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Freedom of the Road!



Oregon, Inc.
Let Those Who
Ride Decide!

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



1993 TOY RUN COMMITTEE PRESENTS A GIFT OF LOVE!
(SEE PAGE 20 FOR MORE PHOTOS OF THIS EVENT)

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

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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

I have a question for all of our officers, both state and chapter alike. Are we or were we lousy parents? I know, what the heck does this have to do with A.B.A.T.E.? Just bear with me and I'll show you.

When a child is born it only has some basic instincts. It knows when it's hungry or uncomfortable. Everything from that point on it has to learn. Why do you think you hear all of those seemingly stupid questions while they're growing up? Stupid to us as adults maybe, but remember, they know nothing, right?

Okay, so let me relate this to our organization. Recently Mother, our state membership secretary, gave me some rather disturbing information. Our first year members have a very poor rate of renewal. How poor? How about only one third, is that poor enough? If you've ever noticed your membership card with your number on it you will note that although we have a membership of approximately 1300, the numbers go up to almost 6000. That's the number of people that have been issued a membership over the years. Had they remained members that's how many we would have! So what happened to turn these people off? If a person felt so strongly about an issue, such as in this case motorcyclists rights, to pay their dues and join our organization, why did they leave? After talking with allot of other members, some officers some not, I've been able to ascertain a common answer. **TOO MUCH WORK! NO TRAINING!**

I have personally witnessed new members ushered into positions on committees or jobs who haven't even had time to meet any of our members or get to enjoy an event. Yet, here they are being put to work almost immediately. In some cases even before they've received their membership card! There aren't that many people willing to take that kind of treatment out there. Look at it like this: When a person gets hired for a new job they are given a probationary period. Even when they have experience at what they've been hired to do they are given time to feel comfortable with their new work environment. But not us, we push them right into something they know nothing about. If that's not bad enough, we then bitch at them when they do something wrong! **THAT SUCKS!!! IT IS WRONG!!**

I can hear some of the people who have been guilty of this already. " They shouldn't volunteer then." B.S. Be honest with yourself, how many times do you hear someone telling that new person, " Oh, it's not that much, just a little time." Then later on you hear the same someone telling the same person, " It's allot more than you thought, isn't it? " **WRONG!** It's allot more than you would tell them because you were trying to hook them like a fish. You wouldn't be honest for fear of scaring them off. So what is the solution? How about good parenting? As leaders in our organization we need to be patient. We should try to nurture these new members, make them feel welcome, not like we can't wait for them to start working. Yes there are those individuals that come into A.B.A.T.E. ready to go like gang busters, shooting stars as it may be. With those folks we need to use them sparingly for small tasks, and subdue their zealousness by training them for bigger things in the future.

Let me give you all a scenario of how to develop a dedicated officer and worker. As a new member wanting to be accepted and liked, a person comes in ready to volunteer for everything. They're easy to get work out of especially when they don't see people volunteering at a meeting. Immediately they start volunteering and the next thing you know , they've taken on too much. **STOP.** Back up. When you see this start to happen tell them to relax, just because they don't see anyone else stepping up doesn't mean nobody will. This organization has been getting by for many years the same way. Someone will do the job. Then explain to them that if they would like there is something that they can do to help. As we are all aware of there's always some little job waiting in the wings. You know what I mean stuff like, can you meet me at a place and help load up the stage?, or, can you spare 1/2 an hour to pick up something for me? Little jobs that none the less are things that need to be done. After they get done they are **ALWAYS** thanked. They are given time to meet people in the organization. Allowed time to develop friendships and to learn what we are about. In time as they feel more comfortable and start to realize that they may have talents for certain jobs of more importance within A.B.A.T.E. We train them.

They attend S.T.E.A.M. and learn about a particular job that they may feel comfortable doing. In time we send them to Best of the West, then Meeting of the Minds, and in time we have developed a well trained dedicated freedom fighter that will be around for many years to come. I know I am one that came up this

way. In ten years of motorcyclists rights, I have only spent three of them as an officer. I've been trained. Watched what others were doing sent to seminars and classes of all types. Took what I considered to be the best of what I saw in other organizations and try to modify and utilize it for our own purposes. I was fortunate to have mentors that helped me become the A.B.A.T.E. member that I am. One thing that we have here in Oregon is, officers with tenure. We are blessed with people who have literally dedicated their lives to A.B.A.T.E. of Oregon. To them I say THANK YOU FOR YOUR DEDICATION. These people are very rare individuals that live for what they do: Fight For Our Rights. Hopefully, they will act as good parents and nurture their successor to fill their positions for the future.

To all of those of which we have been guilty of mistreating, I truly apologize on behalf of A.B.A.T.E. We will try harder in the future to change our treatment of new members. We will also be working on a training manual to help make all of the positions in the organization easier to understand. Not just a job description as in the past but a how to guide in detail. We will expand our S.T.E.A.M.(Seminar To Educate And Motivate) session to address what I've spoken about here.

To all of the members who are still here Thank You for staying true to the cause. I know that burnout occurs and if you feel it coming on take that well deserved rest it's necessary sometimes. Don't let it turn to apathy as it often times does. Lately that seems to be happening allot. We didn't even have a quorum at our last board meeting. At first I took it personally but after a couple of days of looking at what's been accomplished this year, I felt much better. I want to share those accomplishments with you so maybe you can see that we have much to be proud of.

For the first time we were able to put up the money to hire a paid lobbyist which proved to be very effective. We bought a computer and software for our state treasurer to help make her job easier. We changed our newsletter to a format that gives us a better quality, increased quantity, and less cost. We were able to increase our donation to the Motorcycle Riders Foundation by \$500. We put together a financial policies and procedures. We did an inventory of A.B.A.T.E. property. Fossil Run '93 was an even bigger success than '92. We set up our treasury into separate funds for lobbyist, education, and legal fund. A.B.A.T.E. produced two public service announcements for television. Our education program got started in the high schools. And finally we made some changes to our Articles of Incorporation and took care of our legal situation to ensure that A.B.A.T.E. of Oregon WILL SURVIVE LONG INTO THE FUTURE! Be Proud Friends. Although we are not as large as many other m.r.o.'s we are one of the most effective. Thanks to the board of directors for all of there support. Till next month, be careful out there. Rich

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

Needed now more than ever. Join BikePAC.

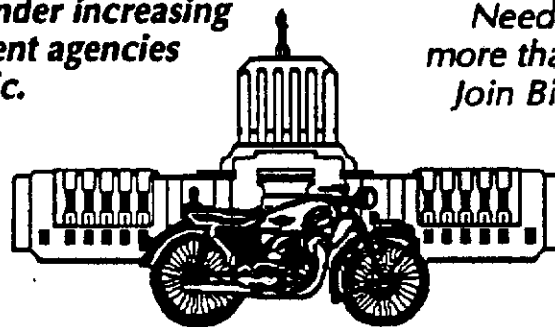
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

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

Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

Address _____

City _____ State _____ Zip _____

AFFIDAVIT OF SAMUEL I. HOCHBERG

STATE OF OREGON)
)ss.
County of Multnomah)

I, Samuel I. Hochberg, having been duly sworn, do hereby depose and state as follows:

I am an attorney practicing law in Portland, Oregon. I have a statewide practice representing motorcyclists in personal injury claims, and I am an avid motorcyclist. I am also an active member in a number of national and statewide motorcycle organizations, and I do a great deal of legal work *pro bono* for Oregon motorcyclists. Because of this involvement, I am able to obtain a great deal of information and insight into the problems motorcyclists have.

Oregon's motorcyclists find it very frustrating trying to identify which helmets of the supposed "D.O.T. (Department of Transportation) approved" helmets they should buy that the police will also think are approved, and will not cite them for. The "D.O.T." sticker affixed to the outside does not give the rider any assurance that the helmet will pass police muster, so the rider simply buys a helmet and takes his or her chances. Many are ticketed and convicted who wear "D.O.T." approved helmets, often because officers testify that the "D.O.T." stickers are fake. Yet there is no uniform style of "D.O.T." sticker to distinguish a "fake" one.

In at least eighteen cases I know of, police officers have actually seized helmets they thought were not legal, leaving motorcyclists stranded by the side of the road. Not surprisingly, many motorcyclists feel picked on by the police in Oregon.

To try to stop what I have viewed as an injustice and harassment of our citizens who use motorcycles, I have written letters to the Oregon State Police and other local police agencies to request that they stop seizing helmets from riders and that they stop ticketing riders who wear helmets with "D.O.T." stickers. It hasn't worked. Nobody seems very interested.

Another avenue to remedy the problem is through the legislature, where in 1993, I assisted BikeP.A.C. of Oregon in their sponsorship of HB 3262. This bill would have made for clear, understandable guidelines for riders and police. This didn't work either; the bill died in committee. The only relief left for Oregon riders is by this Court's accepting review in State v. Miller, 121 Or App 428 (1993).

A little over a year ago, I let it be known in the motorcycle community that I would assist in the defense of fellow riders cited for helmet law violations when they were wearing helmets. In the past twelve to eighteen months, I have tried approximately twenty-five cases defending motorcyclists who have been ticketed for violating Oregon's helmet law, when they were in fact *wearing helmets*. Nearly all of them had helmets which displayed "D.O.T." stickers, indicating that the manufacturer certifies that the helmet passes "D.O.T." tests.

Of these cases, over seventy-five percent have resulted in acquittals at trial on the merits.

I have also given legal advice by mail and telephone to approximately an additional one hundred or more individuals who were cited for violating Oregon's Helmet Law even though they, too, were wearing helmets, and nearly all of whose helmets displayed "D.O.T." stickers. Of those whom I have advised but not represented in court, I believe approximately fifty percent have prevailed with acquittal at trial on the merits. But of those who never received any legal advice, most, I believe, were convicted. I'm sure there are many more riders who have been cited and convicted whom I have not had contact with.

These inconsistent trial results have all turned on precisely the same issues: whether or not it is possible for the state to demonstrate that a given helmet fails to meet specifications. Both

police and the judiciary have great difficulty understanding just what the standards for legal helmets in Oregon are, because the regulations only describe dynamic performance testing standards; they do not describe what a legal helmet should look like, except that the helmet should bear a "D.O.T." sticker. But this is merely the manufacturer's own certification that the helmet passes the tests. And since there is no uniform "D.O.T." sticker, it is impossible to know, particularly for the rider, whether a given helmet actually passes these tests, and is legal to wear in Oregon.

For example, during one trial I handed the judge the Federal "D.O.T." Regulations which Oregon has adopted regarding helmet specifications; the judge actually said "I can't read these vague Federal Statutes." The same judge, however, convicted my client of wearing an "unapproved" helmet.

The problem has gotten worse since a videotape has been distributed to police in Oregon through the National Highway Traffic Safety Administration (NHTSA). The tape attempts to educate police officers on how to identify which helmets might pass and which might fail these "D.O.T." regulations. The instructional video is, however, not the law, and is just one generalized interpretation of the FMVSS by the Maryland State Police. But because of the inherent vagueness of Oregon's statutory scheme, police are obtaining convictions by claiming that they are now "experts," having viewed the tape.

Even if the interpretation of the FMVSS were correct in the videotape, it doesn't change the underlying statutory scheme which keeps the rider in the dark, unable to know which helmets are legal. This is the hallmark of a vague statute. Other states have remedied this problem by publishing results of helmet testing. The defendant's briefs below lays out this information more thoroughly.

Many motorcyclists in Oregon have expressed to me that they feel harassed by police when they are stopped for wearing helmets which they purchased in good faith from motorcycle shops in Oregon, believing that they were legal because they bore "D.O.T." stickers. But, because of the way the law is structured, police and the courts have deemed it appropriate to cite and convict motorcyclists anyway. Moreover, many motorcyclists feel that they are being singled out and harassed by police, so that the police can "go fishing" for other violations or crimes which they believe motorcyclists may commit. Again, motorcyclists I have met and spoken with have frequently remarked how unfairly they believe they are treated and that because of the variety of interpretations of the helmet law, that this law is used as a pretext to stop motorcyclists.

Unless the Supreme Court reviews the decision below, I believe the problem will only get worse. Motorcyclists in Oregon need this court to either clarify the law or rule that it is unconstitutionally vague, in order to stop the problem.

I make this affidavit in support of the Amicus Curiae Brief of BikeP.A.C. of Oregon, in State vs. Miller (*supra*).

DATED this ____ day of September, 1993.

Samuel I. Hochberg, OSB #83239

SUBSCRIBED AND SWORN TO BEFORE ME this ____ day of
September, 1993.

Notary Public of Oregon
My Commission Expires

THANK YOU SAM FOR ALL THE EFFORT PUT FORTH BY YOU AND YOUR TALENTED
STAFF IN THIS EFFORT TO PURSUE THE LAW MAKERS TO CHANGE A LAW.

HELMET CASE UPDATE: ABATE AND BIKEPAC FILE BRIEFS WITH THE OREGON SUPREME COURT; *MORE LOCAL CASES*

by **SAM HOCHBERG**, AIM Attorney

On September 10, 1993, the Oregon Supreme Court permitted ABATE to file an *Amicus Curiae* (Latin for "friend of the Court") brief in the case of State v. Miller. Doug Miller (Douglas County Chapter) appealed his conviction for wearing a beanie helmet in Coos Bay last year. The Court of Appeals rejected our arguments that Oregon's helmet law is unconstitutionally vague.

The Supreme Court has not at this writing (9/14/93) decided whether it will review the decision of the Court of Appeals. It can just let the decision of the lower court stand. The purpose of the *Amicus* brief is to try to convince the Supreme Court that the issues raised in Doug Miller's case are very important to all motorcyclists in Oregon, and that many other riders are harassed and put to needless hassle and expense by police agencies, for wearing helmets that appeared legal to the rider.

As regular newsletter readers know, we associated an appellate expert, attorney LAURA GRASER, in addition to myself, SAM HOCHBERG, for the Supreme Court Petition for Review. My work has been at no charge, and Laura has been working for a significant discount. Since then, Portland attorney PAT BIRMINGHAM has agreed to sign on for ABATE's brief at no charge.

BikePAC recently submitted an *Amicus* brief of it's own, with the financial assistance of ABATE. Eugene attorney JOHN DAUGIRDA signed the BikePAC brief, also at no charge.

The timeline is anyone's guess. The Supreme Court will probably wait to act on the Petition for Review until at least after all *Amicus* briefs have been filed. If the court agrees to

hear the matter, then the state may file an additional brief, and a decision may take many months, or more.

In our same case in the Court of Appeals below, however, in an unusually swift action, the court rendered a decision about a month after oral arguments, although Laura and I had predicted they would take much longer.

ON THE OTHER BATTLEFIELD

In the local courts recently, bikers have been meeting with mixed results. Judges have been convicting riders wearing helmets that were supposedly not "approved" in Oregon City Municipal Court, Washington County Justice Court (Tigard), and Sherwood Municipal Court. In the state District Courts in the Portland area, it depends on the judge. In Douglas County, however, in one recent noteworthy case, a state judge acquitted the biker, and wrote on the back of the citation: "*Helmet law too vague to enforce.*"

Another judge, this one in Washington County, ruled that the rider had violated the law solely because the inside of the helmet did not have the consumer warning label required (and it is required, *of the manu-facturer,*) by the regs.

WHAT TO DO NEXT

Until there is greater clarity in the law, you are much more likely to be stopped, ticketed and possibly convicted, for wearing a beanie helmet, or any helmet that doesn't have a DOT sticker on the outside, a manufacturer's warning label permanently affixed to the inside liner, and about an inch of padding.

Until we have a ruling from the Supreme Court, my office will continue to offer legal advice or assistance *pro bono* (free) to riders ticketed in Oregon for wearing unapproved helmets. Please note that I recommend against anyone willfully breaking the law. My number in Portland is 224-1106, or toll-free statewide at 1-800-347-1106.

A.B.A.T.E. OF Oregon, Inc.
STATE BOARD MEETING MINUTES
September 10, 1993

The meeting was called to order by coordinator Rich Benson at 12:15pm. There was role call and it was determined that with only 15 voting reps that this meeting had no quorum. Rich suspended business, and went on to discuss the lack of participation.

Cooresponce; We received notice from Kevin Riechel that the PSA's are done. More in the Public Relations report. Deb Fryman will fill in as Secretary until the end of the year.

Reports, Laws Committee; We will vote on the By Laws at the October meeting. Rich encourages us not to "tinker" with them too much.

Education Director; Mel reports tht no one showed up at Chemeketa Community College for the instructor training session. He assumes that we have enough training to go into the schools and successfully teach motorcycle safety. Its important for us to promote motorcycle safety as the DMV and other agencies are watching us, since we piloted this program. He also pointed out that its possible to receive Federal funding for the motorcycle awareness program.

Financial Committee: manual distributed, no further report
Historian's Report; absent

Legislative Director; Rich attended the Bike Pac meeting where they discussed communications, and received information on what is happening with the DOT stickers on helmets. Seems Judge Poole from Douglas County has dismissed a helmet ticket in his court because he feels the law is too vague! Sams working on The Doug Miller case and feels it will be overturned at the Supreme Court level. Don won a case where an individual was wearing colors in an establishment, and when asked to leave, he refused and was then charged with criminal trespass. Mel then discussed the National Health Care issue and Oregon Sales Tax issues, along with possibilities of a tax on guns and ammunition. He suggests that all Legislative Directors stay on the ball and watch these issues. He has NO SALES TAX bumper stickers if you'd like one.

Membership Secretary: Mother reports that of the 656 new members only 297 renewed this year. This is a serious problem and she'd like to hear any ideas on the subject. At this time we have 1286 members.

Newsletter Editor: Rich reports that Gordon is still looking for someone to train for the coming year. Also it was noted that there has been a steady improvement in the composition of the newsletter both in content and appearance. Please submit pictures in black and white. Pictures were taken at this meeting of the State Officers.

Products Director: Angie announced she has tickets for different Runs coming up, and plenty of products to sell.

Public Relations: Rich brought the new PSA's and we watched the video. It's being broadcasted in Bend today. A 30 second spot entitled, "Watch Out" and a 10 second spot entitled "Don't Drink and Drive". Rich informs us that we still have two people

to thank; Shriners Hospital for allowing us to film one of our videos there, and Lyon King (tattoo artist) for cleaning up our logo that's used on the front of the newsletter. Rich and Mel will take the new PSA's to the Meeting of the Minds conference to promote our education program. Other MRO's are really interested in what we have accomplished.

State Run Reordinator; Roger reports that we do have a new site for next year's Fossil Run. It will be in Kinzua Oregon. There will be plenty of room for RV's, it's near a golf course and airport. Roger mentioned golf clubs coming out of our saddle bags certainly would be an interesting sight! It was also announced that the beer sales at Fossil will be handled by the Seniors. They will obtain the liquor liability insurance and permits and we will be free of that concern. Roger is working hard to help them with these procedures. He went on to discuss the Fall Bash, and had posters of the Halloween Party all the while stressing the importance of promotion for all of our events.

Treasurer: Joy reports a balance in the Checking acct. \$274.33, Savings acct. \$22,905.84, Legal Fund \$0, Education acct. \$402.61, Bulk mail acct. \$717.90, for a grand Total of \$24,300.68.

Ways & Means: Frank reports to Rich that the property lists were received and THANKS.

Unfinished Business: The By Law recommendations and Rules of Operations are printed on page 5-6 of the September newsletter. It was announced by Rich, we should read them and be prepared to vote on the changes at the October meeting. \$1500. was donated to the MRF.

New Business: Bear was nominated as Sgt. of Arms North. Lee made the motion and Jessie seconded it. The vote was unanimous. Rich had flyers for a Parliamentary Law Class he suggests we should take it if you're a business type person.

It was brought to our attention that one of the concessioners was selling firearms at more than one of our runs. Rich is contacting him and putting a stop to it.

Announcements; Mother was appointed to the State of Oregon Coordinating Committee for DUII literature. Huuraay!! for Mother.

The meeting was adjourned at 3:15 pm

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

Since not many of our members have kept in it's hard to say what exciting things are happening other then helping N.E. and S.eE. chapters with the family picnic, we had a wonderful time. Now we are in the process of helping out with the Freedom Run Oct. 2nd & 3rd. Watch out for fliers. In process also is the Toy Run Halloween Dance and Casino Night at the Melody Ballroom Oct. 30th. We still need helpers either to run a casino table or help out with the dance.

At our chapter we are re-organizing and are in need of officers. We need a Legislative, Education director and a State representative. We need to get back on track. We were unable to meet at the regular time on Sundays due to all the functions happening. Hopefully in October we might be able to get back on schedule, our secretary will let you know. We need to acknowledge his efforts in trying to bring us into our meeting place for a meeting by sending us a letter every month, THANKS Deryl, we do appreciate your letters very much.

Dale Bechout(spelling possibly wrong) if you had been here for our meeting of 9/14/93 you would have won \$113.00 on our membership drawing, SORRY, maybe next time it will be you, or you, or maybe even me-OH BOY- BE THERE!!!!

Hope to see you ther soon,
Adios Angle

P.S. To our Newsletter Editor, sure looking good Gordon, Good Work!!.

