE HELMET YOU WERE WEARING

Brand: _____

Model: _____

When you bought the helmet, did it have:

DOT sticker on the outside? yes no

Label permanently fastened inside? yes no

Was helmet modified? yes no If yes, describe: _____

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

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

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

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

NAME: _____ NAME: _____



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Another for your 2 and 3 color flyers and brochures?

And yet another for your copy work?

Let us simplify your printing and copying needs . . .

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We Do:

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- Manuals • Computer Printouts • Catalogs • Brochures •
- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

We Offer:

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CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

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

4262 N 6/01/93
CRAIG BLAIR
5410 SE PARK ST
MILWAUKIE OR 97222-



Happy Valentine's Day!
Buy and ABATE Membership for that
Sweetheart in your life!

Chapter Meeting Places - Where & When

1st SUNDAY	LANE COUNTY	7:00 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, 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
	JOSEPHINE COUNTY	11:00 am, Fatte's Pizza, 7th & Hilcrest
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	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	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	RIVERGATE	1:00 pm, Roving Meeting, Contact Terry at 286-3139 for info.
2nd & 4th MONDAY	SALEM	7:00 pm, Locomotion Pizza, 4500 S. Commercial, Call Dave at 581-3138 or Jeff at 362-1891 for info.
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00 pm, Little Italy Pizza, Cornelius
3rd TUESDAY	LANE COUNTY	7:00 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport