

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



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

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



1993 ABATE of OREGON STATE LEVEL OFFICERS

(list of names on page 39)

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

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ABATE OF OREGON STATE OFFICERS AS OF JANUARY 1, 1993

COORDINATOR Rich Benson 287-8674	SGT-AT-ARMS NORTH Bear
VICE-COORDINATOR NORTH	SGT-AT-ARMS SOUTH Honda Bob Skolaski 935-0403
VICE-COORDINATOR SOUTH Dennis Deaton 839-4368	NEWSLETTER EDITOR Gordon Hieronimus 249-8548
SECRETARY Deb Fryman 924-0694	PRODUCTS DIRECTOR Angie Jensen 285-4329
TREASURER Joy Hoover 673-1304	PUBLIC RELATIONS DIR. Rich Benson 287-8674
MEMBERSHIP SECRETARY Carolyn "Mother" Meerzo 255-7793	RUN COORDINATOR Roger Hendricks 285-4329
LEGISLATIVE DIRECTOR Edd Dahl 771-0188	HISTORIAN Larry Burrows 735-0265
EDUCATION DIRECTOR Mel Yeager 363-1697	WAYS & MEANS DIR. Frank Way 779-3646

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From the Coordinator

Deadline time again, where does the time go? Again it's been one hell of an eventful month. On September 26th, Mel Yeager and I left for Denver, Colorado, to attend the 9th Meeting of the Minds. Elsewhere in this newsletter there is a report from Mel and also one from yours truly on this trip. On Sunday the 28th, just before getting ready to leave, I called home, the news left me kind of numb. That morning Joe Jacobs had lost his long hard battle with cancer. Joe was a dedicated member of the Southeast Portland chapter. Just knowing him was an inspiration to many of us in that chapter. When Joe had first gone into the hospital to have a lung removed, nobody knew what would happen to him. Shortly afterwards though, (only a couple of weeks) here was Joe walking into a chapter meeting pushing his oxygen bottle on a little dolly. It was one of the most inspirational sights in ABATE that I've ever seen from a member. Thanks for the memories Joe, all who knew you will miss you.

Anyway, it was pretty busy upon my arrival with all that was happening. Then on Thursday September 30th, I left for Oakland, California, to attend the NCOM Region 1 Convention. On this trip I had the pleasure of riding my bike instead of flying. There's a report on that trip also in this issue. Check it out, the events on the ride home were very interesting.

One thing seemed amazing to me at both of these meetings. Everyone is watching what A.B.A.T.E. of Oregon is doing. To the other MROs around the nation it seems that we have some of the best programs and organizational structure in the U.S.A. We are considered a leader amongst state organizations. I find that very flattering for us, but it brings me to ask a disturbing question. Why all the APATHY? It's hard to understand when so much has been accomplished. Do Oregon bikers care about their rights? Have we all given up? We still have many important battles ahead. I won't put some of the foreseeable things in print only because it may be best to prepare for some things without the opposition knowing that we are doing so. As motorcyclists there are some very dangerous things happening in government which may, if passed, put a lot of us out of riding. It won't do us any good to try and fight anti-motorcycle legislation after it's been passed. We must meet it head on. Since I'm not being specific as to what that legislation is, please feel free to call me or any of the state officers and we will let you know. A lot of the information is available to you at chapter meetings, other info is in your newsletter. But this still doesn't resolve the problem with attitude.

Check this out, by Charles Swindoll.

"The longer I live, the more I realize the impact of attitude on life. Attitude to me, is more important than facts. It is more important than the past, than education, than money, than circumstances, than failures, than successes, than what other people think or say or do. It will make or break a company...a church...a home. The remarkable thing is, we have a choice everyday regarding the attitude we will embrace for that day. We cannot change our past....we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one string we have, and that is our attitude. I am convinced that life is 10% of what happens to me and 90% how I react to it. And so it is with you...we are in charge of our attitudes."

Let's not let our attitude lose any more freedom than we already have. Let's use our attitude to win back some that we've lost. I truly believe we can, or I wouldn't be here trying.

For all of the brothers like Joe and all of the sisters too, that have gone before, stay true to the cause, I will.

Rich

STATE LEVEL ELECTIONS FOR OFFICERS ARE HERE. DO YOU KNOW SOMEONE ABLE TO DO THE POSITIONS AVAILABLE? OR CAN YOU DO THE JOB? IT IS VERY IMPORTANT THAT THE JOBS BE DONE RIGHT. HELP YOUR ORGANIZATION BY BEING A PART OF IT!

Meeting of the Minds

Sept. 23rd - 26th 1993

Denver, Colorado

Thursday morning about ten minutes to ten. I hear Mel Yeager's full dress Harley pulling into the driveway. We exchange greetings and unload Mel's bag into the car for the trip to the airport. On the way Mel explained to me that he has been diagnosed as being a diabetic and has to monitor his blood sugar and take insulin as necessary. I later found out that in the event of an emergency I might be required to give him one of two injections. On the plane he gave me the crash course on what to do if he were to lose consciousness. Fortunately he didn't.

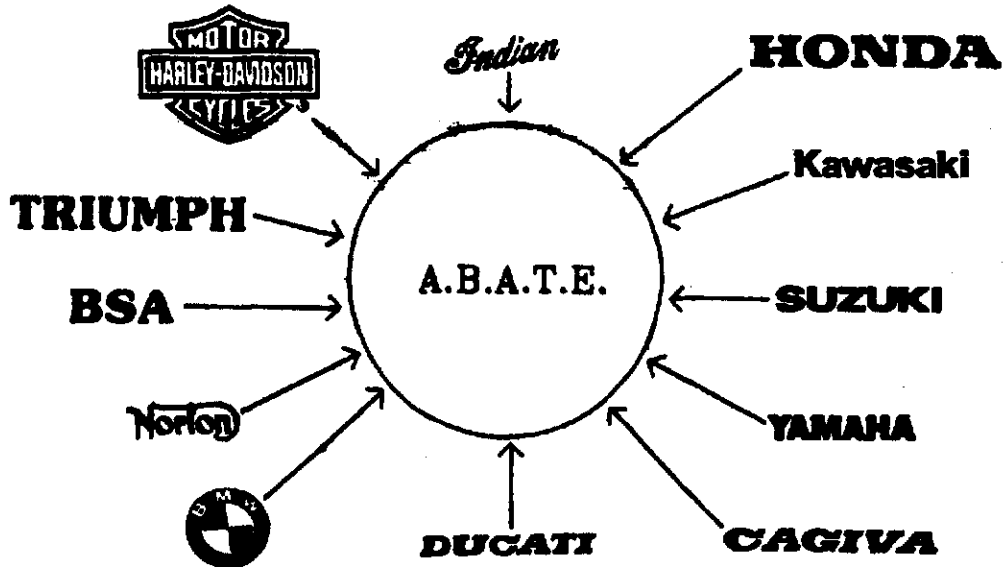
Upon arrival at Stapleton International, we tried to find a phone to call for the shuttle to the hotel. It turned out to be unnecessary though for right outside the door was a van full of bikers, we knew we were on the right track. The van had been sent by A.B.A.T.E. of Colorado just for the purpose of picking people up from the airport. Already in the van were three members of United Bikers of Maine. What a bunch of fun loving guys. They kept us laughing all the way to the hotel. They also take motorcyclists rights very serious. The president of the Motorcycle Riders Foundation, Paul Vestal, is a member of UBM, and to show thier support they pay for all of Pauls MRF related costs and still made a substantial donation to the MRF.

Once at the hotel it was like old home week. Hugs and handshakes like crazy and the warm feeling of knowing that you are amongst people just like you. FREEDOM FIGHTERS. After all of the hellos, how are yas, and checking in it was time to get right to work. I hunted up Brian Stovall and Teresa Hepker to see what they were up to. We then went to the State MRO Leaders meeting. This was a meeting between state coordinators, presidents, and directors from organizations all around the country and the board members of the MRF. The MRF told everyone of some changes to the board. One of those changes is Brian's position. He used to be our state representative and member of the board. He is now the director of the state representative program and is still a member of the board. Congratulations Brian we know what an asset you are. There were a couple of gripes, mostly about communications, or the lack of it. An interesting point though, is that whenever a person isn't happy about not receiving information, they'd rather bitch than take the lead and make the call to seek out the information. That's something we all can use some practice on. The other thing was the financial status and well being of the MRF. They are doing damned well considering where we've been. The books are in order, they've overcome the Haig incident and are ending the year in the black. They've gotten a real office for Wayne Curtin and staffed it with a secretary. All in all important steps in making Wayne's job as a lobbyist on the federal level a little more efficient.

Rather than get into the seminars that I attended, I would like to tell you all about the other side of learning at meetings like this. It happens in the general sessions listening to keynote speakers and panel discussions. It also happens in the hallways where you can ask other leaders how they handle certain organizational problems. It is also there that you get a feel of how your own organization is doing. I learned some interesting things from U.S. Senator Ben Nighthorse Campbell. He's warning us that even the states that don't have helmet laws now are in serious danger in the near future. It seems that they've learned a lesson from our state and are going to start putting helmet measures on the ballot for referendum vote. Scary stuff and all the more reason to look at being very involved on the federal level. Another thing we all have to be very concerned about is insurance discrimination. People are having thier health insurance denied in the workplace if they ride a motorcycle. Just because this hasn't happened to you doesn't mean that it can't. Out in the hallways the interesting thing that Mel and I ran into was that instead of asking questions of the other leaders, they were asking questions of us. It seems that they read our newsletter cover to cover. I wonder how many of our own members do that? They had a lot of nice comments about our new format and say that our newsletter has some of the best content. Thanks Gordon for all of your hard work. The motorcycle awareness program for driver's education classes has been spread to 18 states now and is everywhere from New York to New

Mexico. Way to go Mel. During the Media workshop it seems they always have something from ABATE of Or., this year was no exception. I took a bunch of handle bar hangers and the people went crazy for them. I also have 12 states getting in touch with the people who filmed our PSA's. They can send the video people thier organization's logo and phone number and put it on the end of the existing tape. Well this is starting to get rather lengthy so I'll pick it up again next month.

Rich

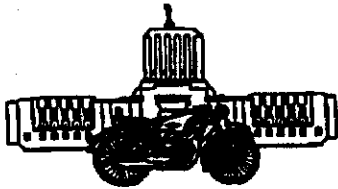


Help Protect Your Motorcycle Rights!

All motorcyclists welcome .

<p>FOR OFFICE USE ONLY (All information treated confidentially.)</p> <p>Referred by _____ Date _____ MRF# _____ Exp. Date _____</p> <p>Member was given: <input type="checkbox"/> Patch <input type="checkbox"/> Pin <input type="checkbox"/> Year Rucker</p>	<p><i>It's time you did something to protect your rights!</i></p> <p>Join & Support the MOTORCYCLE RIDERS FOUNDATION so you can ride free in '93 and beyond.</p> <p> <input type="checkbox"/> Annual Individual Membership.....\$20.00 <input type="checkbox"/> Annual Sustaining Membership.....\$100.00 <input type="checkbox"/> Annual Joint Membership....\$30.00 <input type="checkbox"/> New Membership <input type="checkbox"/> Renewal Member# </p>
	<p><i>Please Print or Type</i></p> <p>NAME _____ PHONE _____</p> <p>ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____</p>
	<p>Are you a member of a state motorcyclists' rights organization? Y / N Name _____</p> <p>What talents do you have that might benefit motorcyclists' rights and the MRF? _____</p>
	<p>Will you volunteer these talents if the MRF needs your help? Y / N _____</p> <p>Mail with remittance to: MOTORCYCLE RIDERS FOUNDATION • (202) 546-0963</p> <p>Membership is not tax deductible P.O. BOX 1808, Washington D.C. 20013-1808 • FAX (202) 546-0966</p>

HAVE YOU DONE ALL YOU CAN DO TO HELP THE FIGHT FO FREEDOM? JOIN TODAY !!



BikePAC of Oregon

P.O. Box 5612, Salem, OR 97304

Oregon PAC ID# 000019

Jack Fassel 650-9336
Executive Director

Butch Harbaugh 838-1460
Legislative Director

Steve Benson 399-7514
Secretary/Treasurer

Don Lawson 588-3042
Lobbyist

Advisory Board Meeting Minutes-September 12, 1993

Meeting called to order at 12:00 noon at Main Street Pizza, West Linn, Oregon. Present: Executive Director Jack Fassel, Legislative Director Butch Harbaugh, Secretary-Treasurer Steve Benson; Rich Benson, Roger Hendricks, Mel Yeager, American Bear (ABATE); Joyce and Lance VanMeter (GWRRA); Brian Stovall (MRF state rep); Teresa Hepker; Andy Eglitis (HOG); Norm Mabee (Trinity Road Riders) and Sam Hochberg.

REPORTS

Minutes were approved as published.

Treasurer's report approved as read. Current balance is approximately 'zero'; still owe Don Lawson \$30 and also owe Butch \$300 for his covering Don's last paycheck.

Membership report: Jack has updated the mailing list; 906 entries on the list including members, ex-members, and interested non-members. Our project to include voting district information in our membership list is only partially completed. **MEMBERS: Please give one of us a call with YOUR voting district information. This will (a) increase the accuracy of this information and will (b) speed up the process, since we will otherwise use ZIP code/district maps to try to gain this information. When this is completed, our ability to contact members in specific districts will be very valuable next legislative session.**

Need to get AMA District 28 more involved.

Trifold: The new master is ready and includes a space to enter voting district information. Rich Benson will see if he can get printing donated for a new batch.

Oregon Legislative Report: It took lots of money to get us through the session, but we aren't in deep debt over it. We introduced several bills, and through them stirred up a great deal of interest in our issues. Many new legislators are sympathetic to our positions, and our relationship with both new and old legislators became even better during

this session. Our "state responsibility act" (HB3262) did not go anywhere, but it focused attention on the ongoing problem of helmet tickets and confiscation's. Proposals for new rules for helmet standards/enforcement have been passed back and forth for comments among BikePAC, ODOT, and the Attorney General's Office. The goal is to refine the rules to eliminate the harassment currently occurring over the enforcement of the helmet law.

One good success is that Oregon will require only one motorcycle endorsement rather than the tiered system (HB3443). Handicapped parking for motorcyclists (SB368) did not pass, but we have contacts to work with.

SB98 Passed, but the transfer of ATV's to Parks and Recreation was deleted from the bill. SB106 Passed with Section 73 (transfer of motorcycle helmet regulation from DMV to Traffic Safety). SB419 (ATV-Class II licensing) had considerable merit but it died in session.

HB2973 (Helmet Exemption) died in committee.

Our communications network worked well this session; several times we had good response in getting motorcyclists to Salem on very short notice. The phone tree helped with this, and Jack's "fax tree" project (aka PAC FAX) has great merit for improving fast, accurate communications between groups and individuals. **MEMBERS: If you have access to a FAX number to receive information (or provide information), let Jack know.**

Helmet Seizures/Harassment: Confiscation's and harassment continue throughout the state at the current time. Sam has been corresponding with a number of officials about these, but has had no official responses. In two confiscation cases that came to trial recently, the officers didn't show up and the judge issued orders for the helmets to be returned to the owners.

A new approach to this problem is for local motorcyclists to go to their own county and city governments (city council, county court, etc.) to protest the actions of the police agencies under their jurisdictions.

Amicus Brief: Sam has been working with attorney Laura Glaser in the case of conviction of Glenn Miller for use of an "inadequate helmet." The appeals court denied the appeal, and declined to reconsider the decision. The case has been addressed to the State Supreme Court, and the court has agreed to accept an amicus brief from BikePAC. We are waiting to hear if they will also accept a brief from ABATE of Oregon as well, so we can add some other information. The goal is to bring to the court's attention that enforcement based on police interpretation of the federal standard is a real problem for citizens of Oregon; that police agencies are just using the helmet as an excuse to stop motorcyclists, and that the law is too vague for enforcement.

Fossil Follow-up: Sam reports that a number of the helmet tickets issued over Memorial Day during the Fossil run are set for trial on September 29. Rich says that many of the tickets were issued to people from Washington state, or people who have no contact with any kind of rights group. Most of them simply pay the ticket.

Dunes Recreation Area: No current status given.

Correspondence with State Legislators: Jack will write and send letters of appreciation to legislators who worked with us during the last session.

Federal Report: There are about 108 sponsors on HR799, and 28 on S295, but only one Oregon legislator who has signed on (Rep. Kopetski). No positive response from our Rep. Furse. Her stated opinions at this moment include support for federal helmet and seat belt regulations. **MEMBERS: You need to WRITE or CALL Ms. Furse NOW (800-422-4003. Addr: U.S. House of Representatives, Washington, DC 20515).**

Head Injury Legislation: The Head Injury Foundation approached Sen. Ted Kennedy (MA) and Rep. Frank Pallone (NJ) to sponsor companion bills to address head injury issues. See the attached Action Guide.

California Desert Protection Act S21: MEMBERS: Write to Senator Hatfield on this issue encouraging him to work toward a fairer compromise on this issue. To WAIT is TOO LATE. (503-399-3370, Addr: U.S. Senate, Washington, DC 20510)

National Trails Trust Fund: (part of ISTEAs) wasn't funded. \$30 Million dollars is requested to fund the trail program. **MEMBERS: Write to Senator Hatfield—NOW! (See phone number/address above).**

San Diego Motorcycle Safety Conference: This was two conferences (the National Association of State Motorcycle Safety Administrators, and the Motorcycle Safety Foundation). Brian and Teresa attended. Brian was a speaker for the MSF lunch and spoke on the subject of prejudice within the motorcycle safety programs across the country and the importance of motorcyclists being politically active for survival. He illustrated his point during the speech by beginning the talk in a conservative suite and tie and undressing as he talked, ending up as a long-haired, black T-shirted, leather clad bike. Peter Fassnacht, VP of MSF, asked the audience at the end of the conference, "If you don't already belong to the AMA or the MRF, what are you waiting for?"

OLD BUSINESS

Motorcycle Awareness Instructor Training: the 8/21 instructor training session was advertised strongly through ABATE & BikePAC channels, but the only people there were Mel and Nic. It's a pretty sad state of affairs that the program they developed has spread to other states, and may be more successful there than it is here at home.

On the up side of this project, the speakers that went to Waldport High School in Lincoln County, were voted the best speakers of the year in the school. As of the end of the last school year, Mel knows of about 600 students who went through the program; there may be others who were not reported to Mel. It is very important for the reports to be sent to Mel. So far, the program has cost about \$600!

Grant writing: Next round for Federal grants is for 1995.

NEW BUSINESS

Planning weekend: Last year in July was the first Legislative Planning Conference, a two-day session that was very successful. February 19-20, 1994 is the tentative date for the next one.

MRF Meeting of the Minds - Sept. 24 - 26, Denver.
NCOM regional conference in Oakland, CA - Oct. 2-3

MEETINGS:

GOV ADV Board: Sept 23, 6:30 pm Round Table Pizza, 4141 NE 122nd Portland.

ABATE Board : Oct 9, Noon, Lane CC

BikePAC Advisory Board Meeting: Oct 10, Noon, Main Street Pizza-West Linn

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

October 9, 1993

The meeting was called to order by Coordinator Rich Benson at 12:10pm. The role call was taken, and once again because of poor attendance there was no quorum. 16 of the 24 reps were present.

Once again there was no business voted on at this meeting.

COORDINATOR'S COMMENTS- Rich spoke about his trip to the "Meeting of the Minds". He and Mel noticed a strong AMA presents, and a feeling of banding together, and they brought back a lot of literature regarding discrimination towards motorcyclists, for example; health insurance being denied because you ride.

CORRESPONDENCE- Rip from Easy Rider magazine sent us a card thanking us for our Newsletter. Homer Coryell (Whisler) has sent us a note asking for a membership in our organization, he has ridden all his life. A letter from Sam who is representing Steve Spilka who had his helmet confiscated by the Milwaukee Police Dept. We also had a letter from Lana Little who updated us on her condition(liver transplant) please call her and wish her well.(206-696-3282) or donations to Key Bank acct.#61136327. The last letter was from Mel referring to AMA information.

REPORTS:

BY LAWS COMMITTEE- No report because we had no vote.

EDUCATION DIRECTOR- Mel showed us some new products used throughout the nation to promote motorcycle awareness. He spoke regarding the lack of information he was receiving from us on motorcycle awareness classes he hopes we are presenting to the High schools in our areas. Please send in a report to him on this issue. He has had no response from any of the chapters. Our program is being used in 14 other states and he feels we are falling on our faces with our own program. Mel spoke on the O.S.T.E.A. conference he went to with Nic Oliver, the main issue in that meeting was minors in possession of alcohol, other states are setting policy based on Oregon laws.

FINANCE COMMITTEE- No report

HISTORIAN- No report

LEGISLATION DIRECTOR-Edd Dahl apologizes for his past absence and Rich went on to report the different House and Senate bills(HR799, S295, & S401) more information will be upcoming in the next newsletter on these bills. The Traumatic Brain Injury Act created by Senator Kennedy (S725), the companion bill in the House is HR2990 which he feels we should support. Please write Democrat Ron Wyden in support of this bill. The Supreme Court has accepted the Amicus Briefs filled in behalf of ABATE.

MEMBERSHIP SECRETARY- Mother reports our membership is up by 7 from last month for a total of 1293 members.

NEWSLETTER EDITOR-Rich informs us that Gordon would like the pictures we send in to be 3"x3" if possible. You may request that the pictures be developed to that size.

PRODUCTS DIRECTOR-Angie says all products are packed and ready for the Last Bash. She has Michigan ABATE T-shirts for the 50/50 drawing and she would like reports on the Toy Run Raffle for the Bike...What is up???

PUBLIC RELATIONS-Rich reports that stations are showing our PSAs, especially the "Anti Drunk" one. There has been only one negative response from KGW channel 8. Rich felt it a strange response since Ponderosa Video who produced the video was a channel 8 affiliate. 12 other states want to use our video and at the "Meeting of the Minds" conference our Newsletters(all 60) went in minutes and will possibly do business with Oregon Litho Print!

STATE RUN COORDINATOR- Roger is working hard with the Seniors at Fossil and feels all is going well. There will be Hay Rides at Fossil Run this next year due to the new location and lots of country roads. The Freedom Run made approximately \$2,000.00 for the Legal Fund. Please, each chapter needs to donate 2 door prizes for the Last Bash.

TREASURER-Joy reports that US Bank in Roseburg sent us a letter saying the Education Acct. did not meet requirements to waiver the service fees. She would like to close the acct. and move funds to savings/general funds acct. Checking balance=\$902.31, Savings/General=\$19,520.82, Legal=\$-1324.49, Education=\$160.51, Bulk Mail=\$396.46,
GRAND TOTAL=\$19655.61

WAYS AND MEANS-Frank reminded us that if our chapters acquire items of worth more than \$50. he needs to know for the inventory.

UNFINISHED BUSINESS-It was noted that all the Fossil helmet tickets were found GUILTY except the out-of-state folks who pled guilty and sent in their money...they got their money back with not guilty responses. The By-laws and Order of Operations were not discussed as we had intended because there was no quorum. The chapters were all contacted by Rich and each chapter knew how important this particular meeting was. We discussed the possibility of a mail in vote to get this business taken care of. Rich will call each chapter on Wednesday Oct.13, 1993 to see what their vote will be.

NEW BUSINESS-The Regional Plan was discussed, which would divide our state into 7 regions. This would allow us to have bigger and better runs that would not necessarily conflict so much with other activities such as swap meets and other motorcycling events. Again we were unable to complete much business due to the absence of many of the State Reps. Rich discussed the possibilities of an Awards Banquet on Dec. 18, 1993 in Eugene. This would give us a chance to thank all those folks that have given so much of their time/services to promote ABATE of Oregon. Rich thought it would be nice to thank those inside and outside our organization.

STATE OFFICERS NOMINATIONS- Ways and Means-Frank(accepts), Historian-Hammer (accepts), Run Coordinator-Roger(accepts), Public Relations-Kenny(accepts) & Carol(?), Products Director-Angie(accepts), Newsletter Editor Edd Dahl(accepts, Sgt. at Arms South-(no nomination), Sgt. at Arms North-(no nominations), Director of Education-Mel(accepts), Legislative Director-(no nominations), Membership Secretary-Mother(accepts), Treasurer-Joy(accepts), Secretary-Deb(accepts), Vice Coordinator South-Bob(accepts), Vice Coordinator North-Roger(?)&Hammer(accepts)&Tom(accepts), Coordinator-Rich(accepts)

CHAPTER HIGHLIGHTS- The Corvallis Harley shop will have Miss Harley Davidson there 11/13/93 and the Harley Davidson calendar girl there on 12/10/93 and Peter Fonda from "Easy Rider" there in April of 1994.

S.E. Portland Chapter donated \$500.00 to the Legal Fund...Yamhill County will change their meeting place to the Westward Ho on 3rd St. Lane County will have their meetings at Izzy's Pizza on Mohawk the 2nd Sunday of each month. Jackson County will have theirs at Maggies' Pizza in Gold Hill, and Terri will be their Coordinator-pro temp.

The Free Souls have invited us to a Free Souls/ABATE party after the next board meeting November 13, 1993 at their club house in Eugene.

The Meeting was adjourned at 4:05pm.

50/50 drawing winner is.....ME(DEB)

ACCIDENT??

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(800) 531-2424

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Tuesday, 6:30pm
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, 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 673-6120 for information)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover

Hello again brothers and sister,

We hope all is well with everyone. We are all doing great. We're starting to down from all of the summer events.

The Labor Day Run at Stump Lake was a big success. Stump Lake is a beautiful area and we had a great time.

We are all looking forward to being involved in the 14th annual Halloween Toy Run Oct 30, 1993. Hope to see you all there.

That is all for now. Take care of yourselves. Be happy and ride free.

Until next time,
The RAW RAC

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am
Maggies Pizza Downtown Gold Hill
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

The West Coast Regional H.O.G. Rally in Redding was on the same weekend as the Last Chance 93 Run. This was tough competition for our run, but we still had a good turn out, a good time and a pretty good profit.

We're beginning into what has traditionally been the busiest season of the year and we have our Annual Frosty Pumpkin run, Senior Citizens Thanksgiving Dinner, Our Toy Run in conjunction with the Medford Moose Lodge and elections coming up. Enthusiasm and involvement by chapter members is at an ever increasing level and we wish to thank the members of all the other chapters for their attendance at our functions and invite you to join us again.

Ride Safe and Watch out for the idiots out there.

Horizontal Frank

LANE COUNTY

Meets 2nd Sunday 3:00 pm
Izzy's Pizza, 1930 Mohawk Blvd., Springfield
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Randy Bryan 683-3739
or Bill Foster 484-6679

Hi!

We've got a new meeting place and time! Izzy's Pizza, 1930 Mohawk Blvd., Springfield, the second Sunday of the month at 3p.m. Hope to see you there.

Labor Day Run was a success. We only sold 144 tickets at the gate, but everything was there to enjoy for those who made it. It was the first time Lane County and Douglas County put the run on together and everything went smoothly. My thanks to everyone who helped.

We've got a Toy Run coming up in December to the Lane County Family Shelter. More on this event in the next report.

Ride safely;
Bill Foster

LINCOLN COUNTY

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

Hi again, Well a few of us from Lincoln County took in the "End of Summer Run" and enjoyed ourselves in Tillamook Sept. 25th and the 26th. We'd like to welcome Kurt and Shirley from Fall City to our list of new members and thank them for helping us win 10 of the 28 trophies offered in the bike games. The weather that weekend was great but the river was ice cold! The only bad news from that weekend (besides the band) was Bonzi Bill's bike accident during the games. He did great damage to his leg, but the bike survived just fine. We send our best wishes for his fast recovery, and thanks bill for letting me ride your bike. By the way, you guys that lent me your bikes at the different runs this year....You can all relax...I BOUGHT MY OWN MOTORCYCLE!!!

Our coordinator turned another year older this last month and celebrated with a famous Beaver Creek Mud Run and potluck, BYOB type of affair. I had a State Board meeting so I didn't get to take it in but a super time was had by all...I'm sure!

As a chapter, we are busy at this time with the preparations for the Thanksgiving Dinner we host for the Seniors in Newport. Millies up to her eyeballs heading the committee and if you haven't yet donated dollars or your time PLEASE CALL her or show up at the meeting to find out how you can help. Thanks goes out to Bear for all the donations he has gathered from local businesses. It took a lot of his time and we appreciate all his help. Well so much for now...It's been real!

Ride Safe,
DEB

**If your chapter has no news
in this column or any other,
contact your Chapter Coordinator
and find out why!**



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NORTH COAST

Meets 1st Sunday, 12 Noon

Pizza Harbor, Seaside

Chapter Address: P.O. Box 468, Seaside, OR 97138

Chapter Contact: Don Smack, 738-7156

NO REPORT, FIRST TIME.

N.E. PORTLAND

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

Izzy's Pizza, 1307 N.E. 102nd, Portland

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

Chapter Contact: Pat Gleason, 761-3269

The Freedom Run was a big success and we had a good turn out. The legal fund fight still goes on and we need your support. The Toy Run committee is having ONE BIG fund raising event instead of three small parties. It will be at the Melody Ball Room with motorcycle parking out front. It will also be a Halloween costume party upstairs with a casino down stairs with food and dancing. The canned food drive and pull tabs continues to be collected so bring them in to your chapter meeting. I hope to see you at these functions and events to keep our organization going strong. Woody brought in 4 checks for the Shriners Hospital from scrap metal he collected from individuals he knew. Thanks Woody from all of us.

See ya there,
Road Rash

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, SECOND 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

Hey everyone!

Well the results are in and I'm glad to say that our first annual chapter run was a success. With the exception of only a few problems, it was great!

I'd like to make a special effort to say "THANKS" to those who really busted their butts.

Tony & Vikki Haines	Mark & Esther Cassidy
Randy & Leann Christionsen	Chuck & Debbie Saunders
Dave Saylor & Connie Johnson	Tim Crowl
Swede Gardiner	Jesse Standard
Don Turner	

If I've forgotten anyone, I do apologize. These people deserve a real round of applause. THANKS!!!

Congratulations to Mr. & Mrs. Donny Turner!! They were married Sept. 18th.

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, 335-0283

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

Hi from Washington County!

For those of you who went to the swap meet instead of the End of Summer run, I hope you had fun.

Over 200 people had a great time at our run. The weather was perfect (78 Sat. & 81 Sun.). The beer was cold and the band was great.

I want to thank everyone who helped make our run a success, without you, we couldn't have done it.

We are planning our Toy Run. Don't forget EVERYONE IS WELCOME.

That's it for now

Ride Free,

Paul Taylor

Chapter Coordinator

P.S. The Toy Run is slated for Nov. 20th. It starts at Poyner Jr. High School in Hillsboro at 12:00 Noon. For further information call Don 1-503-648-9651 or Greg 1-503-681-9434

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm

Cheese's Pizza, Lafayette

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

Chapter Contact: Kraig, 876-5135

NO REPORT, SECOND TIME.

Sensational Sunday Showcase
NOV. 14TH 1993

Jim Mesri Band ★
with *Lily Wilde*





Featuring *BOBBE BLUES SENSATION*
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ACTION GUIDE

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



AUGUST 1993

TRAUMATIC BRAIN INJURY ACT OF 1993

In April, Senator Kennedy introduced his "Traumatic Brain Injury Act of 1993," S.725. The bill has some good intentions and good parts. It would provide for treatment research, and for quality standards in treatment, care, and rehabilitation for people with brain injuries.

Our concern is that the bill could be used by federal agencies to increase the pressure on states to pass motorcycle helmet laws. Senator Kennedy collaborated with the National Head Injury Foundation to develop this bill.

The good part is that, in looking for a House sponsor for a companion bill, the Head Injury Foundation approached Rep. Frank Pallone of New Jersey, who is a tried and true friend of motorcyclists, to be the prime sponsor of the bill. Rep. Pallone, in turn, contacted Wayne Curtin, our MSF lobbyist in Washington, DC. Pallone said that he wanted to sponsor the legislation, and knew that motorcyclists would have serious reservations because of the way Sen. Kennedy's bill was worded.

Wayne Curtin and some Jersey ABATE members met with Rep. Pallone's staff to discuss the bill. The next step was a meeting between Rep. Pallone's staff, the National Head Injury Foundation, and the MRF to discuss specific points. Several weeks of continuing communication resulted in a very favorably changed companion bill which is now sponsored by Rep. Pallone. It is the Traumatic Brain Injury Act of 1993, H.R. 2990.

Some of the significant changes from S. 725 include:

- A statement in the purpose of the Act "to provide the public with all necessary and relevant information about the prevention of traumatic brain injury in order for individuals to make informed educated safety decisions." This positive change promotes both education and per-

sonal decision making, things that we have promoted consistently for years.

- Two references to identifying states which have "mandated helmet use laws for bicyclists and others" have been changed to delete "others." This removes a threat to motorcyclists.
- The changes also include searching for states which have used approaches to helmet use other than mandatory helmet laws. Again, this encourages choice and personal decision making.
- Parts of the bill set standards for qualifying for federal grants. Helmet laws for bicyclists, skateboarders, and in-line roller skaters have been removed from the list of requirements; grant funding may not be used for lobbying; and specifically removes state motorcycle helmet laws from the list of criteria for grants.
- The last change eliminates the Centers for Disease Control and Prevention from setting the standards regarding brain injury program activities.

WHAT TO DO

H.R. 2990 will be dealt with by the Energy & Commerce Committee's Subcommittee on Health & Environment. Oregon's Rep. Ron Wyden is a member of this Subcommittee. He should be the main target of our letter-writing. All possible people should write to him in support of this bill. In addition, you can write to your own U.S. Representative. Ask them to sign on as co-sponsors. Use the favorable changes as reasons to support this bill instead of the Senate version.

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 Kopetaki	DC -- (202)225-5711	Salem -- 1-800-548-7179	(503)588-9100

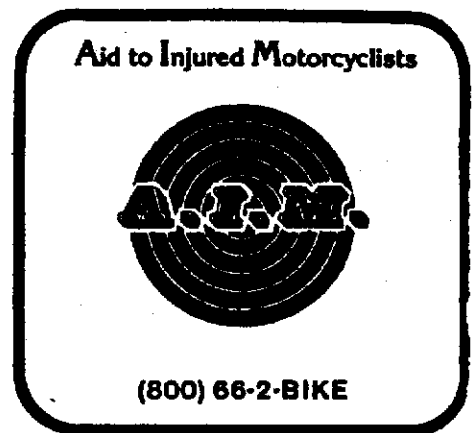
The Honorable _____ U.S. Senate, Washington, DC 20510

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



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

TO: NCOM: PEPPER MASSEY - EXECUTIVE COORDINATOR,
FRED CURREN - CHAIRPERSON,
ALL BOARD OF ADVISORS, AND ALL NCOM MEMBERS

FROM: ED NETTERBERG - STATE COORDINATOR, ABATE OF SOUTH DAKOTA, INC.
(MEMBER OF NCOM ADVISORY BOARD)

SUBJECT: MANDATORY HELMET BILL

South Dakota introduced a mandatory helmet bill based on federal blackmail. In an effort to assure the passage of this bill, the state started to lobby all legislators and potential legislators (election year) as early as March 1992. In addition to the mass lobbying effort, our late Governor personally lobbied legislators and testified at committee hearings.

In January of 1993, while attending an NCOM Board of Advisors meeting, a request was made to the Advisory Board asking them to spread the word regarding the seriousness of the problem in SD, further asking the Board to have everyone write letters to the Sturgis Rally & Races, Inc. regarding their feelings about passing a mandatory helmet bill in SD.

The response was tremendous. Within five days after making the request, phone calls and letters from almost every state in the Union and Canada started to pour into the office of the Sturgis Rally & Races, Inc.

My sincere THANKS to NCOM and to everyone who contacted the Sturgis Rally and Races, Inc. This united effort played a large part in helping to defeat the federal blackmail in South Dakota.

I firmly believe what we have witnessed is the strength of UNITY.

I want to express my appreciation and THANKS to the staff of the Sturgis Rally & Races, Inc. Not only did they receive hundreds of letters, they also mailed copies of all of these letters to each individual legislator. There is no question in my mind this was time consuming and costly. In addition, Francie Ruebel-Alberts, Executive Director, testified against the mandatory helmet bill at the committee hearing. Her testimony also played an important part in defeating the helmet bill.

I would like to make one more request of the NCOM Board of Advisors and that is to write or call the Sturgis Rally & Races, Inc. and express your thanks to Francie, Lauri and Cheryl for their hard work. (PO Box 189, Sturgis, South Dakota 57785 - Phone (605) 347-6570)



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

September 22, 1993

For Information Contact:
Bill Bish

CONGRESSWOMAN SNOWE AND SENATOR CAMPBELL SEEK TO DELAY ISTEА PENALTIES

With Congress fast approaching adjournment for the rest of 1993, Congresswoman Olympia Snowe (R-ME) sought an amendment to the fiscal year 1994 Transportation Appropriations Bill that would provide a one year delay in imposing federal sanctions against states that have failed to enact seat belt and helmet laws.

According to her limitation amendment, "None of the funds made available in this act (the Transportation Appropriations Bill) may be used to impose or enforce any penalty specified in Section 153 of Title 23 US Code for failure of a state to have in effect laws requiring the use of motor vehicle safety belts and motorcycle helmets".

However, on Tuesday, September 21, Snowe withdrew her amendment because the procedural difficulties involved in amending an appropriations bill in the U.S. House of Representatives would make passage tenuous at best.

Instead, Snowe received assurances from committee chairman Norm Mineta (D-CA) that her amendment would be incorporated into the Technical Corrections Bill used to "clean up" technical problems in the Intermodal Surface Transportation Efficiency Act, or ISTEА (which contains the controversial "blackmail" helmet and seat belt language).

The corrections bill is expected to be heard during the third week in October and, according to Mineta, will amend the deadline for states to have both laws in place from September 30, 1993 to September 30, 1994....effectively the one year delay that Snowe sought.

Meanwhile, Senator Ben Nighthorse Campbell (D-CO) intends to continue his plan to offer a similar amendment to the Transportation Appropriations Bill on the Senate side, where it's not as difficult to amend an appropriations measure.

Campbell will also continue to pursue co-sponsors to his bill S.401, which would delay the effective date of the penalties for two years.

All of these attempts to delay the fiscal sanctions are intended to buy motorcyclists some time to gather support for Snowe's H.R.799 and Senator Dave Durenburger's (R-MN) S.295, the two bills that would repeal the penalty language altogether. Currently, both bills have approximately half the number of co-sponsors needed to ensure passage.

To keep up-to-date on federal legislation and our effort to repeal the "national helmet law", call the NCOM National Legislative Hotline at 1 - (800) - 300 - NCOM.

- end -

FREEDOM RUN '93'

(By Gordon W. Hieronimus)

They said we needed more money to keep fighting for our rights. They said we needed more parties to keep having fun. They said we needed to do it ourselves to keep our pride. Well I'm here to tell you, we are proud to have the right to party and raise money to keep up the fight. That is just what Portland chapters of ABATE of Oregon did. They threw a party for freedom. On October 2, 1993 they gathered to raise money for the fight for our rights. There was music and games and people from all over gathered for one cause. FREEDOM- after all this is America where freedom rules the land, or at least that what they said. Rotten Roger spearheaded this event with help from many others. Just outside the city limits of Portland is a wildlife preserve called Sauvies Island, the perfect setting for an overnight event such as this one.

At 9:00am Saturday Oct. 2nd the gates were opened and in rolled the supporters of the cause. There were bikes of all kinds, (which is what ABATE is all about) with as vast an array of riders as bikes. All those who showed up came for many reasons, whether it is for the music, the beer, the ride itself, or just to see who else would be there, they all had one thing in common; they all want to support the fight for their freedom.

In this day and age we are becoming aware of one main thing, when it comes to freedoms and rights. IT TAKES A LOT OF MONEY. Usually the one with the most cash wins. This is not what I think our ancestors had in mind when it came to personal freedoms, and the BILL OF RIGHTS.

The day had perfect conditions for such an event. The music blasted thru the campground area while people talked about freedom and how they enjoy it. People enjoyed the booths that where set up to sell items (true capitalism). They all seemed to have a great time eating and drinking. Tripping through the cowpies kind of made me think of all the BULLSH T we have to go through in regards to legislative actions. The bike show was a sight of fancy machines and everyday rides. Many of those who were in attendance were freedom fighters from a long time before this event. Others were just getting into the idea of having to fight for the right to play or have a

hobby such as motorcycling. Few people there had no idea of what it was about. By the end of the weekend they all knew what we are up against, and they all are ready to put up the fight for the right to ride free.

In the aftermath of this event was still the fight for keeping (and regaining some) our right to freedom of choice, the clean up crew and the memories of this, the first in many FREEDOM RUNS. To those who showed, ABATE of Oregon thanks you for showing your support. To Rotten Roger and his crew of hard working Joes and Janets, Thanks a million for putting on these events. Finally, a great big THANKS goes to the owner of the property on which we partied. It is people like you that enable us to have these kinds of events. The city, county and state don't want us to have fun on their land. So we need people like yourself who allow us to use the land to celebrate freedom.

(This is being run in Easy Rider Mag. suppose to be in the Jan '94 issue with pictures)

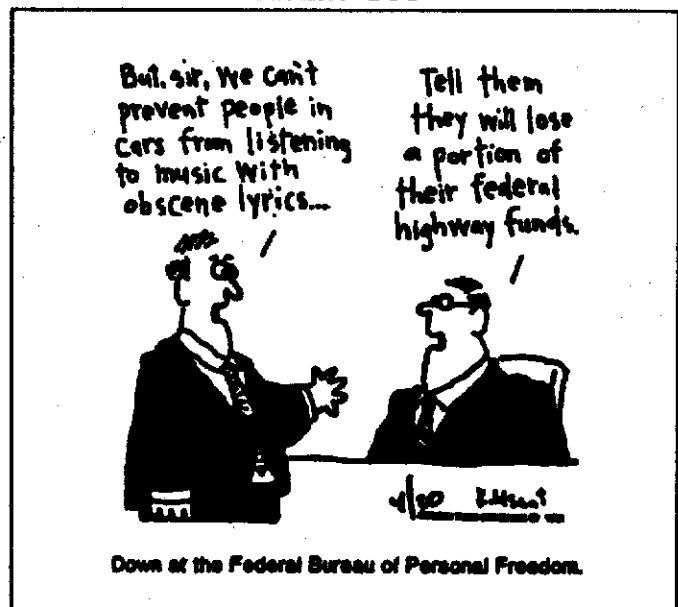
ABATE/SHRINER'S TOY RUN

The committee would like to give a very special thank you to:

Harold Hass of Grand View Emt. Inc., Mitch Allison of White GMC Trucks at Portland Jubitz Store and Erwin Teague Tires for their donations of aluminum, steel and other misc. metals. These donations of metals raised for the Shriner's kids over \$500.00

Also thanks goes to **Ken "Woody" Woodward** who coordinated and picked up then hauled the metals to the proper scrapping yards.

THANK YOU



First annual Freedom Run

Yes, it was a first at Sauvie's Island and I sure hope it won't be the last. We need this kind of support if we want to continue our fight for freedom. Our lawyer Laura Graser grabbed the microphone and spoke a bit. I wasn't paying a whole lot of attention, but what I did hear upset me. Laura and Sam(Hochberg)recently took our case to the court system.

We've all been to court at one time or another and know what that trip is about. Laura is a criminal lawyer by trade. She usually represents "axe murderers" and the like. She said that when she goes up to the court and states her case, they always listen to her. She doesn't always win, but she always gets listened to. She said that she had never seen a court "kiss off" anyone so fast, as when Sam stated our case. She was genuinely surprised.

Laura couldn't understand why the court listened to her representing these murders and not listen to Sam Representing law abiding citizens who just want to obey the law and clarify what it means!! She's new to this discrimination against bikers. She is hopeful that the Supreme Court will listen to our cause and possibly even give us a chance at some justice. Well, we'll see.

With our lawyers going to court to fight for our rights, we need to build up our legal funds and the Freedom Run is just the way to do it. Sauvie's Island is a great site for the party too. It was a great time. Hope to see you there next year.

Ride Free,
Sue Grady

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



P.O. Box 813
Buckhannon, WV 26201

304-472-6148

S.E. Chapter

We stand for freedom. That is our conviction for ourselves; that is our only commitment to others.

THE RAVING ROVING REPORT

Well now to catch you up now that I have a minute. The next run that I went on was the N.E. & S.E. Summer Run on August 20,21&22. The family and I and a couple of friends decided to leave Thursday, so got up about 7am and loaded the food and gear in the truck, my friend hooked up the concession trailer and we headed on down the road to the Table Restaurant for breakfast before heading out.

We Left around 10:30 and headed on down to Hwy. 26. It was a nice day for a ride. We got there around 1:30 and it was beautiful, the sun was shining and it was great. We set up camp then more people started to show, we sat around and talked that night and even told some jokes(if you can believe that). Friday was nice but had a few sprinkles of rain then it really got cold as soon as the sun went down, pulled some security that night then hit the sack. Saturday was a beautiful day and full of fun. Gordon did a great job on all the games. They were a blast, you should have been there, they were better than ever. I really enjoyed this run, it's great for the family and it's in a great place. The only problem I saw there were the yellow jackets that people were getting stung by. Sunday we got up and loaded up and headed for home, that was a beautiful ride too, but a lot of traffic. Hope to see all of you there next year.

Well rested up for 3 days and headed out to the Coos Bay Run on Aug. 28&29. Got up and left on Thursday morning around 8am and took Hwy. 205 to I-5 to the Drain exit onto Hwy. 38 and made a stop at the Wells Creek Inn in Scottsburg, the people there treated me great. They were really friendly. Had my coffee and hit the road on Hwy.38 to Reedsport. Stopped at a gas station to check on my directions then on down Hwy 101 to North Bend where I found Far West Cycle, run by Harold and Linda Moore. He was in the Marines, so we got along real well. Called a friend twice, once at 3:30 and again at 4:30 but he didn't get off work until 5:00 so I had to wait. While waiting I had some terrific seafood at the Griffs Seafoods next door to the Harley shop, the owners of the seafood place were Jerry and Pat McGriff, they are really neat people. About 5:30 or so my

friend showed up and we went to his house, sat around for awhile and talked then I took him to dinner at the mexican food place in North Bend, the food was great. We went back to his house, talked for awhile then went to bed. Got up Friday morning and he took me to the Autumn House for breakfast in Coos Bay. We headed on to the campgrounds and crossed two wire bridges (didn't go down this time). Got to the campsite and we set up our camps, it was on top of a hill (beautiful site) with the South Coast Chapter. Walked around for awhile and talked with people then headed for bed. Got up the next morning and had breakfast then walked around talking to the vendors, they had a guy who did terrific tattoos and his name was Kirt Decker from Coquille, Oregon and they had a guy who had great beef jerky, it was made with a swedish recipe. (good stuff) There was also a vendor who had leather goods who took a thousand dollar gift certificate and raffled it off and gave all the money to the South Coast Chapter (nice guy). This run was the best I have been to in a long time. It was their first one and it turned out great. So for those of you who missed it you missed a great one. So have fun and enjoy the sun while you can and ride safe, oh yes I named my bike Ol' Faithful, because I ride her hard and put her to bed wet.

The next weekend was the Labor Day Run on the 4, 5 & 6 of Sept. As usual I got up early on Thursday and headed on out. Down I-5 to Roseburg stopping at rest stops along the way and a cop gave me directions to Hwy 138 (guess I got lucky he didn't point me back home, but maybe out of town was good enough). On Hwy 138 I was stopping along the way to make sure I was still on Hwy 138, followed signs to Stump Lake and didn't see anyone around so I went back 40 miles and rented a room at a motel. They were really friendly people. The next day I got up and got more directions and headed out. Finally found the place just fine and found out that I was only about 50 feet from there the night before (oh well had a good night sleep in a warm bed anyway). Set up camp and in the middle of the night a truck came in and ran a generator all night, so the next morning I got up and moved my stuff to another campsite, (much better). As always I had a terrific time and great fun. There were over two hundred

people there who had a lot of fun too. A lot of people didn't even know where this place was, so maybe next year it will even be bigger and better, even my friend from Yakima showed up so hope to see all of you next year.

The next weekend was kind of a slow weekend, I stayed home all week and Saturday Sept. 11, me and a friend went out to the new Easy Rider shop for their grand opening. There were a lot of motorcycle associations out there and you had a good chance to get information on any of them that you wanted to. I hung around most of the day talking to people and then headed home. It's a nice shop and I hope they can make a go of it. If you didn't make it out there for their grand opening, stop in and look around, it's a nice place. The next day Sunday Sept. 12th, I took a scoot out to the all family picnic. Had lots of fun, played bingo and talked to a lot of friends (I know that's hard to believe, me having friends but I do). I even won a Seal-a-Meal, guess the wife will be happy. I had a great time, but sorry the wife and kids couldn't come (still working on the house and the garage, sure will be glad when that's done, so will Annie I bet). Well if you didn't make the picnic you really should have, it was put on for us to have fun with our families and friends, so why would you miss out on that? Oh well we who showed up had fun but we don't want the people who worked hard on this to do it for nothing so next time please show up.

On the following weekend I went on the Last Chance Run on the 17, 18 & 19 of Sept. Got up early and left Thursday morning, headed down I-5 stopping at the rest stops along the way. Went down I-5 past Grants Pass to Hwy 99 which turned into Hwy 199 West, all the way to Cave Junction. Stopped in Cave Junction at a mexican restaurant and had a bite to eat, then back on Hwy 199 to Hwy 46 and went about 10 miles or so to the campgrounds, was looking for a camp site when I saw our AIM rep Hutch, so I camped by him. When I first got to the campgrounds they hadn't been taken care of for along time, they were a mess, but Josephine County Chapter who put on the run on really got in there and fixed things up. They did one hell of a good job. Set up camp and then Gunny and I walked around picking up firewood and then we ran into a vendor we knew and they invited

us to have liver&onions with them, so we did. The next day people started to come and the place started coming together, Gunny and I got invited to breakfast so we went. Thanks Larry and Art you are good people. They also held a drawing for a 40 channel C.B. that plugs into your cigarette lighter and a knife with a bear tooth handle and all the money they made they gave to the chapter. These guys are one of a kind, so let's help and show them our support like they help support us. So when you come on these runs and you see them, thank them for all their help and support, I'm sure they would appreciate it. Well the weekend was great all the time, the nights were a little cold but the days were great, the run was great and so were the people. Hope to see you all there next year.

After that run I went to the Tri-county End of Summer Run on Sept. 25&26. Got up Friday and headed down Hwy 30 to a friends house so we could ride to the run together. Got to his place, loaded things up and headed out. He had to make a stop so I went on and(You guessed it) had to stop and ask directions. Got back on the road and made it to the campsite, picked out a spot and set up camp. The weather was dry and the nights were cold, but it was a lot better than the wet one last year. The people were great and so was the company, the band was terrific and fun was had by all who showed. The turn out could have been a lot better, so let's get out there and support our chapters. They do a lot of hard work to put on these runs so let's make it worth their while. Left Sunday around 9am with a friend and headed to the swap meet in Hillsboro, guess that's where everyone was, because there was a lot of people there. Walked around and talked to a lot of people that I had not seen since the last swap meet and probably won't see until the next one. Left around 4:30 and headed home. Had a great weekend but boy am I getting tired, but hey the weather is still nice so I'll keep on going until the runs are over. Hope to see you all there at the coming events.

Well the next place I went to was not so fun. Wednesday the 29th of September, I went to a funeral for a brother of ABATE, Joe Jacobs. He was a member of S.E. Portland Chapter and he also had a lot of friends from other chapters. Joe was a hell of a nice guy and will be missed by all who knew him.

So all you guys out there, keep your eyes and ears open out there, we don't need to go to anymore of these, SO RIDE SAFE.

Your ~~Roving~~ Roving Reporter
Crazy Steve

NCOM Region 1 Convention

As many of you may remember, last October ABATE of Oregon helped host the first Region 1 conference. This year the Modified Motorcycle Association of California along with ABATE of Ca. and the Confederation of Clubs hosted the second of many more to come regional conventions.

There was a time when I very skeptical of lawyers being involved in the motorcyclists rights movement. Since attending several meetings put on by NCOM, I have had to reevaluate my position. It seems that upon further investigation, there is a contingency of lawyers that are truly concerned about motorcycling as an activity that is being attacked on a continuing basis. They are not tunnel visioned on our people only as injured accident victims whom they can pursue lawsuits on behalf of, rather than people being prejudiced against.

We all, at least most of us in this organization, know about Sam Hochberg and the damned fine job that he does on our behalf. We also know how often he does these things for free or reduced fees. Well somehow NCOM has been able to find many other attorneys just like Sam. They are challenging the constitutionality of the helmet laws and fighting against biker discrimination in courts around the United States. It is one heck of a good tool which we are able to utilize in our continuing efforts to protect our right to ride.

To all of you NCOM attorneys and especially to Sam, THANK YOU. It is refreshing to know that there are attorneys that truly believe in our cause. Keep up the good work, WE WILL SUCCEED! Rich

PARAMOUNT MOTORCYCLE SUPPLY



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TILLAMOOK RUN '93

Picture #1: Bike Show

Picture #3: Stan "Ghost Rider"
and Deb Fryman

Picture #2: Trophy Trailer

Picture #4: Sh-- The old Man's
Home Game



MRF "MEETING OF THE MINDS"

SEPT. 23rd-26th, 1993

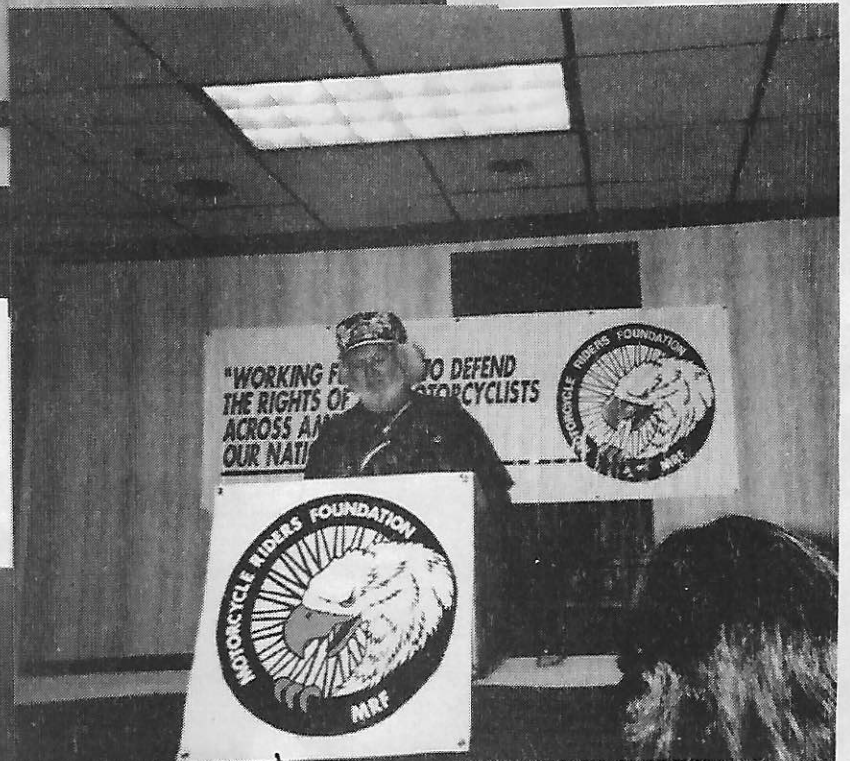
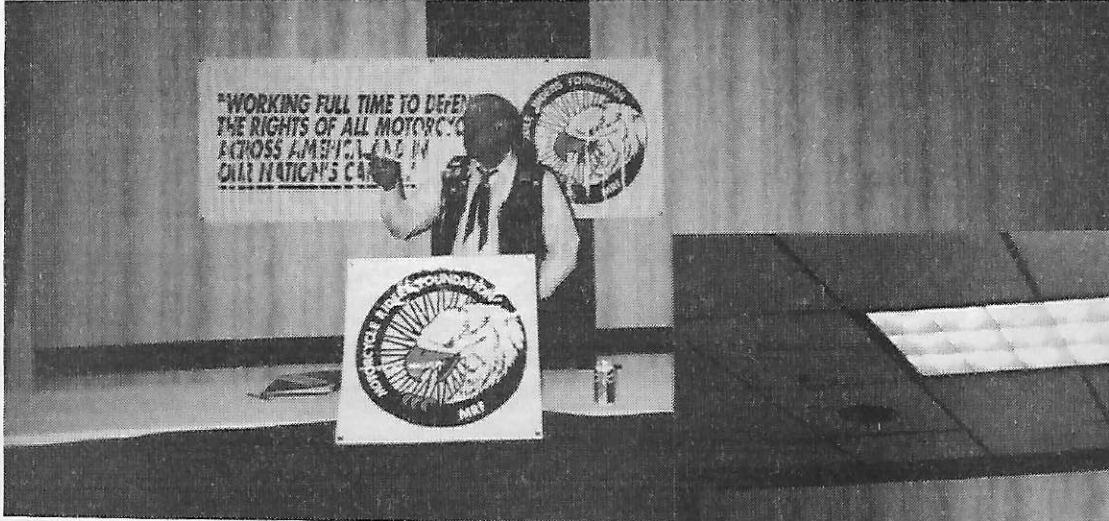
Denver, Colorado

(see page 4 for story)

Picture#1 U.S. Senator Ben "Nighthorse" Cambell

Picture#2 Paul K. Vestal Jr. MRF Board

Picture#3 Rich Benson Ore ABATE Coordinator presents \$1500.00 to Wayne
Curtain and the MRF



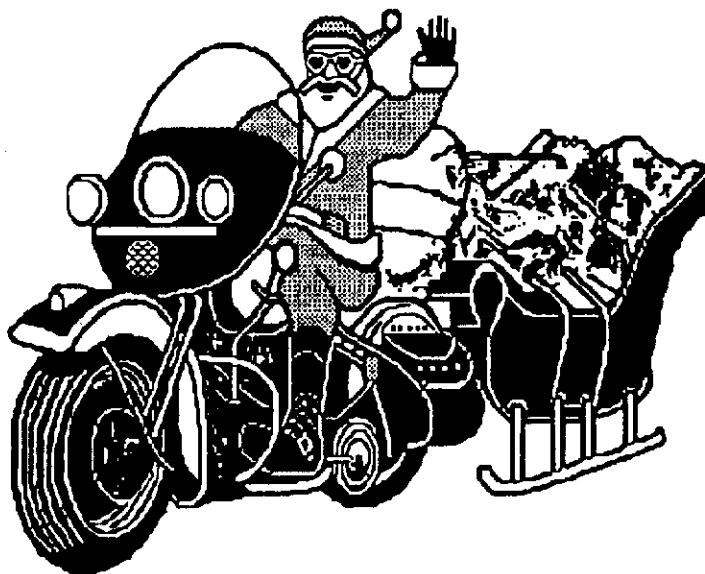
CHRISTMAS TOY RUN

Sponsored By
SALEM CHAPTER of A.B.A.T.E.

To Ride In The Run

The Run will form up at 11:30 a.m., at Locomotion Pizza, 4450 Commercial Ave S.E., in Salem, on Sunday Dec 19th

It will depart the site at noon and ride south down 12th Ave to Safeways, at the corner of 12th & Center St. It will depart Safeways so as to arrive at the Children's Ward of the State Hospital, Building # 40, at 1:00 p.m., where we deliver the toys to the Children in the facility.



TO DONATE TOYS

Contact:
Salem ABATE at :
P.O. Box 13957
Salem, Or 97309

Or Call:
Jeff at 585-8636

Or Call:
Mel at 363-1697

Or Call:
Walt at 363-4727

NO PHOTOGRAPHS OF THE CHILDREN ARE PERMITTED !

Toys may be brought to the Run Form-Up Site, on the day of the Run Before Noon. The Children are Boys and Girls Between the ages of 7 and 16 years old. Some Acceptable items are, Stuffed Animals, Games, Books, and Printed Tee-Shirts (Subjects and Art-Work MUST Be tasteful).
IF THERE IS ANY DOUBT, PLEASE CALL FIRST.

**All Riders and other Interested Persons
are invited to Participate in the Toy RUN**

Washington County A.B.A.T.E.

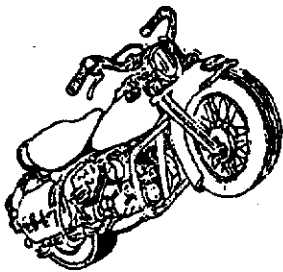
11th Annual

Toy Run Parade

Saturday Nov. 20, 1993

PRIZES!! DRAWING!!
 PARTY AFTER PARADE
 AT JOE'S PASTIME
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Bring A New Toy!
 All Motorcyclists Welcome

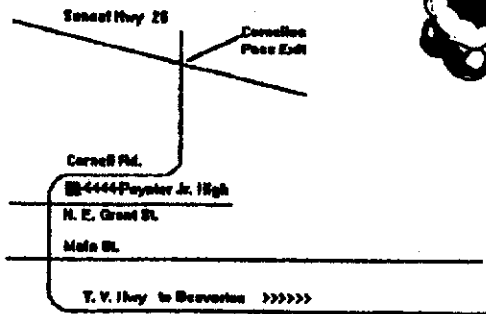


11:00 AM - Assemble At:

Poynter Jr. High
 1535 N.E. Grant, Hillsboro
 Parade Begins At 12:00

For More Info Call:

Don 648-9651 or Captain 648-9311



Please come join us to donate
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 children in our community!!

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SEPTEMBER 27, 1993
SALEM, OREGON

SALEM CHAPTER CHRISTMAS TOY RUN TO OREGON STATE HOSPITAL CHILDREN'S UNIT

DUE TO CHANGES OF POLICY BY MANAGEMENT AT THE HOSPITAL, THOSE WISHING TO PARTICIPATE IN THE FESTIVITIES INSIDE THE CHILDREN'S UNIT AT THE END OF THE RUN MUST FILL OUT A "CRIMINAL HISTORY CHECK". (SEE ATTACHED). THIS FORM IS GOOD FOR ONE YEAR ONLY. YOU MUST MAKE SEVERAL COPIES OF THE ENCLOSED FORM SO YOUR FRIENDS WILL HAVE ONE TO FILL OUT.

THE RUN TO THE HOSPITAL IS OPEN TO ANYONE WISHING TO PARADE WITH US, BUT YOU WILL NOT BE PERMITTED TO ENTER THE BUILDING TO MINGLE WITH THE KIDS UNLESS YOU HAVE BEEN APPROVED IN ADVANCE.

PLEASE FILL OUT ONE OF THE "CRIMINAL HISTORY CHECK" FORMS FOR EACH PERSON DESIRING TO ENTER THE BUILDING, AND RETURN THE FORM TO THE ADDRESS BELOW ON OR BEFORE NOVEMBER 15, 1993. THE STATE NEEDS AT LEAST TWO WEEKS TO PROCESS THE FORMS, SO GET YOURS IN EARLY. I WILL NOTIFY YOU BY PHONE OR BY LETTER AS SOON AS I KNOW IF YOU HAVE BEEN APPROVED.

I WILL MAINTAIN A LIST OF ALL NAMES SUBMITTED AND WILL HAVE A LIST OF ALL APPROVED PERSONS AT THE ENTRANCE TO THE CHILDREN'S UNIT AND AT THE BEGINNING OF THE PARADE ON THE DAY OF THE RUN. IT WILL BE ESPECIALLY HELPFUL IF YOU MARK IN PENCIL ON THE BACK OF THE FORM WHAT M. C. ORGANIZATION YOU ARE FROM. IF YOU ARE NOT FROM A M. C. ORGANIZATION, MARK "AT LARGE". I WILL ERASE THE INFO AFTER ADDING YOUR NAME AND ORGANIZATION TO MY LIST. YOU SHOULD FILL OUT A FORM IF YOU ARE NOT SURE YOU WILL BE ABLE TO ATTEND.

THE DATE THIS RUN WILL HAPPEN IS DECEMBER 19, 1993. WE WILL BEGIN GATHERING FOR THE PARADE AT ABOUT 11:30 ON SOUTH COMMERCIAL, AND WILL BEGIN THE RIDE AT 12:30. WE WILL ARRIVE, AS USUAL, AT 1:00PM. PLAN NOW TO ATTEND THIS VERY WORTHWHILE EVENT. BE GENEROUS AT CHRISTMAS TIME FOR THOSE WHO ARE UNABLE TO HELP THEMSELVES. FOR A LIST OF APPROPRIATE TOYS OR GIFTS WATCH FOR THE INFORMATION ON TOY RUN FLYERS. (THE RUN COORDINATOR HAS NOT YET BEEN SELECTED). THIS TOY RUN IS THE BIGGEST HAPPENING ALL YEAR LONG FOR MOST OF THESE UNFORTUNATE KIDS, AND THEY TALK ABOUT IT FOR WEEKS AFTERWARDS.

Send those forms right away to:

Mel Yeager
MEL YEAGER,
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SALEM, OR 97301

For more information call:

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SALEM CHAPTER

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CRIMINAL OFFENDER STATEMENT**

Oregon State Hospital, a criminal justice agency, requires access to criminal offender information in order to screen applicants for employment or volunteer services who may have direct contact with patients or residents.

Therefore, as an applicant for employment or volunteer services with an agency of Mental Health & Development Disabilities Division, a criminal offender inquiry will be made by screening your name through the Department of State Police Bureau of Criminal Identification or the Federal Bureau of Investigation, as a part of the application process.

NAME: (Last, First, MI) _____ Maiden _____ Date of Birth: _____
Place of Birth: _____
Soc. Sec. No. _____ Check one: M F

Ethnic Background: White Hispanic Black Asian Indian Other

Additional Identifiers: HGT _____ WGT _____ Eyes _____ Hair _____ Identifying Marks _____
scars/tattoos

Position Applied For: VISITOR VOLUNTEER TO CATP ONLY CHRISTMAS 1993, EASTER, 1994

Program/Department: CHILDREN'S & ADOLESCENT TREATMENT PROGRAM--ORE. STATE HOSP.

Check all that apply: Fulltime Part time Volunteer Student

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No, I have never been convicted of a crime (INCLUDING traffic).

Yes, I have been convicted of a crime(s) (INCLUDING traffic) listed below.

DATE OF OFFENSE	CRIMINAL OFFENSE (Be Specific)	DISPOSITION CONVICTION (Be Specific)

Signature of Applicant _____ Date signed _____

By my signature, I certify that the above statements and information I have written are true and complete to the best of my knowledge. I understand that this form will be made part of my Employment Application, and further understand that if an investigation discloses untruthful or misleading answers, my application shall be rejected, my name removed from consideration for employment, or my employment with the State of Oregon terminated.

FROM THE DESK OF HAMMER
P.O. BOX 116
HILLSBORO, OREGON 97123-0116

10/15/93

I FELT THAT I JUST COULDN'T KEEP MY PEN FROM WRITING A FEW LINES. AS THE RUN COORDINATOR FOR THE WASHINGTON CHAPTER, I WAS INVITED TO ATTEND A STATE BOARD MEETING.

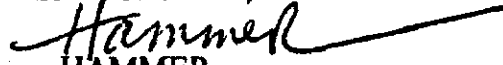
I DROVE THE 200 MILE-PLUS ROUND TRIP TO EUGENE. WELL TO MY SURPRISE, THERE WAS NOT ENOUGH CHAPTER REP'S TO HAVE A "QUORUM"! I WAS TOTALLY P.O.'d!

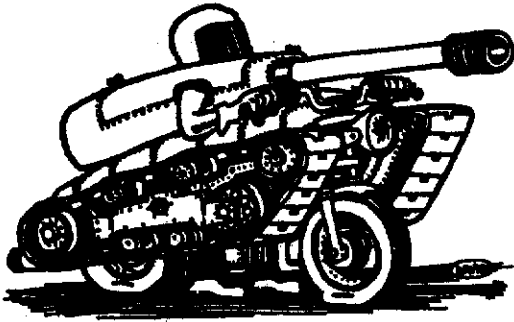
HOW COULD THE BIKERS IN THIS STATE HOPE TO ACCOMPLISH UNITY, POLITICAL AWARENESS, AND SAFEGUARD OUR RIGHTS, IF THERE ISN'T ENOUGH INVOLVEMENT TO HAVE A SIMPLE FU--IN' VOTE????

EVEN THOUGH THE VOTE CARRIED UNANIMOUSLY IN THE INDIVIDUAL CHAPTER MEETINGS, I GUESS THE REPS THAT COULDN'T FIND THE TIME OR INGENUITY TO DELEGATE THE TASK TO ANOTHER MEMBER BOGGLES MY POLITICAL WELL-BEING.

WELL THERE, I'VE AIRED MY VIEW. WE NEED TO PULL TOGETHER MORE THAN EVER IF WE ARE GOING TO BEHEAD THE POLITICAL BEAST THAT SEEKS TO DESTROY OUR FREEDOMS AND OUR RIGHTS.

RESPECTFULLY,


HAMMER



TRAFFIC SURVIVAL PART IV

The Superslab

This winter, we've been rambling through some ideas about surviving city traffic. We've offered some pointers about what to look for, analyzed what's likely to happen at intersections, and considered some evasive action we might use to get out of the way of trouble. Now, let's see how these tactics apply to those multi-lane ribbons of asphalt and concrete we often call the "freeway." (For purposes of this article, we'll use the term "superslab" as a generic equivalent of freeway, tollway, parkway, interstate, motorway, autobahn, autostrada, autoroute, etc.)

Historically, the superslabs have been less hazardous than urban streets, because traffic on the 'slab is traveling more-or-less in the same direction and at the same speed. There aren't any cross streets where oncoming traffic can make a quick left turn. Out in the boondocks where traffic is light, we can ride the freeway mile

after mile without any big surprises. Even inside the city limits, there are surprisingly few accidents on multi-lane highways, considering how many vehicles there are trying to share the road at once. But when an accident does occur, the carnage can be fast and furious. Dozens of vehicles can slam into each other before the traffic stream manages to screech to a slowdown.

Unlike city streets, serious collisions on the 'slab are most likely to be rear-enders. Someone bashes into the vehicle ahead because the basher either didn't realize traffic was slowing down, or didn't have enough room to react. You've probably seen this situation many times: You spot a few twinkling brake lights ahead, and ease off the throttle. But the driver in front of you doesn't seem to be aware of anything ahead.

You feel like shouting, "Hey, Particle-

*Article and Illustrations
by David L. Hough*

Board-Brain! Get off the gas! Don't you see the brake lights ahead?" You ease on the binders as you see the brake lights coming on in a wave, traveling backwards, and start looking for an escape route. Sure enough, the board-brain is so dense that he doesn't see anything until the very last car in front of him suddenly lights up in a blaze of red. Then he finally stomps on the pedal and melts some new flat spots in his tires.

12 Seconds Ahead

Obviously, the key to avoiding crashes on the 'slab is looking ahead, just as on the street. Of course, the advice to look "12 seconds" ahead translates to a lot farther towards the horizon as the speedometer climbs up the dial. If we're looking far enough ahead, we ought to be able to spot problems and make an easy speed adjustment or lane change to stay in the clear. The trouble is, what do we look for? Few of us have the mental capacity to scrutinize and monitor every other vehicle on the road, mile after mile.

The trick is to sort of summarize what's happening in our minds. We don't need to study every vehicle in detail; we look for certain patterns or ripples in the flow of traffic. We're looking for disturbances, similar to predicting treacherous rocks under the surface of a river by observing the swirl of the water over them. For example, any of the following swirls could indicate a treacherous situation about to happen:

- A vehicle traveling either much faster or much slower than others.
- A vehicle that is making sudden, erratic speed or lane changes.
- Two vehicles that are converging towards the same spot at the same time.
- Interchanges, ramps or merging lanes where drivers are likely to make sudden changes in speed or direction

Looking ahead means more than reading the personalized plates on the next five cars. It *really* means figuring out what is going to happen during the next 12 seconds or so, and that includes those cars coming up from behind, or merging from the sides.

In many other countries, drivers are conscious of the different purposes of different traffic lanes. For example, in Germany, a driver never, ever passes on the right. In Great Britain, one never passes on the left. Such civilized actions make it much easier to keep track of where the other vehicles are. Foreign riders headed for the U. S. of A. should understand that American drivers pass willy-nilly at any speed in any lane. Few American drivers seem to comprehend that the right lane is for slow traffic, the center lane for cruising, and the left lane for passing. Sure, willy-nilly passing is stupid, but that's just the way we do things here.

Whatever country you are visiting, it is important to be aware of the local customs and taboos as well as the laws. The safest tactic is: When you are riding in Rome, do whatever the Guzzi riders are doing.

The Times They Are a-Changing

Back in the good old days, we expected traffic in Europe to be fast and drivers skillful; while in America traffic was slow and so were most drivers. Things have changed a lot over the past few years.

Today, traffic is zipping along in America just as fast as in parts of Europe, and in some places drivers are getting downright aggressive. Never mind the double-nickel speed signs, folks are threading through traffic at Warp Seven and above in and around most cities, and it's common to encounter road sharks swooshing along at speeds approaching terminal velocity. It's getting serious out there on the 'slab, folks.

Performance

In the good old days, one of the advantages of riding a motorcycle was performance. Just about any old street bike could out-accelerate, outrun, and out-brake the average sports car. So, 10 or 15 years ago motorcyclists needed to watch out mostly for the mentally-slow drivers ahead and behind, to avoid becoming a Plymouth sandwich.

Guess what? Today's cars have surpassed yesterday's motorcycle performance. An '89 Pontiac Trans Am can do zero to 60 in 5.4 seconds, and brake from 60 to zero in 142 feet. An '89 Chevy Corvette ZR1 will do the quarter-mile in 13.1, still accelerating through 110 mph, hold .98 G lateral cornering, and stop from 60 mph in 125 feet without falling down. The point is, today's cars are capable of performance that whittles away a lot of the advantages of motorcycles. We motorcyclists are faced with much higher speeds and aggressiveness from car drivers than in the good old days.

Sure, there are lots of superbikes that can still out-perform cars, but today's higher speeds are faster than most riders can think, and we've got our heads hanging out in the windstream.

So, staying out of trouble requires that we get smarter rather than just faster. We need to be able to predict what's happening before it happens, and we need to be as proficient as possible at skills such as high-speed cornering on slick surfaces, quick lane changes and panic braking.

Fortunately, most of the predicting tricks from the good old days still work. People still do many of the same dumb things, even at higher speeds.

Let's review a few of the dynamic traffic patterns that often lead to trouble, and suggest some tactics for spotting them. What's important is to understand what's happening around you, and to separate yourself from hazards as far as possible.

Stay Away From Gaggles

For example, you can observe that drivers tend to flock together into gaggles. There may be gaggles of 10 or 15 cars, with clear spaces in-between. Faster drivers have to pull aggressive stunts to elbow through the bunch, and that increases the chances of accidents. The smart motorcyclist stays away from the flock, either intentionally dropping back into a clear space, or aggressively passing and motoring into the *next* clear space.

On-ramps, off-ramps and merging lanes are locations where we can expect people to make last-second decisions which lead to sudden changes of speed or direction. Most riders understand the importance of accelerating up to speed at on-ramps before merging with traffic, and not decelerating until after exiting to an off-ramp.

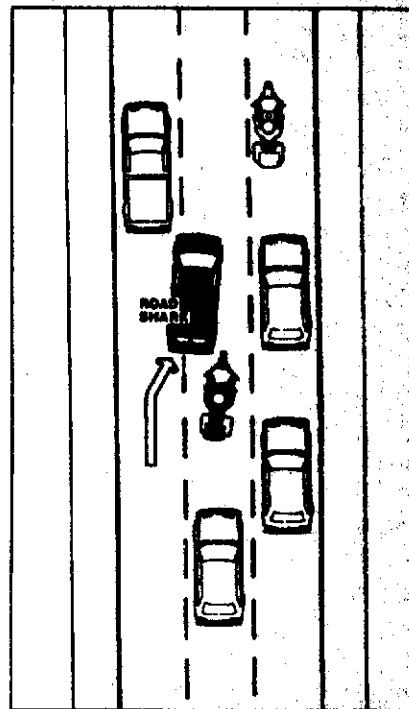


Figure 1

We already know that a blinking turn signal helps make us more conspicuous. That's normal stuff. Let's consider some less obvious stuff.

Road Sharks

When zipping along in a center lane, watch for vehicles coming up fast from behind, or cars on either side who are suddenly accelerating. (Figure 1)

You should expect these "Road Sharks" to change lanes frequently, with very little clearance, and no warning. The subtle warning is simply in recognizing their aggressive style. There is little you can do on a motorcycle to prevent a shark from trying to gobble up your road space, so plan to just plain get out of their way. The sooner you spot a Road Shark, the more time you will have to move to a safer position.

If I decide to ride more aggressively myself, I try to avoid the Road Shark mentality that causes problems for other motorcyclists. I signal at least three seconds in advance of a lane change. I don't change more than one lane at a time, and I try to avoid cutting in closer than two seconds in front of anyone. Most of the time I manage to pass on the left, and sometimes I can even control the urge to tailgate left-lane-creeper with my thumb fanning the high beam flasher.

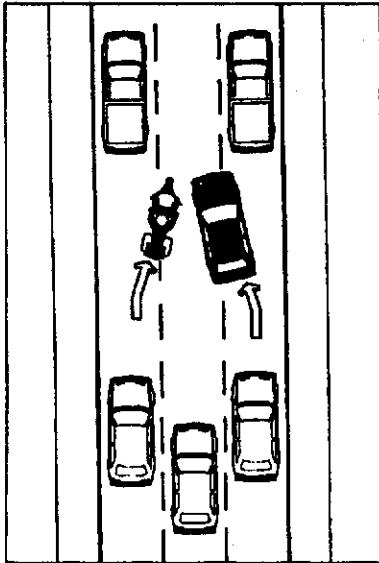


Figure 2

Lane Crunching

When changing lanes, consider not only the space in the next lane, but think about other drivers who might be deciding to jump into the same space you are ogling. You can't afford to spend much attention studying that driver two lanes over, but you can be aware of any nervous glances via your peripheral vision.

If there is any question about who might get to the space first, either accelerate beyond his front bumper, drop back to a position where you both can squeeze in, or forget the lane change for a few seconds. *Very few* scrimmages in traffic are won by the motorcyclist. (Figure 2)

Off-ramp Dodgers

One frequently-repeating hazard to watch for is the "Off-ramp Dodger." This is the guy who hasn't bothered to move to the outside lane, but suddenly decides to make a quick dodge for the off-ramp anyway. (Figure 3)

There are enough ORD's around that smart riders avoid cruising along in the outside (far right) lane. If you've got a good reason to be in an outside lane, watch closely for cars suddenly accelerating in the adjacent lane, especially if the driver is making quick glances towards your lane. Be prepared to swerve into the off-ramp to avoid getting crunched.

It is possible you could brake hard to avoid the dodger, and then continue in the lane, but remember that sudden speed

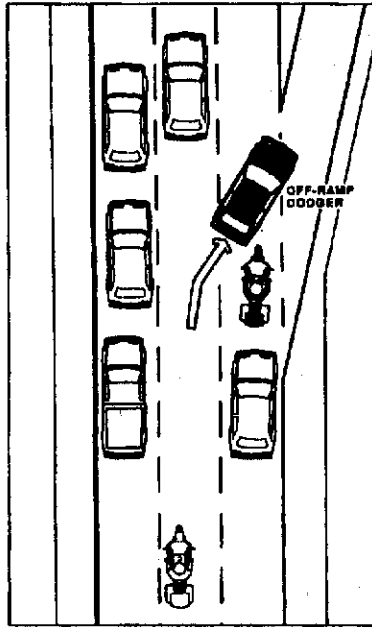


Figure 3

changes invite rear-end collisions. It's a lot less trouble to ride off and get back on the 'slab at the next on-ramp, than to take a detour to the hospital. This tactic is also a good escape from the "particle-board-brains" who are too dense to realize that you're supposed to drive to the next off ramp—you don't stop on the freeway and back up to the one you just missed.

The Trajectory Bubble

To help summarize what's happening in traffic around me, I find it helpful to visualize a bubble circling me, representing roughly a two-second separation from other vehicles. Anyone who intrudes on the bubble (anyone closer than two-seconds away from bumping into me) gets my immediate attention.

I call this a trajectory bubble because the size of the bubble is based on the combination of speed and direction, or trajectory of my motorcycle. My imaginary bubble changes shape, depending on speed. At slower speeds, it is shorter but wider. As speed increases, it stretches farther and farther out in front. (Figure 4)

Road Sharks, ORDs and PBBs are very good at one thing: Stimulating anger in their wake. I've been suckered into stupid behavior on more than one occasion by aggressive or stupid drivers. And an angry motorcyclist is a dangerous motorcyclist.

We all need to file this important mes-

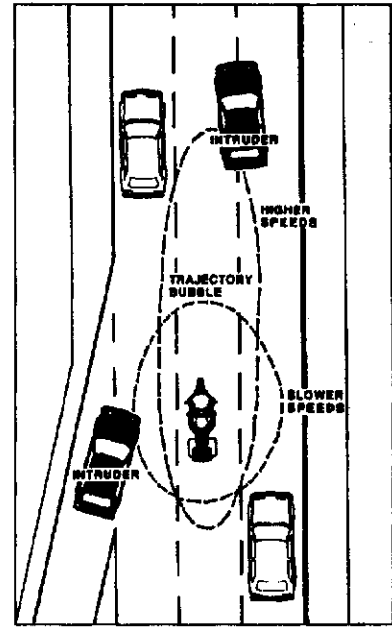


Figure 4

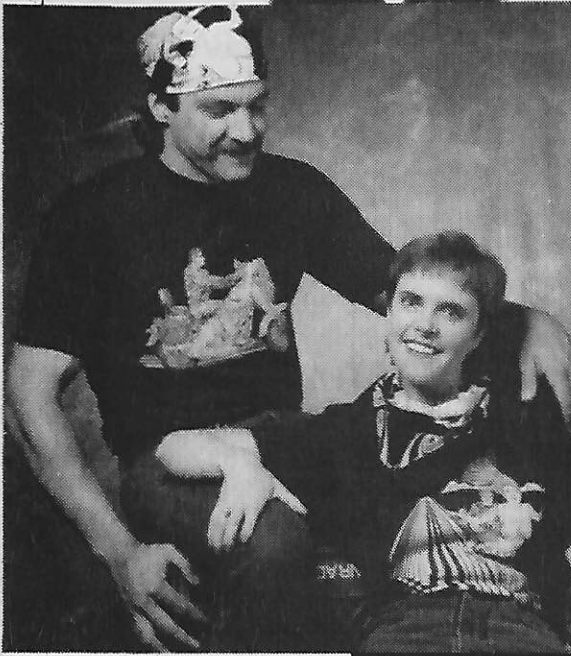
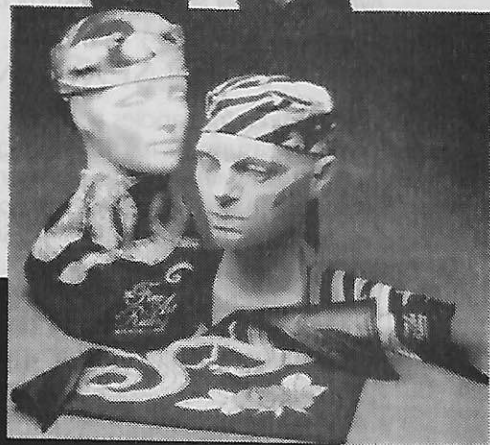
sage away in the back of our brains for future use: If someone makes you mad, it is very important to take a break and cool off. Don't get mad. Don't get even. Don't get stupid. Just take a break.

Lane Splitting

In some cities, when heavy traffic slows to slug speed, lane splitting or "white lining" (riding the white dashes between lanes of slow moving cars) is common practice. There is evidence that a motorcyclist may actually be safer riding the white line than trying to lurch along in a lane with the cars. Lane splitting is not socially or legally acceptable in all cities or on all superslabs, but there are many locations in the world where it is not only tolerated, but expected. Successful white lining takes special skill and the right bike. Art Friedman, Editor of *Motorcyclist*, covered all the details in "Tear Along Dotted Line" in the November, 1991 *Motorcyclist*.

One final note: Today's serious traffic on the superslab demands serious attention to motorcycle maintenance. At today's higher speeds and increased traffic aggressiveness, there is no extra slack for coddling bald tires or spongy brakes. If you're going to go play with the big boys on the superslab, be sure your motorcycle (and your skill level) is up to the task. #

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Dedicated to Freedom of the Road.

WHY SHOULD WE SEND REPRESENTATIVES FROM OREGON TO THE MEETING OF THE MINDS?

" It seems to be a waste of money to me." That is what we hear from some of our members; some others don't seem to care one way or the other. To the members that are selected to go to such events as The Best of the West, and The Meeting of the Minds, it is surely another great opportunity to exchange ideas and to find out what has happened since the last time they got together. Read on to see if you think we wasted this opportunity or our money

On this latest opportunity Rich Benson and I, Mel Yeager, flew to Denver, Colorado to meet with other representatives of Motorcycle Rights Organizations from all over the country. The ABATE Organizations were the most prevalent of all, and several other Groups were also represented, such as United Bikers of Maine, to name one. This occasion was hosted, as usual, by the Motorcycle Riders Foundation, and ABATE of Colorado arranged the place for us to meet.

By the time the conference was under way there was 403 delegates and 27 states signed in. On Thursday, September 23rd there was a MRF board meeting from 9:00 to 3:00. Rich and I arrived about 2:00 and after being shuttled to our hotel, we located the registration booth and started looking for friends from other state organizations. After finding a few, we socialized briefly till Rich had to go to a meeting of the States Motorcycle Rights Organizations. This took place from 6:30 to 8:30PM.

The Next morning is when the real work and instructional material was delivered to the delegates. At 8:30 registration continued. Our conference opened at 10:30 with Fred Harrell, ABATE of Colorado, welcoming the delegates and introducing Alice Nichol, Colorado State Representative. Ms Nichol was folowed by Paul K Vestal Jr, who reported on "State of the MRF". At 11:30 we had a panel discussion about Mandatory Rider Education which was moderated by Wayne T. Curtain, Our lobbyist in Washington, D.C. The panelists were Rob Rasor, AMA; Peter Fasnacht, MSF; Steve Eggleston, ABATE of Iowa; John Paliwoda, ABATE of Calif.; Roger "Erik" Erikson, ABATE of Colo.; and John Bodeker, NAMSA and Indiana Dept. of Education. Boiled down to the bare bones, this panel came to the conclusion that Mandatory Rider Education is not in the best interests of the American public and this panel takes the stand to not approve it.

In the afternoon, we opted to attend any workshops that were of interest to us. I chose to attend "Analyzing Studies" given by Mark Edwards, who used to work for the NHTSA and now is an independent contractor. This man is an engineer who knows how studies are made, and how to factor in the ingredients that make the statistics prove anything you want them to portray. He showed us how the Government arrives at the figures and percentages they use to prove their stand on any issue. It was mind-boggling to say the least and I, for one, could not keep up with the numbers he was throwing around, but I still understood enough to see that the American public is being manipulated and led down the yellow brick road by these types of Government agencies. This session lasted till 3:30PM. while I was in this class, Rich took in the session on "PSAs & Media".

At 3:50 I went to the session on "153 funds", where we were given some interesting ways to help appropriate Government funding for forwarding our ideas and goals. I was approached during the session to talk to two representatives from ABATE of Arkansas about Oregon's Motorcycle Awareness Program. After hearing about the program, they started making plans for inviting me to fly to Arkansas in January to put on an Instructor Training Course. ABATE of Montana also stated that they would invite me to do the same thing in February. This session lasted till 6:00PM, and was followed at 7:30 by a fundraiser for Colorado U.S. Senator Ben Nighthorse Campbell, a great friend of Motorcyclists. This gathering lasted till 9:30PM. It was well attended by those who wished him well and supported him in his efforts to get his bill, S-401, passed. This bill delays the penalties imposed on states that do not comply with the blackmail bill.

The next Day, Saturday, a continental breakfast was offered at 8:00 for those who could stagger to the table. At 9:00 we were all expected to be at General Assembly for announcements by Paul K Vestal Jr. This is where your headache is tested to the limits to see if you had fun last night. Senator Campbell addressed the group and thanked all for their generosity and attendance at the fundraiser. The figure of \$5,000 comes to mind, but I couldn't think clearly right then. The President's Award Presentation followed and for some reason this period is a blank. I started realizing where I was about the time Wayne T. Curtain began to speak to us about the happenings in the U.S. Senate and in the House of Representatives. He brought us up to date on several bills that are of interest to Bikers in general.

At 10:15 Richard Gray of the MRF explained the contents of the "White Papers" that were included in our packet. Teresa Hepker edited and did the layout of this impressive publication. This is the first of many such publications that will be offered to us. It gives us all much more in-depth information concerning issues of Catastrophic Health Insurance, Contributions of the

Motorcycling Industry to the U.S. Economy, The Social Value of Motorcycling (a collection of essays), and Motorcycle Emissions.

It was right about here that ABATE of New Jersey caught my eye and asked me to come outside and explain the Awareness Program to them, which I (reluctantly) did. By now it was time for lunch, which I gratefully did. In the afternoon it was back to the books for another session. This time Rich took on the subject of "MRF Reps" and I went to the session called "Legislative 1" It was a panel discussion done by Weege, Brian, and Maggott. One of the main topics of discussion was concerning getting the info out and getting reaction in a timely manner. When the Legislature is in session we all know that we must respond quickly if needed to help sway our legislator's opinion about bills and issues. It was pointed out that the use of FAX machines are instrumental in passing accurate, timely information from place to place. Those putting together the information should use the M E T T formula. The acronym stands for MISSION, (What is going on?), EQUIPMENT, (What is needed?), TACTICS, (How are we to do it?), and TIME, (when do we implement the plan?). This simple message format keeps the message to a minimum and leaves less room for error. This session ended at 3:00.

At 3:20, after a short break, I went to a session on successful events. This was a report of big, successful moneyraising events around the country. It was followed by a brainstorming session to generate some ideas that others can use in the future. This session ended (thankfully) at 5:30.

At 7:00 Saturday Evening the Banquet was given and it was interspersed with the products auction and dancing to live music. This went on till about 1:30 when the taps to the hootch are shut off in Colorado. During the evening Operating funds were raised for our lobbying efforts in Washington, D.C. I am happy to report that \$80,000 was raised for our lobbying efforts in this event. ABATE of Indiana donated \$1.00 per member (\$30,000) ABATE of Oregon donated about \$1.25 per member. How about that?

Now we get to Sunday. This is a day to kick back and relax, right? NO WAY!! Bro. After breakfast, the session starts at 9:00 with Lou DeCarolis presenting us his ideas about the "TOP GUN" program. This would be a program, administered by the MC Rights Organization, wherein all riders could compete through the riding season, gaining points in competition with other riders at various functions in the state. At the end of the year all points would be tallied and prizes awarded. It could become a nationwide event for all Top Gun wimmers from each state to compete for the National title. Think of the publicity some thing like this would generate.

At 9:30 Rosemary Unsworth, Dir of N. Carolina Motorcycle Safety

Program, Spoke to us about the "National Assn. of State Motorcycle Safety Administrators". Her message is that education saves lives and that anyone needing assistance getting a M C Safety Program going in their state call on her for assistance.

Fred Harrell and Jerry Thomas told us of the Membership Drive going on for the MRF. They explained that those who sign up five new members will get one year free membership. Those who sign up ten new members will also receive a MRF T-shirt. Those signing up fifteen new members will also get their Registration and Banquet paid for at the next Meeting of the Minds in addition to all of the other incentives.

We all have heard about the National Health Plan being proposed by the Clinton administration. It seems that there will be some restrictions on activities that will be covered by this plan. The first activities mentioned, as you know, are smoking and the use of alcohol. The next activities will certainly be the "high risk" ones, Skydiving, Bungee Jumping, Motorcycling, Skiing, Rodeo riding, Etc. Can you see where it is leading? The position of the MRF is "if the activity is not against the law it must be covered". This should reflect the thoughts of all Motorcyclists everywhere. The Government has no right to arbitrarily discriminate against any class of people. Rob Razor of the AMA stated also that information packet is available for \$2.00 to cover the cost of mailing and I ordered a set for us to read.

Wayne T. Curtain closed out the Conference by telling us that in about 3-4 weeks there will be a need for a massive response to action on the Blackmail bill that is proceeding through the U S Senate. We will all need to heat up our pens, pencils, and typewriters, in the final push to sway our elected officials in protecting the right of the State to govern itself without interference from the federal government. After brief announcements it was determined that the next Meeting of the Minds will be held in St. Louis, Missouri, next year.

Oh Yeah..By the time the conference ended I had placed 10 more Motorcycle awareness Programs in other states. The total is now 18 other states besides Our Own Oregon. A final observation or two is in order at this time. ABATE of Oregon is at the forefront of the Motorcycle Rights effort in this country and we are looked up to as an innovative and progressive leader. Our efforts with the Legislature, Newsletter, Awareness Program, and the way we do business is being copied by other state ABATE Organizations. Clearly we are doing the right things here and I am proud to be a part of it. I feel that we gained immensely from taking the time to participate in this very worthwhile event. I enjoyed meeting old friends and making new ones. I, for one, feel that we didn't waste your money and I certainly didn't waste my time.

I WILL GO BACK NEXT YEAR IF I HAVE TO CRAWL!!!!!!

On Sept. 30, 1993 our Oregon ABATE coordinator, Rich Benson, Butch Harbaugh, Legislative Director for Oregon Bike Pac, (a Political Action Committee) also a member of the board of advisors for NCOM(National Coalition of Motorcycles) and myself rode our scooters to Oakland, Ca. to attend the conference being held on Oct. 1&2. NCOM is sponsored totally by funds from the A.I.M.(Aid to Injured Motorcycleists) program. A.I.M. is sponsored entirely by A.I.M. attorneys across the nation taking one third of the **EARNED** fees from A.I.M. cases and turning this money back into the program.(no other accident attorneys do this by the way.) **ALL** A.I.M. attorneys are also motorcyclists. Now with the background information out of the way we can continue the trip.

The first day out we rode to Cottonwood, a small town just south of Redding, Ca. There we spent the night with "The Brothers In The Wind" Motorcycle Club. We thank them for their hospatality, the companionship we shared for the evening. We especially thank Dennis for making us feel at home.

The next morning we completed the trip. After Butch took us on a tour of Oakland we wound up at the Oakland Airport Ramada Inn, our destination. The Brothers In The Wind provided parking sercurity and a very much appreciated hospitality room while we were at the conference.

The converence started Friday evening and ended with a banquet Saturday night. We heard from speakers such as Tombstone, the President of the Hessians Motorcycle Club and the Director of The Confederation of Clubs of Southern California, Joe Cree, President of The Jousters Motorcycle Club and Director of The Confederation of Motorcycle Clubs of Northern California, as well as attorneys involved in A.I.M., NCOM(including our Sam Hochberg) and many other motorcycle rights freedom fighters goups all over this nation. We heard from BIG "D" who is the coordinator of A.B.A.T.E. of New Mexico and a member of the board of advisors for NCOM.

Big "D" is one of the most dedicated men I know in the motorcycle rights movement. The Wednesday just prior to the conference in Tulsa, Ok in May of this year, this man had open heart surgery, yet less than a week later he traveled to Tulsa to

participate in the NCOM conference. With people like this working we can move mountains if we just support their efforts. I'm priviledged to call him "BROTHER".

I'll let Rich tell you specifics about the conference in his comments and I'll stick to the entertainment portion.

At the banquet it was made known to us that Sonny Barger, President of the Hells Angels Motorcycle Club opened the Oakland Clubhouse to the people present at the conference as guests for the evening. This just doesn't happen everyday, so many of us took advantage of the genrous offer. We that went enjoyed the festivities immensely. Sonny gave me a personal tour of the memorabilia on the walls of the Clubhouse. This place is a motorcycle history museum. There were pictures of many people I recognized from the sixties when I was riding down in the Longbeach, Ca. area. I particularly enjoyed the Clubhouse. Especially the fact that Sonny Barger took some of his time to insure that the evening was special for me.

Sunday morning we departed for home early. To start with the trip was pretty much ordinary. The exception was the Police were going around us to pull people over and left us entirely alone except to wave at us as they passed us. I must say I thought it unusual behavior for the CHP. It was still daylight when we crossed the Oregon border so we decided to ride on home after stopping in Medford for something to eat. We stopped at Fat Harvey's at Canyonville for fuel and darkness overtook us. Just a few miles south of Roseburg we encountered a deer in the middle of the freeway. I had changed to the inside lane and Rich and Butch were still in the outside lane because of a car directly behind me. As I came abreast of a car in the outside lane the deer materializes in the lane right before us. Somehow I and the car beside me avoided the animal. However the car behind me was not so lucky. He hit the deer and it spun off to the right along with some dislodged car parts right into Rich's path. Rich swerved but the deer caught him in the left shin and hit the left rear foot peg on his bike. He managed to stay upright(this has to be divine intervention) even as he ran over pieces of automobile. The deer then wound up in front of Butch who was

behind Rich to the left side of the lane. Somehow he also managed to get by the animal without hitting it. (we are giving thanks now) Three shook up guys I can tell you. We stopped at a near by closed weight station to inspect for damage and finished wetting our pants. Other than the bruise on Rich's left shin and the bent passenger peg, we were OK. When our heart rates came down close to normal we pulled out to finish the trip. However we were driving at a much slower pace. Needless to say we saw thousands of deer from that point on.

It really brought home the point how short life really is and how quickly it can end, remembering the tragedy that took place in Washington State on Mt. Rainier just before we left on the trip.

The rest of the trip was without incident and I pulled into my driveway at midnight. The total mileage for the trip was just over 1370. Susie didn't even wake up when I crawled into bed. Now do I know how to impress people or what.

Rich and Butch, I really enjoyed the trip and look forward to the next one with great expectations. It's super to share the road with friends that love to ride as much as I do.

Keep the round side on the bootom and ride gentle.

Gunny Hutch

(Editors Note: It is a great pleasure and some relief to know men like these are on our side and working for us. Thank you for doing this for ABATE. I hope that you will keep on fighting for us.)

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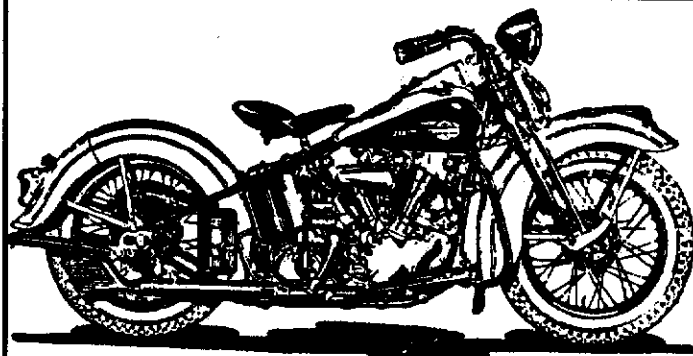
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Motorcycling, as other sports, is coming under increasing fire from the insurance industry, government agencies and a well-meaning but misinformed public.

Needed now more than ever. Join BikePAC.

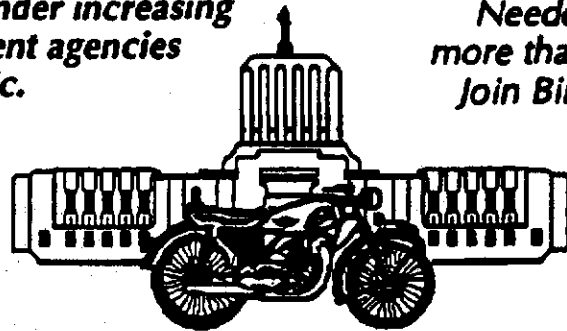
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BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-8106

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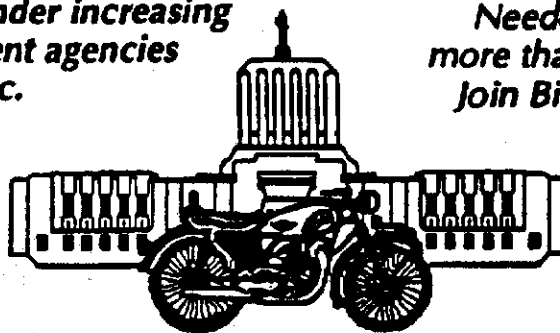
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Chapter Meeting Places - Where & When

1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, <i>Maggies' Pizza-Downtown Gold Hill</i>
	S.E. PORTLAND	12:00 Noon, <i>The Pizza Baron, S.E. 122nd & Division, Portland</i>
	NORTH COAST ABATE	12:00 Noon, <i>The Pizza Harbor, Seaside</i>
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, <i>Cheese's Pizza, Lafayette</i>
	LANE COUNTY	3:00 pm, <i>Izzy's Pizza, 1930 Mohawk Blvd, Springfield</i>
3rd SUNDAY	SOUTH COAST	11:00 am, <i>Gino's Pizza, 1324 Virginia Street, North Bend</i>
	DOUGLAS COUNTY	11:00 am, <i>Round Table Pizza, Roseburg Valley Mall, Roseburg</i>
2nd & 4th MONDAY	SALEM	7:00 pm, <i>Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem</i>
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00pm, <i>Little italy Pizza, Cornelius</i>
	COLUMBIA RIVER	6:30 pm, <i>Cactus Club & Diner, 8131 N. Denver, Portland3rd</i>
3rd TUESDAY	LANE COUNTY	7:00 pm, <i>Izzy's Pizza, 210 Division, Santa Clara</i>
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, <i>Izzy's Pizza, 1307 N.E. 102nd, Portland</i>
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, <i>Moby Dick's Restaurant, Newport</i>