DOUGLAS COUNTY

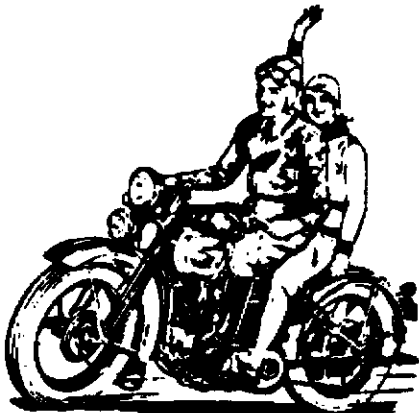
Meets 3rd Sunday at 11:00 am
Round Table Pizza, Roseburg Valley Mall, Roseburg
(Contact Ed Halkyard at 673-6120 for Information)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover

NO REPORT, SECOND TIME.

JACKSON COUNTY

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

NO REPORT, FIRST TIME.



LANE COUNTY

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

NO REPORT, FIRST TIME.

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 pm
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 583-3520

Hi everyone,

We've been wondering a little where a lot of our members are these last few meeting. Please come on down to Moby's and join us if you can. At our last meeting we discussed the Thanksgiving Dinner that we host for our seniors in Newport. There will be lots for everyone to do, especially hustling turkeys(the feathered kind you eat), and other groceries we'll need for the dinner. The seniors missed us last year and have made quite a point to let us know that they hope we won't forget them this year. The commitment has been made and we want to see most ALL our members or have contributions from them. Call Millie at 265-7586 and let her know what you can do to help.

A big THANK YOU to all of you that came out and supported our Beaver Creek Run/Campout this year. We had a better than ever turn out and felt everyone enjoyed themselves.

If you would like to take in our trap shoots we are in the planning stages of yet another one. We do have some of the best shots in the west soooo, if you would like some details give Gary & Vicki a call at 563-3520.

Hope that you have had a nice Summer and enjoyed some of the functions that the different chapters have put on, it's so important that we support each other in our efforts to ensure our freedoms!!

Ride safe/SOBER
DEB

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

Hi,

Most of our energy is being spent finishing up the final plans on our END OF SUMMER RUN. By the time you read this, it will be over and done with and hopefully a lot of fun.

HARD TO BELIEVE THAT SUMMER IS OVER AND FALL IS UPON US!!

Next will be our Toy Run in December. It is not too early to start thinking about how you can help make someone else's holiday time a whole lot better.

Take care and enjoy your ride.
BET

N.E. PORTLAND

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

Well it's time again to do another report. I went to the Family picnic and had a great time, you should have been there if you missed it, the ride down was great and the food was good. The Freedom Run is coming up and I'd like to see a big turnout because it's for your own good. The legal fund is empty but the fight still goes on and we need your support. The Last Bash is coming too and it will be a good time. 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. Megan Hieronimus turned 3 the last meeting and her number came up and she missed out on the \$10. membership drawing, be at the next meeting and you might get lucky.

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, FIRST TIME.

SOUTH COAST

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

NO REPORT, SECOND TIME.



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

Hi everyone,

Well it is that time again! Sorry I missed you all last month, but we moved! The family picnis was great! Thanks to everyone from the 3 chapters who worked so hard on putting it together!!!

Nominations for officers have started, please come and nominate someone or volunteer yourself! The final voting for your new officers will be the last meeting in November!!

We are still over 200 members strong, keep up the good work!! Mike Lake since you were unable to attend the 8-15 meeting you lost out on \$5, next one will be \$10. Maniac since you were unable to attend the 9-5 meeting you lost out on \$10, next one to be \$15.

Hope to see more at the meeting especially for nominations!!!

Till next time,
Keep your wheels down.
Georgia

WASHINGTON COUNTY

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

NO REPORT, THIRD TIME.

YAMHILL COUNTY

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

NO REPORT, FIRST TIME.

What to say to someone who wants to drink and drive.

1. Don't give me an excuse, give me your keys.
2. Don't sleep at the wheel, sleep on my couch.
3. Don't take a chance, take a cab.
4. Don't drive, I'll drive you home.

If all else fails, say "no."

If you drink too much and drive,
the least you'll lose is your license.
Guaranteed.

ATTN: Members

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

Revised: December 1992

ABATE PRODUCTS ORDER FORM - PRICE LIST

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Section: YEAR PINS. Rows include AYP2 through AYP17 with descriptions like 'Year Pin - 2 yr. member - blue' and prices ranging from 3.00 to 3.25.

ABATE PINS

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Rows include ALAN through A#1P with descriptions like 'ABATE Anniversary Pin' and prices ranging from 2.25 to 5.00.

MISCELLANEOUS

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Rows include ABI through CW with descriptions like 'Legalize Freedom Button' and prices ranging from 3.00 to 15.00.

JEWELRY

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Rows include AER and AER- with descriptions like 'ABATE Logo Oval Earrings' and prices of 5.50 and 3.75.

ABATE T-SHIRTS

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Rows include AFRTS and AFRTL with descriptions like 'ABATE T-Shirts' and prices of 10.00 and 15.00.

NOTE: Assorted Colors Chapter Logo setup fee with each order (One time charge) 9.50 (In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)

Table with columns: QTY., PART NO., DESCRIPTION, PRICE, TOTAL. Section: SPECIAL ORDER ITEMS. Rows include ANG, CLOTH, CLOTH with descriptions like 'Year Bars (Indicate year)' and prices ranging from 1.00 to 5.00.

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

PREPAID ___ COD ___ DATE ___ NAME ___ PHONE NUMBER ___ ADDRESS ___ CITY ___ STATE ___ ZIP CODE ___

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

THANK YOU FOR YOUR ORDER!!



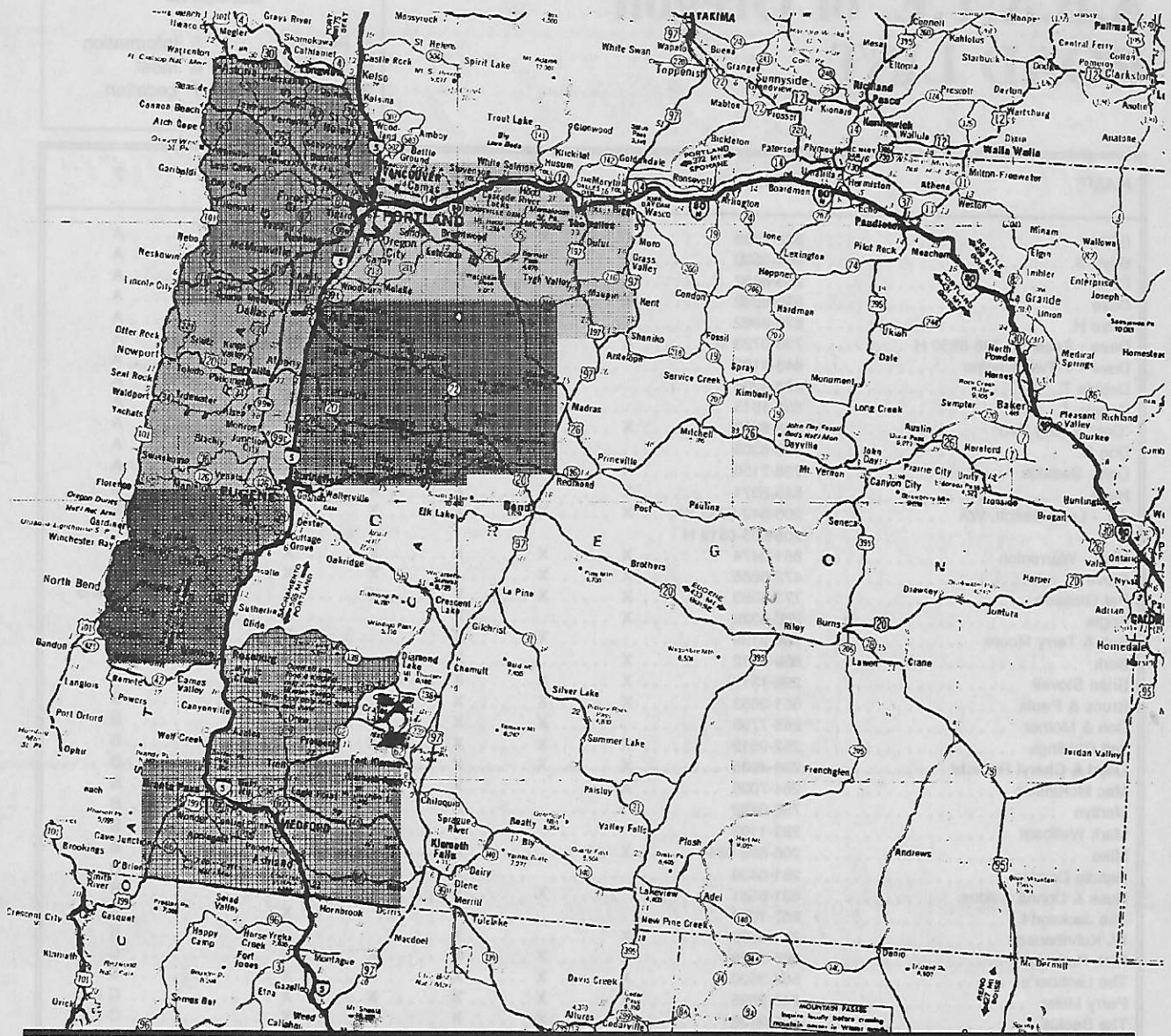
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A.B.A.T.E. of Oregon ROAD LIST

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

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Carol	255-8492			X		X	X	A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside	738-8850 H	738-0723 W	X	X	X	X	X	A
Dave - V-Twin Engine	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W	X	X	X	X	X	X	A
	206-665-6513 H							
Mike - Warrenton	861-3474	X	X	X	X	X	X	A
Steve	472-8885	X	X		X	X		A
Pat Gleason	773-4593	X	X	X	X	X		A & B
Angie	285-4329	X		X		X	X	B
Bob & Terry Moore	288-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985	X	X	X	X	X		B
Mac McKInster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbam	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Randle Domico	281-0439			X		X	X	B
Russ & Donna Adkins	631-8581		X	X	X	X		B
The Jackson's	667-1078			X		X		B
W. Kuhnhausen	771-0590	X						B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
Butch Harbaugh	623-4848	X	X	X	X	X		C & D
Walt Allegar	363-4727	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Terry Kepl	267-0172	X	X	X	X	X	X	D
Sheril Aldridge	447-3673	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen Buckle	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7276		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-1469	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

(Map on reverse side)



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



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

List and
 corresponding
 legend on reverse
 side.

C:\ABATEMIS\ROADLIST.WP

~~ACTION CYCLE~~

Friendly Unauthorized H-D Service

PARTS ★ LEATHER ★ REPAIR

585-6034

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WE SPECIALIZE IN :

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Engine & Tranny Rebuild
Restoration
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All Years & Models
Reasonable Prices

This is the time of year to do that major rebuild. Come in and talk with Bill about your needs and options. You'll get good advise and a good price. Do it now, he can get snarly with the help when things get all stacked up in the Spring.

Bynne

Salem Oregon

Your Motorcycle Accident Lawyer

SAM HOCHBERG

Attorney at Law

Dedicated to Serving Those Who Ride

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



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Legal Counsel for BikePAC of Oregon

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

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24 Hours - Toll Free

1-800-531-2424



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

POLICE OFFICER'S NAME _____ BADGE # _____

AGENCY(S) _____

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

MARKED _____ UNMARKED _____ TYPE OF MARKINGS _____

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

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

OF VEHICLES _____ PLATE & UNIT #'S _____

AGENCY(S) _____

DATE _____ TIME _____ LOCATION _____

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

PRIVATE RESIDENCE? _____ OTHER _____

OFFICER'S REASON FOR CONTACT _____

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

ARRESTED? _____ ON WHAT CHARGES? _____

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

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

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

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

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

YOU OR YOUR VEHICLE? _____ DESCRIBE YOUR VEHICLE _____

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

WITNESSES NAMES, PHONE #'S & ADDRESSES _____

GIVE BRIEF DESCRIPTION OF WHAT HAPPENED _____

PRINT YOUR FULL NAME _____

ADDRESS _____ PHONE # _____

AGE _____ M _____ F _____ ABATE CARD # _____

SIGNATURE _____ DATE SIGNED _____

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

HELMET STOP REPORT FORM

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

PLEASE SEND TO: Bike-Pac of Oregon PO Box 5612 Salem OR 97304

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

WHAT HAPPENED WHEN YOU WERE STOPPED?

Date Stopped: _____ Time Stopped: _____

Location: _____

Officer Name: _____

Police Agency: _____

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

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

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

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

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

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

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

WHAT HAPPENED IN COURT?

Have you gone to court? no When is your court date? _____

yes How did you plead? guilty not guilty

If you pleaded guilty, what was the sentence? _____

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

no When is your court date? _____

yes What was the verdict? guilty not guilty

If guilty, what was the sentence? _____

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

DESCRIBE THE HELMET YOU WERE WEARING

Brand: _____

Model: _____

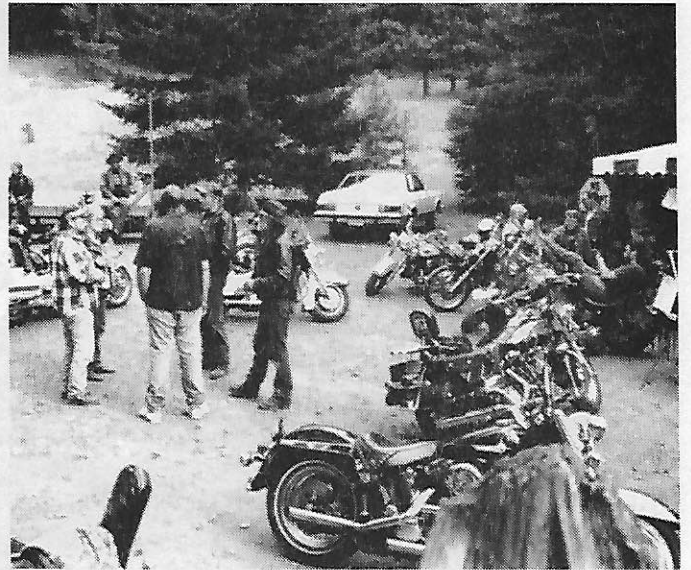
When you bought the helmet, did it have:

DOT sticker on the outside? yes no

Label permanently fastened inside? yes no

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

1993 SUMMER RUN; LOOKS LIKE A GOOD TIME!!!





**A.B.A.T.E. Shriners Toy Run - Portland, Oregon
Featuring Jannel.**

This recipient of your donations and labors is multi - afflicted. Mainly with Cerebral Palsy. A petite 14 year old. A bit shy around all of the unknown ones. A beautiful smile when running the halls on her first scooter. Don't forget a great mom with a lot of pride in this young lady . A thanks to all of you in her heart.

The staff of the Shriners Hospital would like to include their thanks. They can do the operations and therapy. But the kids that need mechanical help, need your help.

This \$3800 scooter makes about \$75,000 spent up until now. Along with about \$100,000 worth of Toys and other services. This in thirteen years. The first year saw about twenty people. The last about 490 bikes and close to 1,000 people.

The last three we have raffled a new "Harley". This year will be no exception. A 1994 Dyna Wide Glide. Other fund raiser? See flyer elsewhere in this newsletter.

We thank you all for all you have contributed to this enjoyable endeavor of making life just a little bit closer to normal for our neighbors and in some cases our children.

Toy Run Committee

Join A.B.A.T.E. of Oregon for the
2nd Annual

LAST BASH

at Paradise Park in Sweet Home

October 15-17, 1993

Gates open at 3:00 pm on Friday, Oct. 15

THE BEST IN LIVE MUSIC

Featuring a variety of
sounds from the
Pacific Northwest

ADVANCE TICKETS
(DEADLINE IS OCTOBER 10, 1993)

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

(Money Orders only!)

Advance Member - \$10.00
Advance Non-member - \$15.00

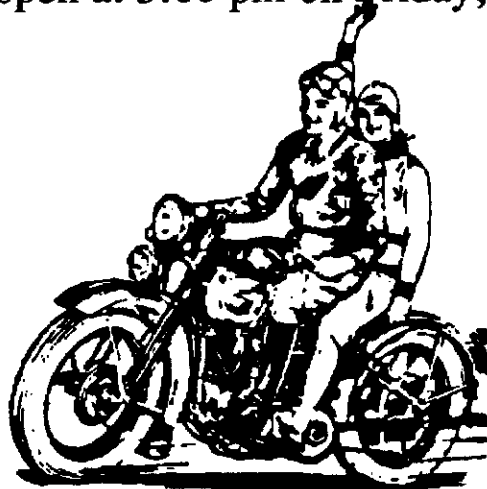
Member at Gate - \$15.00
Non-member at Gate - \$20.00

Under 14 - FREE

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

Camping included in Gate Fee

For information Call 285-4329



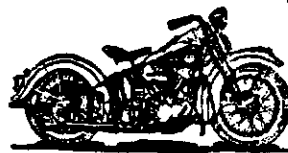
Door Prizes
Tattooists
Leather Accessories
Parts & T-Shirts
Games
Food Concessions

Liquor License DENIED-
BYOB-
Just Pop and Ice To Be Sold

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

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

Trophy for M/C Rider riding the longest
distance to the Last Bash



PARK RULES

No Firearms No Fireworks

No dogs allowed

Cigarette Butts in butt cans only

No off-road bike riding on trails

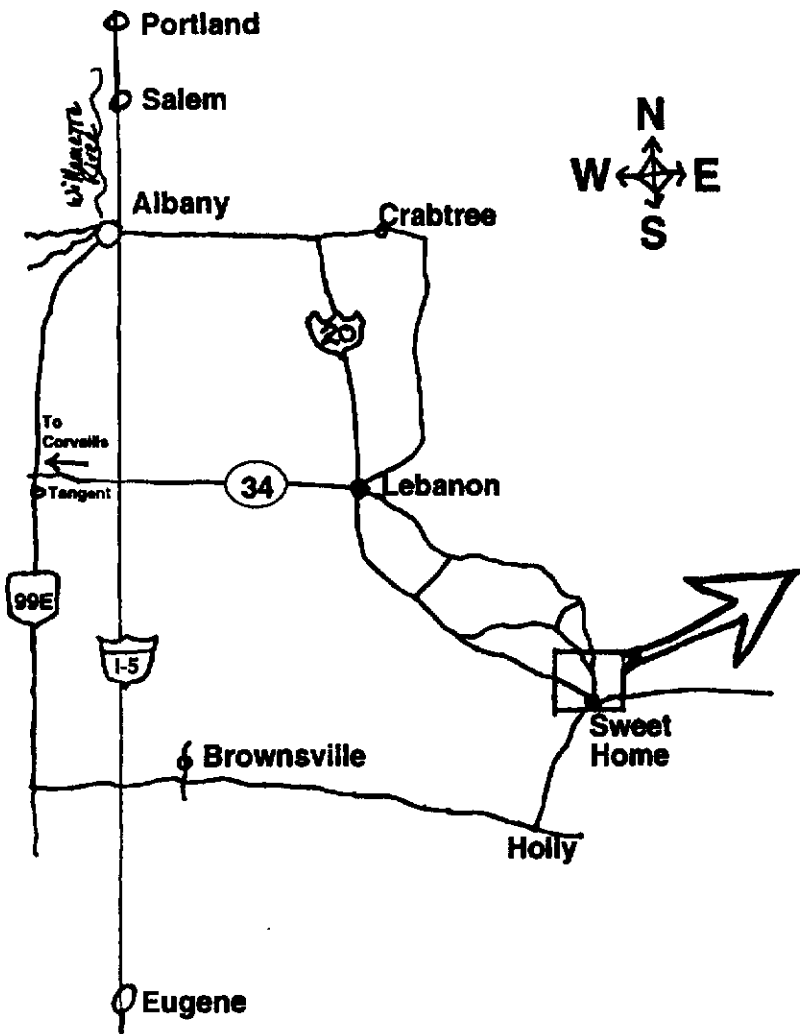
Parents are responsible for children at all times!

Gates close at 10pm for anyone leaving

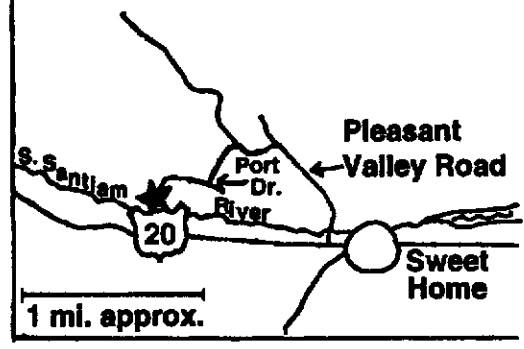
No Hassles

Anyone not following these rules will be escorted from the Last
Bash without a refund





**2nd Annual
LAST BASH
October 15-17, 1993**



LETTERS TO THE EDITOR:

The letter I am sending to you is one that was written by my 68 year old mother to our local paper. I found this letter to be extremely enlightening in as much as it shows us that my parents generation are as fed up and to say the least frightened by what is happening to our country. I hope you will print this in our newsletter(so far no show in our local paper) as all the questions she poses are all fears come true. Everyone needs to unite young and old to stop this NOW.

Thank you
Debbie Steinberg
Coos County ABATE

News-Review
Public Forum
P .O. Box 1248
Roseburg Oregon 97470

Would you like to live in a country where you had no freedom of choice?
Where you were told you had to wear a seat belt or helmet --or Else?
--or a country where the tax collector could confiscate all your worldly possessions, without a court order, merely because he "thought" you owed taxes?
--a country where a man is tried for a crime, found innocent, and because a segment of the population disagrees with the verdict, he faces double jeopardy, put on trial to face similar charges so he can be found guilty?
--or a country where those entrusted to enforce the law decide that maybe there might be a possibility you are involved in drug dealing or money laundering so, without ever putting you on trial or due process, they take everything you own?
--a place where an appeals judge makes a decision, issues a signed, sealed and delivered judgement, then when the party the judgement finds against phones the judge, a second judgement is issued reversing the first judgement and finds for the phone caller?
--or a country where a bug, not as big as a grain of rice, is considered more important than the people who live there?
--or a place, after voters decide they wish to enact a law, their elected "servants", the legislature, decides it is not a "good" law, so the servants pass their own law forbidding the voters from enacting their law?
--a country where there can be taxation without representation, because a pensioner moves from one state to another the first state forbids his vote or say in that states government, never-the-less they tax his pension?
--a place where, after voters elect to cut property taxes their "servants" the property assessors simply raise the value of the voters property, thus collecting the same amount of taxes?

Is there such a place? if so -- scary isn't it?

Beatrice Plummer
460 S. State Street
Sutherlin Oregon 97479
(503) 459-5876

Hi!

Attention owners of Communist built motrocycles and sidecars. We are forming an Owners Register for bikes and sidecars built behind the Iron Curtain. Whether manufactured in China , Russia, or elsewhere in the Eastern Block, we would like to hear from you. Our goal is to assemble a register to facilitate contact between owners, and compile a tech manual and a cross reference of parts and substitutions. Please help! Send a self addressed envelope, with postage to:

Red Menace Motor Register
3717 Neal Creek
Hood River, Or. 97031

It is our hope to improve the chances of keeping these wonderfully atavistic machines on the road for years to come. Thank you for your assistance. Without help publicizing our efforts would come to naught.

Sincerely,

Vernon Wade

For those of you who don't know me, I am Milt Carvell of S.E. chapter. This year I had the dubious honor of being the coordinator for The N.E./S.E. Summer Run. I am writing to give a Great BIG THANK YOU to everybody on the Summer Run committee, you were great. ALSO, a huge THANK YOU to everyone who pitched in and helped at the event itself. ALL OF YOU made The Summer Run a success. Thanks again.

The following is a list of names that I know for sure were involed. If I missed your name, please let me know and be assured that your help is and was greatly appreciated.

Sincerely,
Milt Carvell

Summer Run Committee:
Larry Shalks, Gordon Hieronimus, Mary Beth Hieronimus, Scott Freshner, Melanie Freshner, Danay, Jack Dick, Roger Hendricks, Angie Jensen, Richard McCracken, Edd Dahl, Rusty, Pat Gleason, Elizabeth Eckstrom and Forrest.

And Everyone Else:
Gary Krutsinger, Alice Martin, Pastor Vic Voltz, Grandpa's discount, Craig Blair, Nancy Lee, Josh Benson, Cisco & Glen Loaiza, Dale & Jerry, Terry & Randy, Tim Taylor, "Crazy" Steve McConnell, Diane Meldgaard, Wade Lewis, Debby May, Ian Bower, Tony Franklin, Sue Grady, Pam Leckner, Scratch, Bill Nixon, Lois Gleason, "Mother" Carolyn Meerzo, Rich Benson, Brain Coon, Marty Coon, Bob, Gary Martin and Doc Ray & family.

Special THANKS goes to the following people for their contributions to our cause. It takes people like you to keep going. THANK YOU!!!

(206) 695-6831

All current HOG or ABATE members 10% discount



Columbia Motorcycle
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JAMES T KREOFSKY
Owner

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SINCE 1945

"No tax to Oregon buyers"

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Harri Jason
Heidi Scott

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刺
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Finest in Bodine, Black
Mesa, Red and Green
Custom designs
Tribal/Celtic/ Native American

**What to say
to someone
who wants to
drink and drive.**

1. Don't give me an excuse, give me your keys.
2. Don't sleep at the wheel, sleep on my couch.
3. Don't take a chance, take a cab.
4. Don't drive, I'll drive you home.

If all else fails, say "no."

**If you drink too much and drive,
the least you'll lose is your license.
Guaranteed.**

Oregon Traffic Safety Council



Activist Review

Staying in touch

Federal issues

Send a message to your state's senators, asking them to oppose the current version of the California Desert Protection Act. The most effective way is to write a personal letter and send it to them at the U.S. Senate, Washington, D.C. 20510. Or you can call the AMA's Legislative Hotline at (900) 454-RIDE to have a pre-written Mailgram sent to your senator on this issue.

Right now, you can also use the AMA's Legislative Hotline to show your support for two bills--S.295 and H.R.799--that would end the federal government's attempts to coerce states into passing mandatory helmet-use laws. The cost for this service is \$4.95. All callers must be 18 or older.

To join in the effort to repeal the current federal policy regarding highway speed limits, contact your U.S. congressman. Ask them to co-sponsor H.R.1599, the Fair Speed Limit Act. You can write to them at the U.S. House of Representatives, Washington, D.C. 20515.

The AMA

The AMA's Government Relations Department recently released the latest version of its handy motorcycle law chart. To receive a free copy, write to: Law Chart, AMA Government Relations, P.O. Box 6114, Westerville, OH 43081-6114.

You can contact the AMA's Government Relations Department on any topic involving motorcycling and the government by writing to: AMA Government Relations, P.O. Box 6114, Westerville, OH 43081-6114. Or you can call (614) 891-2425. To send a fax message, call (614) 891-5012.

August 1993

Desert bill moving ahead

In early September, Sen. Dianne Feinstein's controversial California Desert Protection Act is expected to come before a Senate committee for a vote. If it passes that test, this highly restrictive plan for public lands in the desert will go before the full U.S. Senate. To send a message to your state's U.S. senators, asking them to oppose the current version of the desert bill, see the information at left.

Trails need funding

Off-highway motorcyclists, take note. Right now, the U.S. Senate is on the verge of deciding the fate of next year's budget for the National Recreational Trails Trust Fund, authorized to receive up to \$30 million for construction and maintenance of trails. However, the appropriations bill currently contains no money for the fund. Motorcyclists are urged to act now to generate support for trail funding. See the news release in this package.

Speed limit policy opposed

Legislation to repeal the federal policy governing the national speed limit has been introduced by Rep. Pat Roberts (R-Kansas). As it currently stands, the maximum limit on interstate and non-interstate highways is set by the federal government. However, the Roberts bill, called the Fair Speed Limit Act, would return complete authority to states to set their own limits on those roads. In addition, the bill calls for new criteria in setting speed limits nationwide.

New York rider-ed bill axed

New York Gov. Mario Cuomo recently vetoed a measure that would have provided incentives for new motorcyclists in that state to take rider-education classes. The bill also called for a study to examine methods for developing a statewide safety program funded entirely by motorcyclists. See the news release in this package.

Good news for Texas riders

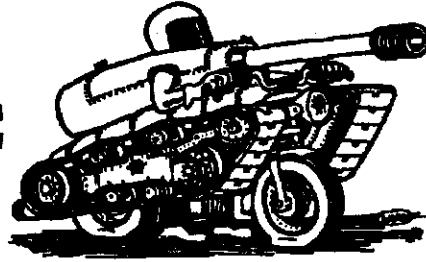
Texas motorcyclists, particularly those who ride sidecar rigs, will be relieved to know that they no longer have to pay extra at toll booths in the state. Thanks to a new law now on the books, those motorcyclists can expect to pay the same tolls as other motorists. The law, which takes effect on September 1, also guarantees motorcyclists access to all High Occupancy Vehicle (HOV) lanes in the state and establishes guidelines for promoting motorcycle awareness.

Antique bike plates for Alabama

Antique motorcycle collectors in Alabama soon will be recognized by state officials. The state's revenue department has agreed to permit owners of motorcycles over 25 years old to buy antique motorcycle plates. According to department officials, the special plates will be available by October 1 of this year.

AMA Activist Review, a publication of the American Motorcyclist Association Government Relations Department, is produced to keep concerned riders informed about issues affecting them and their rights.

Traffic Survival Part III:



Evasive Action

Article and Photo by David L. Hough

We have all heard plenty of sniveling about car drivers not giving motorcyclists their legal road space. Sometimes it seems as if car drivers are obsessed with running over motorcyclists. "What car drivers need," we might snivel, "is a good thrashing to encourage them to share the road."

The truth is, traffic is unfair. Regardless of whatever laws apply, "might makes right." Trains stop trucks, trucks force cars to move over, cars steal road space from motorcycles, motorcycles push bicycles aside, and pedestrians sometimes have to leap out of the way of kamikaze bicyclists. Motorcycles are at the bottom of the motor vehicle hierarchy. Sure, we have laws that say a trucker can't ignore a red light and pull out in front of a motorcyclist. But, in fact, the trucker *can* pull out. The rider may have the right-of-way, but that won't protect him from getting smushed. There's a little rhyme which sums this up nicely:

"He was right, dead right,
as he sped along;
but he's just as dead
as if he'd been wrong."

Every now and again you will hear some puffo-speak about "protecting" or "defending" your road space. For example, if you are being tailgated by an aggressive driver, the puffo-advice might be to slow down and force the tailgater to back off. This might be acceptable advice

if you happen to be driving a '59 Buick; but if you are riding a 250 Rebel, it sounds a lot like an invitation to getting knocked on your tailskid.

The bottom line is that the motorcyclist wishing to survive urban traffic must adopt the "move-it-or-lose-it" attitude. Don't get mad at the tailgater, just get out of the way. If you just can't bring yourself to become a "lower-caste" motorist, or if you can't adopt that important "move-it-or-lose-it" survival attitude, maybe you should consider parking the bike and driving a large heavy vehicle, say a logging truck or a tank.

Evasive Action

Since the name of the urban traffic game is "move-it-or-lose-it," we must constantly be in the process of spotting potential hazards and moving away from them. We'll call this process "evasive action." Ideally, evasive action shouldn't have to be heart-thumping, eye-bulging panic stops, or tire-chirping swerves, or white-knuckle acceleration. By understanding the typical accident scenarios, and predicting what the other vehicles around us are about to do, we should be able to make easy corrections to stay away from trouble. Most of the time, we can do just that.

To help understand where we need to focus our attention, let's take a quick glance at the famous "Hurt" report, based on a study of Los Angeles motorcycle accidents over a four-year period. The

study was conducted in an urban environment, so the statistics are right up our alley (if you'll pardon the pun). Figure 1 is the breakdown of accidents by location. We don't have any reason to suspect that these numbers aren't realistic for any urban situation. The different intersection accidents add up to about 77 percent (See Figure 1).

Although the majority of accidents seem to occur at typical four-way intersections of urban arterials, we should note that a lot of accidents occurring between intersections produce a high percentage of fatalities. One possible reason is that fatal motorcycle accidents often involve alcohol or drug impairment. To put it bluntly, drunk riders can smash into parked cars or bridge abutments just as easily as into left-turning cars. The important moral here is that we need all our wits and skills functioning to negotiate traffic, and alcohol slows down both our thinking and our actions.

Sometimes we just can't keep from getting boxed into a corner. We may encounter some fruitcake who looks us right in the eye and turns left in front of us anyway. We either make some drastic move within the last two or three seconds, or we get clobbered.

Maneuverability

Maneuverability is one of our best assets. Most any modern 750 will accelerate through the quarter-mile in 12 seconds or so. A motorcycle can be made to

change direction quickly because there is less inertia to overcome. And, a proficient rider can stop the typical motorcycle from 60 mph in something like 120 feet. Of course, the actual stopping distance depends greatly on rider skill. A clutzy car driver can stomp on the power brakes and slide in circles without getting hurt. The clutzy rider who locks up his brakes will take a tumble.

The two-wheeler needs traction for balance as well as for steering and braking. So, to keep the rubber side down, the motorcyclist needs to be very proficient at modulating the brakes to avoid skids, and also must separate rapid swerving from either accelerating or braking.

To put this another way, when faced with an obstruction, we need to decide whether to accelerate, brake, or swerve, because we can't do more than one effectively at the same time.

For example, when you spot a probable Loathesome Left Turner, you could try to gas it and beat him through the intersection. Or, you could maintain speed and swerve around him. Or, you could do a "panic stop" in a straight line and come to a halt just short of a collision. And, there are some riders who might consider jumping off or "laying it down" as an additional option.

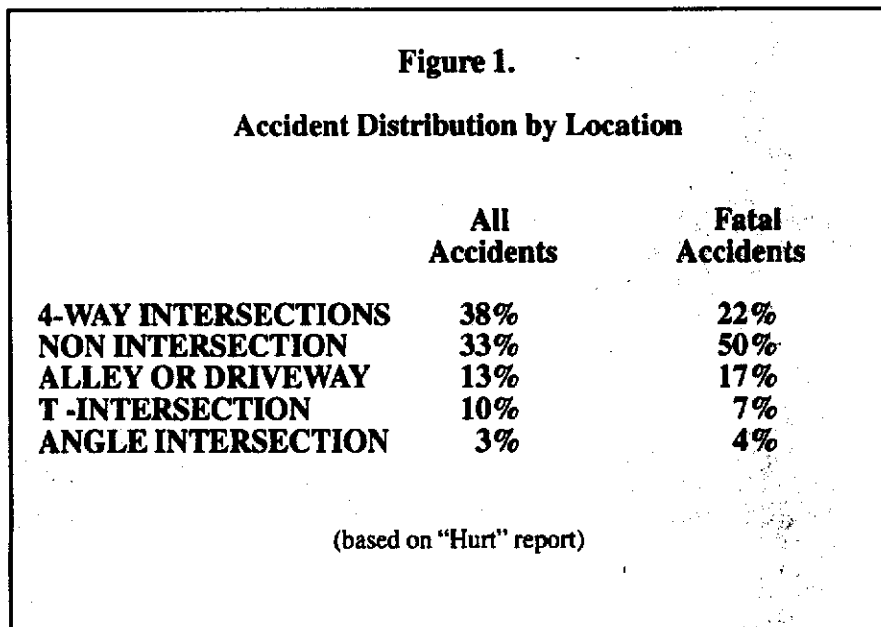
Let's consider the implications of these different evasive tactics.

Accelerating

It is so easy and so satisfying to accelerate, that gassing a bike is a tempting choice, and there are times when acceleration is the best tactic. But accelerating through a busy intersection is seldom a clever choice, for several good reasons: Accelerating increases inertia and uses up traction. And, car drivers have been known to beat the motorcyclist to the intersection and then slam on the brakes halfway across. The biggest drawback with accelerating is that it cancels out the other options. If you're going to accelerate, you can't be doing a rapid swerve at the same time.

Swerving

Swerving is a often a better choice than acceleration, because you aren't increasing inertia, and you can use the available traction for changing direction. Of course, swerving successfully requires that you predict correctly which direction to



swerve, that you know how to swerve, and which way the obstruction is going to move. Cars don't always go where you think they are going.

The good news is that swerving doesn't cancel out the other options; you could swerve, then you can straighten out and either brake or accelerate.

"Panic" Stops

Hard braking gives you additional options, and also has the advantage of reducing inertia. You can grab a big handful of front brake lever and come to a quick stop in a straight line, or you can release the brakes at a slower speed and then make a more dramatic swerve without losing traction. So, "panic braking" is often the best choice of evasive action at intersections. The term "panic braking" is perhaps a misnomer. "Panic" means "sudden, unreasoning terror." We expect quick stops to be sudden, and there is bound to be a lot of terror involved in trying to avoid an impending collision, but we'd like evasive maneuvers to be as reasoned as possible.

We could probably dream up a few situations where the best choice would be to flop the bike on its side and let it grind itself to a stop. For example, let's say I discover the intersection covered in loose pea gravel just as a cement truck pulls out in front of me. My experience with slick surfaces is that you won't have to make a choice; the situation will decide for you. If you can't keep it upright, you fall.

Given a choice, I would always plan to stay on the rubber and brake to a stop. My

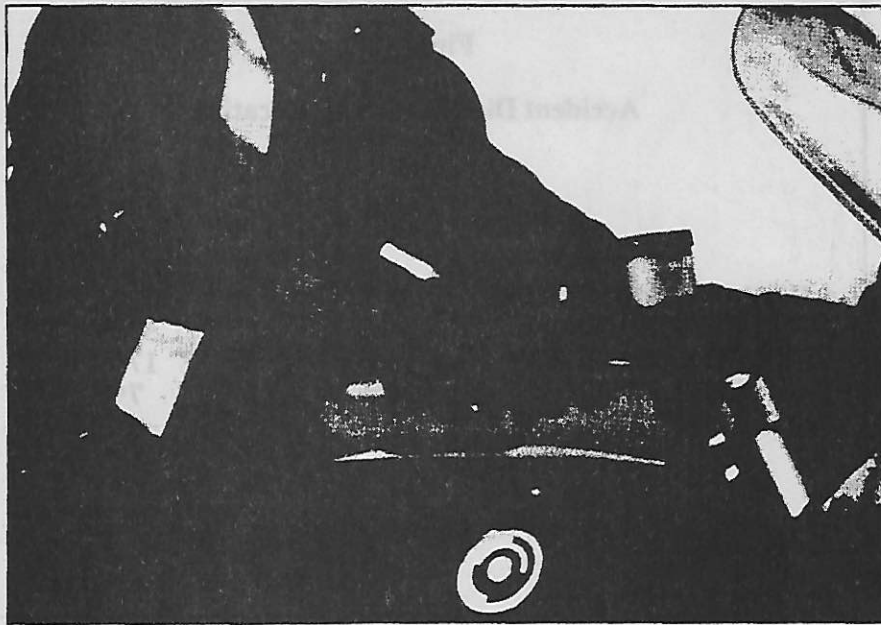
reasoning is that rubber almost always has more traction than metal or plastic, so the bike will stop faster on the tires than on the crashbars or cases. More importantly, I don't ever want to throw away control of the situation.

Taking Out the Panic

The first step in taking the panic out of evasive maneuvers is to be prepared for them. Smart riders are already prepared for a quick stop as they enter a busy intersection. We've let the tailgating "shark" past, back in the middle of the block, and now he's tailgating the bus ahead, right? And we passed that "creeper" back there to avoid becoming a creeper sandwich; but now we've backed off to stay out from behind a bus, correct? And we're really looking for left turners, and watching their hoods and front tires, check?

So, what more can we do to be prepared? Well, let's repeat five veteran techniques for making successful evasive maneuvers with a minimum of panic.

1. Get in the front brake habit. Stay in the habit of using the front brake every time you brake, even if your machine has integrated front/rear brakes, or anti-lock brakes. It is tempting to fall into the lazy habit of overusing the rear brake and believing that you can reach for the front brake on those rare occasions when a quicker stop is needed. The trouble is, very few of us can out-think our habits. In an emergency, we will do whatever we have been in the habit of doing. If you use the front brake all the time, that's the brake you'll use during a quick stop.



In a panic-stopping situation from only 30 mph, whether or not you have "covered" the front brake can make a difference of as much as 20 feet in your stopping distance.

2. Practice. At least once each year, practice maximum-effort stops and quick swerves to maintain proficiency. Skill can only be improved through practice. Reading is okay to improve your mind, but you've got to practice if you want to hone your braking skills. Quick stops require that you be able to apply maximum braking on both wheels just short of a skid, whether on dry pavement or wet, uphill or down, on the straight or in a curve. Even if your favorite road-burner has integrated brakes, or if you spent the big bucks for ABS, don't excuse yourself from practice. You should still be able to quickly separate braking from swerving, and handle the technique of hard braking starting in a curve.

3. Slow down by 10. As you approach an intersection, decelerate just 10 mph, shifting down a gear if needed to keep engine revs up.

Typical intersection speeds are 30 to 40 mph. Slowing just 10 mph, from 40 mph to 30 mph, reduces inertial energy, which means the same brakes and tires can stop the same load in about half the distance. If you don't have to make a quick stop, you can easily get back up to your original speed after you've cleared the intersection.

4. Cover the front brake. Keep three fingers curled around the front brake lever in traffic, and apply just a hint of brake if you suspect you might have to do a quick stop. Just reaching for the lever could take a half-second, plus maybe another half-second to start squeezing the lever.

One second's worth of reaction time at 30 mph eats up about 44 feet of critical road space, or just about the distance it takes to stop from 30 mph. If you are already on the front brake, you won't need more than a fraction of a second to squeeze harder.

If you use the front brake all the time, that's the brake you'll use during a quick stop.

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brake all the time, that's
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5. Look where you want to go. As you ride along, make a habit of looking where you want to go, not at things you'd rather miss. If you *want* to hit a chuckhole, stare at it. It's a phenomenon called "target fixation." While you're cruising through intersections, keep your eyes moving to spot potential collisions, but spend some of your attention spotting escape routes, too—paths of travel you could follow if you need to make a sudden exit from a situation that's closing in.

If a car suddenly gets in your way, don't stare at the car, focus instead on a path of travel that carries you around the car, or a spot on the pavement where you will be stopped short of a collision.

Frozen on the Throttle

Perhaps one of the most significant eye-openers of the Hurt report concerns the evasive actions taken by riders faced with impending collisions. Fully 99 percent reported four seconds or less between the time they realized a crash was about to happen and the actual impact. Of that total, 61 percent reported two seconds or less. So, what evasive maneuvers would you think these riders attempted in those last few seconds prior to impact?

Guess what? About a third of the crashees did absolutely *nothing* prior to impact!

Which brings us back to some observations we made earlier. Remember, the farther ahead you spot a problem, the more time you will have to deal with it. If you're sharp enough, you'll never need to do any "panic" evasive maneuvers. But when you do need to "move-it-or-lose-it" in the final three or four seconds before an upcoming smasho, having a plan of action and having practiced it will usually make the difference between a smasho and a close call.

Homework Assignment

For a little extra reading, braking was covered in two parts, "Give Me A Brake" in the September 1990 and October 1990 issues of *Road Rider*.

Steering control was explained in "Introduction to Countersteering" in the April 1990 *Road Rider*. We explained how "pushing on the right grip makes a two-wheeler lean to the right, and pushing on the left grip makes it lean left." If that doesn't make sense to you, better dig up that issue and let us know where we went astray in our teachings.

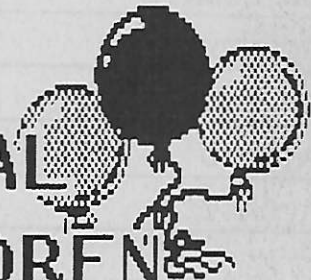
As we continue to ramble through this subject of urban traffic survival, we're exercising our brains more than our skills. But before we are finished, we will also work on the skills. In the near future, we will outline some skill tune-up exercises you can practice, including quick swerves and "panic" stops. 🍂

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INDIAN CREEK	164	2	10	12	162
JACKSON COUNTY	119	12	6	18	107
LANE COUNTY	69	-13	21	8	82
LINCOLN COUNTY	76	-5	6	1	81
NE. PORTLAND	159	0	8	8	159
NORTH COAST	44	-1	2	1	45
SALEM	97	-5	10	5	102
SE. PORTLAND	203	-17	16	-1	220
SOUTH COAST	53	2	3	5	51
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RAVING ROVING REPORT

On the weekend of August 7&8 I got up and went to the Fox Creek Run. When I got to the campgrounds and I hit the farmer's road, just scooting along KER-PLUNK. I hit a patch of thick sand and down I went, some kids came over to help me but I asked them to go and get some adults. I really felt like sh-t until this other guy said he almost fell too, so I told them they should put up a damn sign to warn people and they did. Picked out a campsite and set my tent up, got a new one, you unfold it, shake it out and secure all four sides and it's up. It only takes a minute, but gosh it takes me two(oh well no ones perfect)!

Decided to walk around for a while and see what is going on, not much the first night but they had lots of vendors and there was great music for the weekend, it was a good run and a nice ride down there, it wasn't that far so where were all you guys? I guess you don't like fun huh?

Well the following weekend was the Beaver Creek Run on Aug 14th&15th. Got up and left on Friday the 13th(lucky day huh?), took Hwy 205 to I-5 to exit 34 to Corvallis then to the Philomath exit which cut out a lot of traffic and then at the west end of Philomath I came to a split Hwy and I knew to take the Newport one, so went on Hwy 20 to Newport and it was beautiful, all the scenery out there and all it just made time fly by and I don't think I was really going that fast. Hwy 20 took me right into Newport, pulled into a gas station and made sure I was on the right road, took Hwy 101 about 8 miles to Ona Beach State Park, turned left there on a narrow, curvy road, took a right, south at Beaver Creek road about 3 miles, then east on S/Low road(it looks like the speed but it wasn't) about one mile. I finally hit the private property where the run was.

As usual everyone remembered me but I didn't remember all of them. Set up camp and walked around, talked to a few people and had a nice time. They had a good band and lots of good fun, I had a great time in a great place. The weather was great and I couldn't have asked for a better weekend. Just in case you wanted to know the area around there is a training ground for the State Police, but we had no trouble, all you have to do is mind your P's and Q's. Well got up Sunday and loaded up everything on to the bike, left my campsite and crossed the bridge and down I went! It was damp and slippery, people ran over and picked up my bike. I was embarrassed again. Checked things out, everything's o.k.(except my pride) and I headed home.

This report will be continued next month because my wife and I have been busy, me going on runs and her getting the house painted, and the outside taken care of for the (sorry) winter.

Your ~~Raving~~ Roving Reporter,

CRAZY STEVE



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IT NEVER RAINS IN CALIFORNIA

BY PAT GLEASON

The next day, the sun was actually shining. All I could hear was the roar of Harley thunder, and the sound of the water hose. What the hell was that? The guys that had pulled in the night before were outside with a hose and bucket. I was almost tempted to take Crush over and wash her also. Then I thought that would be a waste of time. I knew that I would continue to get wet until I got back home. I went over and listened to what was going on. One tip that I heard was that they would take a piece of tin foil and shape it around the area where the seat was to go. They would then send the tin foil to the custom seat manufacturer and they would make a seat that fit perfectly. That way you don't have to drill holes in the top of the fender. It really works. One of the bikes that was there was this Softail that had a fully enclosed rear end with a pair of exhaust on either side. It was tan, and it looked like a show bike. It belonged to BACC, and when I got home I found it in my Hot Rod magazine. After listening and talking to these guys, I then decided to go for a ride.

I rode to the campground and parked the bike. I went for something to eat and a t-shirt. I found both and I also found Milo. He was looking for the place to start the bike show, so he parked his rat in the main stage area and started the bike show. I also ran into a couple that I had met at the Washington 99ers Labor Day campout last year. His name is Jim, and he owns and operates the Yankee Motorcycle Trader in Las Vegas. He has built one of the most unique Harley trikes that I have ever seen. He has mated an Evolution motor to a Volkswagen transaxle and frame. It's really a slick item and it works like a charm. He's tooling up to make the parts for everyone to use so that they can make one for themselves. This year he had a trailer that was originally a pick-up truck tool box. He put a hitch and four small tires on it with twin axles. He made it so that he could carry his golf clubs. Neat trick.

I left the campground around noon and went for a ride. It was almost 70° and I went north on 101 until I saw the sign that led to the Avenue of the Giants. This is a road that parallels 101 and goes through some of the most scenic areas that were near by. There

are also many state and local parks that I was getting pictures of. I followed the Avenue from just north of Garberville to Weott in the Humboldt Redwoods where it was starting to rain. I turned around and followed it back to Meyers Flat which is where the Drive Through Tree is. I had some lunch and headed back to Garberville. The rain was right on my tail.

I pulled into the south end of town, and it was like pulling into a mini Sturgis. Bikes were everywhere, but the rain was right behind me. As I parked Orange Crush at the hotel, the rain came crashing down. Just as suddenly as the rain started falling, all the bikes disappeared. There was not one single bike running. It stayed dark and wet for almost two hours, because it was after four before I headed back to the campground.

Part of the ticket price was a free dinner after four on Saturday. I got there and I think that everyone was finally there. A line that was about half a mile long, turned and snaked from the main stage to this little hut that was cooking barbecue. Everybody got steak, potato, salad and bread for dinner. It sure smelled good, but I got a steak that was burned on one side and light on the other. That was okay because I was able to take the burned side off and eat the rest. Good food. I'd say that there was about 500 people there, not as many as were at Fossil just a week before. I think that the rain kept a lot of people at home, at least the people from southern California. I was starting to get tired, and it was getting close to raining again, so I headed back to the motel.

As I left, the rain came pouring down just a few miles from the campground. It came down so hard that the water went in the zippers on my leather pants legs. I didn't have my rain gear with me, although I did have my full face helmet on. I pulled off at Garberville and went to the hotel. About five other bikes pulled in behind me, all of us soaking wet. It didn't stop raining until late that night, around ten thirty. That's when all the guys from BACC and company came rolling back. Needles to say, I didn't go back for the evenings festivities, and missed Mountain. Well, maybe next year it will be dry like everyone told me it was last year.

I got up Sunday morning and had

decided to ride straight on through to Portland. It was a little over 500 miles, and I believed that I could do it. It was raining, naturally, and I wanted to be home in my warm shower, bed and with my wife by nightfall. I was packed and ready to go by nine and was in the rain shortly afterward.

I travelled Hwy. 101 north to Crescent City, Ca. From there I took Hwy. 199 north to Grants Pass. From there, I5 north to home. The last time that I rode this route, it was sunshine and about 90'. This time it was rain and 50'. The ride was different, although at the same time fun. I was passing other riders who had on leathers, sunglasses, and a little beanie helmet. They were doing around fifty miles an hour with one of their hands covering their mouth and nose, and I passed them doing sixty five in full rain gear waving. They were probably thinking that I was crazy, but I wasn't getting pelted by the rain drops hitting my face, and I was able to see good enough to be able to do that speed. I've always said that the first letter in biker is b, which stands for be prepared. If it's going to rain, bring your rain gear.

It didn't stop raining until I got to Crescent City. That's when I gassed up and noticed that my socks were wet. That's probably why my feet were getting colder. I took off the rubber galoshes that I had been wearing and threw them away. The water had come up over the tops of them and had soaked in around the zipper of my fancy new boots. There was still a little rain coming down, but not as bad as it was earlier.

I left Crescent City and got to the intersection of 101 and 199. I turned onto 199 and went towards Grants Pass. The rain was tapering way off and it was actually starting to get warm. I reached the border, and celebrated. I then turned off at Illinois River State Park and put on clean dry socks. I also took a break there. I sat for about an hour drying. From there, I returned to the highway. I got to Grants Pass and got on I5. I stopped at one of the rest areas north of town and called Lois. I let her know that I would be home at about seven that night. She was surprised that I was on my way home so soon. I told her I was anxious and said that I'd see her soon. I hung up and rolled on.

I stopped at Riddle at a hamburger

stand that is to the left of the freeway up on a hill. It has parking like the old A&W with service to the car. I parked there and they came out to me. All I wanted was a cheeseburger, fries, and a 7-Up. There were a lot of people inside, because it took nearly a half an hour to get my food. The girl there apologized and gave me my 7-Up for free. Thank you, and the food was good too.

I rolled on at an average speed of seventy miles an hour. Orange Crush was purring like a kitten, and I was riding in her sweet spot. I was getting around forty miles to a gallon which was getting me about 130 miles to a tank. I was able to go nearly 100 miles until I had to get off and stretch. My butt didn't get sore once, which I attribute to the fact that I got a new seat over the winter and is it comfortable.

I turned off at the intersection of I5 and I205 north to home. I looked down at my speedometer and watched as the needle went from seventy to zero in two seconds. I thought, what a set of brakes, except I hadn't stopped. I guess I need a new cable. The speed sign changed to 55 in West Linn, but I really hadn't rolled off at all. Ahead of me, a bunch of cars had their brake lights on. I slowed down and paced the car that was next to me. We then passed the only police car that I had seen the whole trip on the road. He was parked on the side of the road next to the site seeing area. I rolled past and on home.

I made it home around eight, losing some time in Riddle. I had a great time and I hope that I didn't bore you too much. I know that this is a long story, but I don't know if Gordon is going to run it in one or two issues. I don't mind either way. I'm going to try to do some more fiction as it comes to me. I almost feel that I have done all the plot lines that I can think of. If you can think of some, let me know. I've got a pretty good imagination, all I need is an idea.

Until then, write on and ride on.

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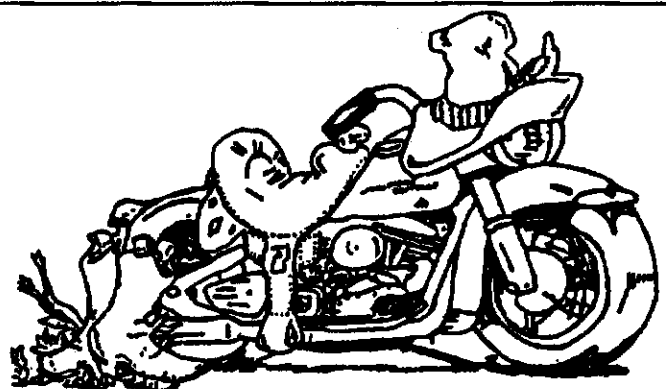


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Motorcycle Safety Professionals
"Gear Up" to Politics
by Brian Stovall
with Teresa Hepker

Some of you may recall that last year at about this time, an article appeared in the MRF Reports about the August 1992 conference of the National Association of State Motorcycle Safety Administrators (SMSA) which was held in Boston, Massachusetts. Wayne Curtin had been invited to participate in a panel discussion entitled "Open Forum on Individual Rights." The SMSA conference organizers had deliberately chosen to open dialog between the "safety community" and the "rights people" on controversial and challenging subject. The panel discussion marked a turning point in communications between the two ends of the spectrum on the issue of helmet laws. There was a small contingent of representatives from MRO's, but the majority of attenders were motorcycle safety and traffic safety professionals, plus a large number of traffic safety volunteers from the Massachusetts Traffic Safety Program.

The controversy was indeed present. The panelists' remarks sparked some questions to Wayne about why he was opposed to helmet laws, and why people wear those inadequate helmets when surely they know better. (Wayne's response, "It's a form of protest."). Others in the audience raised questions about the effectiveness and moral desirability of helmet laws. There were, in fact, fewer questions than had originally been expected, which made it easier for the moderator to contain the discussion, but afterward the subject was the center of many small-group conversations among conference participants.

This year, the SMSA and the Motorcycle Safety Foundation (MSF) held conferences back to back in San Diego August 18-21. The MSF conference was titled "GEAR UP '93", standing for "Great Educator and Administrator Round Up", and marked the MSF's 20th anniversary.

Preliminary discussions between the MSF and Wayne Curtin led to an invitation for me to speak at the Saturday luncheon of the MSF conference; and the SMSA extended a request for a delegation from Oregon to participate in a round table discussion about the relationships between the state motorcycle safety programs and the SMROs.

A sizable group of attenders came from various MROs. A few run training programs in their states, others are instructors, and still others were there to represent their MROs directly.

Wayne spoke for the MRF in several presentations. Teresa Hepker and I, from BikePAC of Oregon, and Stan Porter of Team Oregon, participated in a panel discussion of MRO people and state administrators from six states. Lou Petrucci of Massachusetts, Jay Block and Gary Bowers of Maryland, Joe Di Eduardo and Mike Farabaugh of Indiana, Glenn Fengstad from Montana, and Ed "Animal" Bassett of Arizona all participated on the panel. I also did the luncheon address on Saturday. More on that in a minute.

On Friday morning there was a general assembly presentation by Dr. Jess Krauss of the Insurance Institute for Highway Safety (IIHS) about the effect of California's helmet law. Part of the slide presentation that accompanied his speech included a statement that included a statement that helmet laws have been found to be the only effective means of significantly reducing motorcycle related fatalities. Credit for the effectiveness of rider education was significant in it's absence from his remarks.

This presentation was really offensive to all of us from the MROs as it perpetuated the "big lie." That is, only the death reduction figures were presented, not the accident figures or miles traveled information. Without all the information the report is just another bogus justification of the helmet mandate and a betrayal of the truth.

Question and answer time was not built into the presentation. When we demanded that opportunity, it was severely limited and we were told to "take it easy" on Dr. Krauss. Of course, this raised tensions. I want to compliment Animal on being prepared for this situation and making a very good rebuttal statement in the form of a question. Some of us felt that the presentation was a set up, and felt resentful. Others were angry about the extremely one sided viewpoint and no

opportunity for rebuttal. However in thinking about it later, it may be that the "set up" was intended to stimulate further discussion among the attenders themselves. If so, it was a raging success. After all, I doubt we could have changed Dr. Krauss' mind, or he ours, but the discussions among the educators and activists was a worthy product of the conference.

By Saturday noon, when I was scheduled to speak, many interchanges had taken place about relationships between MROs and safety programs. The SMSA conference was ended and the MSF conference was in full swing. Some people had left and others had arrived.

When Peter Fassnacht, Vice-President of the MSF, contacted me about speaking, he gave me a title, "Are we being served?" Peter explained that this meant, are the state safety programs serving the needs of the Mhos? In preparing my speech, I aimed at pointing out the subtle yet powerful prejudice that is practiced in the safety education safety community against political and "counterculture" motorcyclists. I had also devised a method for driving that point home. Up to that time, I had spent the whole conference dressed very formally in my brand new (first ever for me) suit. As I spoke, I began to strip and ended up in a political black tee shirt and leathers. Here's the speech and how it went.

I've been asked to speak as a representative of Motorcyclists' Rights Organizations, or Mhos, about how our groups are being served by state safety programs. MRO activity has grown dramatically over the past twenty years, and rider ed has increased similarly over the same period, especially during the last decade with the help of the Mhos. Safety is our common goal, and how we are being served comes down to how we are involved with each other.

Mhos have been at the forefront of efforts across the country to organize and support rider education programs. We have initiated legislation to begin programs, and provided funding through more legislation. As has been shown recently in Maryland, Florida, and Illinois, when program funds are raided or when a program is legislated out of existence, the Mhos have played a key role (if not THE key role) in restoring funds and programs.

We have piloted new programming, become instructors, begun motorcycle awareness programs, found sites, and gotten our members to take courses. We have served as range aides, volunteered to maintain the bikes, and spent thousands of dollars of our organizations' financial resources to supplement state program allocations. In some states Mhos directly run the programs. We have started and participated in state motorcycle safety advisory committees that act as a fielding mechanism for motorcyclists' problems within the states and help guide program development.

The reason that Mhos have supported rider education so strongly is it, that they realized years ago that well trained and informed riders would be less likely to be involved in accidents. The government indicated by its passage of helmet laws that it wanted us to be more safe. Unknowledgeable people make wrong decisions. Thus (as I take off my coat and hand it to my valet, Wayne Curtin) we have developed an embroiled situation of contradicting laws and functions. It is through the work of the MSF and the Mhos who have promoted and supported rider education programs that the accident picture has changed dramatically across the country.

Although the state program administrators (the tie comes off) and the MSF have openly accepted the results of the MROs political activism, many remain uncomfortable with who we, the activists, are, and what our political motivation has been (I untie my hair and shake it out). There is a general tendency toward excluding MRO people from involvement at all levels, except (unbutton the collar) possibly as students. I believe the political contradiction is the biggest problem; however the way many of us dress or look also comes into play (finish unbuttoning the shirt). The "B" movie stereotype is still a destructive element.

And, although we have been your most ardent and effective promoters, most state programs do little or nothing to promote involvement (lower the suspenders) in Mhos to their students. Oh yes, you may say, "We can't promote your organizations. That would be a conflict of interest." The fact is, there wouldn't be as many programs as there are if we hadn't been politically involved! None of us can be neutral, we must all be pro motorcycling. MRO members openly and actively promote rider education (remove the dress shirt, exposing MRF T-shirt). In turn, rider education programs need to promote political involvement in motorcycling as a responsibility of riding - as part of the curriculum - as the responsibility of a

citizen. Involvement in the political arena is a survival skill for motorcyclists (raise the suspenders).

It is the politically active motorcyclist who will act to stop funding raids and restore funds that have been raided. Without that involvement by individuals, there will be no motorcycling and no rider ed programs in our future. The Mhos are the network that informs those individuals of the need to act.

We all need (pull leather pants over dress pants) to rid ourselves of prejudice: politics, appearance, choice of motorcycle, riding style, sex, race, age. It goes both ways, and I assure you that the Mhos are hard at work to change this problem in their ranks. It is time for all others to do the same. Making any conclusion (zip and button the leather pants gradually) about a person's character by what he or she rides/ wears/ looks like or believes is a serious mistake. It's time we put aside our differences long enough to find out what we have in common and act together.

We all have a right, guaranteed by our Constitution, to live, look, and believe as we wish. It's OK for any kind of person to become an instructor or help out in a program. It is not OK to manipulate out of the program those people whose looks you don't like, or whose political viewpoints don't agree with yours. A state program without a mixture of different motorcyclists as instructors and managers promotes prejudice and stereotyping to it's students, staff, and the public. That's a terrible thing to teach.

As you have seen in the last ten minutes (put on sleazy old horsehide jacket), appearance is only the surface. What really counts is how we involve ourselves with each other to meet the needs of riders and ensure the future of motorcycling.

For the last two days, I've met many of you while wearing that suit. For the rest of the weekend, I'll be dressed more like this (add leather cap). I hope we will be able to have the same discussions either way.

I received a standing ovation, which pleasantly surprised me. Alan Isley, the president of the MSF, even came over and complimented me on the speech, noting that the subject was something we all ought to think about. Much more important, over the next day and a half, many people came up to me, said they liked the speech and proceeded to talk about how the problem applied to their own program. I think some views changed during conferences. Certainly, some people's perception of the MROs has been altered. I'm glad that so many activists were able to be there to represent our movement.

In his comments during the closing session, Wayne came back to the issue of supporting the political involvement and reasserted the need. Peter Fassnacht then followed Wayne's remarks by saying to the assembled people, "If you're not already a member of the AMA or the MRF, I don't know what you're waiting for."

* NOTE: Brian Stovall is our MRF state representative and also MRF State Rep Program Director. We here in Oregon are fortunate to have such a talented and knowledgeable individual in the rights movement representing us. On behalf of ABATE of Oregon, THANK YOU BRIAN and THANKS to TERESA for all of your support - Rich

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December 18 Willamina Tree Of Giving Yamhill County
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December 19 Christmas Toy Run Salem
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1st SUNDAY	LANE COUNTY	3:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
2nd & 4th MONDAY	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
2nd & 4th TUESDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
	WASHINGTON COUNTY	8:00pm, Little Italy Pizza, Cornelius
	COLUMBIA RIVER	6:30 pm, Cactus Club & Diner, 8131 N. Denver, Portland
3rd TUESDAY	LANE COUNTY	7:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Izzy's Pizza, 1307 N.E. 102nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport