

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



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

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June 1993 NEWSLETTER — edited by G.W. & M.B. Hieronimus N.E. Portland Chapter

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# From The Coordinator

## On The Road

Normally I write an article with a statement. Unity, business, something that hopefully gives a message. This month however, I want to give you all a report on the travels I've been sent on for the organization. Some of this is past history that because of our deadline I wasn't able to get this information out that timely.

The first part of my travel was to attend an interesting two day event called appropriately, Traffic Safety, Law Enforcement, and Engineering Conference. It was information that was both eye opening and disturbing. The main theme of the conference was Traffic Safety The Way To Go. The title alone should tip you off as to why we needed to have representation there. I want to give out the innovative ideas first then I'll get to the strange stuff. The engineering seminar was rather interesting. They are currently experimenting with a new kind of asphalt called "F" mix. It's a porous type of asphalt that drains water, thus no hydroplaning and hardly any spray off of the tires. There's also a new safety net that would replace the runaway truck ramps. The net envelopes the cab and part of the trailer and keeps it from jack-knifing. We discussed the possibility of them working for motorcycles. There is one that could feasibly work. Other seminars were quite similar to those that we see at places like Best of the West. The seminars on traffic safety law enforcement were the real eye opener. I can tell you all now that busting drunk drivers is the priority! Please be careful and know that the man is going to be watching real close on that one. Brian Stovall and I attended the final seminar called Problems in Motorcycle Enforcement. This was the one that really got to us. They showed the NHTSA tape about how to identify an illegal helmet (what B.S.) and also how to spot a DUII motorcyclist. (more B.S.) We have noticed that since the conference there have been a rash of helmet stops and even confiscations. It's even reported that the officers have been making statements word for word from the video. If you get a ticket for an alleged illegal helmet be sure to fill out a helmet stop report. If anyone has a question concerning any of this please call. There's a lot that I won't put in this article but I'll be glad to share verbally and as always in my travels around the state I'll be doing that.

The weekend after that I went down to meet with the Coordinators of Jackson, Josephine, Douglas, and South Coast chapters. It went well, and hopefully we'll make things go a little easier for them in the future. I really love that part of the state and am looking forward to coming down there more often. (continued on page 3)

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

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

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Mother's day weekend I went to Tulsa, Oklahoma for the NCOM national convention. I must say here and now that I was impressed. Impressed at the panel of speakers, the different representation, and the information shared at this event. The MRF sent Wayne Curtin to give everyone a national legislative update. Clubs from all over the U.S. were there showing an interest in what's happening to our rights. The dias included such notables as Arlen Ness, Keith Ball of Easyriders magazine, Sen. Dave Zien of Wisconsin, and U.S. Sen. Ben Nighthorse Campbell of Colorado. I had the pleasure of getting to know Sen. Campbell and found him to be a refreshing change from the stereotypical politician. We have a mutual friend in Mark Buckner, the Coordinator for A.B.A.T.E. of Colorado and once we started talking we became very informal. As we were waiting outside of the banquet room for the awards dinner a crowd was gathering. In order to be sure that things were going smooth and for protocol the honorees and others to be seated at the head table were ushered in first. It was kind of like "Make Way Please" and an aisle formed for these folks to get through the crowd. The last person that was left in the crowd was the Senator. I was sent to get him to come in and take his place on the dias. The answer I got was testimony of what kind of guy he really is. He told me, " Oh, that's okay, I'll just sit with you guys." A real person, though if he'd rather sit with Butch Harbaugh, Sam Hochberg, Sue (Sam's significant other), Hutch, and me, I'd have to question his taste. I also had the pleasure of flying with him from Tulsa to Denver. The company was good but the flight sucked, heavy thunderstorms in a jet isn't my idea of a good time. Thank you Ben (Sen. Campbell) for restoring a little faith in me that politicians can truthfully represent the people and not the special interest groups. You Sir are exactly what the people need. Enough on that subject and again if any of you have any questions concerning the NCOM Convention feel free to call me or ask when you see me around.

Upon my arrival in Portland it was obvious that the legislators had actually been doing some work, none to our good. This being the end of the legislative session it's like they try to catch you napping. Don Lawson was there though and brought to our attention some legislation trying to be snuck through. By the time you read this you will already know what's going on, if you go to meetings that is. For those of you who don't, you should get a hold of your chapter legislative director and get filled in. Things are changing daily on some of these issues and as of this writing it would be improper to give information that is inaccurate.

Finally, to wrap this up, I'd like to ask all of you for your help in helping me evaluate how A.B.A.T.E. of Oregon is doing. Please drop us a line at the P.O. box or just call and tell me how you think we're helping or hurting. Hope to see you out at the runs this summer. Till then, Happy and Safe Riding..... Rich

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

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 New Membership     Renewal Member # \_\_\_\_\_

*Please Print or Type*

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ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Age? \_\_\_\_\_ Are you a registered voter? Y / N \_\_\_\_\_

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

Are you a member of a national rights organization? Y / N Name \_\_\_\_\_

What talents do you have that might benefit motorcyclists' rights and the MRF? \_\_\_\_\_

Will you volunteer these talents if the MRF needs your help? Y / N \_\_\_\_\_

Mail with remittance to: **MOTORCYCLE RIDERS FOUNDATION • (202) 546-0983**  
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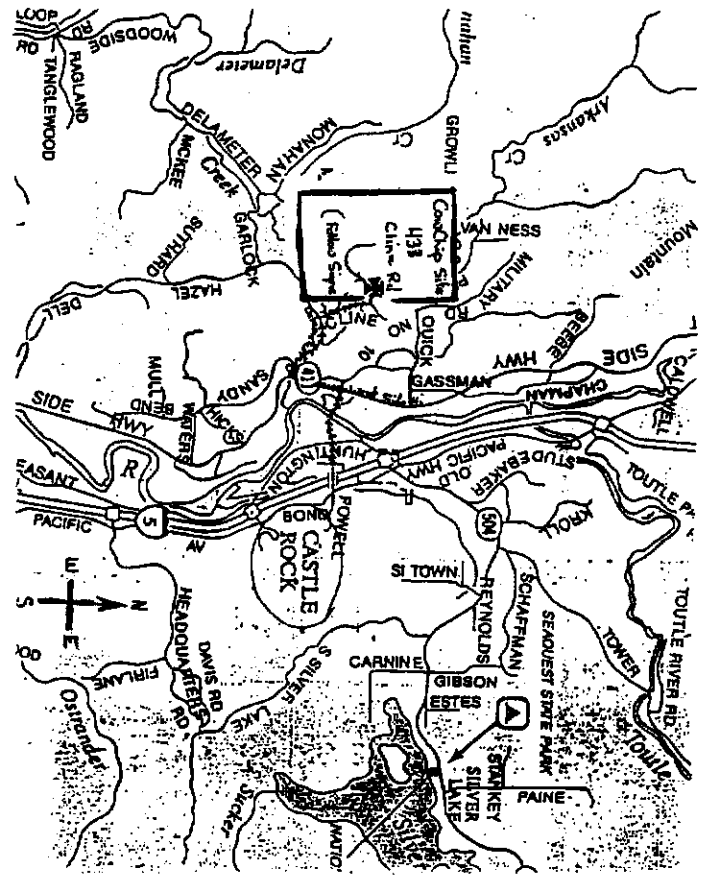
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COWLITZ  
COUNTY  
CHAPTER

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UNDER 21 YRS OLD

# SWAP MEET

# 5



**ABATE**  
OF  
WASHINGTON  
COWLITZ  
COUNTY

1993

JULY 23, 24 & 25

FRI - SAT - SUN

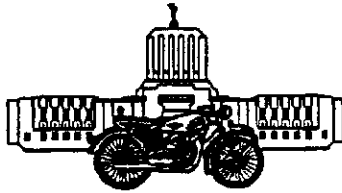
50 UNION FALLS  
MAP ON BACK

**HELMET LOVE SOCKS**  
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AVAILABLE  
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TROPHIES

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MUSIC!

THANKS & SUPPORT. THE PROCEEDS GO TO ABATE.  
THANKS & SUPPORT. THE PROCEEDS GO TO ABATE.  
THANKS & SUPPORT. THE PROCEEDS GO TO ABATE.



# 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

### BikePAC Advisory Board Meeting Minutes April 4, 1993

Meeting was called to order at 12:10 p.m. at Main Street Pizza in West Linn. Present: Executive Board Members Steve Benson, Butch Harbaugh (Brian Stovall excused-witnessing NHTSA helmet testing in Texas); Lobbyist Don Lawson; Edd Dahl, Rich Benson, Mel Yeager, Roger Hendricks, Angie Jensen (ABATE of Oregon); Joe and Julie Barrell (OMRA); Sam Hochberg, Teresa Hepker, Jenni Jai, Jack Fassel (conducting meeting at Brian's request). Minutes approved as published. Treasurer's Report approved as submitted. Approximately \$3500 remains in the Lobby fund. Mailing of minutes included 1st class mailing to update addresses. NW Harley Riders new Member's of the Advisory Board (welcome aboard)!

**May 1 Rally:** AMA Sanction & Insurance ready. Final Agenda to be worked by Rich/Jack. Press release enclosed and will be mailed to newspapers, radio, TV, etc. Safem ABATE (via Mel) will handle parking. PA/PAC table: Jack. Pins should be ready (\$5 donation/each).

#### RALLY EVENTS

**8 am: GWRRA Breakfast @ Bray's Resturant,  
5024 River Rd N., Keizer**

**CMA Run for the Son -contact Dwight 538-5658-  
(ride will end at Capitol)**

**9 am: Setup at Capitol Steps, Salem**

**10 am: Registration, Pin Sale, Demo (OMRA)**

**11 am: Formal Program**

**Noon: Salem ABATE BikeShow (starts from Capitol)**

**Butch's 'Weenie' Roast (starts from Capitol)**

The remainder of the meeting (and majority of the meeting) was spent preparing and reviewing testimony for the April 5th Committee hearing on HB3262, the State Responsibility Act.

### OREGON LEGISLATIVE REPORT

#### HB2973: Helmet Exemption Bill

Referred to Human Development Services Committee. No hearing scheduled. As before, without expert witnesses, the bill has little chance of passage.

**HB3262:** State Responsibility Act requires Oregon to test and certify helmets to eliminate current problems of what is a legal helmet and what isn't. A provision states that if testing can not be performed, the current helmet law is void. An amendment has been added to change the current law to a secondary offense.

On April 5th, the Human Development Services Committee heard testimony from Butch, Sam, Jack, Don, Bill (Action Cycle), and Julie (OMRA) in favor. The committee also heard testimony from the State Police and DMV against. We succeeded in showing the difficulty in visually determining whether a helmet has met the mandated safety requirements of the federal standard (aka FMVSS218). We also succeeded in showing that some helmets WITH all the visual cues (i.e. DOT sticker, lots of foam, good chin strap) have FAILED the NHTSA standard and are fraudulently 'DOT' labelled and sold in Oregon. The committee heard that a 'list' of 'approved' helmets does not exist, regardless of the source. Those against stated that the bill was nothing more than an avenue to remove the helmet law.

It is important to call or write committee members in your voting district, to state the following:

- You appreciate their time in hearing HB3262. (The hearing lasted for almost 2 productive hours.)

- You appreciate their concern and hope that a working session will be called to find a reasonable solution to the problem.

If your representative is NOT on the committee, it is time to CALL him/her at the 800 number below asking that he/she support HB3262, currently in the Human Development Services Committee.

ADDRESSES & PHONE NUMBERS

Representative \_\_\_\_\_, \_\_\_ State Capitol, Salem, OR 97310  
[Or use the toll free line 1-800-327-7389. An operator will take your name/number and contact the Representative who will return your call.]

Marilyn Dell (McMinnville-Dist 29) 366 Phone: 378-8012

Bill Fisher (Roseburg)-Dist 45) H-278 Phone: 378-8008

Mary Alice Ford (Portland-Dist 8) H-377 Phone: 378-8858

Dennis Luke (Bend-Dist 54) H-284 Phone: 378-8058

John Meek (Hillsboro-Dist 5) H-474 Phone: 378-8827

Frank Shields (Portland-Dist 16) 364 Phone: 378-8059

Beverly Stein (Portland-Dist 14) H-371 Phone: 378-8035

If you have been ticketed, warned, stopped and/or harassed for a helmet infraction **EVER**, in Oregon, fill out the enclosed 'Report' (make copies if necessary for more than one incident) and return **IMMEDIATELY** to the BikePAC PO Box.

**HB3443: Single Motorcycle Endorsement**

Supported by almost everybody. Assigned to Transportation Sub-committee.

**SB98: ODOT ATV/Winter Recreation Advisory to Parks/Recreation**

BikePAC at the request of OMRA, is acting in support of this bill. Senate Committee assigned, but no meetings scheduled.

**SB368: Disabled parking stickers for motorcycles**

Any handicapped riders wishing to testify need to notify BikePAC.

**SB419: Class III ATV license or accompanied by licensed 18+**

OMRA, after meeting with the Oregon ATV Association and resolving issues of bill language, recommends that BikePAC support this bill. Assigned to Senate Transportation Committee. Nothing scheduled.

**NEXT MEETING: THE ANNUAL MEETING  
(i.e. Elections)  
May 16, 1993 @ Noon  
Main Street Pizza, West Linn**

**HELMET STOP REPORT (SHORT FORM)**

Name: \_\_\_\_\_ Street: \_\_\_\_\_ City: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

Date Stopped: \_\_\_\_\_ Time Stopped: \_\_\_\_\_ Location: \_\_\_\_\_ Officer: \_\_\_\_\_ Agency: \_\_\_\_\_

Primary reason for 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, explanation: Written Verbal Both If verbal, describe: \_\_\_\_\_

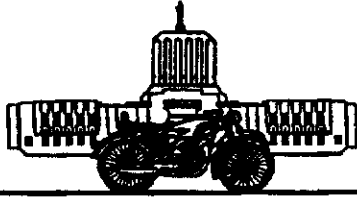
Have you gone to court? No When is your court date? \_\_\_\_\_ Yes How did you plead? Guilty Not guilty If you pleaded guilty, what was the sentence? \_\_\_\_\_

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? \_\_\_\_\_

The helmet you were wearing, Brand \_\_\_\_\_ Model \_\_\_\_\_ When bought \_\_\_\_\_

DOT sticker on outside? Yes No. Label permanently fastened inside? Yes No Was helmet modified? Yes No If Yes, describe \_\_\_\_\_



# BikePAC of Oregon

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Legislative Director

Steve Benson • 399-7514  
Secretary/Treasurer

May 15, 1993

Members,

1992 - 1993 has been a fantastic year in our organization's history. In July we held our first Legislative Planning Conference and laid out clear purposes and plans for all of this year and on into the next. A revitalization of our organization took place and the results continue to grow.

We developed a mission statement:

We will lobby and educate the government and the general public to promote motorcycling in a safe and positive image.

We will endeavor to enlist the cooperation and participation of all organizations and individuals who share a similar interest in preserving our American tradition of FREEDOM.

We will involve ourselves in fundraising to achieve our goals.

The Planning Conference resulted in a larger core group of dedicated workers for the tasks at hand. There were twenty two people at the conference and others have got on the bandwagon since then. All of these people have earned the respect of their peers. Here are a few highlights.

Butch Harbaugh went about recruiting and hiring Don Lawson as our new lobbyist. Together they have expanded and refined BikePAC's lobbying activities in the state capitol.

Mel Yeager and Nic Oliver developed and implemented a motorcycle awareness presentation for high school drivers ed courses. This program is now being picked up by other state organizations.

Ed Halkyard and Teresa Hepker have begun the difficult task of learning about grants and grant writing for future funding projects.

Jack Fassel redoubled his efforts to bring new groups of riders into active participation in BikePAC. His work has brought knowledge and perspective of different styles of motorcycling together to make our organization ever more truly representative of Oregon's motorcyclists. Jack's extensive background with the AMA has been very helpful in

this endeavor.

With the increased support in the state, I have been able to direct more of my attention to extremely important federal involvement. Visiting Washington, DC, meeting with NHTSA, and going to San Antonio to view a helmet testing facility, are some of the new experiences of this year. In addition, our relationship to the MRF has continued to strengthen and be productive.

Through Butch Harbaugh's continued involvement with NCOM, we hosted a regional meeting in Portland which provided more education and political perspective for motorcyclists from several western states.

With all this growth and change within our organizations, comes the opportunity for those of us in leadership positions to take on new tasks and invite others to step into the jobs we have held. This is good for our organization in several ways. First, it allows us to expand our influence and activity. Second, it's a good idea to replace leaders before they become burnt out or begin to abuse the privileges of their position. This is an essential part of being a democratic organization. Sharing the responsibility of leadership helps keep the organization healthy while developing and using the skills and talents of the membership. Every job we do is training us for the next one. Meeting the challenge of a new job is the kind of risk-taking which is the most important ingredient to growth.

So, after four years as the Executive Director of BikePAC of Oregon, I am moving on to further develop our federal connections. I will still be active in the Advisory Board. My positions of MRF Oregon State Rep and MRF Board Member will be employed for the benefit of our Oregon organizations as well as other states in the region.

Today you will be asked to accept by vote the nomination of Jack Fassel as the new Executive Director of BikePAC of Oregon. Jack has already shown himself to be a dedicated and effective member through his exceptional activities in membership recruiting. Jack always gives way more than 100% to our organization. He brings special knowledge, skills, and enthusiasm to help us all. I hope that all of you will recognize the advances we are making today and that you will continue and even increase your support of BikePAC by attending meetings and helping Jack to build an even stronger organization.

The development of BikePAC and myself along with it has been an important part of my life. I will continue to be a part of this amazing family.

Respectfully submitted,

A handwritten signature in black ink that reads "B. Stovall". The signature is written in a cursive style with a large, stylized "B" and "S".

Brian Stovall



An Oregon Motorcyclist's

# ACTION GUIDE

Brian Stovall, Oregon MRF Rep  
(503)298-1317



## HR 799 GETS A HEARING

The work that everyone across the country has been doing is paying off! During the first week in May we finally got a chance to present our views in a hearing of the Surface Transportation Subcommittee of the House Committee on Public Works and Transportation. The sponsor, Rep. Olympia Snowe, and Sen. Ben Nighthorse Campbell led off the testimony in favor and were followed by nine of the thirteen subcommittee members present. There was no testimony by the opposition who were taken by surprise.

Wayne Curtin presented our position in a nine-page brief outlining our concerns on all aspects of the federal helmet legislation. This included comments on the grant and penalty programs, the reaction in the states to proposed helmet laws, motorcyclists' own safety efforts, discrimination, the antiquated standard, social burden, and states' rights. Anyone wishing more detail about Wayne's testimony can contact Brian Stovall.

The committee's response was very favorable. Committee members, especially the Chairman, Rep. Norm Mineta, were especially concerned that a helmet can be on the market bearing a DOT sticker while never having been tested by NHTSA. One representative commented that after hearing all this testimony, he couldn't figure out why we'd made this law in the first place.

### HERE'S WHAT WE NEED TO DO

Regardless of what district you live in, write or call Rep. Peter DeFazio. Say you know about the positive response in the subcommittee hearing on HR 799, and urge him to do two things: ask for markup on the bill (this means they vote on it); and ask for his commitment to vote in favor of the bill.

In addition, it is appropriate to also contact any of our other federal legislators, asking for help and informing them of progress of the bill. This lets them know that we are on top of things.

MAY 1993

## VISIT TO FEDERAL HELMET TESTING FACILITY RAISES MORE QUESTIONS

On my recent visit to San Antonio I joined 11 other activists and several other people in not only a tour and demonstration, but an open discussion with the lab engineer and a NHTSA representative. The tour provided an excellent basis for asking pointed questions about the helmet standard. The most common answer from the NHTSA man to these questions was, "It's not in the standard."

Do you do wind tunnel tests? Do you test the materials? Do you test chin bars of full face helmets? How about the effect of added helmet weight on neck injuries? "Not in the standard."

The perspective gained from this visit has already helped us in our legislative battles (see article at left). It has also helped here in Oregon in our promotion of HB 3262.

### ADDRESSES & PHONE NUMBERS

The Honorable \_\_\_\_\_ U.S. House of Representatives, Washington, DC 20515

DIST 1	Elizabeth Furse	DC -- (202)225-0855	Portland -- 1-800-422-4003	(503)326-2901
DIST 2	Robert F. (Bob) Smith	DC -- (202)225-6730	Medford -- 1-800-533-3303	(503)776-4646
DIST 3	Ron Wyden	DC -- (202)225-4811	Portland -- (503)231-2300	
DIST 4	Peter DeFazio	DC -- (202)225-6416	Eugene -- (503)465-6732	
DIST 5	Mike Kopetski	DC -- (202)225-5711	Salem -- 1-800-548-7179	(503)588-9100

The Honorable \_\_\_\_\_ U.S. Senate, Washington, DC 20510

Sen. Mark O. Hatfield	DC -- (202)224-3753	Salem -- 399-5731
Sen. Bob Packwood	DC -- (202)224-5244	Portland -- 326-3370

BikePAC of Oregon, PO Box 5612, Salem, OR 97304  
Motorcycle Riders Foundation, PO Box 1808, Washington, DC 20013-1808

LOBBYIST REPORT  
Bike PAC of Oregon  
4/3/93 TO 5/14/93

Don Lawson, Lobbyist

Once again, a lot of energy has been concentrated on our efforts to get action on HB 3262, our own State Responsibility Act. Several other bills are also being tracked, and each will be addressed seperately in this report. It is urgent that all Bike PAC member organizations get to work motivating their individual members NOW. The next month will be critical.

HB 3262

Our bill finally got a hearing in the House Human Development Services Cmte. Our testimony for the bill was very well organized, and proved effective in making the cmte members aware of the current problems associated with Oregon's mandatory helmet law and its enforcement. All areas of the problem were addressed, legal, consumer, business, and enforcement. Unfortunately, the bill has been temporarily derailed. A major effort will be required to get it back in front of the cmte. All Bike PAC supporters need to call their Represenatives and firmly request them to communicate to Rep. Ford the need for further action on this bill. This needs to happen NOW!! We still need more Stop/Ticket reports. If you've gotten a ticket for a helmet violation, let us and your Senator and Represenative know TODAY!!

SB 98

Move ATVs to Dept of Parks & Recreation. Work session 5/19 3:00PM

SB 368

Handicapped Parking for Disabled Motorcyclists. Still nothing scheduled. Call Ruth Larson, Senate transportation Cmte and your Senator and request a hearing.

SB 419

Relates to ATV/class II Off-road motorcycles. Our off-road brothers and sisters need our support, so get with it! Same process as SB 368.

SUMMARY

As expected, amendments to bills formerly deemed of no consequence to motorcyclists are appearing. Some of these are potential disasters for the Motorcycle Rights Movement in our state. One example will be discussed at our at our May 16 meeting. I expect to be considerable time going over amended versions of bills in the coming weeks. Some of these may already be close to becoming law, so please be prepared to act fast if we call. Our advesaries are devious, so we must remain diligent. Remember, the Alaska insurance disaster was hidden in a bill that never specificaly mentioned motorcycles. RIDE FREE/ACT NOW!!!

# LEGISLATIVE REPORT

## MAY 22, 1993

**In Oregon:** HB3262 has kind of stalled in committee at this time. There's some new evidence of what kind of problem there really is with illegal helmet citations. Last year there were 722 helmet citation convictions! I wonder how many were not convicted? In a meeting with a representative of Oregon Dept. of Transportation possible rule language changes were brought up as a possible way to end the helmet harassment issue. Sam Hochberg is going to be having opening arguments on the helmet appeal on June 3. Good luck Sam.

This from the Governor's Motorcycle Safety Advisory Committee meeting 5-21-93. As of 5-21-93 there were 7 fatalities in the state. The average for this time of year is 9.5 fatalities. **How do you kill half of a person???**

Here's an neat little tid bit; when you're on your scooter and pull into one of those left turn lanes and it doesn't trip the light for you, put your kickstand down on top of that black diamond striping, anywhere on the stripe will do. Then when you get home you can call 823-1700 in Portland and tell them to fix it. They need to know exactly where the problem is, (intersection, which lane).

SB 106 is a bill written to reorganize the Oregon Dept. of Transportation. It shifts some enforcement responsibilities around from one division to another. It would put helmet regulations and standards under the Traffic Safety Division. This bill has passed the Senate and is now in the House Transportation Subcommittee with our good friend Lonnie Roberts. We are all keeping a close eye on that one.

### NATIONALLY

So far 15 states have defeated helmet bills and 10 others didn't even introduce any helmet legislation. Iowa had to make a compromise. They now have a helmet law for those under 18 and they have a two price registration \$10 for those who ride with a helmet and \$28 if you want to ride free. They actually had to buy their freedom! Maine had a helmet bill attached to a seatbelt bill on 5-6-93, we'll keep you posted. Hawaii defeated all helmet bills introduced this year, 6 of them! Now lastly, South Dakota almost got a helmet law! Their politicians were willing to make a deal to have a lid law all year except during Sturgis. It didn't fly because of letters written by people threatening to boycott the rally. Which brings up an interesting point. What can we do to help the bikers in other states about lid laws? Write their Department of Tourism and gripe, that's what worked for South Dakota. Maybe a letter writing session at a chapter meeting aimed towards another state. A special thanks to Gordon for letting me get this into the newsletter so late.

Rich

*Timely info is critical.*

Concerned Motorcyclists  
working together -



*Unity is Strength*

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

**May 8, 1993**

Minutes from the May 10, 1993 State Boards of A.B.A.T.E. of Oregon, held at Lane Community College. The meeting was called to order at 12:16pm by Dennis Deaton, Vice-coordinator.

ROLL CALL: COLUMBIA RIVER: 1 : DOUGLAS COUNTY: 2 : JACKSON COUNTY: 0 : JOSEPHIN COUNTY: 0 : LANE COUNTY: 2 : LINCOLN COUNTY: 2 : NORTH COAST: 2 : NE PORTLAND: 2 : SALEM: 2 : SOUTH COAST: 0 : SE PORTLAND: 2 : WASHINGTON COUNTY: 2 : YAMHILL COUNTY: 1 :

April's minutes were accepted. Correspondence: Dennis read from a letter concerning Gil's BTV program recently aired on cable access channels. Roger read a notice of a Safty meeting to held at Clackamas Town Center in the Cedar Room on Fri May 21 at 6:30 pm.

Notice: Due to Coordinator Rich Bensen's trip to Tulsa the meeting was run by Vice-Coordinator Dennis Deaton.

Reports: By-laws Committee: Still working.

Education Director, Mel Yeager: Mel reported that only three sets of classes have given him reports on the classes being run currently. Mel requested all persons who have taken the training classes please report on your progress. Nic reported that Driver Education classes are faced with possible problems due to unreasonable demands due to the Disabilities Act.

Financial Committee Report: No Report

Historian Report: No Report

Legislative Director: Remember to write your representatives regarding HB3262, HR79, HB3051.

Membership Secretary: We have 1,319 Members.

Newsletter Editor: No report

ABATE Product Director Angie: Come see Angie's display at Fossil.

Public Relations, Rich : No report

State Run Coordinator, Roger: roger talked about finally work for Fossil.

Treasurer, Joy: CHECKING : \$ 5.61	SAVINGS : \$4,582.00
LEGAL FD : \$ 401.01	EDUCATION: \$ 529.23
POSTAGE : \$ 261.77	<b>TOTAL : \$5,779.62</b>

Ways and Means: No Report

UNFINISHED BUSINESS: Nominations for Vice-coordinator North: Nic Oliver. Dennis is going to check on need for phone fax modum card for newsletter editor.

No new Business was brought forth at this time. June 12, State Board Meeting will be held at Lane Community

College in the Apprenticeship Hall in room 223 at noon. The next Bike Pac Meetin will be June 13, 1993.

Submitted by Annie Bahrs

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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

NO REPORT, FIRST TIME.

## DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 am  
Round Table Pizza, Roseburg Valley Mall, Roseburg  
(Contact Ed Halkyard at 673-8120 for information)  
Chapter Address: P.O. Box 61, Roseburg, OR 97457  
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 Antloch 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

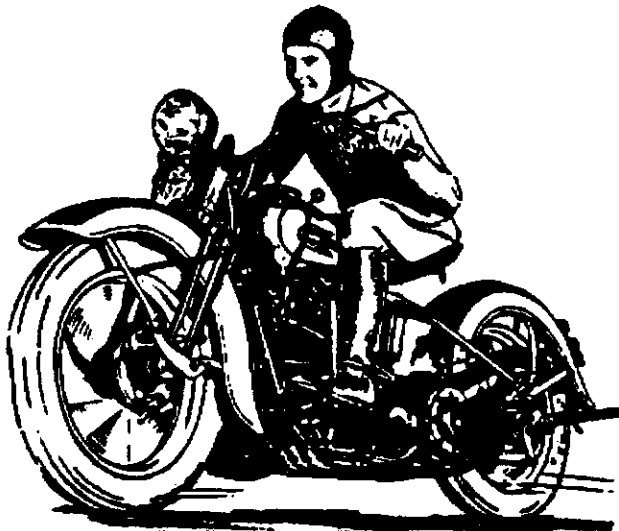
Meets 1st and 3rd Sundays at 4 pm  
Pietro's Pizza, 150 Se K, Grants Pass  
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526  
Chapter Contact: Sheree, 471-1642

Hello from Jo. Co.,

I'm sad to say that because chapter participation is low, not much is going on in our area right now, so I don't have any new info to pass on. Just checking in to let you know we're still here. We're hoping for better participation during the summer months when everyone is riding and going to our runs. Perhaps the next report will bring good news.

Till then, stay in the sun and stand behind your brother and sister who are so dedicated to your chapters and our common cause.

Jerilyn



## LANE COUNTY

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

NO REPORT, FIRST TIME.

## LINCOLN COUNTY

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

Hi Everyone,

I'd like to apologize for the "no report, first time." in last month's newsletter. It's all my fault. Thanks to Demetra and Lee the meeting minutes were covered.

We'd like to announce.. up front... that there will be a long list of 1st place game winners from Fossil Campout printed right here in next month's newsletter, so don't miss it (ha ha). Speaking of Fossil, our May 7th meeting was spent, in part planning for run Trucks, who was going to be where and all that organizing type stuff everyone hates, but all went well.

There will be another Trap Shoot tentatively scheduled for June. John and Roach won the shoot-off last time...these guys don't let anything get by them...if you are interested, just call Guy&Vicki at 563-3520 for details.

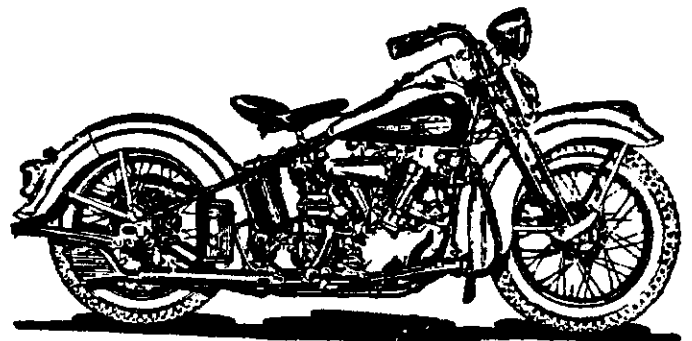
The post card writing that we've been doing at each meeting is paying off. B-Bear encourages all to join in and write in support of the bills in the House and Senate that ensure our rights to ride free.

Rich, our Education Director is proud to announce we've been very successful with our first attempt to teach safe motorcycling practices at Walport High School. We taught 4 classes totaling 84 students and by the time we got around to the 4th class, students were hanging out classroom windows to see the outside demonstration. The students were attentive and asked intelligent questions concerning motorcycling. It was a positive experience for all. With 6 weeks of school left Rich is working hard to schedule another class.

The Newport Mayor, Mark Collson has signed a proclamation the 29th of April in support of programs aimed at awareness and safety of motorcycles. Its sure nice to have the city of Newport behind us!

So much for this time. Keep the sun on your back and a smile on your face....Run season has arrived!!

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

Hi,

Summer is drawing near so we are all geared up to do alot of riding.

One of our members from across the river, J.J. held a very succesful poker run in April. The proceeds went for battered women. The turnout was great and everyone had fun.

We are planning a run down the coast to Honeymoon State Park next month. It too will be a poker run and campout.

Since May is Motorcycle Awareness Month, some of us have put huge "share the road" signs out on our businesses, home, etc., strategically placed so they can be seen very well by motorists.

We are rotating members going to the State Board meetings. It's giving us all a chance to see what's going on and also not one or two persons have all the responsibility. Its working out rather well.

Catch ya later  
BET

### 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

Here it is again, news letter time. I think I'm getting the hang of this computer finally. Did you go to the May Awareness Rally? I was there walking through the Capital Building on a day that it's normally closed. It was great having the Capital all to ourselves. The ride down was great and the speakers had some good things to say. The rain on the way back wasn't so bad.

Fossil will be past when this comes out, but I know I'll have a good time. Well unless my scoot tells me to get off and push. Riding weather is coming out all over and so are a lot of riders that don't have a lot of riding experience so keep your eyes open!!!

Beware of the man out there that wants to give you a ticket for a non approved helmet and then take it for evidence. I guess that would give you a good excuse to ride for a little while with out a helmet on. Just ask Gordon, he took advantage of a bad situation and got a helmet free ride. Sam has his work cut out for him in the court room. I didn't think they could take your helmet from you, but I'm no lawyer. Be careful out there and watch out for the over protective police trying to protect us from ourselves.

The Summer Run is finally coming together and hopefully it will go with no major problems. We will be selling beer and soda this year at the run. Get your advanced tickets from Pat Gleason at 775-4593 after 1:00pm.

The Companion Poker Run will happen shortly after Fossil on June 6, so hope to see you there.

Til next time  
Scott & Melanee



### SALEM

Meets 2nd & 4th Mondays, 7:00 pm

Pietro's Pizza, 1637 Hawthorne Ave NE

(Call 581-3138 or 581-8637 for Information)

Chapter Address: P.O. Box 13957, Salem, OR 97309

Chapter Contact: Dave Beck, 581-3138 or Jeff 581-8637

NO REPORT, FIRST TIME.

### SOUTH COAST

Meets 3rd Sunday, 11 am

Gino's Pizza, 1324 Virginia Street, North Bend

Chapter Address: P.O. Box 222, Lakeside, OR 97449

Chapter Contact: Tony & Vikki Haines, 759-4961

Hello again,

First off, I'd like to welcome our newly elected officers:

Public Relations- Neil Langbehm

Sttate Representative Dave Saylor

Treasurer Esther Cassidy

We've volunteered to paint the lodge at Camp Easter Seal this May. It will be done on the weekend of the 8th and 9th instead of the 15th and 16th because of of the Rododendron Festival.

All are excited about our new involvement in the "Adopt a Highway" program. We've decided on a 2 mile stretch on highway 101 (mile marker 223-225) This is something we all should be come involved in. Let's Keep Oregon Beautiful!

Until next time---

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 90233, Portland, OR 97290

Chapter Contact: Richard Lorang, 669-6488

NO REPORT, FIRST TIME.

### WASHINGTON COUNTY

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

Little Italy Pizza, Cornelius

Chapter Address: P.O. Box 830, Cornelius, OR 97113

Chapter Contact: Paul Taylor 693-0938

NO REPORT, SECOND TIME

### YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm

Cheese's Pizza, Lafayette

Chapter Address: P.O. Box 1179, McMinnville, OR 97128

Chapter Contact: Kraig, 876-5135

Greetings from Yamhill County Chapter.

Fossil is nearing if you have not bought your advance tickets, you should hurry. Yamhill County Chapter will have a Geneeral Store at Fossil. We have something you need.

For those people who take the Rider Education Program, Begins & Advanced, if passed contact Debbie Jones at 843-1116 after 5pm; So you can get reimburst for the training.

Enjoy & Ride Safe  
Renee

# 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 the ad will run in the newsletter.

<p><b>FOR SALE - 1981 Trike-V.W. Engine</b> with trailer. \$2,000.00 or make offer Call: 672-2812 (6-93)</p>	<p><b>For Sale or Trade:</b> 1977 750 Honda-Hondamatic(auto Trans.) <b>Low Miles</b> 1960 Mercury Comet 4 Dr. 6 cyl. w/A.T. Looking to trade for best Ford Pickup (others considered). Make offer.  Deisel Dave 255-8460 (8-93)</p>	<p><b>FOR SALE - ABATE Memberships.</b> Anytime of the year. See inside back cover for deatils and application. Sign up a friend today! (Indefinitely)</p>
<p style="text-align: center;"><b>HELP WANTED</b> <b>Positions Sought:</b> Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. <b>Work Conditions:</b> Wilderness like, Lakeside Island, serene mountains. <b>Contact:</b> Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)</p>	<p><b>ATTENTION -</b> Anyone interested in joining a non-drinking chapter of ABATE of Oregon call Bill at 681-9200 for information. (Indefinitely)</p>	<p style="text-align: center;"><b>WANTED</b> B.S.W. TOOLS CALL NEIL 254-9684 (7-93)</p>
<p><b>Call Gordon at 249-8548 to place your classified with us today!</b></p>	<p><b>WANTED:</b> 2 King tour-paks 1980 and newer H.D. also; Stock parts for 67 XLCH 255-8460: Deisel Dave (6-93)</p>	<p><b>For Sale:</b> New custom frame for 750 Honda 10" over front end and 16" rear wheel on frame \$450.00 Must sell Chuck's Saw Shop Tues-Sat 9Am-5:30Pm (503) 867-3525 Bear #1446 (5-93)</p>
<p><b>FOR SALE:</b> AK 47 Chinese made with muzzle breaks 100 round, 50 round, and 12-30 round magazines; 800 rounds of ammo also. \$775.00 O.B.O. Call 1-206-687-1146 Mike Ritchey (8-93)</p>	<p><b>WANTED:</b> Responsible Teenager cheap, reliable, honest, and able to help shag kids while at runs. You know A <b>BABYSITTER</b> PLEASE CALL WITH QUOTES FOR MORE INFORMATION. 1-503-249-8548 and ask for Mary Beth (8-93)</p>	<p><b>FOR SALE:</b> 16 ft fiberglass canoe \$350.00 or Best Offer <b>ALSO</b> 83 Chev. 3/4 ton 6 cyl , 4spd \$800.00 Call 282-9434 (6-93)</p>
<p><b>WANTED:</b> All my FREEDOMS back that the Government has taken. Please help to retain what we have left . Write your Rep. or Sen. today and let them Know. <b>NOW IS THE TIME TO DO IT&gt;</b></p>	<p><b>WANTED:</b> B/W photos to put in the newsletter. Please identify all parties involved, and also enclose thhe event and dates. Send them in care of : <b>The Editor</b> P.O.Box 4504 Portland, Ore. 97208 if you want them back send stamps along for the return postage.</p>	<p style="text-align: center;"><b>WANTED:</b> <b>YOUR AD</b> TAKE UP SOME SPACE TO SELL OR BUY YOUR DREAMS ALL IT TAKES IS TIME. SEND IT IN TODAY AND READ IT NEXT MONTH.</p>
<p><b>FOR SALE:</b>Ladies Langlitz Blk Leather Jacket, Size 34, Goat skin, Seldom worn, excellent cond. \$225.00 Call 266-4720 Donna</p>		

In 1776, this country was founded by our forefathers whose search for freedom of life, liberty, and the pursuit of happiness, led them to dissolve their ties with their homeland. The Declaration of Independence and the American Revolution were the actions necessary to break this connection.

In 1787, The Constitution of The United States set forth the nations fundamental laws.

The Constitution is said be the best written legal document in the world.

This document established a balanced government, dividing power between States and three independent branches of the national government. The Congress, the Judicial, and the Executive branch.

Delegates from 12 of the 13 original states spent over four months debating and deciding how the division of power was to be addressed.

When the national government asked the states to ratify the Constitution, the majority of the states refused. Refused because the Constitution only granted and limited the powers to the different branches of governments.

When the Bill of Rights was amended to the constitution, the people of the states felt this was the most vital part..the guarantee of individual rights. Preservation of their freedom of choice.

All states ratified the Constitution in 1791. Accepted it with the Bill of Rights.

Our forefathers belief in freedoms of choice was the most important reason that America is America. The belief was so strong, so very strong thousands of young men freely gave their lives and died in the American Revolution.

We, the people whom have inherited the Constitution, as our birthright, must look back and attempt to identify with the problems that were once theirs, the problems that in resolving brought about the Bill of Rights.

We, the people of the United States of America, seem to have lost

the sense of the value of our Bill of Rights.

Rights we willingly lose, those rights our ancestors fought for, many with their lives so We the people, then, today, and tomorrow, would be guaranteed, for many generations to come, the freedoms that the Bill of Rights guarantee Us.

We are Guaranteed the Freedom of religion, so that we may worship in the manor that we believe is best.

Guaranteed the Freedom of speech, so that we may speak what is on our minds.

Guaranteed the Freedom of the press, so that the truth may be read.

Guaranteed the Freedom to assemble, so that we may gather with whom we choose.

Guaranteed the Freedom to bear arms, so that we may protect our homes & families.

Guaranteed that no soldier may quarter in our homes without the owners consent.

Guaranteed to be secure in our persons, and homes, so that we will not fear unwarranted searches and seizures of our persons and possessions, without probable cause.

Guaranteed that no person shall be held to answer for a capital crime unless indicted by a grand jury.

Guaranteed that no person shall be tried more than once for the same crime.

Guaranteed the right to a fair and timely trial.

Guaranteed that no fact tried by jury shall be re-examined by any court, other than that according to common law.

Guaranteed that fines, bails and punishments shall not be excessive or cruel.

Guaranteed that these rights shall not be construed to deny or disparage other rights retained by the people.

Guaranteed the powers not delegated to the United States are reserved for the people and their states.



In this day and age many Americans do not see the need to have such basic rights in writing. We have grown in a time where these rights were expected, as they should be, but these rights need to be protected, if our children and grandchildren are to expect the same rights and independence this great nation of ours was founded on.

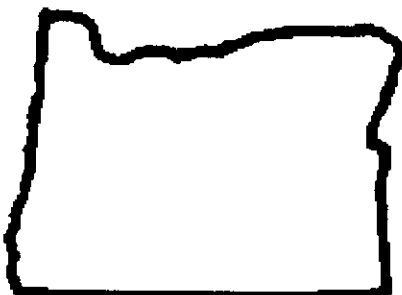
Today, two hundred and seventeen years later, we are faced with many problems in our society. Our legislative bodies make and pass laws that effect each one of us directly or indirectly. Most of these laws, rules and ordinances are never put to a vote of the people.

The majority of our legislators represent some kind of special rights group, special rights groups that contribute financially to their campaigns and life styles. Some of our legislators have infringed on our birthrights guaranteed us in the original ten amendments to the Constitution. The Bill of Rights. These rights are important personal freedoms. Without, them we wouldn't be "America, The Free".

I do understand that our society has grown very complex. Many people, with many beliefs and views. Each person in this great land should have the rights to decide how to live their lives, so long as they bring no intentional harm to others. The Bill of Rights is the tool that United this Country. The preservation of the Bill of Rights means the preservation of the rights of the people.

So I beg of you, fight to keep our rights. Do not let our legislators manipulate them for their own financial gains.

By Elizabeth Eckstrom



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Revised: December 1992

**ABATE PRODUCTS ORDER FORM - PRICE LIST**

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>ABATE PINS</b>				
_____	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
<b>MISCELLANEOUS</b>				
_____	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	7.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>ABATE T-SHIRTS</b>				
_____	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
<b>SPECIAL ORDER ITEMS</b>				
_____	ANG	Year Bars (Indicate year _____ - 1982 thru 1993 available)	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Small 1984-1993 avail.	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Large 1984-1992 avail.	1.50	_____
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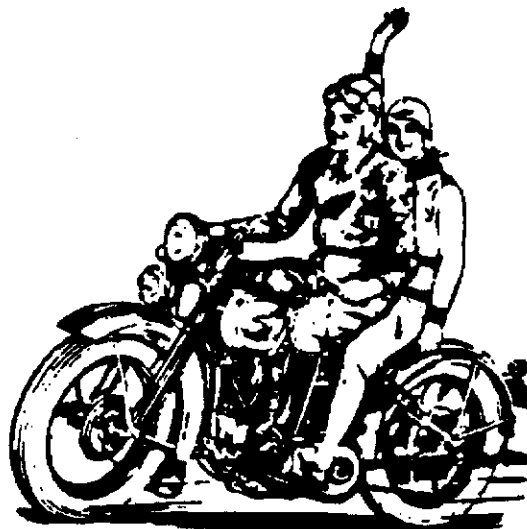
# 1993 A.B.A.T.E. OF OREGON, INC. SANCTIONED RUNS

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
June 26 & 27	Run To The Sun	Columbia River		
July 16, 17 & 18	S.O.S. Run	Jackson County	Mike De Camp Blayne Brisson	826-5219 826-6316
July 24 & 25	Beaver Creek Run	Lincoln County	Vickie & Gary	563-3520
July 31 & Aug 1	Windy Creek	Douglas County	Chris Vienrd	498-2412
August 7 & 8	Fox Creek Run	Salem	Jeff McGheley	585-8636
August 20, 21 & 22	Summer Run	N.E.&S.E. Portland	Pat Gleason	775-4593
August 28 & 29	Coo's River Run	South Coast	Tony Patrick Ern	759-4961 267-0838
September 4, 5 & 6	Labor Day Run	Lane County	Bob Hevle	461-0873
September 25 & 26	Tri County Run	North Coast	Don Smack	738-7156
November 20	Toy Run	Washington County	Paul Taylor	693-0938
December 4	Shriner's Toy Run	N.E. Portland	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

## EXTRA RUNS

September 17, 18, 19	Washington Fall Bash	Washington State	Norm	1-206-834-3091
October 15, 16 & 17	Last Bash	State	Roger	285-4329

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## NATIONAL "RIDE TO WORK DAY" DATE SET

The second annual Ride To Work Day is set to take place on Wednesday, July 21, 1993.

Designed as a public relations campaign to illustrate the number and diversity of motorcycle riders present in the country, last year's RTW attracted approximately 10,000 participants. This year's goal is to at least triple that number nationally.

RR/MCN asks all motorcycling clubs & organizations to lend their support by publicizing the Ride To Work through their newsletter & meetings.

Like last year, official RTW T-shirts & Buttons can be purchased through Aerostich Riderwear, whose owner Andy Goldfine, is one of the original Ride To Work founders.

Contact Aerostich Riderwear, Eight South 18th Avenue West, Duluth, MN 55806; phone (8800) 222-1994; fax (218) 720-3610.

## SECOND COMING FOR THE INDIANS

(Re-Printed from Modified Motorcycle Association 20th Birthday edition)

What kind of motorcycle defined James Dean and Marlon Brando? Not the Harley-Davidson. When it was time to play the rebel, they straddled the Indian Motorcycle (no r), which zooms back on the market next fall for the first time in 40 years.

The Indian was born in 1901--three full generations before Luke Perry, this year's apotheosis of biker chic. The first model was no more than a bicycle with a motor, but soon the road machines were winning races. Pancho Villa rode one; Alan Ladd and Jane Russell endorsed them. A 1985 survey found that almost 50,000 Indians have survived, through loving restoration and maintenance. (Steve McQueen was a fanatic collector.)

The old factory in Springfield, Massachusetts, is gearing up for final bike assembly by fall 1993, but a prototype, the Indian Chief GBA, is in production now. Thanks to modern materials, the current model is 300 pounds lighter than the original.

The Indian is 100 percent American-made, and owner Phillip Zanghi expects it to appeal to what he calls rubbies, rich urban bikers. He has a line of Indian clothing - with the leather jacket in brown, versus Harley-Davidson's black. Ladies and gentlemen, start your engines! (Indian Motorcycle Co., 180 Avocado St., Springfield, Mass, 01104; 800-8-INDIAN.)

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**HOW MUCH IS  
YOUR FREEDOM WORTH?**

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## Immunity Abrogated For Right-Of-Way Area

(Reprinted from *Public Works* for April, 1993)

A Colorado motorcyclist sued the state for injuries he received when he collided with a cow that had entered a state highway through a n allegedly negligently maintained highway right-of-way fence area. The motorcyclist was riding on Colorado Highway 96, when he sustained serious personal injuries. The highway was a federal aid highway, which meant that the state of Colorado received matching federal funds for the construction, alteration, repair, or improvement of the highway area.

The plaintiff alleged a violation of §35-46-111 of the Colorado Fence Law, and alleged that such negligence was to be considered negligence per se under Colorado tort law principals. The state pleaded the General Immunity provision of CRS §24-10-101 et seq. The state also alleged that the fence area was not an integral part of the highway itself, and therefore was not a "dangerous condition" that would otherwise be an exception to the immunity statute.

The court at *State vs Moldovan*, 842 P.2d. 220 (1992), ruled in favor of the plaintiff, but rejected a negligence per se cause of action. The court based its decision on the law of general negligence in Colorado, ruling that the previously cited fence law imposed a direct affirmative duty on the state to maintain and repair right-of-way fences adjacent to the highways, and evidenced a purpose to protect motorists from collisions with trespassing livestock. The court rejected the state's argument that a right-of-way was outside the area of risk assumed by agencies responsible for highway maintenance. The court reiterated that an often overlooked purpose of the Immunity Act was to permit a person to seek redress of personal injuries caused by public entities.

The court reviewed the history of CRS 24-10-1-3(1), finding prior authority to conclude that the term "dangerous conditions" could include any physical condition of facility that posed an unreasonable risk of harm to public safety, and that was known or reasonably discoverable by the relevant public agency. The state legislature had never restricted the coverage of the exceptions to immunity to the traveled area of the state highways, which fact was an important contributing factor in the court's decision.

---

**For the price of a few six-packs or a few Big Macs, you can make an investment in preserving your freedom to ride.**

### **BikePAC of Oregon**

**needs your financial support to work in the Oregon State Legislature.(Reprinted from Popular Science August 1991)**

## **AUTOMOTIVE NEWSFRONT COOLER HEADS PREVAIL**

If you believe that the summer's heat makes you sluggish, Volvo researchers offer scientific proof. They tested a group of drivers aged 25 to 65 years for their reaction time to a variety of traffic situations under two temperatures. First a comfortable 70 degrees F; then a warmish 80.5 degrees F.

The car was rigged to spring various surprises, which drivers reacted to by hitting a button on the floor. The cooler heads prevailed; the response times were about 22 percent longer in warmer weather.

The tests were run by Volvo's climate control division, which makes the company's automotive air conditioning systems.

David Scott

{Michigan Rider newsletter added the following 'if reaction time was up 22% at 80.5 degrees, how much longer would reaction time be for a motorcyclists wearing a helmet on a 80 degree to 95 degree day? Has anyone ever monitored the temperature inside a helmet?'}  
■

## **HELMET REFLECTORIZATION RULES DIFFER BY STATES**

(Re-printed from First State Freedom Rider)

What is the Law? What states require reflectorization? Like most vehicle laws, the wording and applications (in each state) may differ. Here's a summary provided by Kathy Van Kleeck in the Arlington, Va. office of MIC.

**DELAWARE** - Reflectorization must be securely affixed to the left side, right side and rear of the helmet and should cover an area of at least 10 square inches in each of the specified areas and should preferably cover the entire helmet.

**MARYLAND** - Reflectorization is required to cover an area of four square inches on each side of the helmet. If the reflective material is attached to the side of the helmet, it shall be affixed in a permanent, weatherproof manner.

**NEW JERSEY** - The helmet must be reflectorized on both sides. As part of the New Jersey inspection standard, the helmet must be reflectorized over an area of at least four square inches on each side. Read, white or amber reflectorized safety tape shall be used and securely affixed in a permanent manner. Helmets with built in reflectorization must also have the reflectorized tape.

**NEW YORK** - - Reflectorization is required to cover an area of four square inches on each side of the helmet.

**SOUTH CAROLINA** - Reflectorization is required but no specifics are given..

**WEST VIRGINIA** - Reflectorization must be securely affixed to left side, right side and rear of helmet and should cover an area of at least 10 square inches in each of the specified areas and should preferably cover the entire helmet.

If your from a state without a helmet reflectorization requirement and ride into a state with one, are you likely to be pulled over for the lack of a 'glow in the dark' decal? Probably not, but as the letter of the law reads, you won't be in 100% compliance with local vehicular laws, which could work against you in some legal cases.  
■

## **BRITISH EXPERTS DEBUG HELMET MYTH**

(Re-printed from 'Back Street Heroes' Magazine)

The old adage that if you've got a ten dollar head get a ten dollar hat, has come under fire from experts whose research findings indicate that precisely the opposite may indeed be true.

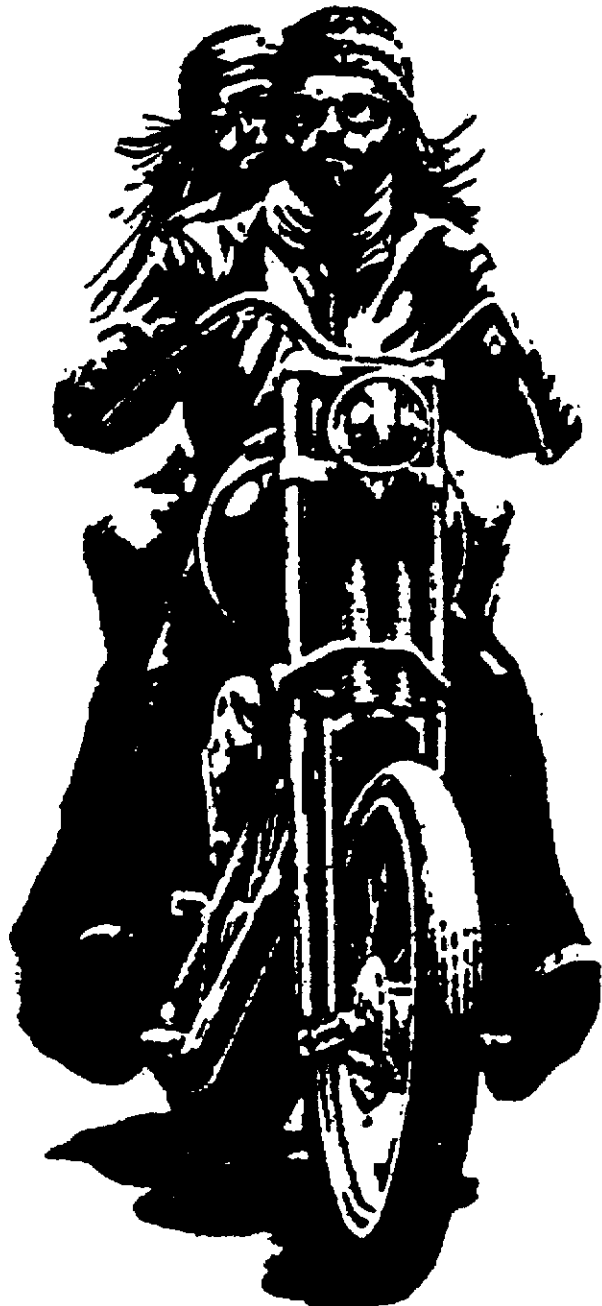
Birmingham (England) University researchers, Nigel Mills and Dr. Adam Gilchrist have described British helmet standards as "unrealistic". Existing standards require helmets to possess a high degree of resistance to penetration damage by sharp edges or pointed objects, such as fence spikes and curd edges, however statistics indicate that only about 4% of all motorcycle accidents involve such characteristics. The doctors concluded that helmet design should reflect the more probable kind of scenarios where a rider head hits the road surface or a car's body panels. Dr Mills goes as far as to say that reducing helmet standards could actually result in a saving of life. Their report will be scrutinized by safety experts presently reviewing European safety laws.

The evidence contradicts the general assumption that the more substantial and hard a helmet is, the greater the protection it will afford in the event of an impact. This is interesting news for those biker lobbyists keen to see a reform of the compulsory helmet law since it lends perspective to the issue which has been distorted by myth and assumption. It isn't hard to see why people would naturally imagine that a big heavy helmet would provide its wearer with a greater chance of surviving head injuries than a light one given that once considers helmets in the same way that armour is viewed. Certainly a medieval soldier would fare better against an archer if protected by an inch thick breastplate than he would if wrapped in aluminum foil but to extend the philosophy into the realms of helmet construction would appear to be unsound. There are many pros. and cons. with helmets which need to be considered when choosing a lid.

Taking factors in isolation weight is a disadvantage since the greater the weight the greater the inertia of the head and the more stress that must be sustained by the neck which in many ways is more vulnerable feature than the old brain box. There is very little compensation to be derived from having your head in one piece when the means by which it is attached to the rest of ones body is permanently out to lunch.

Another misconception about helmets is that they are inferior if they break apart, or crack. A helmet that does not crack or deform under impact, simply transmits energy to the skull which even if it remains intact, may become separated from the brain inside it. The old idea of a German military helmet being good enough to bounce about in since it was good enough to ward off shrapnel, is a prime example of such irrational thinking. Whilst we're talking of novel alternatives to regular head gear, it is more than the price of a decent MZ.

■



## KATHY THEODORE

(Reprinted from May ABATE of California Newsletter)

You know you're getting old when: your idea of a great thing to do on an afternoon is take a nap. The creaks and groans you hear in the morning are coming from you - not the house settling. When that comfy dresser starts looking pretty darn good.

Sound familiar to any of you out there? I've noticed lately at our events that many of us are looking a little...grayer. Couldn't be stress from four straight years of hair-raising congressional battles - must be age.

Actually, I love getting older. Young people look up to me. They are apparently under the possible mistaken impression that because I've stayed alive all these years, I must know something. I have carefully cultivated an air of sage wisdom by looking at people right in the eye, talking in a loud firm voice and nodding a lot. Here's a proverb from "Kathy's Book of Sageness": People always think you're wise if you agree with their point of view.

Another thing I notice about getting older is that I never seem to get anywhere very fast. I mosey about looking at stuff and nodding a lot (thus looking very wise in my slowness). And I don't have to keep up any "image" anymore. No one expects me to conform to any standard of behavior, so I don't. I see my daughter agonize about whether her shoes match her eye shadow and am glad I'm beyond that.

To my daughter's teenage friends, I'm so weird, I'm cool. So I get to talk to them a lot about important stuff and I'm proud to say that I've been able to steer so many young people onto the right path of civil dissent by instilling in them the culmination of my years of experience: 1) Defy authority, unless the authority knows what it's doing; which is seldom. 2) Don't sit and whine about what you don't like, work to change it/ 3) Always carry your towel.

Of course, I have to go talk to Jennie's teachers every week or so as she's always starting some petition or another, or inciting the other students to protest, but it's worth it. Because I won't be around forever. Someone needs to carry on for me. "Those who would be free must ever be vigilant". The fight for freedom will continue to be fought by our children and their children and theirs. Will they be ready? Will they want to? Are we teaching the younger generation the value of personal liberty? And especially, the value of fighting for it?

We will eventually need to pass the torch of freedom on. Will there be anyone there to take it? Young riders need to be encouraged to come to ABATE meetings, and therefore, ABATE meeting should be held in places open to them. Maybe we should approach some young people's groups and try to interest them in motorcycling, in ABATE - and in freedom. I think it's time for my nap now.

(Please note most of our meeting are held in places that minors are allowed, the rest of the article has some good points. Have you found someone to pass the torch to?)

# TRANSPORTATION and HIGHWAY FUNDS

Maximum 3 Year 402 Grants (1)	\$ 1,585,265
National Highway System (2)	\$ 34,548,747
Surface Transportation Program (3)	\$ 34,120,479
Congestion Mitigation & Air Quality (4)	\$ 4,425,970
TOTAL for (2),(3),(4) above	<u>\$ 73,095,196</u>
1.5 % Penalty (6)	\$ 1,096,427
3 % Penalty (7)	\$ 2,192,855
State Matching Funds	\$ 14,619,039 *
Minus 1.5 % Penalty	\$ <u>1,096,427</u>
Money Back To General Fund	\$ 13,522,612
Money Back To General Fund (3% Penalty)	\$12,426,184

## ~~ACTION CYCLE~~

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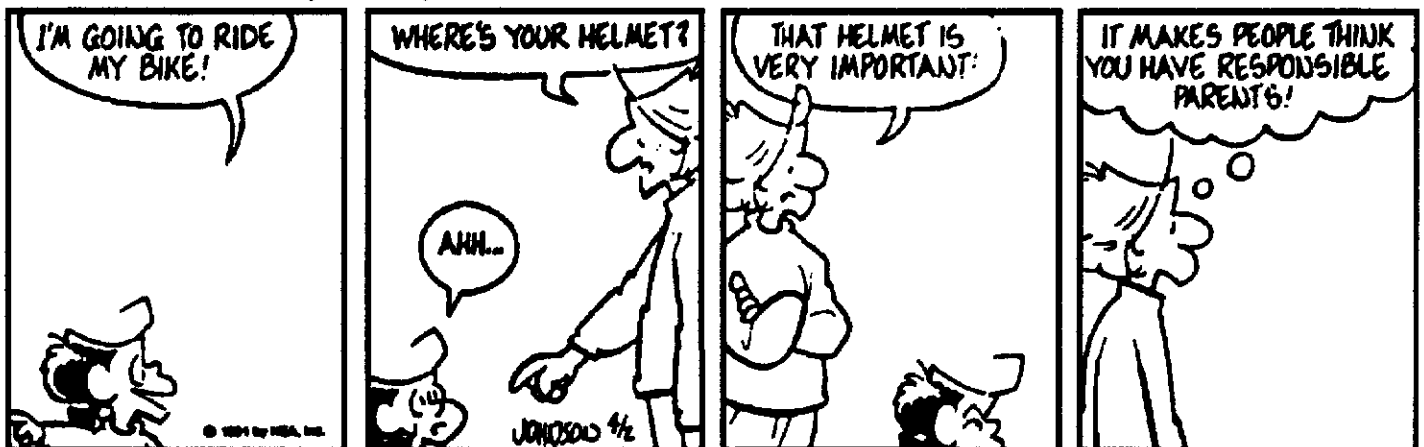
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ARLO 'N' JANIS By Jimmy Johnson



## THE END?

**T**he subject for this month is the end of motorcycling.

This isn't some theoretical discussion of whether motorcycles will someday be banned by legislators or regulated to death by government agencies. Both of those are possible, of course, but only if motorcycling survives long enough. And the way things are going, it might not.

Let me explain how motorcycling could be wiped out not by government action, but by a private industry. And the real danger is that it could happen without a single vote by your elected representatives, the people you can vote in or out of office.

What you're about to read isn't mere speculation. This is real.

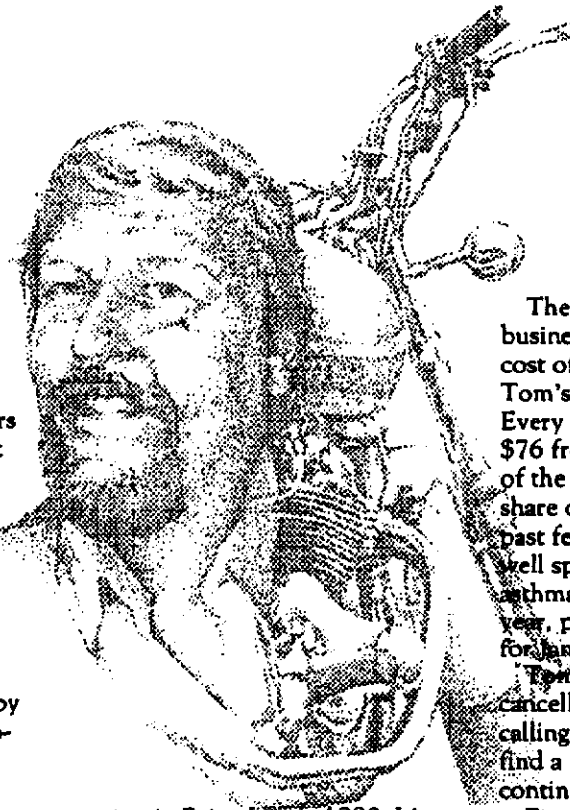
First, let's create a composite AMA member. His name is Tom Smith, he's 35, and he's been married to Jane for 11 years. Tom and Jane have two children—Bobby, 7, and Mary, 5.

The Smiths live in Bristol, Connecticut, in a house they bought eight years ago. Finances have been tight, especially since the Smiths invested most of their life savings to purchase the house. However, they both work and their dual incomes have allowed them to purchase some nice furniture, clothing, the two cars they need to get to work—that sort of thing.

Motorcycling is a big part of their lives, always has been. Tom owned a little Honda when he and Jane met, and he took her on dates aboard it. Through the years, no matter how tight the money situation got, they've always had a motorcycle.

Their current bike isn't brand new, but it has taken them all over New England on vacations, and it's served as a commuter vehicle for Tom during the summer. That motorcycle is more than just another possession for the Smiths. It's an important part of their freedom and relaxation. Motorcycling means a great deal to them.

Tom has worked for the XYZ Cor-



poration in Bristol since 1980. It's the first and only job he's had since graduating from college. Tom likes it there, and is grateful for the seniority and job security he's earned. Quite a few of his friends have lost their jobs in recent years thanks to the sluggish economy and corporate belt-tightening.

Jane hasn't been quite as lucky. Her company, the ABC Corporation, cut back her hours a year ago, so she's only working three days per week.

"Sales are lousy," her boss declared. "We can't keep everybody on full-time."

That cutback cost Jane the pay for those hours, and she lost her company health benefits when she became a part-time worker.

Despite all that, the Smiths were hanging in there. In fact, considering the problems some of their friends have faced, they considered themselves lucky.

Then Tom got a notice with his last paycheck. It was simple, brief and to the point:

"Due to the high cost of company health insurance, the XYZ insurance plan will no longer offer health benefits to employees or their families who own and ride motorcycles."

The XYZ Corporation, like many businesses, pays 80 percent of the cost of health insurance as part of Tom's employment benefits package. Every month, the company deducts \$76 from Tom's pay to cover the rest of the insurance premium. Tom's share of the cost has gone up in the past few years, but it's been money well spent, what with his daughter's asthma and his son's broken leg last year, plus normal medical expenses for Jane and himself.

Tom was shocked by news of the cancellation. He quickly started calling insurance companies, trying to find a policy that would allow him to continue riding.

Finally, he found one. There was only one problem:

"I think we could give you something like what you have now for \$487 a month," the insurance agent told him. "But I should warn you that our company is thinking about dropping motorcyclists, too. It's becoming a real trend in health insurance. We're also looking at eliminating people who water-ski, operate snowmobiles or ride bicycles without helmets."

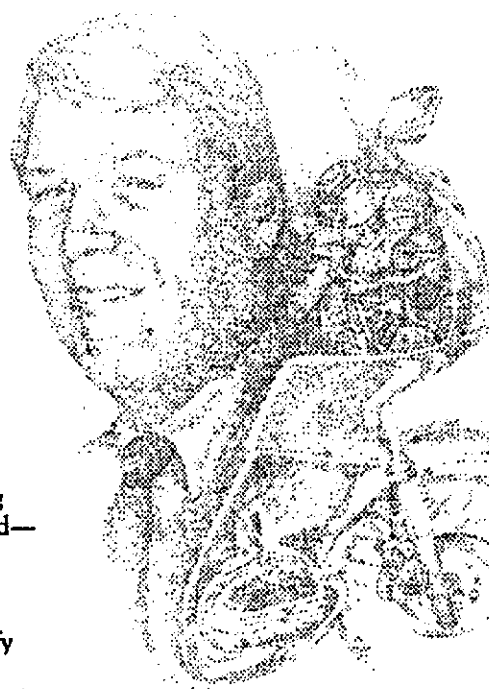
Tom thought long and hard about his options as he rode home to his wife and children. He knew there was no way he and Jane could come up with \$500 a month for health insurance. Either he could risk his family's health and keep riding, or pull the bike into the garage one final time and walk away from motorcycling forever.

He knew what he had to do.

Could it happen? It already has. Some AMA members are already facing this decision.

I urge you to read about this all-too-real threat in Ed Youngblood's column on the following page and in our story—"Emergency!"—starting on page 18. This is information you can't afford to be without. ■





**BEST INTENTIONS**

**H**ow would you feel if your state passed a law requiring any motorcycle being sold—new or used—to have three headlamps mounted on its handlebars?

What would you think if your state's legislature decided to classify poker runs as illegal gambling?

That's crazy, right? Nobody in their right mind would seriously consider such ridiculous legislation. I mean, where would I mount three headlamps on the handlebars of my BMW R100RS? What would they illuminate once I installed them? And who could fail to understand the distinction between organized gambling and an enjoyable road-riding event?

As ridiculous as those measures sound, however, both of them already have been proposed this year. The headlamp bill was introduced in the Connecticut Senate, and the status of poker runs as gambling events has been debated in the Montana House of Representatives. In fact, with those two bills leading the way, there are indications that 1993 may go into the books as a record year for crazy motorcycle-related legislation.

Actually, it wasn't particularly difficult to predict that we'd see some pretty unusual legislative initiatives this year. Last November's national elections, resulting in a large turnover among elected representatives, guaranteed that lots of new ideas would be making the rounds at statehouses across the country this year. And the fact that some of them are so ridiculous is just another indication that many lawmakers really don't understand motorcycling very well.

Some of these issues don't have the impact of discrimination against

motorcyclists in the workplace that you'll read about elsewhere in this issue. Those immediate problems remain a prime focus for our government relations efforts. But we can't afford to ignore other issues that continue to arise in state legislatures across the country. Because, as you'll see, some of them also have the potential to profoundly affect you as a motorcyclist.

What concerns me are not the obviously ludicrous bills like those above. The chances of them getting passed into law are remote. Instead, we need to be wary of some legislative measures that, at first glance, don't sound so crazy.

As a national association we have the advantage (sometimes disadvantage) of viewing and assessing legislation from a broad perspective. We review proposals from all 50 states and Washington, D.C., and attempt to weigh their impact on motorcycling across the country—not always an easy task.

What may seem like a good idea in one state legislature can be a serious mistake when considered nationally. Let me offer a couple of examples.

One of the key areas of legislation sure to affect motorcyclists this year concerns helmet laws. Since the federal government passed its plan to "encourage" states into passing

helmet laws in late 1991, many states have debated the issue.

The impetus behind this latest round of helmet-law consideration is the federal plan to use highway construction funds as a weapon. Any state that doesn't pass a helmet law covering all motorcyclists by October 1 of this year will have to reserve 1½ percent of its highway funds for safety programs. Any state that doesn't pass such a law by October of 1994 will have to reserve 3 percent of its highway funds for the same purpose. That money wouldn't be lost to the state, but it would be taken out of the pool of funds that could be used for highway construction.

The AMA believes this type of federal coercion is simply wrong. The federal government decided in the 1970s that the issue of helmet laws should be left strictly up to the states. With this legislation, it's telling the states they are still free to make up their own minds on this issue, but only if they make up their own minds to the federal government's liking.

Not surprisingly, 10 states thus far have told the federal government to stay out of their business by voting down helmet laws. But others have tried to impose upon motorcyclists a similar coercive deal. We'll let you keep your freedom of choice regarding helmet laws, they've said, if you'll trade that freedom for something else.

In Iowa, the "something else" in one proposal is cash. A legislator has proposed a surcharge on licensed motorcyclists to offset the revenue that will shift from that state's highway construction account to safety programs. For Iowa riders, that

See **RASOR** on pg. 52

**RASOR:** Cont. from pg. 14  
 would translate to about \$15 each in penalties the first year and \$29 in subsequent years.

For riders who are strongly opposed to helmet laws, that may not seem like too high a price to pay to retain freedom of choice. But consider the national implications of such a proposal.

First, it's a dangerous precedent to require motorcyclists to pay money to the state in order to keep an existing freedom. That's called extortion in some circles. It's especially bad when we're being asked to repay money that wasn't lost to begin with, only shifted into safety programs.

Second, while the surcharges may seem affordable in Iowa, consider the implications for riders in other states. Using the same formula, riders in South Carolina would face surcharges of \$90 the first year, rising to \$179 in subsequent years. Alaskan riders could expect to pay \$236 the first year and \$471 thereafter if their legislators decided they liked the Iowa idea.

Beyond that, what if using surcharges to offset costs were broadly adopted as a public policy doctrine? If lawmakers perceived a risk to public funds, would motorcyclists face surcharges for possessing higher horse-

power engines or motorcycles with particular styling features?

In other states, legislators are seeking to trade continued freedom of choice in the matter of helmet laws for a law requiring rider education for every new motorcyclist, regardless of age.

Looking at the reduction in motorcyclist fatalities over the past decade, it's hard to argue against the value of education programs. But from a practical standpoint, requiring rider-ed for every new motorcyclist creates several problems. Most importantly, few states have the facilities or trained instructors to make rider education conveniently and inexpensively available to all their residents.

Making training mandatory under those circumstances won't result in all new riders being trained, it'll just mean more people will ride without licenses. More than 60 percent of motorcycle fatalities already involve unlicensed riders. A complex, expensive, mandatory rider-ed program would just make that problem worse.

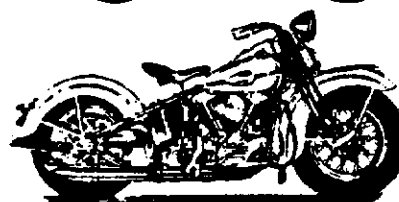
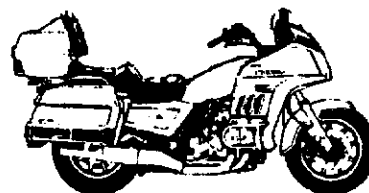
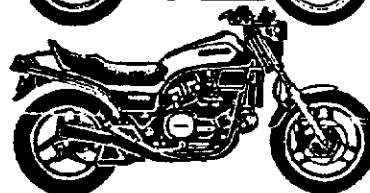
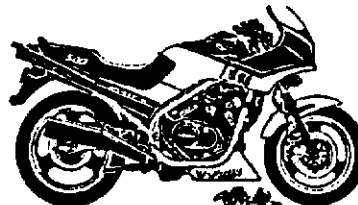
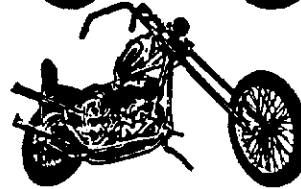
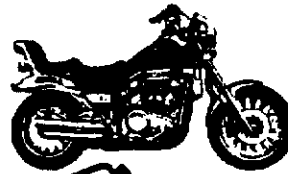
The system of rider-education programs available today exists largely because riders who already have licenses are willing to voluntarily accept increases in annual registration fees to fund such programs. A strong argument can be made that if state governments decide to require such training for all riders, then support of the program, like other state-mandated programs, should come from general revenue sources. And that would be a very hard sell in the face of budget crises in many states.

That's why, from a national perspective, the AMA opposes trading freedom of choice in helmet use for some other freedom that might seem more palatable. In searching for ways to deal with the federal government's attempts to coerce states on the helmet-law issue, we have to be careful that we avoid contributing to what is already a very crazy legislative year. ■

If you had not noticed, the pages previous, this one, and the one page following are reprinted from American MOTORCYCLIST magazine June 1993 issue. (editor's note)

It is important to read these and think about what they have to say. In the near future some of the things mentioned may come to pass if WE are not careful. Protect what you have and support those who are fighting in the trenches for you. Without all those who are involved in the fight to maintain what we call FREEDOMS, someday you will not be able to even read this sort of Newsletter. Let us all take a minute to write those who are suppose to be representing US THE PEOPLE. Long live the FREEDOM FIGHTER.

## All bikes - All riders

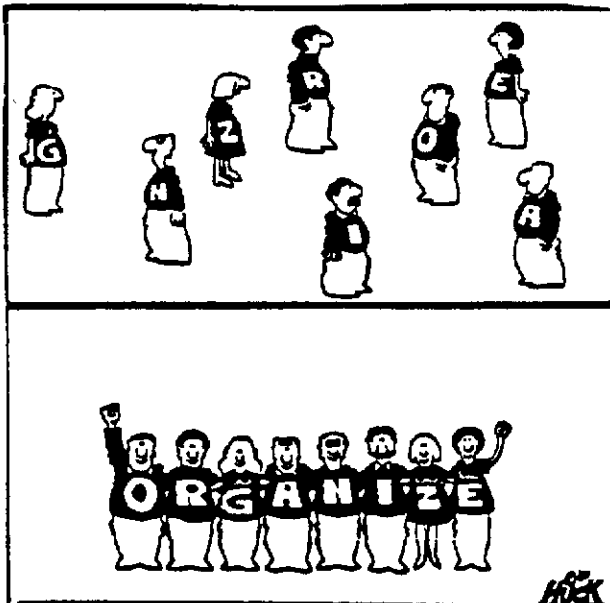


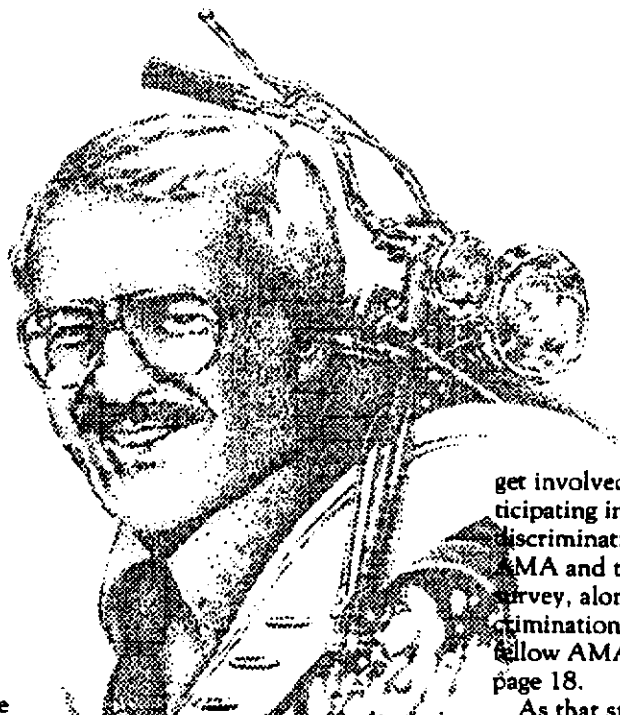
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**CIVIL LIBERTIES**

**A**s I awaited a flight at LaGuardia last week, the evening news was reporting on the first day of hearings for Hillary Rodham Clinton's much ballyhooed task force on national health-care reform.

This issue has assumed crisis proportions in recent years as health care costs for employers have shot up by 15 percent or more per year—three times the overall rate of inflation. But I am concerned that some of the solutions being considered will come at the expense of the right to privacy of many groups, including motorcycle owners.

Many factors contribute to the rising costs of health insurance and medical care, but most are beyond the control of the employer. One of the few factors employers can control, however, is the behavior of their employees. As a result, it is becoming more common for them to try to dominate every health-related aspect of their employees' lives, including their hobbies, in an effort to reduce the costs of providing medical-insurance benefits.

I had flown to New York in part to meet with Teresa Yates, legal director of the American Civil Liberties Union (ACLU), and Jonathan Anderson, head of the ACLU's National Task Force on Civil Liberties in the Workplace. Anderson had contacted the AMA just a few days before to discuss the growing encroachment of employers on the lifestyles of their workers.

His contact had been very timely, since the AMA was just beginning its own investigation of this problem based on complaints from members.

We had heard disturbing reports of discrimination in the workplace against motorcyclists. In some cases, workers reported that they were stripped of some or all of their health-insurance benefits simply because they rode motorcycles.

No one can expect something for nothing, and insurers have the right to structure fees appropriate to the risks they're covering, based on sound actuarial studies. But it is clear that these knee-jerk reactions against motorcycle ownership are based on assumptions and folklore, not actuarial studies. In fact, as our Government Relations Department and this magazine have shown, the most quoted studies that identify motorcyclists as a "public burden" represent notoriously bad research, motivated by prejudice rather than any sincere desire to reduce the cost of health care.

The ACLU is already involved in a campaign to have state laws enacted against lifestyle discrimination. If ever there were a project motorcyclists can understand and appreciate, this is it! How many motorcyclists remain closet bikers in their professional lives because they fear their love of motorcycling could earn them reduced insurance coverage, loss of promotions or outright dismissal?

This month, we're asking you to

get involved in this campaign by participating in a survey of workplace discrimination prepared jointly by the AMA and the ACLU. You'll find the survey, along with a story about discrimination faced by some of your fellow AMA members, beginning on page 18.

As that story shows, there is clear justification for fears about discrimination against motorcyclists. A recent poll commissioned by the National Consumers League suggests that most Americans sympathize with us, however. In that poll, 96 percent of the respondents said it was inappropriate to base employment on whether a person rides a motorcycle.

Public support is important, but discrimination against motorcycling and other activities is going to continue until more states pass laws against it. At present, only two states—North Dakota and Colorado—have laws with language broad enough to protect legal hobbies like motorcycling.

On my flight home from New York, though, I discovered an encouraging sign. Among the material provided by the ACLU was one publication entitled "Liberty at Work." It contained a photograph of a throng of workers leaving a factory. Printed over the photograph was this passage from the great American poet Carl Sandburg:

*I am the people—the mob—the crowd—the mass.*

*Do you know that all the great work of the world is done through me?*

In the very center of the photograph, almost as if he was the focal point, was a young man carrying a motorcycle helmet. ■

	TOTAL	GAIN/LOSS	EXP/TRANS	NEW/RENEW	TOTAL
CHAPTER	5/1/93	5/1/93	5/1/93	5/1/93	4/1/93
COLUMBIA RIVER	64	-10	11	1	74
DOUGLAS COUNTY	118	4	0	4	114
INDIAN CREEK	165	13	1	14	152
JACKSON COUNTY	77	3	7	10	74
JOSEPHINE COUNTY	32	0	0	0	32
LANE COUNTY	87	4	0	4	73
LINCOLN COUNTY	89	-5	8	3	94
NE PORTLAND	155	2	8	10	153
NORTH COAST	50	1	4	5	49
SALEM	141	6	1	7	135
SE PORTLAND	186	-4	11	7	190
SOUTH COAST	54	1	4	5	53
WASHINGTON COUNTY	69	-6	6	0	75
YAMHILL COUNTY	32	0	0	0	32
TOTAL	1,319	9	61	70	1,310

## *Your Motorcycle Accident Lawyer*

# **SAM HOCHBERG**

**Attorney at Law**

*Dedicated to Serving Those Who Ride*

- FREE CONSULTATION
- NO RECOVERY = NO FEE
- EXPERIENCED LAWYER & MOTORCYCLIST
- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



*Member of ABATE of Oregon  
Legal Counsel for BikePAC of Oregon*

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

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**24 Hours - Toll Free 1-800-531-2424**



**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**

# 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):

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## 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

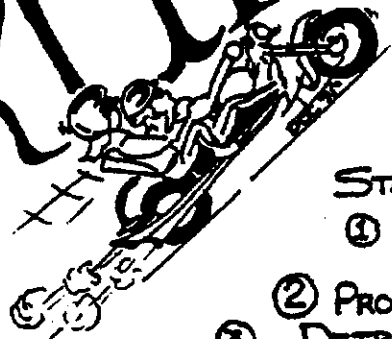
Was helmet modified?    yes    no    If yes, describe: \_\_\_\_\_

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# Columbia River of Ore. ABATE RUN TO THE SUN

June 26 & 27

Overnite  
Poker Run



START - 8 to 10:00

- ① CACTUS CLUB (for Breakfast?)
- ② PROMITORY PARK Hwy #224 (SANDWICHES)
- ③ DETROIT (BAR) 1:30-2:30
- ④ SISTERS (BAR) 3:30-4:30
- ⑤ HAYSTACK PARK (OUTSIDE MADRAS)



PRIZES  
PARTY  
GAMES

2<sup>nd</sup> Sign in at  
PROMITORY PARK  
11:30 - 12:30

High Split  
Low Split

BRING YOUR SWIMSUIT AND GO SWIMMING

Ph. Info...285-4329



# POKER RUN

FOR

ALL MOTORCYCLE  
and CAR CLUBS  
WELCOME!!



DATE: JUNE 6, 93

SIGN-IN 11:00-1:00 DRAWING: 5:00 P.M.

START & FINISH: PIZZA BARON  
12th & DIVISION



COST: \$5.00 A HAND  
HIGH & LOW HAND WINNERS



DOOR PRIZES

SIDE DRAWING TICKETS AVAILABLE ON:  
TEAM SIGNED BLAZER BASKETBALL  
SONY WALKMAN 27in. T.V.  
UNCUT BLAZER TRADING CARD PACK



PROMOTED BY A.B.A.T.E. of OREGON,  
PORTLAND CHAPTERS  
BILL DAYTON of PIZZA BARON &  
LOCAL AREA CAR CLUBS

ALL PROCEEDS WILL BENEFIT CANINE COMPANIONS  
FOR INDEPENDENCE (A NON-PROFIT GROUP)

Going to the Coast...  
STOP AT

"DUFFY'S" TAVERN

on the way  
Hwy 126, MAPLETON

and while you're there  
ENJOY

THE "SEAGULL" TAVERN

1161 HWY 101 N. FLORENCE  
(1 blk N. of Hwy 126)

# Fight for your Rights!

Write your Legislature  
Today!



# LETTER TO THE EDITOR:

Dear Abate Newsletter Editor;

I enjoy your newsletter very much. I think you could knock the type size down a couple of points though and get a lot more articles in, even if they are from other states. I enjoyed reading about other state ABATE events and would often clip out articles from our newsletter to send to my friends in Idaho ABATE.

Please tell Chaplain's Corner's Preacher Jim that his column is the first thing I read.

And for what it is worth, I vote for A. Bikers Advocating Training And Education. We are all biking advocates. "Aimed" sounds like a gun lobbying organization.

Thanks;

Donna Henderson  
S.E. Portland Chapter

Dear Donna:

Thank you for taking time out of your life to write a letter to the editor. I have taken some of your ideas and tried to please you in this issue. Some months the ABATE newsletters from around the U.S.A. just do not have things in them worth (in my opinion of course), reprinting for the simple fact is they are reprinting stuff that we have either put into the system or have already printed from the original source. I do, however agree with you that it is interesting to read about the happening around the U.S. Anytime you (or anyone else) want to read the newsletters that we get, please fell free to call either myself (249-8548), or Rich (762-2823), and request to make arraignment to get them to ya; after all this is all of ours organization.

Preacher Jim's article is a wonderful thing to read when he submits one. I hope to see more of them, but I really believe that he needs to hear more from the rest of you out there in readerville.

To close this with anything but a great big thank you would not be right so:

## THANK YOU

Gordon



**SERVICE, PARTS AND ACCESSORIES  
FOR HARLEY DAVIDSON MOTORCYCLES**

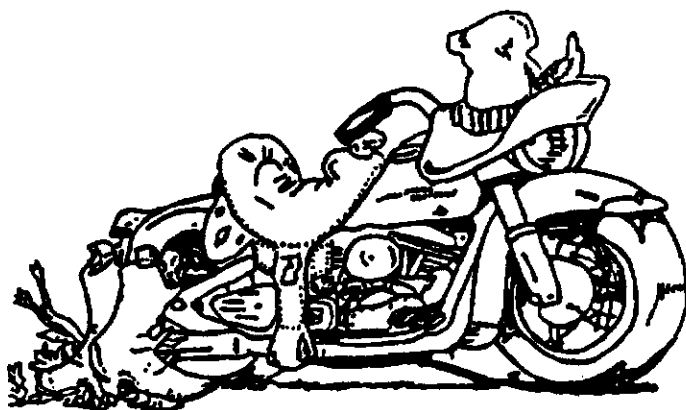
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**693-1022**

**8200 E. MILL PLAIN BLVD.**

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# **ACCIDENT??**

**ABATE** OF OREGON ENDORSES  
THIS PROGRAM FOR ITS MEMBERS

**RIDE FREE  
RIDE  
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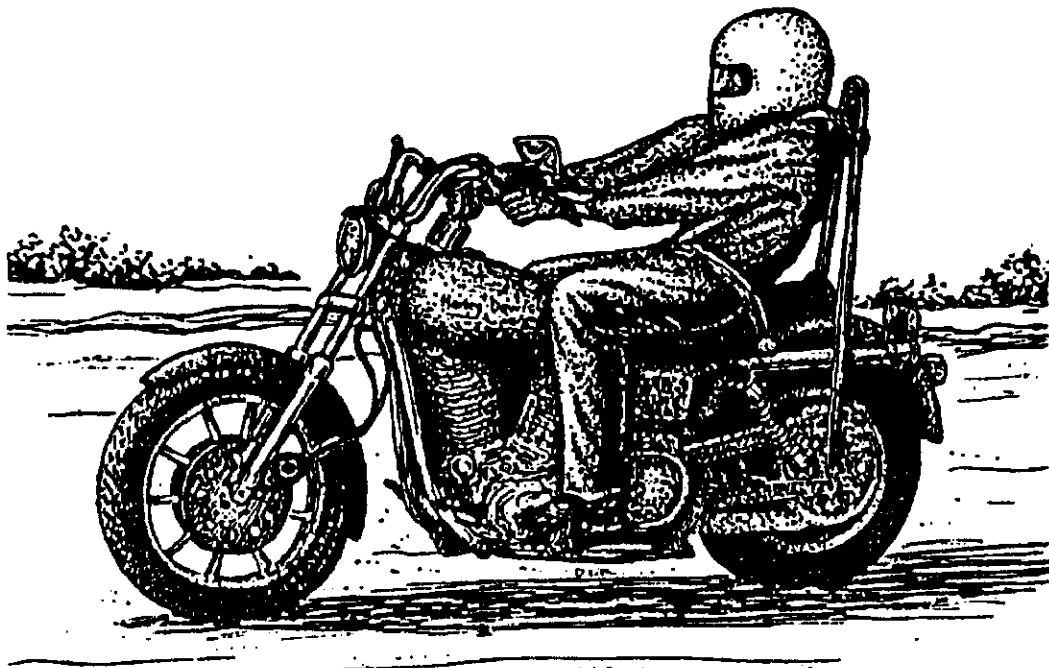
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- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
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**National Coalition of Motorcyclists**

24 Hours — Toll Free

**(800) ON-A-BIKE  
(800) 531-2424**



**Helmet Law Threat!  
What Next?  
... Seatbelts?**

# 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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- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

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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**

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4262 N 6/01/94  
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5410 SE PARK ST  
MILWAUKIE OR 97222-

**FOSSIL IS OVER AND THE SUMMER IS AHEAD. ARE YOU READY? GET OUT AND SHOW YOUR FACE AT MORE THAN JUST YOUR BREAKFAST TABLE. SEE YOU AT A MEETING OR CAMPOUT. RIDE SAFE AND SMART.**

### Chapter Meeting Places - Where & When

1st SUNDAY	LANE COUNTY	3:00 pm, Izzy's Pizza, 210 Division, Santa Clara
	S.E. PORTLAND	7:30 The Pizza Baron, S.E. 122nd & Division, Portland
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	JOSEPHINE COUNTY	4:00PM, Pietro's Pizza, 150 S.E. "K" Grants Pass
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd & 4th MONDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00pm, Little Italy Pizza, Cornelius
3rd TUESDAY	LANE COUNTY	7:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport