

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

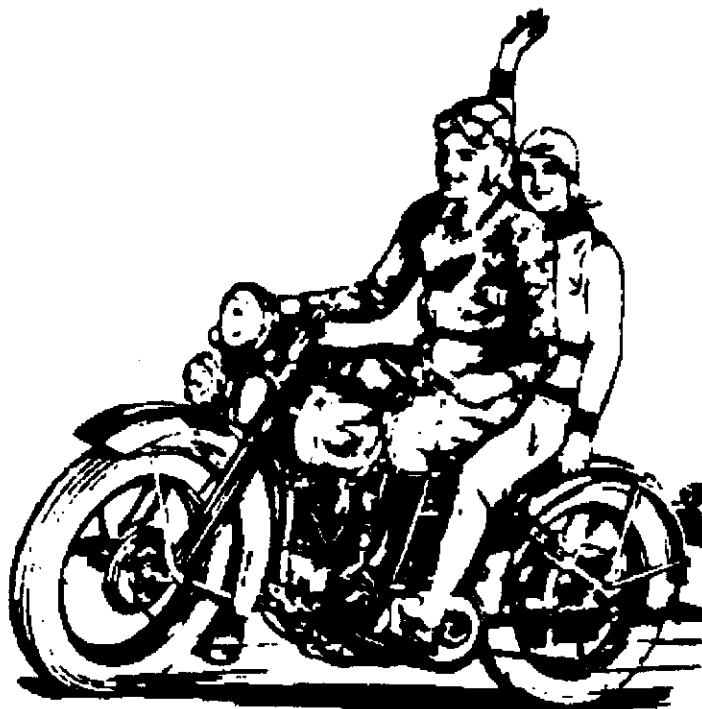


Oregon, Inc.
Let Those Who
Ride Decide!

APRIL 1994 NEWSLETTER — edited by G.W. Hieronimus N.E. Portland Chapter

ATTENTION
ALL OREGON BIKERS;
HELMETS BY CHOICE
FOR ADULT RIDERS!

SEE PAGE THREE



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

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

Our advertising rates are set to allow you the maximum amount of flexibility in purchasing advertising space in our newsletter, and we sell space on a quarterly, half-yearly or yearly basis. Our rates are listed as follows:

BUSINESS CARD	\$25.00	3 months
SIZE:	45.00	6 months
	75.00	12 months
1/4 PAGE:	44.00	3 months
	80.00	6 months
	133.00	12 months
1/2 PAGE:	67.00	3 months
	127.00	6 months
	200.00	12 months
FULL PAGE:	113.00	3 months
	213.00	6 months
	333.00	12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208
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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 *Captain Mitch Putman 648-9311	SGT-AT-ARMS SOUTH Dennis Deaton 839-4368
VICE-COORDINATOR SOUTH Marv Eastman 826-6690	NEWSLETTER EDITOR Gordon Hieronimus 253-7343
SECRETARY Deb Fryman 924-0694	PRODUCTS DIRECTOR Angie Jensen 285-4329
TREASURER Joy Hoover 673-1304	PUBLIC RELATIONS DIR. Ken Ray 579-1119
MEMBERSHIP SECRETARY Carolyn "Mother" Meerzo 255-7793	RUN COORDINATOR Roger Hendricks 285-4329
LEGISLATIVE DIRECTOR Jim Rhodes 879-2902	HISTORIAN Ronna Buckanon 780-3817
EDUCATION DIRECTOR Mel Yeager 363-1697	WAYS & MEANS DIR. *Horizontal* Frank Way 779-3646

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STORIES

**The Traffic Survival series in this months issue is reprinted with permission by Road Rider's Motorcycle Consumer News. It is a on going series in that mag. I suggest you contact these people and take out a subscription. Call(815) 734-6083 to find out more info about subscriptions.

JUST AN IDEA?

There was an idea that our safety is the main reason for helmeted motorcycle riders. Now there are facts, (or at least I'm told there are) and with those facts statistics come forth and then the political side step comes in and we loose another "RIGHT TO CHOOSE"! Now here we have a simple case of "rights " and PRIVILEGES. It is a privilege to "drive" or operate vehicles on the road. With that comes all the rules you must obey. One of those rules, is that when operating a "motorcycle", you must (in the State of Oregon) wear an approved (DOT) HELMET. Now comes the meat people. The State of Oregon voters made this decision and that is fact.

When the vote that was cast was counted, we had no right to bitch except at ourselves. The voter turn out was so small, it was embarrassing. Now we hear bitching and moaning about having to wear them. Well let us start right now and say to ourselves, I'm mad as hell and I'm not going to take it any more!! Good now we can get on with the business at hand.

The real way to get the freedom to choose back, is by using the system to our advantage. This is where BikePac of Oregon comes in. This is our "Lobbying voice". These are the dedicated few voices we seem to have. So let us support this group who speak (no one else seems to be speaking for us) by joining the membership rooster and get a better "POLITICAL" phone tree running. The other options include showing up at meetings, or runs, gathering more supporters. Stepping up and doing some of the work necessary to accomplish the tasks at hand. We need to get the Legislators to pass a law that enables us, (the few, the proud) the right to choose.

I hear some really great "war" stories about the last time they got they helmet off the heads of the riders. What is stopping us from doing that again? There were a lot less "DEDICATED" few then. Those few that are still in for the long haul are trying their HARDEST to show us a way. But not enough people are willing to give up their time or energy (presence) or they think that "someone else" will do it.

Let us all rally at the State Capitol Building on May 7, 1994. This event could be the start of a great AWARENESS that we are a voice of the "people", not just the few who "always" do it. Remember that the rally is for AWARENESS not protest. However, FREEDOM OF SPEECH is a right guaranteed by the Constitution. I can not take that away from any one of you. Rights and places to use them wisely, go a lot farther than wrongs and wrong places. For as you know; two wrongs, a right do not make.

I think that we the people, (not just the 10%'rs) but all the people can do for ourselves what we need to, and think it is high time we did. Let us get organized, motivated, and go kick up some dust! Get to your local chapter meeting, learn what "they" are doing to stop the onslaught of legislation. Another thing to do would be attend BikePac meetings to find out what more (or different) things that are being done to change the rules. I think that in the next few months we could be ready for politics in '95. I think we could get the helmet off the list of non-choiceable items. I also think that we better teach the public that we are out there on the streets just like they are. It is time to make the government stand up and account for it's actions. Land of the free and home of the brave, that is what is in our anthem. Well let us keep truth in those words.

I am proud to say that I do this job, and I also have tried to keep my personal diddly out of the newsletter. This just had to be said though, people it is time to stop complaining about things and change it. Nothing will get any better if you just let it go it's course. I would love to print the headline on the front page as a for real headline, some day I might. Until the day comes when we the people get off our collective butts, it will only be a dream.

Now the question is; WHAT ARE YOU (NOT SOMEONE ELSE) GOING TO DO? I know what I am going to do. Let us all write down a list of ideas, and plan for tomorrow's battles. The war for freedom rages on. I for one am tired off letting someone else run my life. Stand up and be counted. The only way to make change is to do it yourself. That is the logically thing to do.

Sincerely,

GORDON W. HIERONIMUS
EDITOR AND AMERICAN
BE SAFE

From the Coordinator.....

The Weather Is Here, I Wish You Were Lovely. As the old cliché goes, March comes in like a lion and goes out like a lamb. So it was for ABATE this past month. I'm going to try and give you all a chronological summary of all that's gone down since the state board meeting.

The state board meeting was on the 12th. The next day was DJ's swap meet at the Washington County Fairplex. Angie picked me up around 6:00 A.M. and we went out to set up the ABATE booth. As the day went on it seemed as if the swap meet wasn't as crowded as in the past. Even though there might not have been as many people, the booth was busy. It was very satisfying to listen to people tell us that they think we are doing the right things. and as a bonus we Mother signed up 40 new members and renewed 15 more. As we closed down the booth at the end of the day there were a few of us talking about the bike they gave away. I won't get into the story of the bike winners, since there's a story on it elsewhere in this issue, but they are my close friends Scott and Melanie Freshner. What a fantastic ending to an already good day.

The following Wednesday, I rode over the mountains to present the Central Oregon chapter their charter. The ride over the pass was a bit challenging. It was raining and sun breaks in Portland when I left. By the time I reached Sandy, Or. it was steady rain, no problem. (Thanks for the use of the rain gear Roger) I stopped at the Zigzag ranger station to ask if they new how the road was going over the pass. The lady at the desk went to a side phone and dialed a number while handing me the phone I was then able to ask a real person the road conditions. I have never had a road report so accurate and in depth as this one. Raisin pie for these folks for having it so well together, it saved my bacon. Just down the road from the ranger station it starts hailing about the size of peas. It lasted a minute and a half or so, it felt like a half an hour. Then the snow started just like the road report said, not to worry she also said it wasn't sticking just wet pavement. Over the pass and around the Frog lake area the snow really came down just like the road report said. Over Blue Box pass and watch out for frosted roadway in the shaded curves she told me so I slowed way down in the first shaded curve and sure enough it was frosted over and slick. Once down by Warm Springs I started shedding clothes, warm and sunny the rest of the ride to Sisters was great. I'd like to thank Mitch and Cindy Maxwell for all of their hospitality, next time the hot tub. That night the meeting went pretty good, a good turnout and lots of enthusiasm. I have good feelings about the success of this chapter. The next day brought out the sun again but it was a bit chilly. On to Pendleton. There was a 40 mph wind coming out of the west, I was heading up north on Hwy.97 leaning hard left all the way from Madras to Biggs, wearisome riding. Around 10 miles south of Wasco my chain broke, after fixing it I was trying to make up some time and about 8 miles north of Wasco I got pulled over for speeding. I'm not going into detail but when I finally got to Biggs I realized that I was going to be late so I called Mel Yeager and told him what was up. He had everything covered and the program went off just fine with the help of Del Freeman. While in Pendleton Mel and I went to Paramount Motorcycle Supply. The owner, Craig Mayfield took out an ad in the newspaper for us to see if there's any interest in starting a chapter in that area. From the people that Mel and I spoke with it seems that things could be in the works all over the eastern part of the state. Which leads me to the next Sunday.

On the 20th, Roger, Bull, (the coordinator of the Central Or. chapter) Joe, and his wife, (from North Coast chapter) and myself went over to Burns, Or. for an organizational meeting with a group of about 40. After the meeting I signed up 23 new members. All adult voters. I want to thank Jack Carroll

for his interest and enthusiasm at getting the ball rolling over there. Let's do what we can to get the whole state involved to win back some freedom.

On the 22nd, there was a meeting held to address the problems of how we can get the MRO's and Team Oregon to better work together. It was very informative as to how Team Oregon is structured, what role Traffic Safety Division plays, and all about policies of hiring, contracting, and accounting, and allocation of funds. We also learned of problems that they are facing as far as budget and new equipment goes. Hopefully we can come up with some solutions that will be mutually helpful for both Team Oregon and the motorcyclists of Oregon. I will do a report on this meeting at the April state board meeting.

Last but not best was Saturday, the 26th. We were going to have a state officers meeting in Eugene. Mother was riding with me and Roger and Angie were riding also. Well that same chain broke again around the West Linn exit of I 205. Again I fixed it but I should have headed home. But hell I had an officers meeting to attend, so on we went. Well not to get to involved the trip just seemed like it shouldn't have even started. Between the Albany and Lebanon exits the chain went again this time though it took out my tranny case. I want you all to know this wasn't bad luck, it was my own fault. That chain broke in central Oregon I knew it needed to be replaced and I kept on pushing it until the odds caught up with me. Let my lameness be your lesson check your ride and take care of what's wore out. You know the old you can pay me now or you can pay me later. Till next time, down but not out.....

Rich

2nd ANNUAL FOUR CORNERS IRON HORSE MOTORCYCLE RALLY

Ignacio, Colorado September 2-5 1994
Labor Day Holidays

HOSTED BY:

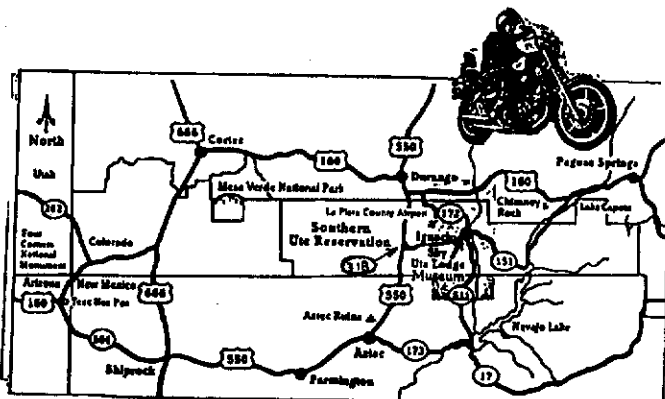
*Tres Rios Chapter, NM A.B.A.T.E. *U.S. Senator Ben Nighthorse Campbell
*Colorado District 8 A.B.A.T.E. *Southern Ute Indian Tribe

CORPORATE SPONSORS:

*Pepsi-Cola Company *Budweiser Beer
*U.S. West *Great Western Casinos

ACTIVITIES INCLUDE: *Governor's Cup Awards *Poker Run *Side Tours
*Field Events *Show Bikes *Trade Show *Swap Meet *Bands *Blessing of the Bikes
*Parade of the Iron Horses *Casino Gambling *Cookouts *Ancient Indian Ruins
*Skydivers *High Stakes Bingo *Factory Outlet Stores *Speedway Racing *Motorcross

GATE FEE: \$6.00 per day per person, or \$15.00 for all four days.



RALLY INFORMATION: Tim Craig: (303) 543-4501 Booths and Vendors, Mike Lervitz: (303) 247-8916
Event Coordinator, Gib Mottor: (265) 632-3940 Tres Rios Chapter A.B.A.T.E., U.S. Senator Ben
Nighthorse Campbell: (303) 247-1409

LODGING INFORMATION: In Farmington, NM: (505) 325-0279; Durango, CO: (303) 247-0312; Ignacio,
CO: (303) 543-4531; Aztec, NM: (505) 334-9551; Bloomfield, NM: (505) 632-0880. Nearby Camping is also
available.



RUN FOR THE WALL

ROLLING THUNDER VII

1994



BRING THEM HOME OR SEND US BACK!

At 8am on Wednesday, May 18th, Veterans and supporters will leave from T.A. Truck
Stop at the intersection 1-16 and 1-18 in Ontario, California. Most will be
riding motorcycles on a pilgrimage across the heartland of America to create a
groundswell of support for all American Prisoners of War and Missing in Action.

(POW/MIA)

The group will unite with "Rolling Thunder", a parade from the Pentagon to the
Vietnam Memorial Wall in Washington D.C. We had 78,000 bikes last year and expect
100,000 this year. Anyone can join us anywhere along the route.

IN LOVING MEMORY, WE DEDICATE THIS RUN TO
NICK BROZIAK - DIED JUNE 19, 1980

WEDNESDAY 18	THURSDAY 19	FRIDAY 20	SATURDAY 21	SUNDAY 22	MONDAY 23
ASH FORK AZ RCA 802-837-2021 ASH FORK INN 802-837-2014	CORTEZ CO RCA 303-502-0361 DAYS INN 303-502-9077	DUNNISON CO RCA 303-241-1306 DAYS INN 303-241-8686	LIMON CO RCA 718-770-2151 ECONO LODGE 718-775-2897	SALINA KA RCA 816-827-2182 MOTEL 8 816-827-8307	HELVETIA MO CAMPING FREE DAYS INN 314-625-1711
TUESDAY 24	WEDNESDAY 25	THURSDAY 26	FRIDAY 27	SATURDAY 28	SUNDAY 29
LEAVENWORTH IN CAMPING FREE DAYS INN 812-738-4088	HUNTINGTON WY FOURIE CAMP 304-743-8652 COMFORT INN 304-738-8772	RAINFELLE WY CAMPING FREE RAINFELLE LODGE 304-436-9071	FAIRFAX VA BIRYE LAKE 703-323-0891 WELLESLEY INN 703-326-2586	FAIRFAX VA BIRYE LAKE 703-323-0891 WELLESLEY INN 703-326-2586	WASHINGTON D.C. PARADE PARADE PARADE

FOR MORE INFORMATION CONTACT:

CA John Anderson (Wild Turkey) 805-237-8798 WY Nick Nicholson (Nasty) 307-882-7488
CA Dan Pfeiffer (Crash) 819-619-1152 CT Howard Chappelle (Lotion) 203-283-8878
CA Jerry Elbert (Eve Red) 905-884-8846 IN John Bubala (J.R.) 812-833-7878
OR MIKE MATTHEWS 503 256 8314 OR BOB ALEXANDER 503 653 2958
1st ANNUAL ROLLING THUNDER
Hold Wednesday of Stuttgart Rally West
For Details: 307-988-7488 - Cindy
305-330-8188 - Cindy
CONTACT: Artie Miller 800-300-6430

NO ATTITUDES: Confirmed

**FOSSIL CONCESSIONS MUST BE TURNED IN
BY MAY 14th. IF NOT BY THEN, THEN NO
CONCESSION AT FOSSIL. QUESTIONS??
CALL (503) 285-4329 DO IT RIGHT NOW!!!**

A.B.A.T.E. of Oregon
STATE BOARD MEETING MINUTES
February 12, 1993

The meeting was called to order by Coordinator Rich Benson 12:15 pm. Chapter roll call; ALL PRESENT- Acknowledged our guests;

COORDINATOR'S COMMENTS- Rich announced his fourth helmet ticket. He went on to point out the need for all chapter reps. to pass on information received in the State Board meetings accurately! He was also concerned that some chapters are acting like private social clubs. Each chapter is a small entity of the whole organization. Our success requires flexibility from chapters, and we must act as one unit to stay strong, and work to regain the freedoms we have lost.

CORRESPONDENCE-The Traffic Safety Division sent a warning on recalled helmets; Sid Ingham from Eugene wanting ABATE info; The Jewelry Store wanting info on the Fossil Run; ABATE of Washington concerning the "Share The Road" logo and Freedom runs, also regarding an article in the Tacoma News Tribune that stereotypes motorcyclists in a bad light; BikePac of Oregon concerning the May Awareness Rally; Ben "Nighthorse" Campbell informing us of the 4-corners Iron Horse Rally; John Haynes publisher of Your Freedom Newsletter; Steve Fleck concerning his 10,000 mile ride; NCOM/AIM press release; TMG Promotions Inc. concerning a M/C Rally; ABATE of Wisconsin on their 20th Anniversary; and ABATE of Iowa informing us of new deals regarding their AMRA Race and Rutland, Iowa's concerns; Shadow wanting correspondence sent to him at Arizona State Prison; Steve P. Tishler on discrimination. If you want any more information on these correspondences contact Rich Benson.

REPORTS:

EDUCATION DIRECTOR- Mel says the program is alive and well, there are many locations where the program is being shown to OTSEA. This program he tells us can reach 10,000 people making them aware of motorcyclists on the road.

HISTORIAN- Ronna has updated albums, but has almost no run fliers from 1993. If you have 93 run fliers please send them to her, and for those sending her newspaper clippings please send in the whole page.

~~ACTION CYCLE~~
OPEN 9-6 MON THRU SAT
PARTS ★ LEATHER ★ REPAIR
585-6034
**NEED
GOGGLES?**

1675 Fairgrounds Rd. N.E., Salem Oregon 97303

LEGISLATION DIRECTOR- Brian pointed out the need for us to respond to the blackmail repeal effort aimed at the new Highway Bill, please see pages 4-5 in the March newsletter for the Action Guide, and write and call regarding this. Jim spoke of his recent trip to the Dalles where he attended the Legislative Planning Conference. One program he talked about was the "Legislative Buddy", a one-on-one get to know a biker(or Rep)plan. The Government Owners Manual, an informative booklet giving all the details on how our Legislators voted etc. Call 1-800-622-7627, it is a must to have and it is FREE.

MEMBERSHIP SECRETARY- Mother reports our membership is up by 33 and we now have a total of 1361 members.

NEWSLETTER EDITOR-Gordon says:There will be NO MORE FREE ADS. There are some new ads and he would like to hear our likes/dislikes.

PRODUCTS DIRECTOR-Angie has new ABATE pins for \$5.00.


PUBLIC RELATIONS- Ken talked about the membership being responsible for public relations. It is harder for us to present a positive image and we should all work on this.

STATE RUN COORDINATOR- Angie spoke for the absent Roger. We voted on the T-shirt designs and the winner is Sue Grady. There is no concession charge for ABATE chapters(Oregon Chapters)at Fossil just your entry fee and you MUST apply by May 14, 1994 if you have a concession. The advanced sales for Fossil must be complete by the May State Board meeting. We are selling Raffle tickets for the Leather Jacket, proceeds go to the EMT's in Fossil. Run dates, contact persons and other info is still needed, so get that info to Roger.

TREASURER- Joy reports \$890.98 - Checking; \$13937.12 -General Fund; \$1507.89 - Legal Fund; \$48.57 - Education Fund; \$572.19 - Bulk Mail for a grand total -\$16956.75

WAYS AND MEANS- no report, second month.

UNFINISHED BUSINESS- Discussion on a new banner for the ABATE Info booth. Carol Motioned and Jim seconded the motion to have a 6'x3' banner made with our Logo and 5 words at a cost of \$88.00. Passed Y=13,N=0,Ab=0. Rich will present Central Oregon Chapter their charter Wednesday March 16th at their chapter meeting. Newburg Old Fashion Days was discussed and it was decided to gain more information and ideas concerning the Bike Show, sent to the chapters for input. Any ideas can be forwarded to Carol Webster(N.E. Chapter) or Ken Ray(Washington County Chapter). Vintage Motorcycles are 25 years or older. The NCOM Convention was discussed and it was agreed that Mel would attend the conference with Rich. Joy asked the board for an update for her computer system and we will check into that. It was brought to our attention that we have lost our ABATE of Oregon Flag and agreed that we will need to replace it with a Red/White/Blue one similar to our patch. Mel will check on a price.

	Membership is not tax deductible Mail with remittance to: MOTORCYCLE RIDERS FOUNDATION • (202) 546-0986 P.O. BOX 1808, Washington D.C. 20013-1808 • FAX (202) 546-0986	FOR OFFICE USE ONLY (All information treated confidentially.) Referred by _____ Date _____ MRF# _____ Exp. Date _____ Member was given: <input type="checkbox"/> Pin <input type="checkbox"/> Patch <input type="checkbox"/> Year Rocker
	Will you volunteer these talents if the MRF needs your help? Y / N What talents do you have that might benefit motorcyclists' rights and the MRF? Are you a member of a state motorcyclists' rights organization? Y / N Name _____ CITY _____ STATE _____ ZIP _____ ADDRESS _____ NAME _____ PHONE _____ Please Print or Type	
Join & Support the MOTORCYCLE RIDERS FOUNDATION so you can ride free in '93 and beyond. It's time you did something to protect your rights! <input type="checkbox"/> Annual Individual Membership.....\$20.00 <input type="checkbox"/> Annual Sustaining Membership.....\$100.00 <input type="checkbox"/> Annual Joint Membership...\$30.00 <input type="checkbox"/> New Membership <input type="checkbox"/> Renewal Member# _____		

NEW BUSINESS- The distance of travel to the State Board Meetings is a new concern now that we have possible new chapters forming in far Eastern Oregon. Suggestions such as; Tele-conference, Bi-monthly attendance, Roving Board Meetings and lodging overnight were all discussed. (Continued on the next page.)

It was agreed that Rich will take these and any other ideas to the organizational meeting in Burns for their input as well. He will report back his findings. The Fax hook-up was discussed and Ken Ray informed us there is a fax phone switch that can be had for about \$80.00 that will serve our needs. Jim motioned and Rick Jones 2nd the motion to spend the needed monies to hook it up. The vote=Y=12,N=0,Ab=0.

CHAPTER HIGHLIGHTS- submitted.

Announcements:

Made Meeting was adjourned at 3:55 p.m.
Minutes submitted by Deb Fryman.

MOTORCYCLE
MALL SHOW
MAY 14, 1994
PONY VILLAGE
MALL
IN BY 8:00
OUT AT 6:05

THE LEGISLATIVE PROCESS

The diagram below illustrates how a bill moves in Congress.

To find out who your state or federal political representatives are, contact your local voter registrar, League of Women Voters or Public Library.

To get a copy of a bill or committee report, contact:
 House Document Room Senate Document Room
 B-18 Annex 2 SH-B 04
 Washington, D.C. 20515 Washington, D.C. 20510
 (202) 225-3456 (202) 224-7860

**National Coalition of Motorcyclists
LEGISLATIVE HOTLINE
1 (800) 300-NCOM**

Columbia River
Swimmers
ABATE TO THE SEA
June 25-26
Overnite
Poker Run
LACTUS CLUB (at Westport)
Sperdy Swabber
Dermont
330-430
Horseshoe Race (Overcast) Monies
2nd Sign in at
The Iron Horse
12:30-12:30
BRING YOUR SWIMSUIT AND GO
SWIMMING
Ph. Info-385-4329

PRIZES AND PARTY
GAMES
High Spin
Low

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:30 pm
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, (503)285-4329

Hello! Hello!!

This is going to be a short one. Our chapter is going stronger then ever with 97 members now. We are getting ready for the Poker Run which will be over by the time you read this. We will be starting to work on the Summer Run. By the way anyone out there have any ideas for a site and a good band please let Rick Jones (Coordinator for Columbia River) know.

There was no meeting 3-13-94 due to everyone went to the swapmeet.

See you at the next meeting.

Lana

CENTRAL OREGON

Meets 3rd Wednesday, 7:00 pm
The American Legion Hall, 8th Street, Redmond
Chapter Address: None at moment.
Chapter Contact: Cindy Maxwell (503)382-7079

Greetings from Central Oregon,

Hi! I'm Cindy Maxwell of the newly Central Oregon We are off to a great start with our chapter, lots of enthusiasm.

We are having a membership drive, who ever gets the most members by April 15th wins two tickets to Fossil, good incitive! We have also planned an ice breaker for the 19th of March. Pot luck and getting to know everyone, sounds like fun. Lets hope for good weather. Also planned are two pool tournaments, one for April and one for May. Don't know the dates yet. A BIG thanks to the owners of Luckys Tavern in Bend for offering to host the tourneys. I told you lots of enthusiasm!

Carl Hall won the 50/50 drawing and gave the winnings back to the chapter, thanks Carl, way to go!

I just got off the phone with our coordinator, Terry, he had good news that there are a some people in Burns thinking about getting a chapter going there. I guess the word is spreading. Good luck to them!

Jeri Dutton is our new ways and means director. She is a real energetic lady, got just what it takes to be in that position.

So long from the sunny side, Ride safe!

Cindy



DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 am
Round Table Pizza, Roseburg Valley Mall, Roseburg
(Contact Ed Halkyard at (503)673-6120 for info.)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover(503)673-1304

Hello again Brothers and Sisters,

We hope that all is well with each and everyone of you. We have been busy as usual and having fun with it.

February Casino Night was a great success and as usual we had a ball. The only thing that seems to need some work is Cris and his Auctioneer skills. There are bit long winded but humorous.

We are making plans for our "94" fireworks sale and plans are coming along fine. When the dates and place have been confirmed, I'll let you know. So plan on buying all of your fireworks supplies from your brothers and sisters of D.C. Chapter.

We are in the process of getting together with the folks from Jackson Co. and South Coast Chapters to discuss the regional run issue. We are looking forward to working with these two chapters.

Some of our members who are instructors in drivers safety went to a meeting held in Roseburg, about the High School Drivers instruction program. Del Freeman who heads up the program, and whom also has or maybe even still does ride a motorcycle, was present. After talking and listening to our instructors, Del spoke publicly to those folks who couldn't or just wouldn't listen to our ideas. Ya another step for FREEDOM.

We are putting an informational section in our newsletter so that all of the important correspondence we receive can be circulated to all chapter members.

Due to a very hectic schedule our "94" nominated Ways and Means Officer, Donna Woods, had to decline the nomination. Donna was a big asset to our chapter and we will all miss working with her. Sally Woodall was nominated, she accepted the nomination and was voted into office. Sally was a member when D.C. Chapter was just a baby and just recently became a member again. We are looking forward to working with Sally and we welcome her with open arms.

The weekend of March 5&6 we will be making early bird calls and a hour long T.V. spot for the Easterseals Telethon. Cris, our Coordinator and Caroline our newsletter editor went on T.V. last year and had so much fun(RIGHT CRIS) that some of us have decided to join in this year.

Brother Brad who was in a very serious car accident Christmas Eve. "93" was present at our February meeting. I tell you there was such a happy and warm felling inside of us having him back with us again. His financial difficulties have been resolved, so we won't be setting up an account after all. In fact \$20.00 of the money that we had collected, Brad put back into ABATE. Having Brad with us again was the best thing that we could ask for from 1994. We love ya Bro!!!

Well until March news gets here you all take care of yourselves and be happy.

Ride Safe, Ride Free
The RAW RAC

THANKS TO ALL WHO SUBMITTED THIS MONTH AND ON BEHALF OF THE STAFF, I WISH TO SAY HAPPY APRIL FOOLS MONTH. THE ONLY SERIOUS STUFF ARE THE LAWS BEING PASSED AGAINST OUR FREEDOMS!!! HOW MANY MISTAKES DOES IT TAKE TO PASS A LAW?? ONE. YOU NOT GETTING INVOLVED!!

JACKSON COUNTY

Meets 3rd Sundays, 11 am
Oreaganos Pizza 828 2nd Ave., Gold Hill
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Gene Nelson (503)855-7345

No report, first time.No report, first time.

LANE COUNTY

Meets 2nd Sunday 3:00 pm
Izzy's Pizza, 1930 Mohawk Blvd., Springfield
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Randy Bryan 683-3739
or Bill Foster (503)484-6679

Spring is here and so is Lane County ABATE. We have our event calendar for 1994 and our newsletter is still happening. This chapter is almost a new chapter as far as faces go. Don't listen to the past when thinking about the future. We are here for all the motorcyclists in Lane County, not just the Harley riders. Anyone, no matter how young or old, may participate in our meetings and functions.

Come on down!, Give me a call!!
Bill Foster; Coordinator
(503)344-0831

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, (503)563-3520

Well, our Poker Run and Anniversary took place, the coast weather was as usual surprising and was GREAT! We had a great run and was enjoyed by all. The band was super, food-great, and a warm fire...it could not have been any better!!

The Adopt-A-Highway program we are working on is coming along. We had 18 members view a video and sign the forms and they are off for approval. Again, our portion of Hwy 101 is between Mile post 151 and Sandpiper Dr.

Our chapter is discussing the May Awareness Rally in Salem and rounding up riders already. We hope to see a lot of our ABATE brothers and sisters at this rally.

Supporting the new chapters that are forming east of the Cascades is a real big subject also. It is especially important to set good examples for all the new members joining. Getting new members has never been a problem for us... KEEPING THEM HAS... Mother noted some time ago that over 5000 people have joined ABATE over the years and our current enrollment is about 1300. With new chapters forming it seems a perfect opportunity to MAKE THEM WELCOME! VISIT THEM AND TAKE AN INTEREST IN WHAT THEY ARE DOING...Thanx...

Ride safe and SOBER
DEB

P.S. Lincoln County ALWAYS meets 3rd Friday at Moby Dicks...Better check however for the FIRST FRIDAYS MEETING it might just be a fun time on a Saturday or Sunday!! Call the contact number listed above. Submitted by Lee Fouts

SO HOW DO YOU LIKE THIS ISSUE SO FAR? I KNOW THAT MANY OF YOU ARE PROBBILY ASKING YOURSELF, JUST WHAT THE FIOU IS HE DOING TO THIS ISSUE? WELL, ALL I CAN SAY IS, I AM JUST PLAYING A JOKE ON THOSE WHO READ THIS, AND TRYING TO ATTRACT THE ATTENTION OF THOSE WHO DONT!!
THE EDITOR

NORTH COAST

Meets 1st & 3rd Wednesday, 7:00pm
Pizza Harbor, Seaslide
Chapter Address: P.O. Box 468, Seaslide, Or 97138
Chapter Contact: Don Smack, (503)738-7156
Hello again from the North Coast!

Not too much new down here on the coast. Rained like crazy the month of Febru ary and first part of March. The days are getting longer, however and the weather is bound to change. Not much to report business wise, our social meeting was pretty good however. It was at my home and we had a good time. We had plenty of spaghetti and beer for everyone; about 16 members and 5 non-members showed up, which was great considering the heavey rain and gale force winds. I don't mind patting myself on the back a little.

Hopefully I'll have more news to report next month. In the meantime, RIDE SAFE.

Later
Ray

RAFFLE RAFFLE RAFFLE

LEATHER JACKET

DONATED BY JIM OF COLUMBIA MOTORCYCLES

ALL PROCEEDS GO TO HELP FOSSIL EMTS

(FOSSIL'S EMTS ARE AN ALL VOLUNTEER ORGANIZATION)

TICKETS ARE \$2.00 EACH

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DRAWING WILL BE HELD ON MAY 29 1994
YOU NEED NOT BE PRESENT TO WIN

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ANGIE
OR
ROTTEN ROGER AT: 285-4329



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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, (503)761-3269

Fossil will be at Kinzua Air Park and will feature Commander Cody and His Lost Planet Airmen, and Jimmy Rea and the Switchmasters as the main attraction. We still need volunteers to help run and organize this event. Summer Run is now on the agenda if you know of any sights or want to help organize this event call Rusty. Gordon came back from The legislative planning conference with all kinds of information. Like what the new bills will have in store for us, and making the state responsible for testing the equipment they force us to ware. lots of stuff about insurance, discrimination, helmet stats, and maybe having our own Lobbyist. So I guess he didn't just go down to party.

Speaking of parties, Melanee & I will be doing a lot of it thanks to DJ's swapmeet. This is the best swapmeet we've ever been to!!!!



THIS TICKET COULD MAKE YOU THE PROUD OWNER OF A:

1941 INDIAN MOTORCYCLE !!!!

*WINNING NUMBER CEREMONY WILL BE HELD ON MAIN STAGE AT 5:30 PM.. SUNDAY, MARCH 13, 1994

\$1.00

D.J.'S 503-285-7192



**NEED NOT BE PRESENT TO WIN.

15584

No

Need I say more?

See ya,
Road Rash

Lucky Lady Wins Big Time!!!

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: Nic Oliver (503)394-3456

Hi again from Salem.

By the time you read this our Icebreaker will have happened. To those of you who made it, thanks. I am sure it was a great success even if it did meet with a few flaws. One of them being the Parks and Recreation Dept. denied our application for Bike Games. We did however, get some help from them for next year, this comes in moving the location to Gateway Park right off of I-5. It didn't help for this year though. The Environmentalists screwed up another one.

Well, with all the changes being made at the chapter level we are having a tough time. But then who isn't? I guess this means that we will see more things happening, some good and some bad. I just hope that we don't lose sight of our goals and can work together to achieve them.

Till next month
DAGO

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

Hi from South Coast...Land of the High Tides!!!

Ninety mile an hour rain drops kinda sting!! Then it takes two days to get the dirt off the bike! But we're having funn...RIGHT?

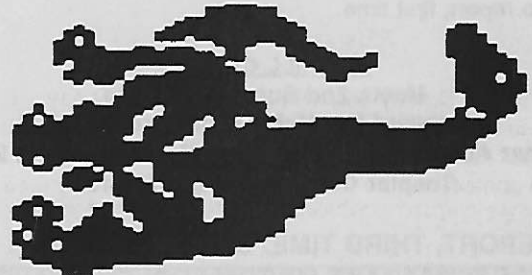
Had a really good turn out for the February meeting.

We are in our 2nd year now. Missing a few of the regulars who were "pretty regular". But wondering what's got them so peaved that they don't come around. Especially, when they make these motions to do some things... We pass it and do it without thier presence. Come on...Summer is coming, the rain will stop. Let's have more success at what we set out to do.

Got some big news: Congrates to Terry and Dorrie who are getting married, May 1st!!!

Hope to see a lot of A.B.A.T.Eer's at the Pony Village Motor Cycle Mall Show, May 14, ALL DAY LONG!

Hangin' in there
SNAPSHOT



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: Larry Schalk 774-2479

Hello:

Isn't the weather getting great for riding? And I know you have been out riding, because I've been seeing a lot of bikes. Congratulations, Central Oregon Chapter. May your new Chapter have the best of luck!

Our Anniversary/Poker Run is coming up soon, April 2. I hope some of you can make it there. After the Poker Run, we will be having a chili feed, at the River Road House Tavern. And we will have the Gas Hogs playing some good music.

Martha McQuirk from the Canine Companions For Independence, and a puppy from the program, came to our March 6th meeting. Having a dog enhances the life of a person with a disability, by helping overcome physical barriers, and becomes a true friend, providing constant companionship. We supported them last year, with a poker run. And we will do the same this year. It will be in late summer, but we don't have the date set yet, but when we do, please show your support, by attending as well.

We are only having one meeting this month, it will be April 10th 12:00 Noon at the Pizza Baron, on 122nd and Division.

HAPPY RIDING

ENJOY,
Debby May



WASHINGTON COUNTY

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

BJ's Fine Dinning, 446 West Baseline, Hillsboro
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Don Murry 648-9651,
Dave at V-Twin 648-4103

No report, first time.

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm

Westward Ho, McMinnville (3rd Street)
Chapter Address: P.O. Box 1179, McMinnville, OR 97128
Chapter Contact: Kralg, 876-5135

NO REPORT, THIRD TIME. ON PROBATION!

PLEASE DON'T TAKE MY TOM FOOLERY TO HEART. WHAT YOU SHOULD BE TAKING TO HEART IS THE LOST PERSONAL FREEDOMS TAKEN FROM YOU EVERY WAKING MOMENT OF YOUR LIFE! STEP UP AND DEFEND THEM. THEY ARE ALL YOU GET.

12

You're invited to join

The Fine Art of Riding

EROTIC MOTORCYCLE ART™

as we celebrate our first yeargasm with a special piece of artwork exclusively offered at the ABATE of OREGON Fossil Run, Memorial Day Weekend.

One year ago at Fossil, we started a business selling erotic art on t-shirts and bandanas. We didn't make millions, but we made it through the first year. So we're coming back to celebrate, and we're bringing new art and designs with us.

We'll have the ever-popular *Biker*, our new *Dutchman*, and of course the one that started it all, *The Ride*. We'll also introduce *Reena*, the first in our latest series called *Women on Wheels*. And in honor of our first year, we've custom designed a limited edition bandana called

Fossil--The First Yeargasm.

It features Sparky and Red, and the People's Choice from last year's bike show, a 1975-91 Shovelhead Chopper.

So stop on by for a visit, and give your eyes a visual treat to what Easyrider Rodeo viewers called "Intellectual Sex".

And to say thanks for coming, we'll donate \$2.00 from each special edition Fossil bandana sold to ABATE of OREGON for its Legislative Fund. After all, when you have your first yeargasm at the biggest party in Oregon, the best thing you can do is come and bring the host a gift.

A.B.A.T.E.

What it means to me!

By The RAW RAC

- A.** *A membership formed and organized by motorcycle enthusiasts, who's purpose is to work together as a whole, to win back the rights that our founding fathers gave to us when this nation of human beings was first formed and organized.*
- B.** *a BROTHERHOOD/SISTERHOOD uniting in a great friendship and love for life. Working to repair and maintain the quality of life that we all desire and deserve for ourselves and our children.*
- A.** *Arguing AGAINST a society that continuously picks away at our Freedom to make choices for ourselves and our families. Therefore keeping a line of communication open to this society is a must.*
- T.** *TOTALITARIAN acts can effect our lives in a negative way. That is why sharing with others the knowledge that we have acquired is so very important. Giving input as well as receiving input, then together acting on it in a positive way is one key to achieving our goal and defeat totalitarian acts all together.*
- E.** *ENACTMENTS that influence the quality of our lives in a negative way will be met with argument. Educating the young and misinformed people of this nation is the key to achieving our goal to have Freedom of choice in our lives, and then once again our hair may blow in the wind with the Freedom that it deserves.*

I hope that this will inspire our membership to give their input, I would be very interested in YOUR THOUGHTS!!

Dear Editor:

How can A.B.A.T.E. of Oregon promote safe riding habits and still have one of the chapters set up a poker run that was nothing but bar hopping?

I've been a member of NE Portland Chapter for ten years now, and I don't understand how drinking and riding can be considered safe riding habits. Many of you who know me also know that I've done this very same thing, although, I haven't done this for over five years. I've even set up a poker run that didn't stop at a single bar. It can be done!! I know of a run that is happening on the 31st of July that will benefit the American Cancer Society's local chapters that hasn't a single bar stop on it. If you'd like to come on this ride with me, I will have flyers at the NE Portland Chapter meetings as soon as they are ready.

I hope everyone knows where I'm coming from, and I hope I haven't made too many more enemies. If I've offended anyone, just remember that I DON'T drink and ride!!

Pat Gleason, NE Portland



750 cc's of power ease you down the road.

You tuck and the landscape is left behind in a blur.

You lean into a tight turn and there's only nine inches of air between your right knee and the pavement.

If your judgement is even slightly impaired, you haven't got a chance.

DON'T DRINK AND RIDE.
Traffic Safety. The Way To Go.
Oregon Department of Transportation



7TH ANNUAL
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COWLITZ COUNTY ABATE

JULY 15,16,17TH 1994

FREE RUN PINS FOR THE FIRST 300

FOOD LIVE MUSIC
VENDORS MUST PRE-REGISTER FUN & GAMES
30 DAYS IN ADVANCE

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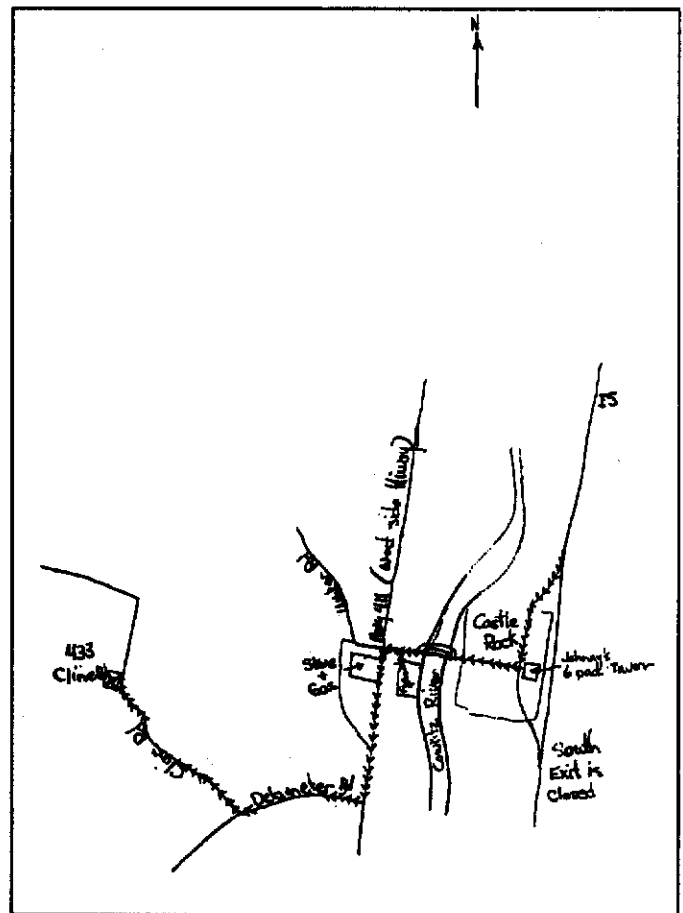
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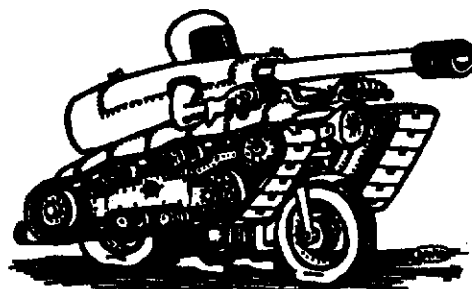
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98611



URBAN TRAFFIC SURVIVAL: Part VIII *Booze*



by David L. Hough

A few months ago, I suggested that one of the most dangerous things you can do on a motorcycle is simply ride into big city traffic.

So, this winter we've been thinking about urban traffic survival. We've considered how accidents occur in the city, and reminded ourselves of the importance of looking "ahead" to predict accidents before they become "sudden." We suggested that the best way to increase knowledge and improve important skills is to take the MSF Experienced RiderCourse. There were some hints about surviving surface hazards such as spilled diesel oil and edge traps. And we diagrammed some exercises experienced riders could use to sharpen steering and braking control.

We've slogged through a lot of territory in our journey through urban traffic survival, but it's all important. Perception, judgement, and proficient riding skills are all needed to manage the risks of city traffic. The good news is that it really is possible to manage the risks. And there are lots of veteran moto-commuters around who prove that it is possible to make it through the vehicular mayhem on a two wheeler.

The bad news is that all survival bets are off for anyone who rides a motorcycle while under the influence of alcohol. The easiest way to die while motorcycling is

to chug a few beers before the ride.

Now, don't run off just yet. This isn't going to be one of those temperance sermons. I am not a non-drinker. I enjoy a glass or two of Reising with my Saturday dinner, and a few Red Hooks certainly do wet my whistle at a beemer rally. Yes, I realize it is uncomfortable to talk about people's drinking habits. But alcohol keeps showing up in too many serious motorcycle crashes. If we are really interested in reducing the risks of motorcycling, it's a subject we've got to deal with.

To get a handle on the seriousness of the alcohol problem, let's review a few statistics. Every year in the United States, about 30 of every 1,000 motorcyclists is involved in an accident. In about 1 of those 30 accidents, a rider dies. The statistics indicate that motorcyclists are killed at almost 20 times the rate of other motorists, on a per-mile basis.

Now, let's consider just the fatalities. Here are some typical motorcycle fatality reports, from Oregon state, from 1991 and most of 1992.

"Single vehicle accident, lost control on curve, hit rock wall, dead at scene, just left friends residence 1/2 mile earlier. Rider endorsed. BAC 0.27"

"MIC lost control in curve, hit power pole. MIC not registered to rider. Rider not endorsed. No helmet. BAC 0.27"

"MIC ran stop sign, hit pickup at inter-

section Tucker Rd and 211, both rider and passenger DOA. Rider endorsed. BAC 0.07; passenger BAC 0.01"

"MIC high speed, came up behind traffic on I-5 left lane, tried to pass on right, hit back of semi, was hit and drug by auto. Rider BAC 0.18"

One of the common elements of the 51 fatalities which occurred in Oregon during that same time frame is the involvement of alcohol. Half of the fatalities involved riders who had been drinking before the accident:

Motorcyclist had BAC*	25
Motorcyclist had no BAC	24
Unknown BAC	02
Total fatalities	51

*BAC: "blood alcohol concentration"

We're not talking just drunk drivers bashing into sober riders here, we're talking about a lot of motorcyclists who thought they could get away with riding a motorcycle after a few drinks. In the Seattle area, the King County Coroner's office once suggested that 2 of every 3 motorcycle fatalities involved drinking riders. The National Highway Traffic Safety Administration (NHTSA) believes that about half of U. S. motorcycle fatalities involve alcohol.

What's worse, while the rate of alcohol involved fatalities is slowly dropping for automobiles, it is *not* dropping for motorcycles. Motorists are learning to separate cars and booze. Bikers continue to drink and ride at the same deadly rate as ever.

I'm not too ride to drunk!

Alcohol ingested into the stomach very quickly finds its way into the blood stream, and gets distributed throughout the body, from head to toes. The body slowly eliminates alcohol by oxidizing or "burning" it in the liver. So, the amount of alcohol in the body depends upon how much is ingested, over how long a time. Alcohol is a depressant which acts as a sedative in the brain. It reduces the functions of inhibition, self-control, coordination and physical reflexes. A few drinks helps us to get "loose and silly."

But alcohol does all the wrong things to a motorcyclist. We need perception, judgement and accurate control skills. Alcohol degrades all three. The most insidious effect of alcohol is that it degrades judgement. After a few drinks, I'm probably incapable of judging my condition to operate a vehicle.

He said:

A few years ago at a rally, while fielding some questions about sidecar outfits, I suggested that a short ride might provide more insight than a lot of words. My friend's wife was helmeted and eased into the chair, and I proceeded to demonstrate a few sidecar handling techniques with what I recall as considerable skill, considering that I'd had a few beers while waiting in the dinner line.

She said:

At a recent rally, this same passenger recalled that ride for the enlightenment of my grandson. The event was described more in terms of "loudmouthed drunken silliness" and, "half-out-of-control."

Obviously, we had a different opinion of my degree of intoxication. The lesson is that after a few beers none of us are capable of evaluating our own degree of impairment. It is because of this judgement-degrading effect of alcohol that smart riders make a decision about riding before they chug the magic elixir. I try to make a point of separating the drinking from the riding. Preferably, I save any drinking until the bike has been parked



for the night. I've got good reason to separate bikes and booze: Getting seriously killed would be nothing compared to the embarrassment of enduring the snickering of my fellow riders if I had an alcohol-related accident myself.

How much is too much?

To get some sort of measuring stick for blood alcohol content, let's dip into some typical drinks. There is slightly less than 1/2 ounce of alcohol in one beer, one glass of wine, one mixed cocktail, or one shot

of whiskey. A 12 oz. lager beer at 3.2% contains 0.384 oz. of alcohol. A 4 oz. glass of Burgundy at 11% contains 0.44 oz. of alcohol. A one oz. shot of 90 proof Bourbon contains 0.45 oz of alcohol.

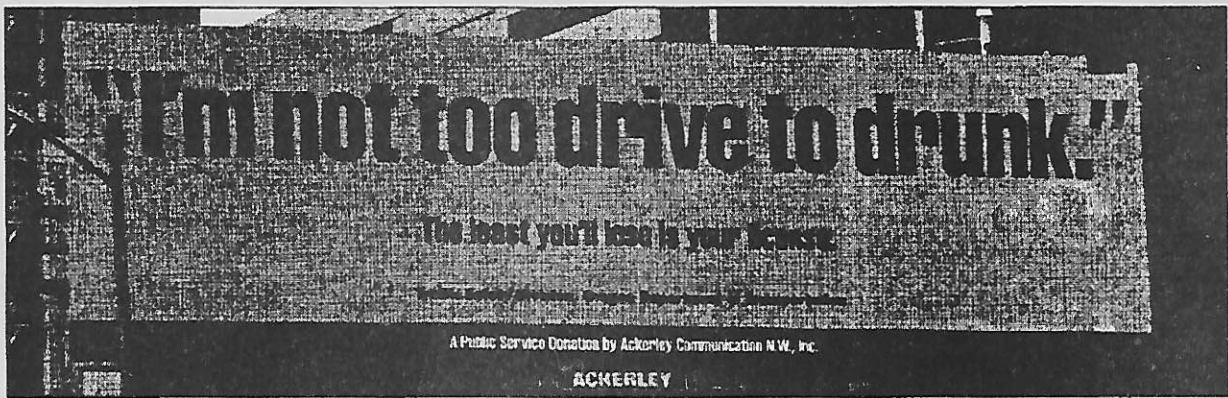
Most states measure a person's degree of intoxication by "blood alcohol content," or "BAC." Drunk driving laws typically specify Driving While Intoxicated (DWI) at 0.10 percent, or one part alcohol for every thousand parts of blood. There have been a great many studies comparing BAC to actual impairment. For example, The British Columbia Medical Association suggests that impairment begins at a BAC of 0.035 percent, which a moderate drinker could achieve with just two drinks in one hour. The BCMA further suggests that many people would lose sufficient driving skill to be a "menace on the highway" at a BAC of 0.05 percent, or three drinks within one hour. Take a quick squirt at the typical BACs in those Oregon accident statistics.

Burning It Off

Although different people react differently to alcohol, most folks will burn off about 0.015 percent per hour, or roughly one drink per hour for an average bodyweight of 150 lbs. Nothing

will speed up the process of burning off alcohol. Coffee might help you drain your bladder, but it won't help the liver oxidize the alcohol any faster.

What all this stuff about percentages and ounces and BACs and hours boils down to is this: Keeping BAC within safe limits means no more than one drink per hour. Smart riders who want to drink more than that either choose an alcohol-free beer, or leave their bike keys with a sober friend. Smart motorcycle groups do not stop at taverns or cocktail lounges during the ride. Smart rally organizers do



not allow an unattended beer keg. The decision not to ride while drunk needs to be made *before* the first drink goes down the hatch.

Drinking riders are a big enough problem that the National Highway Traffic Safety Administration (NHTSA) has developed a Motorcycle DWI Detection Guide and a videotape to assist in detecting impaired motorcyclists. Local police don't necessarily understand "normal" motorcycle operation, and an untrained officer might mistake an edgetrap avoidance swerve as DWI.

The NHTSA guide describes seven "excellent" cues which have a 50% or greater probability of predicting motorcyclist DWI. The cues apply to both day and night.

The "excellent" cues are:

1. Drifting wide during a curve or turn.
2. Trouble with dismount.
3. Trouble with balance at a stop.
4. Wobbling, late braking, strange lean angle, or erratic movement in turns.
5. Inattentive to surroundings.
6. Inappropriate behavior such as urinating at roadside.
7. Weaving across lanes for no apparent reason.

The NHTSA released "The Detection of DWI Motorcyclists" guide and videotape in late 1992. You would be doing a service to motorcycling to make sure your local police department has a copy of the videotape and DWI detection guide. The training materials were based on Technical Report No. DOT HS 807 839. For information on the materials, contact NHTSA Traffic Safety Programs, 400 Seventh St. S.W., Washington, DC 20590.

The Wise and Pure

Let's assume for a moment that we are all wise and pure ourselves, but we do have a few biker buddies who can't hold their booze. Does it matter to us that those other slobs drink, ride, crash and die? Well, it should matter. For one thing, if those other folks are our buddies, we ought to care for them enough to help them avoid getting hurt. And, even if we don't know them personally, the accident and fatality statistics have a direct effect on things like helmet laws and insurance premiums.

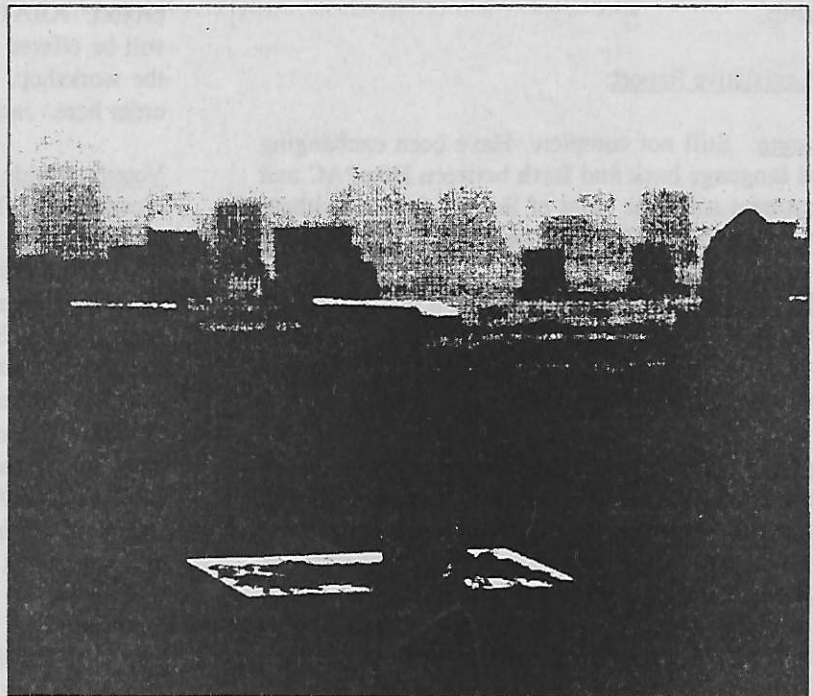
The trouble is, booze is such an integral part of many "biker" events that

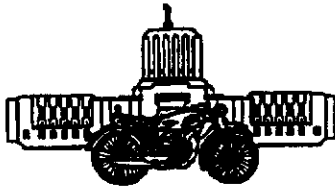
small steps aren't going to accomplish much. If we want to bring about a significant and permanent reduction in motorcycle fatalities, we need to stimulate an attitude shift about booze and bikes.

The old attitudes are, "I can handle it." "A real man can corner faster after a few beers." "I've had a few close calls, but I haven't died yet." "If we can't have an open keg at the rally, why bother to go?" "I'll sober up when I get a little wind in my face."

If we want to reduce motorcycle fatalities, the single most important issue is to make riding after drinking a motorcycling taboo.

How do we do that? ♪





BikePAC of Oregon

P.O. Box 5612, Salem, OR 97304

Oregon PAC ID # 000019

Jack Fassel 650-9336
Executive Director

Butch Harbaugh 838-1460
Legislative Director

Steve Benson 399-7514
Secretary/Treasurer

Advisory Board Meeting Minutes-March 6, 1994

Meeting called to order at 12:03 p.m. In attendance: Jack Butch and Steve Exec. Board members present; Brian & Teresa; Kirk Moore, Lynn Phillips, Norm Mabee (Trinity), Dwight/Carolyn Hageman (Trinity RR & our newest MABs) and Sam.

REPORTS

Minutes approved as published.

Treasurer's Report: Balance approximately \$1260.

Membership Report:

Voting district project: Jack in charge but could use help.

District 28: It was discussed and unanimously voted to offer new District members a free first year PAC membership.

Oregon Legislative Report:

Rule Change: Still not complete. Have been exchanging suggested language back and forth between BikePAC and the government since the close of the '93 session, without reaching a proposal acceptable to both sides.

"Hats Off Revisited": Brian is preparing a publication for the upcoming '95 legislative session, based on "At Home In the States." It is in reality an ongoing project, needing updating on a regular basis.

May 7th Rally: Gov. Roberts has told us she will not be available for rally on May 7. (May 12 between 10 and noon is signing ceremony for the "Motorcycle Awareness Month" proclamation.) We have permits (thanks Mel & Salem ABATE), insurance (thanks Jack and AMA), AMA sanction and pins are on order. Proceeds from sale of pins will go to BikePAC Legislative Fund. First flyer has gone out soliciting participation including volunteers, speakers, coordinated runs, exhibitions, etc. Invited to participate are: ABATE and all their Chapters, AMO,

MRF, Trinity, GWRRA, NW Trail Riders, Trask Mt, Sunseekers, Mt. Scott, Trailsmen, OMRA, MRA, Team Oregon, NW Harley Riders, Washougal, OAIWA, Rose City, Applegate, Blueknights, NW Off Road Racers, AIM, BMW Riders, Women In the Wind, ORV, WMCI, Lobos, AMGDIS, HOG, Salem HOG, and the following legislators: Lonnie Roberts, Mary Alice Ford, Bill Fisher, Catherine Webber, Jim Whitty, Gail Shibley, Randy Miller, and Mike Kopetski. In addition, Butch will contact the Dealers Association & Oregon Vintage. Teresa/Jack will check with the Governor's Advisory Board and Off-Road Advisory Board. It was pointed out that the "silent" majority has been given the opportunity to participate; hopefully they will.

Legislative Buddy Project: - Looking for 60 to 90 individual motorcyclists to pair with one or two legislators in his/her home voting district, to improve our rapport with all members of the legislature. Don Smack and Mel Yeager are working on specific information for this project. ABATE's STEAM session April 16 - a workshop will be offered and Brian & Teresa are free to administer the workshop. A little planning and coordination is in order here. Jack will make some calls

Voter's Guide Project: The draft questionnaire was (developed at The Dalles Session) was distributed at the meeting and a few modifications were agreed to. It was also agreed that sufficient off-road issues were asked and that the single questionnaire was appropriate for both Federal and State candidates. The AMA has been contacted to seek their financial and distribution support. Jack will forward our questions for their review. We hope to reduce size of voters pamphlet from the last one, to cut printing and mailing costs. Teresa will do the layout. The PAC needs YOUR help to conduct all steps of this project, including getting questionnaires out, answered, returned and compiled. Butch needs a questionnaire for his interviews.

Lobbyist: Butch will be our hired lobbyist for the '95 session. There are a couple of solvable details that need resolution: (1) Who does Butch, the lobbyist, report to since he is also the Legislative Director? (2) Funding?

We are targeting an aggressive \$1000/month fund raising campaign. In order to achieve this target, additional funding methods will be necessary. Teresa will investigate 'the envelope' mechanism to be handed out everywhere on a regular basis. We might create a "legislative supporter club" pledging X amount per month/year.

Legislative Concepts: Ideas for concepts were grouped into four categories. Some topics have a 'stuckee'. Some don't. We need individuals to generate the concept by Nov 1, 1994, or we don't pursue them. If OPEN, notify Jack of your interest.

The Helmet Group: a) helmets/adults - Jack b) responsibility act - Brian c) parity/secondary offense - OPEN

Insurance Group: a) responsible rates - OPEN

Law Group: a) off-road sticker (Arnold?) b) reckless = assault - Sam c) disable parking - OPEN

Education Group: a) high schools/remedial awareness - (Mel?) b) Team OR = endorsement - OPEN c) SVIA off-road young riders - OPEN

Governor's Advisory Committee: Discussion at the legislative planning conference led to a letter to Jane Cease from Teresa Hepker expressing motorcyclists' concerns regarding the ability of the Committee to accomplish its mission and noting perceived problems. We've yet to hear from Jane but have heard from others. Assigned actions (if you feel there's a problem) include: (1) letter writing to Margie Druery, Assistant Director, Executive Appointments, Office of the Governor, State Capitol, Salem, OR 97310-0370 to ask for an extension of term for the present Committee Chair Wayne Schumacher. (2) Butch to seek advice of Ms. Michael Wert of ODOT. (3) Jack to contact Karen Morrison (ODOT) and Arnold to better understand what's working on the off-road side.

Federal Legislative Report: See enclosed action guide.

OLD BUSINESS

T-shirts from Legislative Conference have been ordered.

NEW BUSINESS

Counter displays are ready and distributed at meeting, with new flyers. Contact Jack for these.

AMO is having a swap meet April 17, Sunday after ABATE's STEAM conference. Jack is trying to set us up with a booth. Brian is trying to set up an MRF booth, volunteered to do BikePAC booth at same time.

MEETINGS:

April 10, Noon; Advisory Board Meeting. Main Street Pizza-West Linn (Exit 8 from I-205, head north)

Annual meeting May 1, 1994 - Up for election is position of Legislative Director.

May 7 is MAY Rally.

There will be meetings in June, none in July or August, then back to monthly meetings.

Meeting adjourned at 2:10 PM

**REMEMBER
MAY 7TH, 10 AM - NOON
STATE CAPITOL STEPS
MOTORCYCLE AWARENESS RALLY
PUT IT ON YOUR CALENDAR & BE THERE.**

Butch Harbaugh
Candidate for Legislative Director
BikePAC of Oregon, Inc.

OBJECTIVES: To educate all motorcyclists of Oregon about the importance of their participation within the legislative system to protect their rights to be motorcycle enthusiasts.

BACKGROUND: Born 6/9/47 in Pennsylvania. Served Vietnam '65 - '68. Oregon resident since 1970.

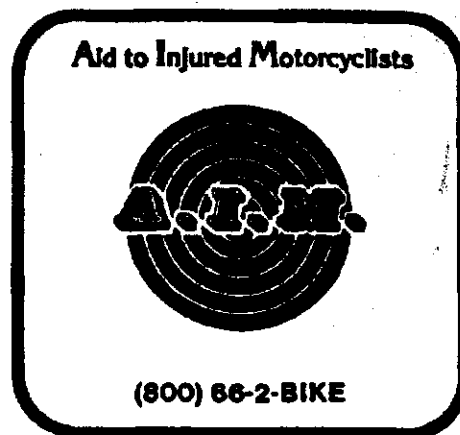
EDUCATION: High school graduate Johnstown, PA. Attended college at Napa, CA - Industrial Arts, Life Science and Ornamental Horticulture

EMPLOYMENT: Career carpenter

COMMUNITY SERVICE: Salem Senior Services, Polk County Housing Authority, Oregon State Hospital Youth Adolescent Program Volunteer, Former Vice coordinator ABATE of Salem, Legislative Director and Lobbyist for ABATE of Oregon, Legislative Director for AMO, Lobbyist for Oregon Coalition of Motorcyclists, Legislative Director and Lobbyist for BikePAC, Member National Legislative Task Force, NCOM



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

TEXAS BIKERS WORK WITHIN THE POLITICAL SYSTEM

ENCINO, CALIF., March 22, 1994— Motorcyclists in the Lone Star state are learning how to impact the political process...from inside the system.

The Texas Motorcycle Rights Association, Texas Motorcycle Roadriders Association, Gulf Coast Motorcycle Rights Association and the Texas ABATE Confederation are all working to get their members elected as delegates to the state convention. Since democrats control the Texas legislature, the groups are concentrating on the Texas State Democratic Convention.

Like Texas, many states have a caucus system which allows "the people" to influence party politics. The precinct caucus is a grass-roots meeting where citizens in the area discuss issues that concern them and begin the process of selecting candidates for local, state and federal offices. Delegates are then chosen to go on to county and state political conventions.

Anyone can attend a precinct caucus, but in order to participate you must have voted in the primary election, either absentee or at the polls. You must select a party affiliation, but this doesn't obligate you in the general election in November or in local elections.

There are two main pieces of business that must be conducted at the caucus; the adoption of platform resolutions and the selection of delegates to the county convention. Therefore, the objective is to get pro-motorcycle resolutions passed and to get riders selected as delegates.

Although politicians are not bound by party platforms, adopted resolutions can influence their stand on the issues.

Texas' motorcyclist rights groups hope to have hundreds of "biker delegates" at this year's convention. The simplicity of this project was illustrated recently by Bill Carlton of the National Coalition of Motorcyclists' Board of Advisors. Carlton was the only person attending his precinct caucus and was readily selected as a delegate.

In the past, riders rights were not considered important to those taking part in the process. That's about to change in Texas, where concerned bikers like Dale Slaughter, who initiated the caucus effort, have proclaimed; "1994 will be known as the Year of the Biker at the Texas State Democratic Convention!"

NCOM has long supported efforts to get motorcyclists elected to public office, such as U.S. Senator Ben Nighthorse Campbell of Colorado, Wisconsin State Senator Dave Zien, New Hampshire State Representative Sherm Packard, New Mexico State Representative Rick Miera and South Dakota State Representative Jim Putnam; all members of the NCOM Legislative Task Force.

For a detailed report on the caucus system prepared by B.J. Waugh, an activist in the project, contact NCOM at 1-(800)-525-5355. Special thanks to the Minnesota Motorcycle Riders Association and ABATE of Wisconsin for information used in portions of this article.

- end -



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

IIHS CALLS RIDER TRAINING INEFFECTIVE IN REPORT TO THE UNITED NATIONS

ENCINO, CALIF., March 21, 1994 – Apparently, America's insurance lobby is exporting their anti-motorcycle propaganda. In a recent classified report to the United Nations, the Insurance Institute for Highway Safety told the U.N. Inland Transport Committee that motorcycle safety training doesn't work and should not be considered as an alternative to other safety measures for younger riders.

Distribution of the IIHS report was restricted to official agencies during an October 1993 Seminar on Safety of Young Drivers held in Tel-Aviv. The purpose of the conference was to discuss methods of dealing with the youthful driving problem, and the report advocates increasing the minimum age for motorcycle license.

Citing that "Motorcycles are a particularly dangerous form of motor vehicle travel...that appeal(s) to the higher-risk subset of young males," the report goes on to discount driver and rider training, stating "As in the case of passenger vehicles, motorcycle education or training does not seem to confer an advantage in terms of reduced crash risk. When such programmes have been evaluated scientifically in the United States, they have been found either to have no effect on subsequent crash involvement or, inexplicably, to increase it."

Although the U.N. document was never intended for public scrutiny, a copy was obtained by the F.E.M. (Federation of European Motorcyclists) and passed along to NCOM/ICOM founder Richard M. Lester during a visit to Belgium to discuss the International Coalition of Motorcyclists and worldwide motorcycling legislation.

"The report flies in the face of fact," said Lester, "Motorcycle fatalities in the U.S. have declined by more than 50% over the past twenty years, and virtually every state and federal agency has cited motorcycle safety training as the primary reason."

Lester went on to warn, "Why the insurance industry would lobby against rider training in favor of increasing the minimum riding age is pretty obvious from a profitability standpoint. What motorcyclists need to be wary of is that the IIHS is circulating their flawed research and biased opinions on a worldwide level."

European riders in particular have already experienced a glut of motorcycle legislation passed from country to country in the name of conformity and a world economy. Tiered licensing, horsepower limitations, leg protectors, conspicuity, restricted modifications and other limitations on rider's rights is plaguing the European motorcycling community and may soon spread to the U.S.

This year's NCOM Convention in Harrisburg, Pennsylvania, May 5-8, is billed as the first International Coalition of Motorcyclists Meeting and rights group leaders from nearly a dozen countries will be present to discuss motorcycling issues from around the world. For further information, call NCOM at 1-(800)-525-5355.

- end -

LOOK AT THIS WILL YOU? THIS IS IN RESPONSE TO AN ERROR THAT I LET GO. THE INFORMATION WAS IN AN AMA RELEASE AND I JUST PRINTED IT LIKE IT WAS. THIS LETTER I DO APPRECIATE. IT ALSO SHOWS ME THAT MORE THAN JUST "BIKERS" ARE READING MY PUBLICATIONS. I APPOLIGIZE FOR PRINTING MISINFORMATION.

-THE EDITOR

Oregon

February 18, 1994

DEPARTMENT OF
TRANSPORTATION

G. W. Hieronimus
Editor
A.B.A.T.E. of Oregon, Inc.
PO Box 4504
PORTLAND OR 97208

DMV

Dear Mr. Hieronimus:

On page 3 in the February 1994 newsletter, an article said that Oregon's two-tiered motorcycle licensing system, which has been eliminated, "limited all first-time riders to bikes under 499cc." **This is not correct.**

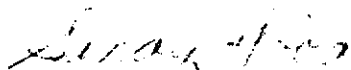
Under the two-tiered system, the "Q" endorsement allowed drivers to operate motorcycles of 499cc or less; the "M" endorsement allowed drivers to operate motorcycles of 500cc or more. An individual could have applied for either a Class I (unlimited) instruction permit or a Class II (499cc and under) instruction permit. When an individual went in for the actual drive test, s/he could obtain either endorsement, depending upon the size of the motorcycle used for the drive test.

Under the new endorsement system, an individual applies for "one-class" motorcycle instruction permit, and receives an "M" endorsement when successfully completing the skills test. The "M" endorsement allows an individual to drive any size motorcycle.

DMV is not requiring individuals who currently hold "Q" endorsements to obtain duplicate driver licenses and instruction permits with the "M" endorsement to operate motorcycles of 500cc or more. We interpreted the law, based on legislative intent, to mean a motorcyclist with a "Q" endorsement could drive any class of motorcycle after November 4, 1993.

Also, all applicants 16, 17, and 18 years of age were, and still are, required to complete a motorcycle rider education course. Proof of completion must be submitted on a "Motorcycle Rider Course Riding and Street Skills Completion Card" issued by Team Oregon Motorcycle Safety Program.

Sincerely,

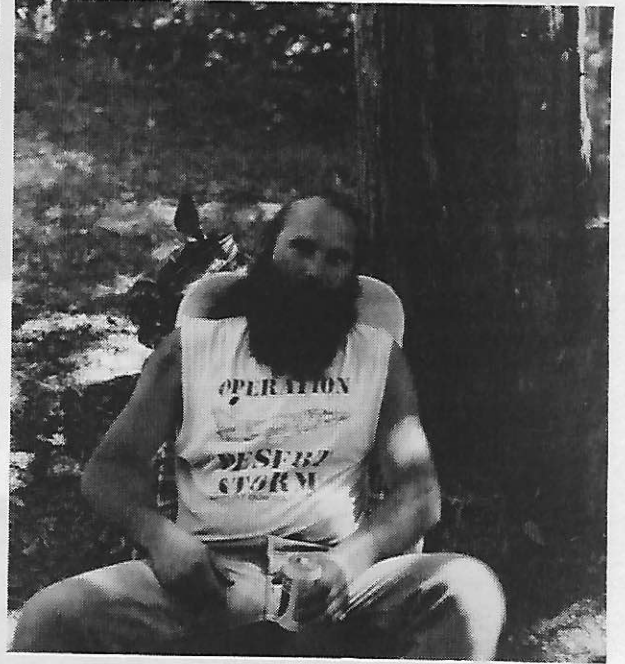
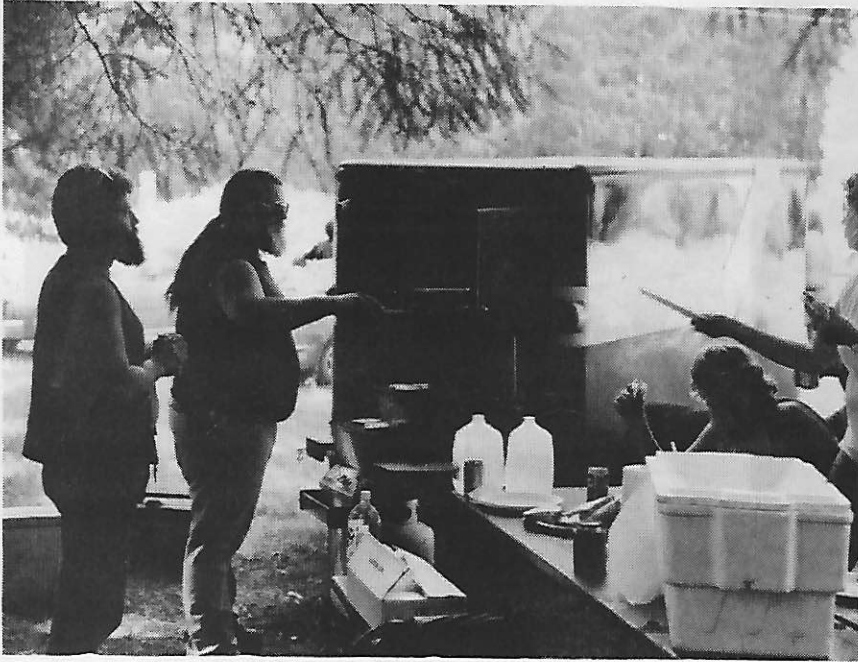


Sandy Wood, Coordinator
Driver Licensing Team
Driver Programs



1905 Lana Avenue NE
Salem, OR 97314

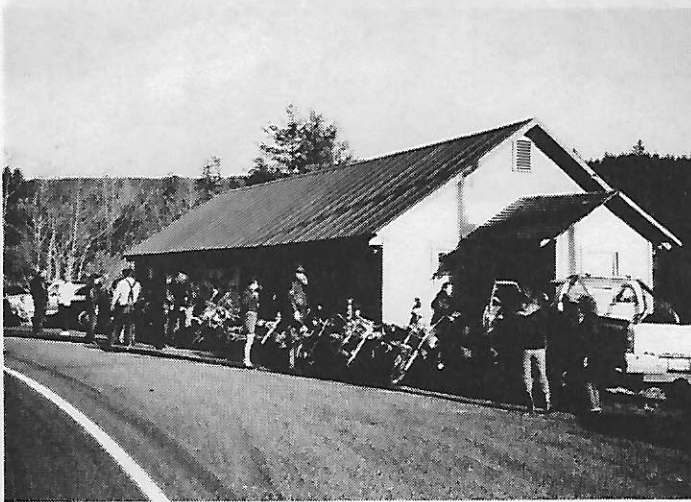
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**THE FIVE (PLUS ONE UN-SCHEDULED) STOPS FOR
LINCOLN COUNTY'S ANNIVERSARY PARTY
"LONG JOHN POKER RUN"**



**DOUGLAS COUNTY DOES A CLEAN UP
1993 TOKETTEE HOT SPRINGS**





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Sunday, March Twenty-Ninth

Attention: Winners
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A total of twenty bikes are necessary
Ten each for the ushers and brides maids

In a static display

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-and-

Miss Alice Martin

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THE A.I.M.ING POINT

Greetings brothers and sisters,
The month of March roared in like a lion in some parts of the country but here in Portland the weekend of the 5th and 6th laid down like a lamb and many of us took advantage of it and went for a putt. I know this happened because I did too. The ride to Silver Creek Falls this time of year on the back roads is gorgeous. It really felt good to ride just for the joy of it.

The first workweek of March found me out and about the Eugene-Springfield area placing A.I.M. information display boxes in motorcycle establishments, as a part of my job you understand, and I chanced upon the renewed Eastside Harley-Davidson store.

You may not be aware the good folks at Eastside Harley were the victims of a devastating fire recently. I'm told that when the night janitor started to vacuum around some police bikes the place just went up. Apparently there may have been a fuel leak which was ignited from the motor spark in the vacuum or something.



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FOR HARLEY DAVIDSON MOTORCYCLES**

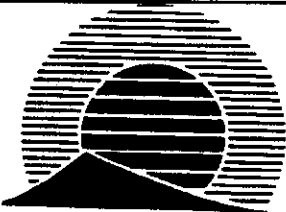
CUSTOM CHROME VISA

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8200 E. MILL PLAIN BLVD.

It not only took the business but the upstairs apartment they lived in as well. They had been in that location for many many years. I was in the new store on Friday. (just around the corner from the old location) The new address is 144 S. 14th St. in Springfield. The Harley-Davidson sign will be up shortly and the new store looks great.

If you find yourself in the area stop in and say howdy. I know Frank and his staff will appreciate seeing you. I was treated like an old friend and it made me feel real good.



DAY CHIROPRACTIC

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David A. Day, D.C.
Chiropractic Physician

It's one thing to lose a business to fire, or any disaster, but when your home is lost as well the impression stays with you for life. I've been there and know what these fine people are going through. It takes real dedication to the people you serve to start from scratch when its all been taken away. My hat is off and I wish the folks at Eastside Harley-Davidson in Springfield, OR well.


I'm starting to feel the excitement of spring and the riding in the sun season. The scooter is waxed and the trailer rebuild is completed.

This year I haul the condo inside the trailer instead of tied on the outside. Gunny Hutch won't look like Joe Scrounge going down the road anymore.

Our A.I.M. display at some of the runs this year will be under a new gazebo that is self supporting, and water proof. So when it rains we will have a dry place to sit.

We also have some new "A.I.M." reps to help me with some of the runs this year so we can do a better job getting the word out to our brother and sister bikers. If anyone is interested in helping out please let me know. You won't get rich but there is compensation for your efforts.

There are just too many organizations for me to be as effective as I would like to be without help. There are a lot of runs, camp-outs, swap meets and meetings all over the state and I simply don't have enough arms and legs to cover it all. I've been looking for a clone machine but so far haven't found one. I really appreciate the assistance.



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JIM TAYLOR'S ARCO

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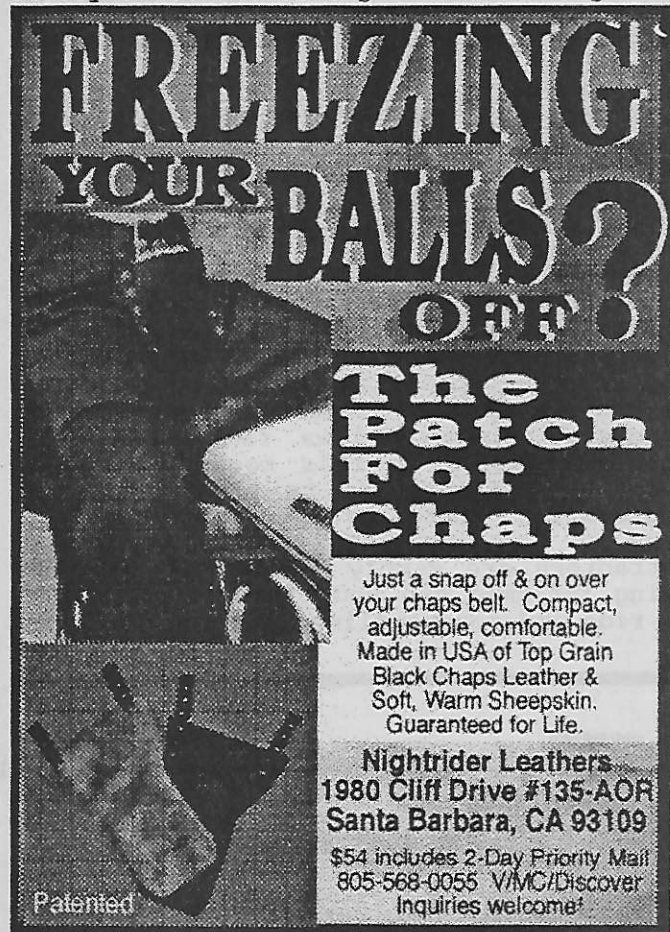
• SINCE 1981
• CERTIFIED MECHANICS

284-6594

After the GWRRA Motorcycle show at the Jantzen Beach Mall April 16-17 (come down and see me) I will start to work on having them host an all-make motorcycle show. Hopefully we can get a coalition of motorcycle organizations all working together to show the public all kinds of bikes and give us a great opportunity to improve our image.

When the time comes I will be asking for assistance from everyone that will get involved. I'm thinking about booths scattered among the bikes working to solicit memberships and give out information for all the organizations in the show. We will be setting up tents and

tent trailers, showing off cargo trailers and motorcycle camp ideas, maybe even starting the toy drive with the show. There are lots of ideas wandering around in the back of my head. We will see what happens. Here is some good news for some folks. At the March 8 meeting of Wash Co Chapter it was decided to try **NO-SMOKING** meetings, to attempt to get more members. They believe some members will show up that don't come now because of the irritation some people experience from the smokey environment. Instead there will be more breaks if needed so you smokers can get your tobacco hit. This is another example of people taking a hard look at what they can do to improve their contribution to the A.B.A.T.E. organizational image. The folks we want to attract as active members will be impressed by anything we do and if we are positive it is in our favor. I'm not saying it will work but we will find out. There are other chapters out there doing the same thing. On a personal note I would like to know what kind of results you come up with. The DJ's Swapmeet went off with a bang to really start the riding season off right.



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Patented

I had the help of one of our new A.I.M. representatives, Paul Defoe of Washington County A.B.A.T.E., working with me for his maiden trip into the AIM world. The always welcome and praiseworthy A.I.M. Attorney Sam Hochberg was also on hand with his

valuable support and information. Between the three of us we signed up over two hundred thirty new A.I.M. members. My arms are sore from patting everyone one on the back.

According to the records I have it was the single most successful day we have had since I've been the A.I.M. Chief of Staff for Oregon. Welcome aboard all you new folks, we are happy to have you with us. Elsewhere in this issue I have arranged permission to reprint an article put out by AMA that is worth the reading. Some of you are familiar with it but nevertheless it will serve as a reminder of what A.B.A.T.E. is all about.

This organization (A.B.A.T.E.) as I see it is one of the reasons we have the freedom left to ride. I may seem to preach at times but we **MUST** pay attention to what is happening to our freedom in this country or we will wake up one day and find ourselves living in a police state. It scares me more and more each day as I read the news papers and watch the things that are taking place on TV.

With that I close my commentary for this month.

Keep the round side down,
 Gunny Hutch

REWARD

\$ 100.⁰⁰

SOME JERK STOLE MY 1993 FATBOY

RED / BLACK WITH EXTRA CHROME WA. LICENSE PLATE "TOOFAT"

ALSO TAKEN WAS A LANGLITZ JACKET, SIZE 50+ WITH ID MARK "JERRY STEWART 3 - 93 OR 4 - 93"

ANY INFO PLEASE CALL:
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 PAGER 321-9885
 OR
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Carol Webster / *255-9492* / *249-8046* / *NE Chapter*
Name / *Pager* / *State Rep*

THIS IS BEING RUN AS A PUBLIC SERVICE TO THE UNFORTUNATE PERSON WHO LOST THEIR RIDE. PLEASE HELP IN LOCATING THE SAID SCOOTER

A.I.M.ING POINT SUPPLEMENT

(note) I think this article is a good reminder for us all as to what our government will do **FOR** us because we don't take the time to vote, GUNNY

(This article is reprinted permission of the AMA Government Relations Department)

IN SUPPORT OF VOLUNTARY HELMET USE: FACTS AND FALLACIES SURROUNDING THE CURRENT HELMET LAW DEBATE.

INTRODUCTION:

The debate over mandatory helmet use for motorcycles will soon enter its third



decade and the temperament of the discussion remains as heated now as it was when such laws were first mandated by the Highway Safety Act of 1966. Historically, the debate has centered around the riders freedom to make decisions affecting his or her personal safety versus the government's, or society's, power to mandate such protection. However, in recent years the debate has swung away from this philosophical argument to encompass a more difficult, but more easily quantified element: the claim that motorcycle accident victims represent a disproportionate burden to society. This issue has now set the tone of the debate.

The Highway Safety Act of 1966 incorporated language that required states to pass mandatory helmet-use laws or lose a portion of their highway construction money. Few states could afford to loose construction dollars. As a result by 1975 all but three states passed helmet-use laws. That year, largely as a result of pressure applied by citizens who objected to such legislation this "Blackmail" power was removed from the federal government by the passage of The Federal Aid Highway Act of 1975. Subsequently, **31** states moved to permit adult riders to make their own decisions on helmet use.

The "Blackmail" element was reintroduced into the debate with the passage of the **INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT of 1991**. Section 153 of this bill requires states to enact mandatory seatbelt and helmet-use laws or lose control of a portion of their highway construction dollars.

The restoration of this heavy-handed federal coercion, combined with the "social burden" argument, has radically changed the nature of the legislative debate on helmet-use legislation. No longer are such laws presented as merely issues of "individual choice." The threat of federal sanctions has reduced decision to one of simple dollars and cents for beleaguered state legislators looking for million dollar deficits. This has caused a renewed interest in helmet legislation affecting adult motorcyclists.

Not since the passage of the original 1966 act have so many state contemplated helmet-use laws for all riders. Currently 25 states maintain freedom of choice for adult motorcyclists: three have no requirements. However, during the 1992 legislative session, twelve of these states considered legislation to require helmet use for all riders. Legislation has already been introduced in both houses of the U.S. Congress to remove the federal "Blackmail" sanctions. If either of these repeal bills Senate Bill # 295 and house resolution #799, are to have a chance of passing, riders must be familiar with the new elements surrounding the mandatory helmet law debate.

The Interest of the American Motorcyclist association in these contemporary issues is heightened because the rationale that supports mandatory helmet laws for adults is frequently cited in other public policy issues which are potentially detrimental to motorcycling.


Proponents of catastrophic health insurance, legislative bans on certain classes of motorcycles and other forms of discrimination rely on similar arguments to justify their position.

Regardless of ones beliefs with respect to mandatory helmet-use laws, familiarity with the information in this booklet will be helpful in responding to other forms of legislation that threaten motorcycling. Many of the arguments put forth by our detractors are simply wrong: but only by being informed can you protect your right to ride and motorcyclings future.

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THE AMA POSITION IN FAVOR OF VOLUNTARY USE OF HELMETS POSITION:

The American Motorcyclist Association (AMA) has always encouraged the use of helmets, gloves, sturdy footwear, and protective garments in general, as part of a comprehensive motorcycle safety program to help reduce injuries and fatalities in the event of a motorcycle accident.

The association will not oppose laws requiring helmets for riders and passengers who are minors. It believes that many young motorcyclists and passengers who are minor may lack the maturity to make an informed decision regarding the use of motorcycle helmets.

It is, therefore, appropriate to require the use of safety helmets for minors.

Although the association strongly encourages helmet use by all motorcyclists, it maintains a long-standing fundamental belief that adults should continue to have the right to voluntarily decide when to wear a helmet.

The association further believes that helmet use is insufficient to insure a motorcyclists safety. There is a broad range of other measures that can be implemented to improve the skill of motorcycle operators as well as reduce the

frequency of situations where other vehicle operators are the cause of accidents involving motorcycles.

DISCUSSION:

The AMA has traditionally supported the right of adults to choose whether to wear a helmet. Our position has remained unchanged since the 1966 inception of mandatory helmet laws across the nation. Even though our members are strongly encouraged to wear helmets, we believe the choice clearly should remain with the individual.

To better understand the Association's position on helmet laws, it is first necessary to make a distinction between the use of helmets and mandatory helmet laws. Some members of society tend to view the helmet only as a mechanical safety device in the same category as seatbelts. What they fail to realize is that it is viewed by motorcyclists as an accessory of personal apparel connected with their chosen lifestyle and their right as adults to make their own decisions. Unlike seatbelts, helmets do not come "standard" with motorcycles and represent a separate purchase. Helmet laws on the other hand, are a manifestation of society's belief that its members lack the wisdom to make decisions about personal safety and must therefore be subjected to arbitrary laws.



hack'd

THE MAGAZINE
FOR & ABOUT
SIDE CARISTS



P.O. Box 813
Buckhannon, WV 26201

304-472-6148

This is a concept we must reject. The injuries from which a helmet may protect a rider do not occur until after a rider is involved in an accident. A mandatory helmet law does nothing to prevent an accident from occurring. The AMA has been a strong advocate of motorcycle rider education, improved licensing and testing and increased public awareness; all proven preventative measures that actually reduce accidents and improve safe operation. Those statistically viable programs did not exist twenty years ago. There is evidence that these programs, and the comprehensive approach to motorcycle safety they represent, have contributed significantly to the improved safety record of motorcycles.

It is suggested by some that permitting mature adults to make their own decisions on helmet use creates an excessive burden for society as a result of health care costs incurred by helmetless riders. However, when the costs of motorcycle related injuries are examined in the context of the total health care picture, the figures are startling.

According to the U.S. Department of Health and Human Services; Americans spent \$75 billion on all motor vehicle accident-related medical expenses in 1989. This compares with \$604.1 billion for total U.S. health care costs (reported by Health and Human Services Secretary Louis W. Sullivan), indicating motor vehicle accidents account for 12.4% of our nations annual health care costs. The National Highway Traffic Safety Administration reports there were 11,522,000 crashes

involving motor vehicles in 1989, 101,000 of which were motorcycles. Simply translated, motorcycles represented less than 9/10ths of one percent of all crashes involving vehicles or approximately .001% of our nation's total annual health care expenses when compared proportionately. This figure would be further reduced if it were possible to determine what percentage of those expenses were incurred by helmeted versus non-helmeted riders.

Realistically, motorcyclists are certainly not the only group of people who might create a social burden as a result of individual decisions. We are a society of risk takers and even by avoiding the "extremes," mountain climbers, bicyclists, skiers, equestrians, and joggers could be placed in a similar category. Despite these "burdens," we don't see aggressive legislation designed to limit society's exposure to these costs nor would such legislation be appropriate. We have long ago decided as a civilized society to balance individual freedoms with necessary social costs.

The value of a helmet is neither enhanced nor diminished by the presence or absence of a mandatory helmet law. We believe that the same principal applies to mandating personal safety, whether it be motorcycling, skiing, or some other risk-related activity. We must rely on individuals and society to provide the education and the experience to aid us in making decisions that are right for us. Ultimately, society cannot be expected to make individual decisions we must be free to make ourselves.

RESPONSES TO CLAIMS MADE BY HELMET LAW ADVOCATES

CLAIM:

"Injured motorcyclists do not pay their hospital bills, they are usually uninsured and rely on the public to pay for their injuries!"

RESPONSES:

*A study conducted at Harborview Medical Center in Seattle, Washington, reported that 63.4% of the injured motorcyclists in the trauma center relied on public funds in order to pay their medical bills. However, according to testimony by the director of the trauma center, David Gitch, 67% of the general patient population also relied on taxpayer dollars to pay their hospital bills in the same time period.

*In a more recent study conducted by the University of North Carolina's Highway Safety Research Center, researchers reported that 49.4% of injured motorcyclists had their medical costs covered by insurance while 50.4% of the other road trauma victims were similarly insured. Motorcyclists are just as likely to be privately insured as any other injured road user.

*Spiraling health care costs and the difficulties of many Americans have in

obtaining adequate health insurance are very real problems. Mr. Charles Browsher, the Comptroller General of the United States, testified before the House Ways and Means Committee that if current trends in health care spending continue the nation will expend nearly 15% of its Gross National Product on health care by the year 2000: this is an amount equivalent to our current defence budget. Additionally, there are an estimated 32 million Americans lacking any form of insurance whatsoever. However, the problems evident in our national health care system are in no way the fault of America's motorcyclists.

CLAIM:

"Many injuries and deaths occur as a result of motorcycle accidents and society must take steps to minimize the costs associated with these accidents."

RESPONSES:

*Motorcycles account for only 9/10ths of 1% of all the crashes involving vehicles in this country, the smallest recorded category.

*Recent studies indicate that injured motorcyclists constitute the smallest identifiable category of trauma victims, representing between 2.8%--6.4% of the injured patient population.^{2,3,4}

*The cost of treating the average motorcycle-related injury is similar to the cost of treating other road trauma victims. One recent study reported that hospital charges for 765 identified motorcyclists were "not significantly different from patients injured in other transportation-related accidents." Additionally, "hospital charges were not different in helmeted and unhelmeted patients." Motorcyclists comprise a very small fraction of trauma patient populations and the costs associated with their treatment are similar to other road trauma victims.

CLAIM:

"Mandatory helmet laws are the most effective way to reduce the injuries and fatalities that result from motorcycle accidents."

RESPONSES:

*Helmets do not prevent accidents.

*While the AMA strongly encourages motorcyclists to use all the appropriate protective gear, we recognize that motorcycle safety requires a comprehensive approach that many helmet law proponents ignore. Advocates of mandatory helmet laws claim that, "Laws requiring helmet use by all motorcyclists have been shown by a variety of studies to reduce motorcycle deaths by about 30%." If this claim were true, presumably it would be reflected in drastically lower fatality rates in states that have mandatory helmet laws. However, when the figures for fatalities per hundred accidents are compared between states, there is no evidence to support the claims of helmet law advocates. In short, given 100 accidents, more of those accident

victims would be expected to survive in states with mandatory helmet laws. **THIS IS NOT THE CASE.** In fact, the average figure for fatalities per 100 accidents in states without helmet laws is identical to the national average.⁷

*A recent University of North Carolina study examined the relationship between helmet use and injury severity and found that, "helmet use was not found to be associated with overall injury severity (ISS), discharge facility (home, rehab, etc), or insurance status."

RESPONSES TO CLAIMS MADE CONCERNING THE FEDERAL TRANSPORTATION BILL

Recently passed federal legislation, known as the Intermodal Surface Transportation Efficiency Act of 1991, includes language intended to coerce states into passing mandatory helmet laws. This bill defines both grants and sanctions applicable to states that have or have not passed mandatory helmet and seatbelt laws. While the grant language may seem initially attractive, the requirements that must be met in order to obtain a grant are prohibitive and will ultimately cost the state money.

CLAIM:

"If the state passes a mandatory helmet law for adults, the state will receive federal grant money in accordance with the new federal transportation bill."

RESPONSES:

*In order to secure a federal grant, the state is required to match a portion of the federal allotment total; 25% of the first year's grant would be born by the state, increasing to 50% the second year and 75% in the succeeding two years. These grants cannot be used to offset what the state had previously been spending on highway safety programs. Grants will be issued only to states that maintain their previous levels of spending on state and community safety projects (402 funds).

*Federal grants under the provision can only be spent on a very limited number of highway safety programs and cannot be used to offset any fiscal shortfalls in the state's general fund. These federal safety grants will provide absolutely no relief to the states general fund.

*There is no guarantee that a state would receive any grant money even if an adult helmet law was passed. The state may receive a grant in the first year, but the federal government is not required to issue a grant to states that have both helmet and seatbelt laws. Federal requirements dictate that in order for states to receive grants after the first year, they must meet stringent compliance rates for both helmet and seatbelt use. Efforts to boost compliance will result in further state expenditures.

Continued on the next page.

CLAIM:

*The state must pass a helmet law; otherwise, a portion of its federal highway construction dollars will be diverted into highway safety programs."

RESPONSES:

*In no case will a state lose a single dollar if they choose not to pass a helmet or seatbelt law. A portion of their highway construction dollars would be rechanneled into highway safety programs, but all the money allocated to the state would remain within the state.

*The sanctions will not take effect until fiscal year 1995 and there are presently two bills in the U.S. Congress, H.R.799 and S.B. 295, which would repeal the sanction provisions in the federal helmet law. State governments do not like their policies arbitrarily set for them by the federal government and there is time to repeal the federal penalties. These repeal bills will bring the states rights issue to the forefront unlike the federal transportation bill, which buried the issue inside a very big and important piece of legislation.

COMPREHENSIVE PROGRAMS THAT PROMOTE MOTORCYCLE SAFETY

In the past decade, motorcycle fatalities have decreased 38 percent while accidents have plummeted 41 percent. These figures are particularly impressive in light of the fact that the Federal Highway Administration estimates that the vehicle miles traveled by motorcyclists has increased 85% since 1975. These statistics are unmatched by any other category of road user but there remains room for improvement. There are several less personally intrusive measures than can be taken to make motorcycling safer.

*Approximately 40 percent of all fatally injured motorcyclists are unlicensed. Creative motorcycle safety programs that provide incentives to promote licensing and training can reduce accident and fatality figures further. These rider education programs are funded solely by surcharges upon motorcycle licenses and registrations and are no drain whatsoever on state resources. The Ohio Motorcyclist Enrichment Program recently completed a study which showed that their course graduates under 18 years of age are 1/7th as likely to be involved in an accident as untrained riders in the same age group.

*Approximately 50 percent of all fatal motorcycle crashes involve alcohol. Alcohol awareness programs and "Dial a Ride" campaigns can drastically reduce alcohol-related accidents and fatalities.

*Two-thirds of all motorcycle related multi-vehicle crashes are caused by the driver of another vehicle.¹⁰ The most common accident involves an automobile failing to yield the right of way to the motorcyclist. Motorist awareness campaigns and conspicuity programs can reduce the

frequency of these sorts of accidents.

CONCLUSION:

Motorcyclists have a vested interest in their own safety. Ultimately, the issue is not the efficacy of helmet use but a question of whether adults should be able to make personal decisions regarding their own safety, free from state interference. A recent Motorcycle Industry Council survey identified the average motorcyclist as being 32 1/2 years of age, married and college educated with an income of slightly more than \$33,00.00 a year. There are risks inherent in any form of transportation, but these demographics describe the type of individuals who can evaluate safety issues for themselves. Think about the fact presented in this booklet. If you have any questions, contact the AMA Government Relations Department at 614/891-2425 for more information.


END NOTES:

- 1 Trauma Care, "Lifesaving System Threatened by Unreimbursed Costs and Other Factors," United General Accounting Office, GAO/HRD-91-57
- 2 Motorcycle Injuries, An MTOS Perspective, Cope, Dickman, Champion and Saco
- 3 The Association of Helmet Use with the Outcome of Motorcycle Injury Severity, Rutledge, Stutts, Foil, Oller and Meredith.
- 4 An Analysis of Injury Outcome and Insurance Status of Hospitalized Motorcyclists, Stutts, Rutledge and Martell.
- 5 The Association of Helmet Use with the Outcome of Crash Injury Severity, Rutledge, Stutts, Foil Oller and Meredith.
- 6 The injury Fact Book, 2d edition, Baker, O'Neill, Ginsburg, Oxford University Press 1992.
- 7 1991 Motorcycle Statistical Annual, Motorcycle Industry Council.
- 8 Highway Safety Priority Plan 1991-1993, USDOT, National Highway Traffic Safety Administration.
- 9 Fatal Accident Reporting System 1990, USDOT, National Highway Traffic Safety Administration.
- 10 Summary of Results "Motorcycle Accident Factors Study", USDOT National Highway Traffic Safety Administration.

BEND PERFORMANCE

MACHINE SHOP

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Members of ABATE

To: The Readers
Re: Humboldt, Ia. '94

This letter is meant for information to the people that are in, or plan to be in, the Humboldt, Iowa area over the July 4th weekend.

The activities in Rutland, Iowa have accelerated over the past years and the tolerance levels of the citizens have been breached. The illegal drag racing and the general riotous atmosphere during the evenings have caused liability problems for the town.

The town of Rutland has decided there will be no more illegal drag racing on their main street. Nor will there be vendors other than local businesses allowed. The Rutland City Council passed a resolution that makes it illegal to camp in the City Park per the request of the citizens. The people of Rutland want their town back, period.

There are bikers, motorcyclists, and general populace who come to the Humboldt area July 4th weekend to enjoy the AMRA sanctioned drags and the ABATE of Iowa, Inc. Freedom Rally. The majority of these people travel to the area with the sole intent of relaxing around friends and having a fun, trouble free vacation. There are a few of the vast influx of people that only come to the area to participate in the activities in downtown Rutland. It is the latter who need to be made aware of the situation. The activities in downtown Rutland have come to an end.

This is a situation that has caused problems for the motorcycle clubs who have peacefully camped in Rutland for about 18 years. It is not fair to them to be cast out along with the people that caused the problems in recent years. The problems in Rutland are partially blamed on the AMRA race sponsors and the Freedom Rally sponsor by the authorities as these events help draw people to the area. The guests of the Races and the Rally know the weekend is meant for a good time only and exorbitant behavior is not tolerated - never has been and never will be. What I don't understand is why these individuals think they can go to someone else's town, or party area, and conduct themselves in a manner differently than they do when they are at home.

While talking to Tator Gilmore, owner of the Chrome Horse in Spencer, Iowa and one of the sponsors of the AMRA drags July 4th weekend, the idea surfaced to have a time set aside for grudge races the day of time trials. It sounded like the costs would be minimal and would provide a place for those that have to settle the age old "mine's faster than yours" argument. Tator said to watch the posters for details. Thank you Tator and the Spencer bunch!

For those that decide to continue causing problems in Rutland, you have been respectfully warned. No threat intended, just fair warning from a fellow biker.

Remember

Freedom Isn't Free!
Steven R. Eggleston
State Coordinator
ABATE of Iowa, Inc.

1994 A.B.A.T.E. OF OREGON, INC. SANCTIONED RUNS

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER
May 27-30	Fossil Campout	State	Roger 285-4329
June 25-26	Run to the Sun(poker run)	Columbia River	Angie 2854329
July 22-24	S.O.S. Run	Jackson County	Gene&Lori Nelson 855-7345
Aug. 6-7	Fox Creek Run	Salem	Nic Oliver 394-3456
Aug. 13-14	Beaver Creek	Lincoln County	Vicki Lechner 563-3520
Aug. 19-21	Summer Run	N.E & S.E. Portland	Larry Shalk(S.E.) 774-2479
Sept. 2-5	Labor Day Run	Lane County	Randy Bryan 683-3739
Sept.????	End of Summer Run	?	
October 14-16	Last Bash	State	Roger 285-4329
November ??	Toy Run	Washington County	Don Murry 648-4103
December 3	Shriner's Toy Run	Portland Chapters	Sarge 639-0873
December ??	Willamina Tree Of Giving	Yamhill County	Kraig Markusen 876-5135
December ??	Christmas Toy Run	Salem	Nic Oliver 394-3456

C:\ABATEMISIRUNCALLST

This is all the information that I have that is current or all that's known to me. Please send in corrections or updates to the editor as soon as possible. I can only tell the readers what I know(which ain't much). If you know for real the information that is missing please contact by mail.

OUT OF STATE RUNS AND OTHER NON ABATE RUNS

DATE:	EVENT	ORGINAZATION	CONTACT PERSON(S)
APRIL 17	AMO SWAP MEET	AMO	MIKE PAMLIN (503)928-7235
APRIL 24	SWAP MEET	TRUE-APOSTLES	VIC VOLTZ (206)254-5181 ROGER YARNELL 503643-4725
MAY 29	ROLLING THUNDER VII	POW/MIA	JERRY (805) 964-4544

Please inform me as to any or all runs happening and I will see if I can print them here.

INFORMATION IS THE KEY TO UNLOCK THE MYSTERIES IN LIFE. PASS ON THE KEYS SO OTHERS CAN UNLOCK SOME DOORS! OPEN YOUR MINDS TO NEW THOUGHTS.

HELMET STOP REPORT FORM

This information may be presented to state and federal legislators as well as police or DOT administrators. The purpose is to ensure appropriate lawmaking and reasonable enforcement. Please provide as much detail as possible. Attach extra pages if necessary. Phone 1-800-347-1106 or 224-1106 in Portland if you have questions. Thank you for your cooperation.

PLEASE SEND TO: Sam Hochberg, A.I.M. Attorney, 750 Morgan Bldg, 720 S.W. Washington, Portland, OR 97205, ATTN: Gunny Hutch.

NAME: _____ ADDRESS: _____ CITY: _____

STATE: _____ ZIP: _____ PHONE: work _____ home _____

MAY WE USE YOUR NAME FOR LEGISLATIVE PURPOSES? YES / NO

WHAT HAPPENED WHEN YOU WERE STOPPED?

DATE STOPPED: ____ / ____ / ____ TIME STOPPED: ____ : ____ a m / pm

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET OTHER (specify) _____

CITATION? (YES) (NO) IF SO FOR: HELMET OTHER (specify) _____

CITE # _____ 1st appearance: ____ / ____ / ____ TIME: _____ am/pm

COURT LOCATION: city/county, _____

ANY OTHER CHARGES ISSUED AT THE SAME TIME? LIST: _____

IF THERE WERE ANY CRIMINAL CHARGES (not infractions), SPECIFY: _____

You should **IMMEDIATELY** obtain LEGAL ADVICE if you were so charged.

Did officer follow normal traffic laws in making the stop? YES / NO

If no explain: _____

Did officer treat you fairly and respectfully? YES / NO If no explain: _____

Was your helmet confiscated? YES / NO Explain: _____

Were you given an explanation on legal or 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 court Date? _____

YES How did you plead? _____

If you pled guilty what was the fine?, \$ _____

If you pled 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: _____



Join A.B.A.T.E. of Oregon for the
17th Annual

FOSSIL CAMPOUT '94



at Kinzua Air Park



May 27-30, 1994



Gates open at 3:00 pm on Friday, May 27

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For information Call 285-4329

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participating from an out of
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Trophy for the largest participating
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Organization from Oregon

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

PARK RULES

No Firearms No Fireworks
Campfires must be contained
Dogs on a leash only
Cigarette Butts in butt cans only
No off-road bike riding on trails
Parents are responsible for children at all times!
Gates close at 10pm for anyone leaving
No Hassles
Anyone not following these rules will be escorted from the
Fossil Campout without a refund



Map on Reverse

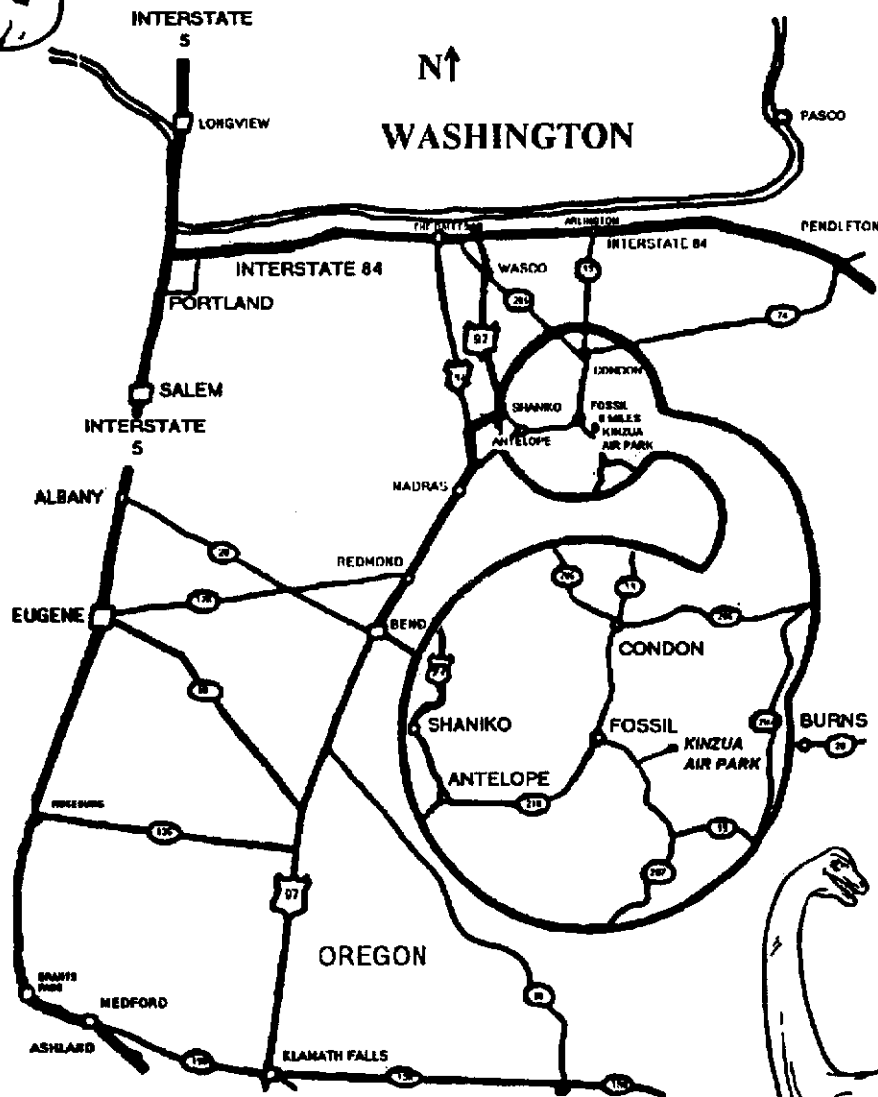
Door Prizes Tattoists Leather Accessories Parts & T-Shirts Games Food Concessions Fishing Golf Hay Rides

KINZUA AIR PARK

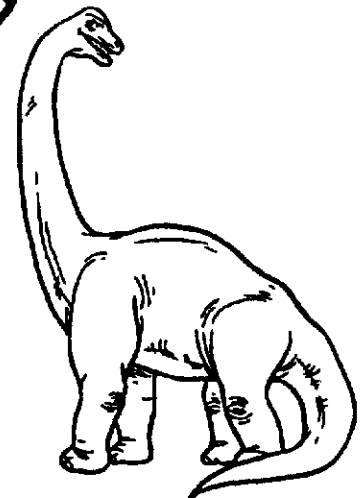
GATES CLOSE AT 10 pm FOR ANYONE LEAVING!

PARK RULES:

- NO Firearms
- NO Fireworks
- Campfires must be contained
- NO Off-Road bike riding on trails
- Dogs on leash only!



**3 miles out of Fossil, you turn
left to Kinzua Air Park**



ATTN: Members

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

Revised: February 1994

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
YEAR PINS				
_____	AYP2	Year Pin - 2 yr. member - blue	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue	3.75	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE PINS				
_____	ALAN	ABATE Anniversary Pin	3.25	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	ALPIP	ABATE Logo Pin - pewter	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	4.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
MISCELLANEOUS				
_____	AFRB	ABATE Freedom Of The Road Bell Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE T-SHIRTS				
_____	AFRTS	ABATE T-Shirts	10.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
		NOTE: Assorted Colors.....X-Lg and LARGER add \$2.00		
		Chapter Logo setup fee with each order (One time charge)	9.50	
		(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)		

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (Indicate year _____ - 1982 thru 1993 available)	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Small 1984-1993 avail.	1.00	_____
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_____		License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____

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DATE _____

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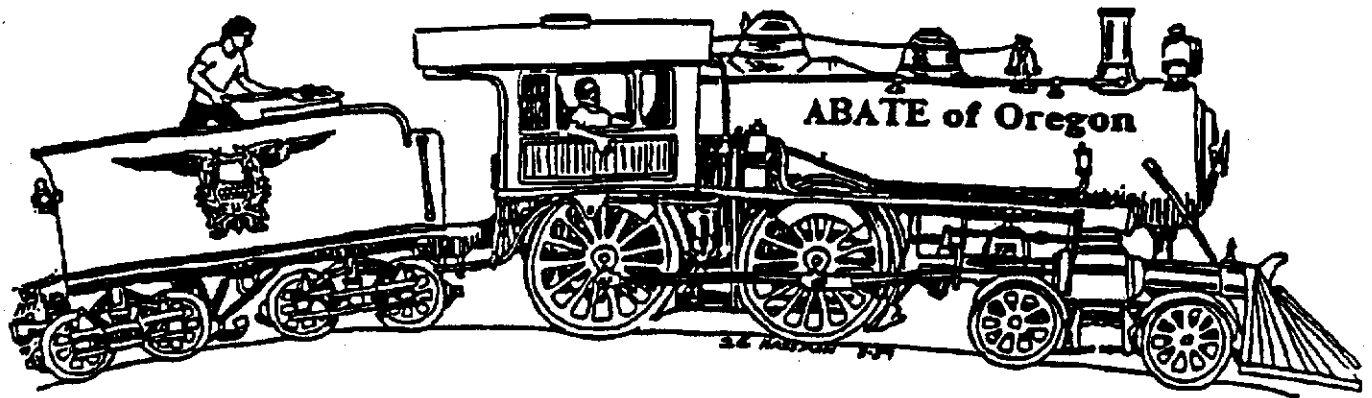
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ARE THINGS THAT INDIVIDUALS
ARE SELLING NOT ABATE OF
OREGON. THE EDITOR 3-94**

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Seminar To Educate And Motivate S.T.E.A.M.



GETTING ON TRACK.

Saturday, April 16th, 1994 10 a.m.- 4 p.m.
Chemeketa Community College
Salem, Oregon

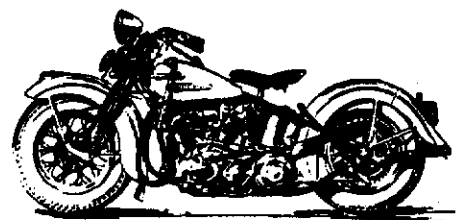
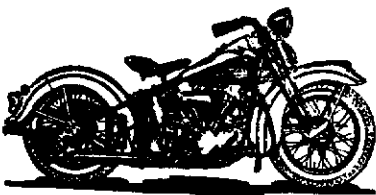
Presented as a service to all who desire to increase their skills as they pertain to effectiveness in motorcycle oriented organizations and their political activities.

No registration fee required.

Guest speaker on **TEAMWORK** and **MOTIVATION**

For more information
call

Rich (503) 287 - 8674
Workshop descriptions
on back



I.R.S. and Your Treasury

The how and whys to keep your organization in good standing with the I.R.S. What is or isn't taxable, and safeguarding your tax status. Also how to keep your records straight. Suggested for treasurers and coordinators.

Holding Successful Meetings

Tips and ideas on conducting effective orderly meetings. Planning an agenda. Dealing with different individuals. Suggested for coordinators and any officer that holds meetings.

Run Planning and Fund Raising

How to plan and put on successful events and fund raisers. Promotional ideas and how to involve your local community with your event. A need for the event coordinator in your organization.

Grass Roots Lobbying

How you can influence your legislators and their decisions. The law making process and how to introduce legislation effectively. Why you should care. This is a must for any civic minded person.

Secretarial Success

What should and shouldn't be in meeting minutes. Helpful hints on taking notes and being effective at your job. Behind every successful executive there's a great secretary. For secretaries and those considering this position in the future.

Public Relations

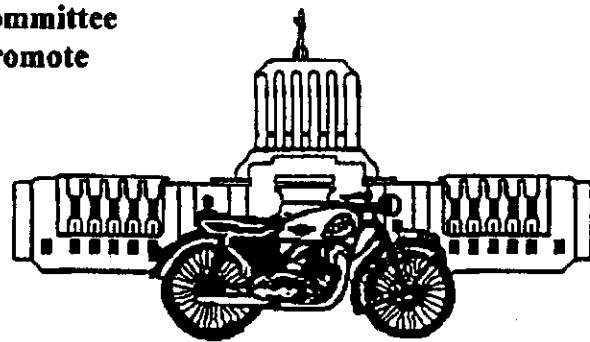
What is a Public Service Announcement. Image is everything, so how do we get the media to see us in a positive way. What will get your message on the air. Suggested for all of those individuals that do your press releases and arrange media coverage of your events.

KNOWLEDGE IS THE KEY TO SUCCESS !

	TOTAL	GAIN/LOS	EXP/TRANS	NEW/RENEW	TOTAL
CHAPTER	3/1/94	3/1/94	3/1/94	3/1/94	2/1/94
CENTRAL OREGON	29	29	0	29	0
COLUMBIA RIVER	95	7	2	9	88
DOUGLAS COUNTY	134	-2	3	1	136
INDIAN CREEK	159	-1	10	9	160
JACKSON COUNTY	95	1	2	3	94
LANE COUNTY	55	-3	5	2	58
LINCOLN COUNTY	83	4	4	8	79
NE PORTLAND	175	0	2	2	175
NORTH COAST	40	-4	5	1	44
SALEM	104	-2	6	4	106
SE PORTLAND	205	0	6	6	205
SOUTH COAST	64	1	0	1	63
WASHINGTON COUNTY	90	3	0	3	87
WAMHELL COUNTY	33	0	0	0	33
TOTAL	1,361	33	45	78	1,328

BikePAC of Oregon is YOUR political action committee in Salem. A PAC is the most effective way to promote YOUR interests to elected officials.

BikePAC listens to Oregon's riders and is currently working with the state legislature on: (1) enhancing Oregon's rider education program and motorist awareness, (2) fair and effective testing and licensing of motorcycle and moped operators, (3) fair insurance coverage for motorcyclists, (4) fair and reasonable access to recreational areas for off-road motorized activities and (5) adult freedom of choice on helmet use.



If these are your goals as well, join BikePAC.

"If you band together and talk as a group...they listen. An awful lot of riders don't belong to anything. They just ride for the heck of it. They don't recognize that somebody is protecting their freedoms. If you want to protect your rights, you've got to be active all the time."

-U.S. Senator Ben Nighthorse Campbell
(D-Colo.)

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

BikePAC of Oregon

P.O. Box 5612, Salem, Oregon 97304

Jack Fassel	Butch Harbaugh	Steve Benson
Executive Director	Legislative Director	Secretary/Treasurer
(503) 650-9336	(503) 838-1460	(503) 399-7514

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

Please send more information about BikePAC of Oregon.

Name(s) _____

Street _____ City _____ Zip _____

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 falls, say "no."

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

Oregon Traffic Safety Commission

MAY AWARENESS RALLY

SATURDAY MAY 7,
1994

SALEM, OREGON
OREGON STATE
CAPITOL

THE FRONT STEPS
HELP MAKE THE
STATEMENT!

BE THERE AT
10:00A.M.!!

Contact your local chapter for more
information, or BikePac of Oregon.
The Editor



“While we were busy arguing over which company makes the best motorcycle, the government took our bikes away!”

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

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

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

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

SEND TO MEMBERSHIP SECRETARY P.O. BOX 4504 PORTLAND, OREGON 97208

**CONDON ROUND-UP
CAFE & LOUNGE
WELCOMES ABATE
GOOD FOOD/
FRIENDLY SERVICE
DAILY BREAKFAST
&
DINNER SPECIALS
(WHEN YOU DO FOSSIL '94)
ALSO
CHECK OUT THE
LOUNGE SPECIALS**

CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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

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

ADDRESS CORRECTION REQUESTED

TIMELY DELIVERY REQUESTED
DATED MATERIAL

DON'T BE A FOOL, GET INVOLVED WITH YOUR POLITICAL ACTIVITIES NOW OR SUFFER THE CONSEQUENCES LATER. IF YOU DO SOMETHING NOW, YOU WON'T HAVE TO COMPLAIN AND WORK SO HARD LATER!! ONLY THE FOOLISH DRINK AND RIDE, SO JUST SAY, I AM TO DRIVE TO DRINK!

Chapter Meeting Places - Where & When

1st & 3rd SUNDAY	S.E. PORTLAND	12:00 Noon, <i>The Pizza Baron, S.E. 122nd & Division, Portland</i>
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, <i>Westward Ho, (3rd Street), McMinnville</i>
	LANE COUNTY	3:00 pm, <i>Izzy's Pizza, 1930 Mohawk Blvd, Springfield</i>
3rd SUNDAY	SOUTH COAST	11:00 am, <i>Gino's Pizza, 1324 Virginia Street, North Bend</i>
	DOUGLAS COUNTY	11:00 am, <i>Round Table Pizza, Roseburg Valley Mall, Roseburg</i>
	JACKSON COUNTY	11:00 am, <i>Oreagano's Pizza, 828 2nd Ave. Gold Hill</i>
2nd & 4th SUNDAYS	COLUMBIA RIVER	12:30 pm, <i>Cactus Club & Diner, 8131 N. Denver, Portland</i>
2nd & 4th MONDAY	SALEM	7:00 pm, <i>Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem</i>
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00 pm, <i>BJ's Fine Dinning, 446 West Baseline, Hillsboro</i>
1st & 3rd WEDNESDAY	NORTH COAST ABATE	7:00pm, <i>The Pizza Harbor, Seaside</i>
	N.E. PORTLAND	7:30 pm, <i>Izzy's Pizza, 1307 N.E. 102nd, Portland</i>
3rd WEDNESDAY	CENTRAL OREGON	7:00 pm <i>The American Legion Hall, 8th St., Redmond</i>
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, <i>Moby Dick's Restaurant, Newport</i>