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*Let Those Who*  
*Ride Decide!*

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

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## *From The Coordinator*

### **A New Year, Old Problems, New Problems, And Hope For The Future.**

Hello everyone. I hope that we've all made it through the holidays without too many problems. As you all know December's state board meeting was when we held our state officer elections. The state officers for 1994 are; Coordinator: Rich Benson, Vice - Coordinator North: "Captain" Mitch Putman, Vice - Coordinator South: Marv Eastman, Secretary: Deb Fryman, Treasurer: Joy Hoover, Membership Secretary: "Mother" Carolyn Meerzo, Legislative Director: Jim Rhodes, Education Director: Mel Yeager, Sgt. of Arms South: Dennis Deaton, Sgt. of Arms North: Bear, Newsletter Editor: Gordon Hieronimus, Products Director: Angie Jensen, Ways & Means: "Horizontal Frank" Way, State Run Coordinator: "Rotten" Roger Hendricks, Historian: Ronna Buckhanon, and Public Relations Director: Ken Ray. Thanks to all of you for stepping up to do a job. It's especially nice to see that almost every chapter has a state officer. Also it's nice to see that all of our state officers are doing only one job! I don't know when the last time that's happened.

So onward into a new year, and what can we expect? Well first off it looks like there's hope for the delay of the penalties to states without mandatory seat belt or helmet laws. Most everyone seems to be against blackmail of the states by the federal government. In our own state what will the new year bring? More harassment? More helmet tickets? More biker discrimination? Only time will tell. As of now we aren't of particular importance to the police or anyone else since our numbers on the roadways have been down due to the season. Does this mean that we have to wait and see what move those outside forces are going to do before we take action? Hell No! Right now we need to be planning what strategies and legislation we want to be working on for our next state legislative session. We also need to be polling candidates that are running for office in the spring primary elections. If any of you want to air your concerns or share your thoughts on any of these matters please do so. As always I will try to address any communication, by phone or mail, with you. On this same subject, Bike - PAC is hosting a 1994 Planning Session. At this session we will be evaluating our current political status. ie; problems, strategies, and objectives. If any of you want to attend please contact any of Bike - PAC's officers for more information. What I do know is that it will take place in The Dalles on Feb. 19th and 20th. They only ask that you RSVP to one of them by Feb. 10th. (Continued on page 3)

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

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

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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**

<b>COORDINATOR</b> Rich Benson 287-8674	<b>SGT-AT-ARMS NORTH</b> Bear
<b>VICE-COORDINATOR NORTH</b> *Captain Mitch Putman	<b>SGT-AT-ARMS SOUTH</b> Dennis Deaton 839-4368
<b>VICE-COORDINATOR SOUTH</b> Marv Eastman	<b>NEWSLETTER EDITOR</b> Gordon Hieronimus 253-7343
<b>SECRETARY</b> Deb Fryman 924-0664	<b>PRODUCTS DIRECTOR</b> Angie Jensen 285-4329
<b>TREASURER</b> Joy Hoover 673-1304	<b>PUBLIC RELATIONS DIR.</b> Ken Ray
<b>MEMBERSHIP SECRETARY</b> Carolyn "Mother" Meerzo 255-7793	<b>RUN COORDINATOR</b> Roger Hendricks 285-4329
<b>LEGISLATIVE DIRECTOR</b> Jim Rhodes	<b>HISTORIAN</b> Ronna Buckanon
<b>EDUCATION DIRECTOR</b> Mel Yeager 363-1697	<b>WAYS &amp; MEANS DIR.</b> *Horizontal* Frank Way 779-3646

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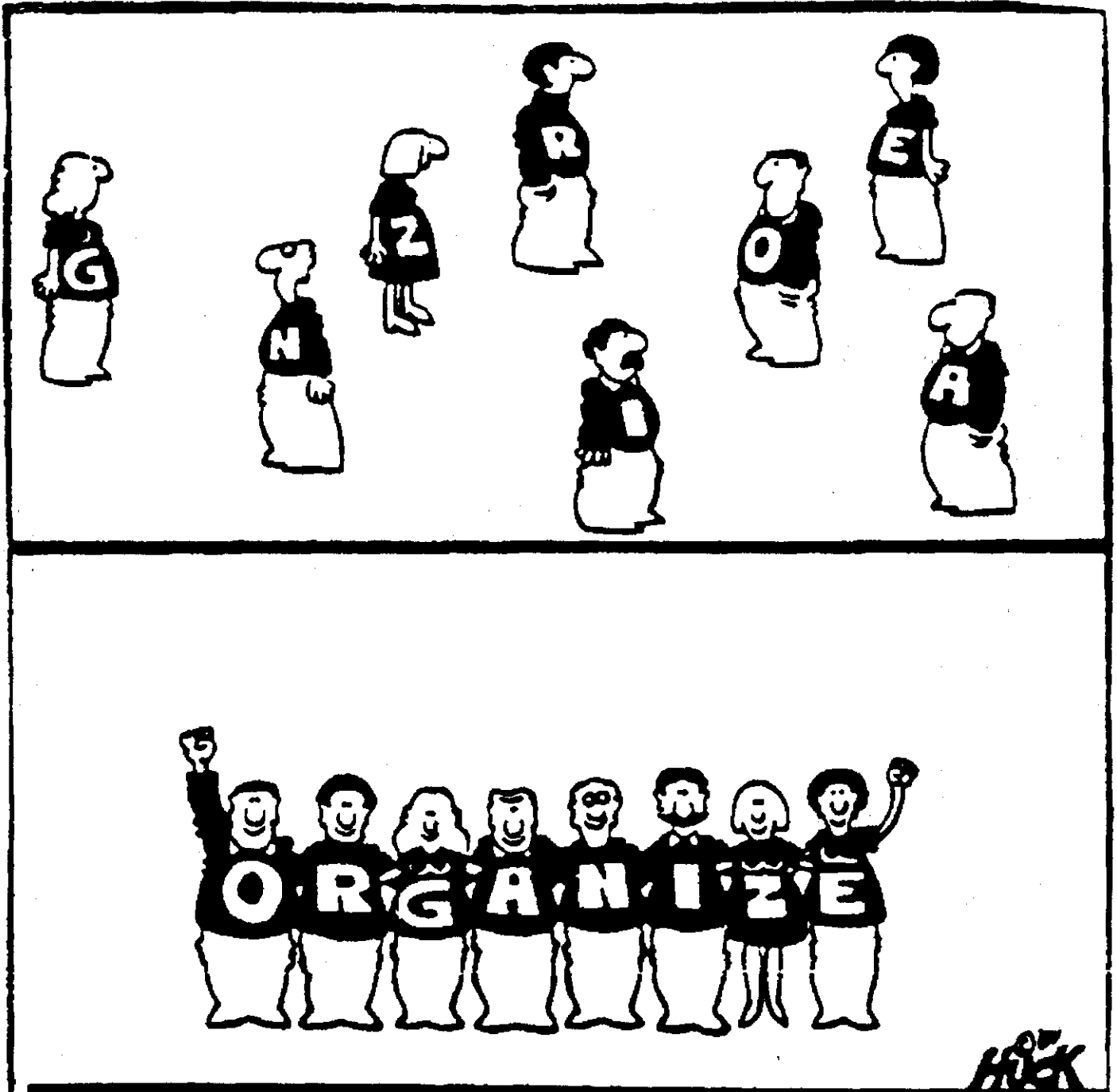
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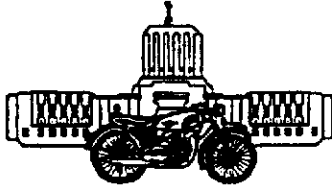
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I want to take this time to thank all of you for having the confidence in me to see fit to elect me as your coordinator once again. I am looking forward to working with all of the new and returning officers. I feel that we have alot of hope for the coming year.

In closing I would like to remind everyone that, those who would like to restrict us and our freedoms, have nothing to lose and therefor are very patient at their attack. We who have everything to lose must show steadfast vigilance and persistence in our efforts. Let's not give up hope. Remember, "Illigitimi non carborendum" Don't let the bastards wear you down.

Ride Safe - Rich





# BikePAC of Oregon

P.O. Box 5612, Salem, OR 97304

Oregon PAC ID # 000019

Jack Fassel 650-9336  
Executive Director

Butch Harbaugh 838-1460  
Legislative Director

Steve Benson 399-7514  
Secretary/Treasurer

Don Lawson 588-3042  
Lobbyist

## Advisory Board Meeting Minutes-December 5, 1993

Meeting called to order at 12:12 a.m. at Main Street Pizza, West Linn. Present: Executive Director Jack Fassel, Secretary/Treasurer Steve Benson, Mel Yeager (ABATE), Chuck Steahly (OMRA), Julie & Joe Barrell (OMRA), from Japan Tom Yoshida and Teresa Hepker.

### REPORTS

Minutes approved as published.

Treasurer's report: Balance \$587.37.

Membership report: Starting to receive address changes and/or 'lost' members as a result of the first class mailings. Thanks to all who continue to renew (when triggered by the "Time to Renew" stamp). We process renewals as quickly as possible.

Progress on the database by voting district is poor. We will need to address this at the Feb 2-day session.

Club memberships: Lobos MC (\$50); Lane Co. ABATE, \$100. Donations: Lincoln Co. ABATE, \$500. Thanks Lobos, Lane County ABATE and Lincoln County ABATE. Your support means a lot to all Oregon's motorcyclists!

District 28 AMA has officially taken form with Wayne Schumacher as president, and with substantial support from road clubs at this point. Off-road not currently a focus but bylaws have been written to easily include interested groups.

Trifold: Need to pick them up from Rich.

FAX Tree: FAX Tree now includes numbers from: BikePAC (503-653-1991), Sam, Butch, Brian, Don, Bill Spencer, Steve Garets. **MEMBERS**: If you have access to a FAX number to receive information (or provide information), let Jack know.

Oregon Legislative Report:

Rule Change: Sam Hochberg and Don Lawson worked on further modifications to the proposed rules change; Don met with Ed Marges of ODOT on Friday but we do not yet have a report on that meeting.

Why do we spend so much time on the issue? First, we've been required to wear helmets. Second, we've been told that our helmets aren't good enough. It is clear that the law is being used as a tool to harass citizens. What will be next if we get tired and give up on the helmet law controversy? Leg protectors? Neon clothing? A ban on motorcycles? To hope to make a change in the next legislative session, we must not only have clear goals, but also be prepared to mobilize the grassroots support that will be necessary for success, and have in place a network of personal contact with the legislators themselves.

Documentation: Sam will continue to forward any information to Mel (the focal point) documenting: court cases concerning helmet issues, stop reports (i.e. this month's reports include a helmet ticket from State Police for a DOT approved/non-beanie helmet which 'did not cover the ears') and any other information for inclusion in an Appendix to our "At Home in the States". Sam to provide Teresa a disk with all confirmed stop reports.

Dunes: Public input period is finished and a new head ranger is in charge. He regarded the proposed alternatives as unacceptably negative, and prepared a new alternative that is much less restrictive of off-road vehicle use of the dunes recreation area. There will probably be more strict noise restrictions. Final decision is expected in March, then there will be a comment/appeal period. About 4,500 letters from off-road (and a few from on road) riders were received during the comment period, which is more than they got on the spotted owl issue. This total did not include form letters or petitions. They made up about 2/3 of the total comment received. (Editor's Note: Read that again; active motorcyclists have made a difference!

May 7, 1994 Rally: AMA sanction has been submitted. Jack will apply for insurance shortly. Rally will have a similar structure as last year. Specifics will be on the agenda for February planning meeting.

Legislative Buddies Project: We are now recruiting Buddies! Call or write Jack Fassel if you are interested in acting as the primary contact person with one or both of your state legislators for motorcycling issues. This also will be an agenda item for the February meeting.

Voters Guide: Last year we did only the November election; the planning meeting in February will include decision on whether we can manage it for the primary election as well.

Federal Report: Little change in status of federal legislation since last month.

HR799/S295 (repeal of the federal helmet law mandate) has 116 co-sponsors on the house side & 27 on the senate.

HR3276 (delays the federal helmet law mandate) has passed the house.

#### **OLD BUSINESS**

ABATE annual awards dinner has been postponed and will be rescheduled after the first of the year.

Next year's monthly meetings will include work sessions on voters guide, precinct maps, and Buddy system.

#### **NEW BUSINESS**

According to the Dec 5th edition of the "Oregonian", Oregon politics is headed for one the biggest changes in recent history. The big question relates to Senator Packwood's seat. If indeed vacant, Rep. Wyden and Rep. DeFazio could take a run at it. The Republicans could bring Norma Paulus (state schools superintendent) or current Rep. Bob Smith to the table.

The Congressional Races could look like this:

1st District: Rep. Furse could face Bill Witt, Barton DeLacy or Cleve Larson.

2nd District: With Bob Smith 'retiring', Jackson County Sheriff C.W. Smith, Perry Atkinson (Medford), state Sens. Neil Bryant (Bend), Wes Colley (Powell Butte) and former state Sen. Ron Grensky (Medford) could vi to face Jackson County Commissioner Sue Kupillas (or maybe Harry Londsdale).

3rd District: If Wyden goes after the Senate seat, district 3 is wide open.

4th District: If DeFazio goes after the Senate seat, another horse race is possible.

5th District: Kopetski will not run. Norma Paulus could surface here as well. Furthermore, Republicans might include: Sen. Jim Bunn (McMinnville), Sen. Stan Bunn (Dayton), Rep. Fred Girod (Stayton), Stan Ash (L.O.) or David Miller (Corvallis). Democrats might be Rep. Hedy Rijken (Newport), Clackamas County Commissioner Ed Lindquist or state AFL-CIO President Irv Fletcher.

Now consider the trickle-down affect into Oregon State Representative and Senate races.

Potentially, there are more new faces than ever before. Some of these faces might be friendly to motorcycling; some may not. In any event, it is our job (and obligation) to all Oregon riders to find out where they each stand with respect to our mode of transportation, our sport, our way of life. This is fundamentally why we must be prepared to respond during 1994. The February planning session in The Dalles is YOUR opportunity to direct OUR actions on YOUR behalf. If you can make it, terrific. You'll be part of a real hands-on, grass-roots effort to protect your right to ride. If you can't make it, let your thoughts known to one of us prior to the meeting. There is NO excuse. Members and non-members of BikePAC are invited to participate. There is only one requirement: You MUST enjoy motorcycling.

#### **MEETINGS:**

**NO January BikePAC Advisory Board Meeting**

Jan 30th: 2PM, Dist 28 @ Main Street Pizza, West Linn

**NO February BikePAC Advisory Board Meeting**

Feb 19/20 BikePAC Planning Session, The Dalles (see this news letter + more details sent when available).

Mar 6th, BikePAC Advisory Board Meeting

Apr 10th, BikePAC Advisory Board Meeting

May 1, BikePAC Annual Meeting

May 7, State Rally, State Capitol

**What is the purpose of BikePAC's Feb 19/20 Planning Session?**

To gather as many diverse motorcyclists together to: assess where we are in motorcycling, to identify what needs improvement or correction, to generate a plan(s) to achieve the identified improvements or corrections, to start execution of the plan(s).

**Who can attend? Is there a fee?**

Any adult, preferably one that's interesting in Oregon motorcycling. No fee. Meals will be provided (since this is a hands-on event, your hands will probably be enlisted to cook/etc). We may pass the hat to differ expenses, but there is no obligation.

**This is a two day, one night event. Is there a place to stay?**

Yes, you can camp (free) at The Dalles Grange Hall (where the meeting is taking place). You can roll out your sleeping bag in the Hall or in your van, station wagon etc. There are also motels nearby and a list is being prepared.

If you're interested in attending, call anyone of us to R.S.V.P. (by Feb 10th).

**PROPOSED AGENDA FOR FEB 19/20, 1994 PLANNING SESSION**

**Saturday, Feb 19**

**10 AM - Welcome/Introductions**  
Jack Fassel

**10:30 AM - Current Political Assessment**  
(Climate, problem identification/assessment, positive leverage)  
Brian Stovall  
Butch Hargaugh

**Noon - Lunch**

**1 PM - Re-evaluation of Mission Statement/Goals**  
Jack

**1:30 PM - Establish Legislative Objectives & Projects**  
(Brainstorm, list, categorize, Include: Voters Guide, Appx to "At home", Stop Report Data Base, May Rally, Mail list by district, Legislative 'buddy') - Jack

**2:30 PM - Identify Assets & Liabilities for those Objectives**  
(Brainstorm, list, categorize) - Jack

**3:30 PM - Assign Small Groups by Task/WORK**  
(Divide up by Tasks) - Jack

**4:45 PM - Summary of Day**  
Butch/Brian/Jack

**5 PM - Relax**  
Food/etc/evaluation

**Sunday, Feb 20**

**9 AM - Review of Saturday**  
Butch Harbaugh

**9:15 AM - Work Session (small groups)**  
Each group handles one category.  
Sort for importance and feasibility.  
Develop clearer definition/detail.

**10:30 AM - Break**

**10:45 AM - Whole Group (Jack)**  
(Review results of work session. Choose objectives for further development)

**Noon - Lunch**

**1 PM - Work Session (small groups)**  
(Write proposals for tasks or legislative development; implement identified project)

**2 PM - Whole Group (Jack)**  
(Hear proposals: status, approve, reject, refer)

**3 PM - Repeat Work Session (if needed)**

**4 PM - Remaining Tasking (Jack)**

**4:30 PM - Closing Remarks**  
Anybody

**A.B.A.T.E. of Oregon**  
**STATE BOARD MEETING MINUTES**  
**December 11, 1993**

The meeting was called to order by Coordinator Rich Benson 12:15pm. Chapter roll call; all present except South Coast.

**COORDINATOR'S COMMENTS-** None at this time.

**CORRESPONDENCE-** Letter received from Gun Owners of America regarding Channel 8's attitude that the public's perception of motorcycles are, "negative of nature" we also received letters from ABATE of Wisconsin, Sunset Harley Owners Group, ABATE of Arizona, Mid-Columbia Health Foundation, Portland Mountain Rescue, Battered Persons Advocacy Oasis Shelter, American Motorcycle Classics, "Crash" Al Cook, and the MRF gave us a certificate of appreciation for our support.

**REPORTS:**

**BY LAWS COMMITTEE-** no report.

**EDUCATION DIRECTOR-** Nic reported for Mel that Easy Rider Magazine, the AMA, and 16 other states are looking into our Motorcycle Awareness Program. Ed reported for SE Chapter that their reports of classes taught are in. Chemeketa Community College is the sight for the next STEAM Conference, the date will be April 16, 1994 (more regarding STEAM in unfinished business)

**FINANCE COMMITTEE-** no report, Joy was ill.

**HISTORIAN-**no report.

**LEGISLATION DIRECTOR-** no report, see pg 24 of the December Newsletter and keep up on HR3121 concerning the Traumatic Brain Injury Act of 1993.

**MEMBERSHIP SECRETARY-** Membership is down reports Mother. The current membership stands at 1362.

**NEWSLETTER EDITOR-** Newsletter Editor- Gordon sends his regards.

**PRODUCTS DIRECTOR-** Angie still has Fossil/Fall Bash T-shirts, more patches and she announced the 50/50 drawing prize. (CONTINUED PAGE 8)

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

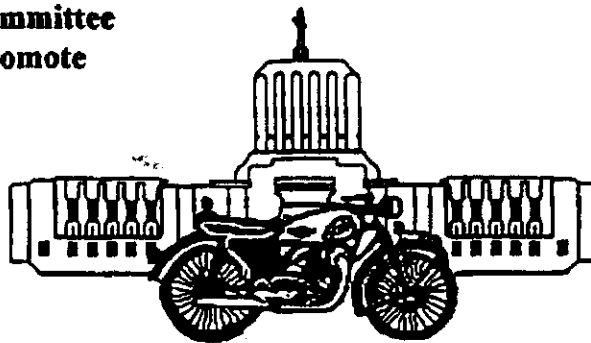
BikePAC listens to Oregon's riders and is currently working with the state legislature on: (1) enhancing Oregon's rider education program and motorist awareness, (2) fair and effective testing and licensing of motorcycle and moped operators, (3) fair insurance coverage for motorcyclists, (4) fair and 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 Executive Director (503) 650-9336	Butch Harbaugh Legislative Director (503) 838-1460	Steve Benson Secretary/Treasurer (503) 399-7514
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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 \_\_\_\_\_

**PUBLIC RELATIONS**-The 10 second spot seems to be the one played the most on FOX 49, KFAT, KWJJ, and ABATE received coverage of the Toy Run in the Oregonian. Chuck Williams has been a tremendous help with good press.

**STATE RUN COORDINATOR**- the Fossil Flyer is in December Newsletter. Roger is looking for artwork for T-shirts by March board meeting. Security is a big concern and it will be taken more seriously this year. Music was discussed and Commander Cody & the Lost Planet Airman are available, it was agreed to spend a little more money on a better band.

**TREASURER**- no report.

**WAYS AND MEANS**- Frank is distributing toys today, no report.

**UNFINISHED BUSINESS**-the Awards Banquet will be discussed further in January.

**Regional Plan**-the Regional Plan will be discussed after the meeting.

**STEAM Conference** STEAM conference will held in Salem at Chemeketa C.C. partly because Washington ABATE wishes to attend, and the location in Salem is central. Vic motioned to attend, and the location in Salem is central. Vic motioned and Grim 2nd the motion to allocate the money needed to pay reservations fees for three rooms and an auditorium all day April 16, 1994. (approx. \$145.00) The vote passed unanimously. The video equipment was discussed and agreed to obtain more estimates for more discussion at the January meeting.

**NEW BUSINESS**-The expulsion of Mike Decamp (Coordinator of Jackson County chapter) was discussed. The prosecution of Mike is being pursued through the Jackson County District Attorneys office. It was pointed out that the balance of members of Jackson County ABATE should be commended for their efforts to bring Mike to justice. Its a shame when embezzlement occurs in a community service/charitable organization such as our own. Enough said. It was suggested we should send a official letter of expulsion to Mike as of this date (December 11, 1993). Rich assured us this will happen Monday. Mother also asked for lists of new officers from each chapter. Kraig (Yamhill County) appealed to ABATE of Oregon for help with their Tree of Giving project and at the meeting officers/ reps donated \$321.00. A perfect example of giving. Angie motioned Ronna 2nd the motion to donate the balance of the 50/50 drawing today to Yamhill's Tree of Giving project, the vote passed. (\$29.00)

## *Your Motorcycle Accident Lawyer*

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**Attorney at Law**

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

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

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**STATE OFFICERS ELECTIONS RESULTS-** Coordinator-Rich Benson; Vice-Cordinator North-"Captain" Mitch Putman; Vice-Cordinator South-Marv Eastman; Secretary-Deb Fryman; Treasurer-Joy Hoover; Membership-Carolyn "Mother" Meerzo; Legislative Director-Jim Rhodes; Education Director-Mel Yeager; Sgt. at Arms North Bear; Sgt. at Arms South-Dennis Deaton; Newsletter Editor-Gordon Hieronimus; State Run Coordinator-"Rotten" Roger Hendricks; ABATE Products Director-Angie Jensen; Ways and Means-Frank Way; Historian-Ronna Buckhanon

**CHAPTER HIGHLIGHTS-**

**Announcements:** The next BikePac meeting will be in The Dalles at Chenowith Grange Hall, February 19-20th, a two day Legislative Planning Conference. Rich pointed out in December's Newsletter there is info regarding Dave Beck contributions. He is doing better. It was announced that the Free Souls Toy Run is this weekend in Eugene. New officers were introduced and welcomed, and we had brief chapter Hi-lites. Marv won the 50/50 drawing and Gene won some wine. Rich announced the Regional Planning Meeting for all those effected and the Officers Meeting was adjourned at 3:00pm.

Minutes submitted by Deb Fryman

<p><b>FOR OFFICE USE ONLY</b> (All information treated confidentially.)</p> <p>Referred by _____ Date _____</p> <p>MRF# _____ Exp. Date _____</p> <p>Member was given:  <input type="checkbox"/> Patch    <input type="checkbox"/> Year Rocker  <input type="checkbox"/> Pin</p>	<p><b><i>It's time you did something to protect your rights!</i></b></p> <p><b>Join &amp; Support the MOTORCYCLE RIDERS FOUNDATION so you can ride free in '93 and beyond.</b></p> <p><input type="checkbox"/> Annual Individual Membership.....\$20.00    <input type="checkbox"/> Annual Sustaining Membership.....\$100.00  <input type="checkbox"/> Annual Joint Membership....\$30.00    <input type="checkbox"/> New Membership    <input type="checkbox"/> Renewal Member#</p>
	<p><i>Please Print or Type</i></p> <p>NAME _____ PHONE _____</p> <p>ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____</p> <p>Are you a member of a state motorcyclists' rights organization? Y / N Name _____</p> <p>What talents do you have that might benefit motorcyclists' rights and the MRF? _____</p> <p>Will you volunteer these talents if the MRF needs your help? Y / N</p> <p>Mail with remittance to: <b>MOTORCYCLE RIDERS FOUNDATION • (202) 546-0983</b>  Membership is not tax deductible    <b>P.O. BOX 1808, Washington D.C. 20013-1808 • FAX (202) 546-0986</b></p>



**Decide  
BEFORE  
You Ride.**



**Don't be another statistic.  
PLEASE, DON'T DRINK & RIDE!**

Education Anna  
Historian Mother  
Sergeant at Arms I Dave  
Sergeant at Arms II Rodney

Come to the next meeting and meet your new Officers.

See ya,  
Road Rash

### SALEM

Meets 2nd & 4th Mondays, 7:00 pm  
Pietro's Pizza, 1637 Hawthorne Ave NE  
(Call 581-3138 or 581-8637 for information)  
Chapter Address: P.O. Box 13957, Salem, OR 97309  
Chapter Contact: Jeff 581-8637

NO REPORT, FIRST TIME.

### SOUTH COAST

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

Hi from South Coast,

Even with the weather turning, there were a few brave souls out there... Watch out for the shady spots, there is ice over here!!! Anyway, we were all commenting how much "stuff" has been in the newsletter lately, so I am hoping the flyer for the Motorcycle Mall Show will be in the issue. Let's pack the place! If the flyer does not get printed, call the South Coast Chapter and we will tell ya all about it.

Merry X-MAS  
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 Shaik 774-2479

Hi everyone!

Well it is that time again. This will be my last month writing to you all. I'd like to thank everyone that I worked with, you were all great.

I would like you all to be very careful out there when riding, especially during the winter months. I hope everyone had a good time on the Toy Run, I know I did. SE got together with NE for the canned food drive and we took it to the Recovery Inn on Burnside Bridge.. The drive is still going on all year round so please keep contributing.

SE Chapter has new officers. Your Coordinator is Larry Shaik, his phone # is (503) 774-2479. I don't have the list of all your officers, but I will tell them to inform you next month. Debbie May will be taking my place and Craig is your new Membership Secretary. Lee Austin is your Vice-Coordinator.

Well that is all I have for now. I'm sure I'll see you all around somewhere, sometime.

Till then be safe,  
keep your wheels down.  
Georgia

### WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 pm  
DJ's Fine Dinning, 446 West Baseline, Hillsboro  
Chapter Address: P.O. Box 830, Cornelius, OR 97113  
Chapter Contact: Don Murry 648-8651,  
Dave at V-Twin 648-4103

Attention:

By the time everyone reads this it will be January, but our Toy Run worked out pretty well. Although we did not have Police escort, members of the parade stopped traffic and kept everything in order. The toys were given to Toy&Joy in Washington County and we raised approximately \$800.00 to give to Rescue 33. The money presented to them at the Bonanza on Hwy. 6 on Dec 19th will be used to help cover their insurance and other expenses. Thanks to Stan(GHOST) Johnson, Don Murray, and Greg Kuhn for their efforts at the Toy Run and to Paul and Sue Defoe for designing and printing buttons that were sold before and during the run.

We had our chapter elections and the new officers are:

Coordinator	Don Murray
Vice Coordinator	Little Dave
Education	Don Murray
Membership Secretary	Paul Defoe
Historian	Paul Defoe
Treasurer	Sue Defoe
Ways and Means	Greg Kuhn
Sgt. at Arms	Lyn
Legislative Director	"Captain"

(so he can stick his nose in politics and stay involved like he always should)

Expect to see Washington Co. more involved in the ABATE activities and actions going on around the state this coming 1994 term and we hope for success for all in '94

Wassail--  
Ken Ray

### YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm  
Westward Ho, McMinnville (3rd Street)  
Chapter Address: P.O. Box 1179, McMinnville, OR 97128  
Chapter Contact: Kraig, 876-5135

Greetings from Yamhill County Chapter;

Yes, it is that time of year that it is better to give than receive. I and our chapter would like to thank all the members of the state board who give to make a child's Christmas better! Also to all the santa Clauses that helped deliver all those presents. Thank you very much, and I hope you had a very nice Christmas and New Year also!!! Anybody that has a canceled check from the End of Summer Run that they paid at the gate, please get in touch with Rotten Roger (503)285-4329--Joy Hoover(503)673-1304 or Mother(503)255-7793. We have a problem with a person that might have taken the run money for him-self, and he denies he took it. We could really use your help!

Anyone that has past the Rider's Education Course and would like to be reimbursed the cost of the class, call Donna Rhodes(503)876-2900 after 5:00pm

Enjoy & ride safe  
Renee

---

THANKS TO ALL FOR GETTING IN ON TIME. GORDON

*BikePAC of Oregon invites you to take part in the*

# Legislative Planning Conference

February 19 & 20, 1994

10 a.m. Saturday to 4:30 p.m. Sunday  
The Dalles, Oregon



*Directions on reverse of flyer.*

*For more information, call Jack Fassel, (503)650-9336*

***Return the sign up form by Feb. 12, 1994***

**Oregon is on the brink of a free-for-all in the 1994 primary elections.**

Two federal representatives won't run again.

Two others might run for the Senate if Packwood leaves office early.

The fifth is under fire for her voting record.

Open seats at the federal level will tempt state officials to run,  
so the free-for-all is spreading into the state legislature too.

There will be new candidates at all levels.

Where do we fit in the big picture?

How can we get "motorcycle friendly" candidates elected?

What direction should our lobbying go?

What is important for motorcyclists?

---

## REGISTRATION FORM

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

I'll be there for the following meals:

Sat. Lunch

Sat. Dinner

Sun. Breakfast

Sun. Lunch

## CHENOWITH GRANGE HALL

3903 Chenowith Road West  
The Dalles Oregon

### MEETING FACILITIES

Heated meeting hall with tables, chairs.

### MEALS - Advance registration!

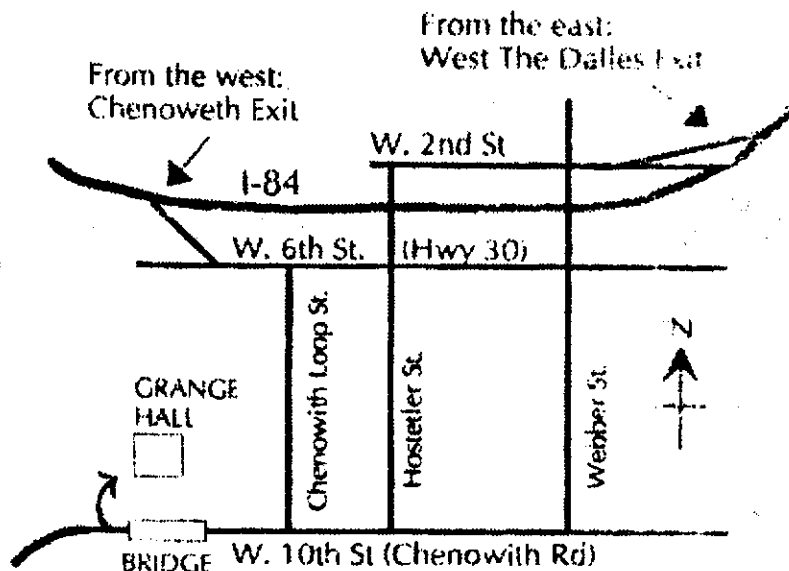
Lunch & dinner Saturday, breakfast & lunch  
Sunday. Donations accepted to cover cost.

### OVERNIGHT FACILITIES

FREE - sleep on the floor inside - bring your  
own air mattress, etc.

FREE - self-contained RV parking or tent  
space on site.

More information below for those desiring  
the lap of luxury.



## MOTEL INFORMATION

Prices as of 12/93 - 2 people/1 bed  
Tax rate 8%

Best Western - Tapadera Inn & Restaurant  
\$57 plus tax  
112 W. 2nd St (downtown)  
(503)296-9107

Day's Inn  
"Free Gourmet Continental Breakfast"  
\$45 plus tax  
2500 W. 6th St. (west side)  
296-1191

Inn at The Dalles  
\$30 double or \$37 queen plus tax  
3550 SE Frontage Rd. (east side)  
296-1167

Lone Pine Motel & Restaurant  
"Free Bonus Breakfast"  
\$47 plus tax  
The Dalles Bridge Junction  
I-84/Hwy 197  
298-2800

Oregon Motor Motel  
\$38.88 including tax  
200 W. 2nd (downtown)  
296-9111

Shamrock Motel  
118 W. 4th (back street downtown)  
\$27 plus tax  
296-5464

Shilo Inn  
"Riverfront Suites"  
\$48 queen / \$55 king plus tax  
The Dalles Bridge Junction  
I-84/Hwy 197  
298-5502

Tillicum Inn & Cousin's Restaurant  
\$49 plus tax  
2114 W. 6th St. (west side)  
298-5161

Mail registration form to:

**BikePAC of Oregon**  
**LEGISLATIVE PLANNING CONFERENCE**  
c/o Jack Fassel  
5204 Summit Street  
West Linn, OR 97068



15910 Ventura Boulevard  
Suite 1719  
Encino, California 91436



Press Release

Press Release

Press Release

## SENATOR BEN NIGHTHORSE CAMPBELL JOINS NCOM LEGISLATIVE TASK FORCE

November 11, 1993 – Senator Ben Nighthorse Campbell (D-CO), one of motorcyclists' strongest allies in congress, has joined the NCOM Legislative Task Force. The task force is the National Coalition of Motorcyclists' A-Team of bikers' rights advocates from across the country.

The purpose of the legislative task force is to analyze current and proposed legislation and make recommendations to NCOM and the nearly 400 NCOM member organizations. LTF members also council state motorcyclists rights groups on political issues and help lobby for riders' rights on both the state and federal level.

Campbell will join four fellow legislators on the task force: New Hampshire State Representative Sherm Packard, New Mexico State Representative Rick Miera, South Dakota State Representative Jim Putnam and Wisconsin State Senator Dave Zein. While several members of the U.S. House of Representatives ride, Campbell is the only United States Senator on two wheels.

When he's not riding, he's helping to protect the rights of our nation's motorcyclists. Campbell sponsored S.401 to delay the impact of the federal "blackmail" helmet legislation, and is actively organizing opposition to the national helmet mandate.

Campbell even found time to host the Four Corners Iron Horse Motorcycle Rally over Labor Day weekend which drew 6,500 riders from 38 states and four countries.

"We're honored to have Senator Campbell on our legislative task force," said NCOM founder Richard M. Lester, "we foresee a very busy legislative agenda in the months ahead, and his input will be invaluable."

For all his support and efforts on behalf of the riding public, Senator Ben Nighthorse Campbell was presented the distinguished Silver Spoke award (for government) at the 1993 NCOM Annual Convention in Tulsa, OK.

Other members of the NCOM Legislative Task Force are: Chairman Jesse McDugald of ABATE of South Carolina, John "Butch" Olson of ABATE of North Dakota, Butch Harbaugh of BikePac of Oregon, Fred Curren of ABATE of Pennsylvania, Eddie Briggs of ABATE of Oklahoma, Ed Netterberg of ABATE of South Dakota, Rod Clarke of Freedom of the Road - Vermont, Bob Illingworth of Minnesota Motorcycle Riders Association and Brent Garcia of ABATE of New York.

- end -

# **Biker Bar Fights Bias**

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TULSA, Okla. — When Lawrence S. Katkowsky travels to court, he covers his suit with overalls, drops his wingtips into a saddlebag and throws on boots.

That's because Mr. Katkowsky, of Southfield, Mich.'s Keller & Katkowsky P.C., rides a motorcycle.

The "Katman," as he's known, doesn't leave his passion for motorcycles outside the courthouse door. He is one of more than 100 lawyers nationwide who belong to a tightly organized network representing bikers.

## *Both lawyers and other bikers are turning more activist.*

These biker-lawyers do mostly personal-injury suits, often taking on insurance companies.

Increasingly, though, both lawyers and other bikers are turning more activist. The lawyers are being called on to advise biker lobbyists who are pushing for motorcycle safety programs and trying to block mandatory helmet laws. And like any other minority group, they are fighting discrimination — being barred from restaurants and other public accommodations.

Mr. Katkowsky and his colleagues are "attorneys who ride."

On a stormy Mother's Day weekend, Mr. Katkowsky joined about 40 of his fellow Aid to Injured Motorcyclists attorneys, as the network is called, and more than 250 other bikers for a conference at the Ramada Hotel off I-44 in Tulsa.

The assembled bikers were the real McCoy — beer bellies over belt buckles, tattoos, black T-shirts, blue jeans, leather vests, earrings. The lawyers, however, were a little more clean-cut.

The purpose of the gathering was more than just to startle other hotel guests with the sight of Diet Coke-guzzling bikers, who had taken over the lobby. Most of the attendees were the leaders of motorcycle groups around the country who had come to discuss protecting their rights — increasingly through the use of legal remedies.

These were bikers with briefcases.

It used to be that when motorcycle clubs wanted to protest helmet laws or other encroachments on their way of life,

they would roar into the streets and peel burnouts in front of a state capitol building.

But they've gotten more sophisticated, largely because of NCOM, or the National Coalition of Motorcyclists, in which AIM plays a role. Throughout the weekend there was talk of phone banks, data bases and press releases. The bikers are going inside, into the halls of power.

Many of the lobbyists belong to state groups called ABATE, which stands for various names in various states, usually "American Bikers Aiming Toward Education" or "A Brotherhood Against Totalitarian Enactments."

Says Maryland AIM attorney Jay I. Block: "We're teaching people who are individuals, who usually battle the system, how to apply the Constitution" to get what they want.

AIM keeps on file, free of charge, the medical and next-of-kin records of some 600,000 bikers in the United States and Canada in case of a crash.

It also includes a network of 110 attorneys around the country, as a reference service for its members, to handle lawsuits and other legal problems. (The bikers are not required to use AIM attorneys.) In turn, the lawyers give back one-third of their fees to NCOM, says Mitchell L. Proner of New York's A. Stanley Proner P.C., one of two AIM attorneys for New York. The fees represent the coalition's sole funding, according to its literature.

## *The AIM attorneys is one of the best things that's ever happened.*

There are, of course, many small law offices, run by "attorneys who ride," catering to bikers. But, the bikers say, none is as extensive or as organized as AIM, founded in 1983 by attorney Richard M. Lester, an Abbie Hoffman look-alike who rides a Porsche trike.

AIM attorneys are encouraged to have bikers on staff. "The whole idea is service," say Mr. Katkowsky, who rides a 1987 Harley-Davidson Sport Glide, a 1976 BMW and a 1973 Yamaha. "My in-house investigator is a rider and a motorcycle safety instructor. Bikers like to talk to people who they feel understand them."

Mr. Katkowsky, who says he has 500 jury trials and at least 250,000 miles under his belt, has represented motorcyclists since the mid-1970s and ABATE of Michi-

gan since 1976.

"It's a way to mix business with pleasure," he says. "Some lawyers wine and dine at the Waldorf. I do it at biker bars."

The lawyers speak of the "simpatico" between themselves and their clients. "Lawyers look down on bikers as clients," says Maryland AIM lawyer Mr. Block, an Owings Mills sole practitioner who, like virtually all the lawyers, rides Harley-Davidsons — a 1987 Low Rider, a 1989 Ultra Glide and a 1949 Pan Head. "We don't alienate bikers. When I interview a (potential) new staff person, I say, 'How do you feel about motorcyclists?'"

Mr. Block, who was conservatively dressed — compared to the others — in black boots, earring, black T-shirt, and denim jacket smothered in slogan buttons, says he sometimes sees a judge on the street while wearing his biker regalia. "The judge will say, 'I know you...'" and I'll say, "Your honor..."

By contrast, his biker clients "flip out" when they see him in court in a suit for the first time.

The lawyers often do the discrimination cases and advise on lobbying and legislation pro bono. "We do twice as much pro bono work as any corporate attorney," boasts Mr. Katkowsky, who adds that 500 hours a year is not unusual.

"We're all trial lawyers by profession — we do that to make a living — but we do the lobbying stuff because we care", says Mr. Proner. He claims he handles more motorcycle cases than anyone in the state.

The "lay" bikers at the conference uniformly viewed the AIM attorneys as comrades in arms.

"The AIM attorneys is one of the best things that's ever happened," says Sputnik, founder and chairman of the Texas Motorcycle Rights Association. The group's T-shirt brands the wearer a "Legislative Warrior," which seems especially appropriate for the Mohawk-sporting chairman.

Butch Harbaugh of BikePAC Oregon and the NCOM Legislative Task Force says Oregon's AIM attorney, Samuel I. Hochberg, "helped us with thousands of dollars of free legal services."

The pet peeve of the riders of course, is mandatory helmet laws. Make no mistake; bikers do not like helmets. To them, the issue is freedom of choice, like abortion.

Doug Friesen, an Oklahoma City sole

practitioner and an AIM attorney, spoke to the other AIM lawyers about the state fight he participated in earlier this year against a helmet bill. Part of the strategy, he said, was to argue that if bikers were forced to wear helmets, then rodeo riders should be also. And the bulls too, for that matter.

That didn't sit too well in this rodeo state. The measure was defeated.

Mr. Hochberg, a Portland, Ore., sole practitioner, told the other attorneys how in the last few years he has won about a half-dozen helmet cases, taken pro bono, in which motorcyclists actually were wearing helmets but the police claimed they were unapproved.

Mr. Hochberg says he got involved with AIM about five years ago when he saw the group's ad in a motorcycle magazine.

Though the attorneys and other bikers are actively involved in putting out these brush fires in the states, their current arch-enemy is a federal statute they call the "blackmail law."

*The motorcyclists have more than helmets on their minds.*

*The main theme of the conference was "Discrimination, the Other Threat."*

The ISTEA (pronounced "ice-tea"), or Intermodal Surface Transportation Efficiency Act of 1991, is the closest thing to a national helmet law, they say. It contains provisions effective Sept. 30 that would penalize states without mandatory helmet statutes by forcing them to spend a percentage of their federal highway funds on highway safety programs.

Sen. Dave Durenberger, R-Minn., and Rep. Olympia J. Snowe, R-Maine, have introduced measures to repeal the penalty; on May 4 Ms. Snowe testified before a subcommittee in favor of her bill.

Sen. Ben Nighthorse Campbell, D-Colo., a motorcycle enthusiast, announced at the conference that he has introduced another measure, which would delay the penalty for two years.

Senator Campbell, who is co-hosting a motorcycle rally in Colorado this coming Labor Day Weekend, received a "Silver Spoke" award at Saturday night's banquet.

The senator wasn't the only politician with a presence at the conference. When Tulsa Mayor M. Susan Savage couldn't make it, she sent her director of urban development, Brenda K. Miller.

Why the yuppily clad Ms. Miller? To explain, she had her husband, Mark, stand up from the audience - yes, he's a biker. Then Ms. Miller removed her suit to reveal her Harley-Davidson T-shirt -

she rides too.

The motorcyclists have more than helmets on their minds. The main theme of the conference was "Discrimination, the Other Threat." The focus on civil rights is new, they say, a growing concern during the last five years or so.

Lest a cynic think they're merely jumping on the victim bandwagon, stories abounded of bikers turned away from bars, restaurants and hotels for wearing leathers or club colors or even simply for pulling up on a hog. The bikers call it "style of dress" or "mode of transportation" discrimination.

The seminar on prejudice was by far the best-attended. Ralph C. Buss, a Painesville, Ohio sole practitioner and AIM attorney for the state, gave a scholarly presentation on the "Roots of Anti-Biker Bias."

"The public believes that we do Toys for Tots to pay penance for all the fathers that we've killed," he quipped.

Steven D. Tishler, a Fort Lauderdale, Fla., AIM lawyer (whose Harley Davidson has "The Law Rider" engraved on its gas tank), discussed the problems of fighting such prejudice in a state with no anti-bias statute.

(Sadly, they think, no civil rights statute in any state mentions bikers.)

Because the attorneys wear both biker regalia and "civilian clothes," they have a different take on the issue. Says New York's Mr. Proner: "When I'm in court with my wingtips and my suit and tie, my stuff glides. But when I'm out in my boots and my chaps it's a different story."

But don't they covet the bad biker rep? "The outlaw image is something that's a delicate balance," admits Fritz-Howard Clapp. "In a way, we treasure the fact that our appearance is intimidating."

Mr. Clapp, though not an AIM attorney, is the legal advocate for the Modified Motorcycle Association, California's oldest motorcycle rights group. For 20 years the MMA successfully fought the passage of a helmet law, only to lose in 1991. (Rumor has it that one biker committed suicide because of the new statute.)

The Sacramento, Calif., sole practitioner is also the Hells Angels' trademark attorney. His job entails writing a lot of routine cease-and-desist letters, he says, though in January he settled a well-publicized case against Marvel Comics, which had neglected to contact the biker club when it published a Hell's Angels comic book (opposing counsel was New York's Skadden, Arps, Slate, Meagher & Flom).

"I call it a lifestyle minority," says Mr. Clapp, a spirited elfin man with short white hair and longer white beard, a "Lawyer from Hell" button and burn scars from a 1989 crash embroidering his arms.

And though California has one of the toughest anti-discrimination laws in the country, the Unruh Civil Rights Act, "sometimes people need to be reminded," he says. During the conference, Mr. Lester said that California bikers are mentioning the statute to restaurant owners - who back down.

And the story was told several times about the California AIM attorney, who had been a highway patrol officer for 18 years, being refused entrance to a French Quarter restaurant during NCOM's 1990 New Orleans meeting because he was wearing a HOG (Harley Owners Group) patch.

One of the reasons for the new focus on discrimination, says AIM attorney J. Thomas McGrath, a Richmond Va., sole practitioner who rides a 1987 Low Rider, is that bikers are getting older (evidenced by the many grey and balding heads at the conference).

*"We don't wear leather to look mean; we wear it for the purpose it serves. A helmet doesn't work, but leather does."*

Mr. McGrath, who wore a jean jacket with a decal of AIM's emblem, Lady Justice on a motorcycle, says a 67-year-old biker recently called him because he was refused entrance into a restaurant for wearing leathers.

"The guy's a grandfather," says Mr. McGrath.

"We are a hated minority," says Sputnik in his heavy Texas twang. "We don't wear leather to look mean; we wear it for the purpose it serves. A helmet doesn't work, but leather does."

Yet the bikers realize that to fight prejudice against them, they must expunge prejudice from their ranks. This doesn't mean so much allowing women and blacks to join their groups, they say - though it does mean that - but letting in non-Harley-Davidson riders.

This is especially so of Japanese bikes, or "rice burners" in biker lingo.

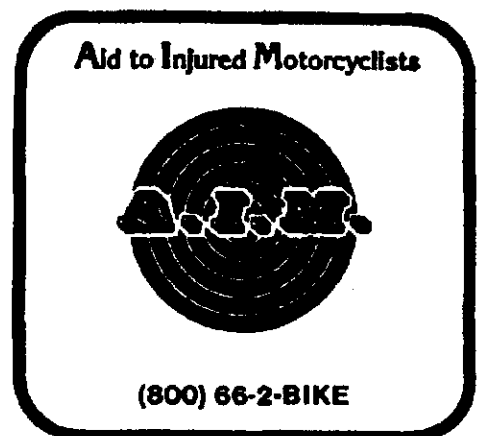
In a show of ecumenism, Sputnik recently purchased a 1986 Honda Shadow 1100 (he also owns a 1984 Low Rider). He now rides the monthly 10,000 to 15,000 miles around Texas that his job requires exclusively on that non-American motorcycle.

He calls it his "legislative bike."

And how did he get to Tulsa? He rode the Honda.



15910 Ventura Boulevard  
Suite 1719  
Encino, California 91436



**Press Release**

**Press Release**

**Press Release**

### **U.S. HOUSE OF REPRESENTATIVES APPROVES DELAY OF ISTEА PENALTIES, AWAITS SENATE ACTION**

**WASHINGTON, D.C., November 8, 1993** – The United States House of Representatives today approved H.R.3276, the ISTEА Technical Corrections Act, which includes a one year delay in imposing federal sanctions against states that have failed to enact seat belt and helmet laws.

Congresswoman Olympia Snowe (R-ME) was instrumental in getting the delay language into H.R.3276, which postpones the deadline for states to enact both laws from September 30, 1993 to September 30, 1994, providing motorcyclists with an additional year to organize opposition to the federal "blackmail" legislation.

H.R.3276 will be assigned to a conference committee made up of House and Senate members after the U.S. Senate passes its own version of the "clean up" bill.

Senator Ben Nighthorse Campbell (D-CO) is currently attempting to get a similar delay incorporated into the Senate bill, which would virtually ensure the section would survive conference committee action. The delay could be contested, however, if it doesn't appear in both the House and Senate versions when the conference committee convenes to iron out differences between the two proposals.

Campbell will also continue to pursue co-sponsors to his bill S.401, which would postpone the effective date of the penalties for two years. Sixteen senators have signed on to S.401.

These delay tactics are intended to buy motorcyclists extra time to gather support for Snowe's H.R.799 and Senator Dave Durenburger's (R-MN) S.295, the two bills that would repeal the penalty provisions altogether. Currently, H.R.799 has 116 co-sponsors and S.295 has 27, approximately half the number of co-sponsors needed for both bills to clear their respective houses.

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

- end -



# Columbia River Chapter

4th Annual



## Sweet Heart Dance



Live Music  
**'CHINA WATCH'**

**Bring Your**

**Casino  
Night !!!**

♡ **"SWEETIE"** ♡  
♡

**Saturday Feb 12th 7:PM Till we're done !!**

**Cost: \$5.00 Single (Includes \$300.00 Play Money)**

**\$8.00 Couple (Includes \$600.00 Play Money)**

Extra Play Money For Sale !



**Auction:**  
**12 Midnight**

**Bike Parking Front Entrance**  
**SECURITY PROVIDED**

**PLACE : The "CACTUS CLUB". . . . 8121 N. Denver,  
Portland OR.**

**For More Info: Call 285-4329**

Pictured top center are Vicki Lechner and Bear from Lincoln County after cooking Thanksgiving dinner for the Newport Senior Center. Lower left picture shows Lincoln County handing "Mrs. Santa" a check for just under \$3,000., and there was plenty of parking at the auction that raised that money, pictured right. Good job Lincoln County members!!!





# MOTORCYCLE MALL SHOW

MAY 14, 1994

## PONY VILLAGE MALL

IN BY 8:00  
OUT AT 6:05

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

MOTORCYCLE TYPE \_\_\_\_\_

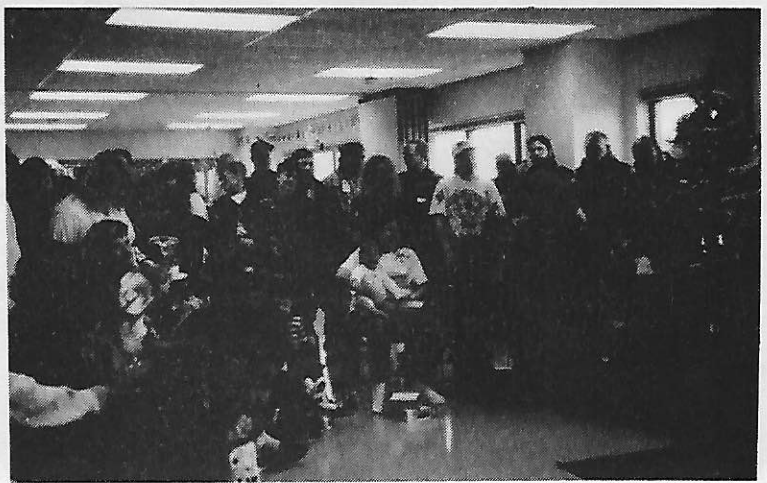
YEAR \_\_\_\_\_

PLEASE MAIL TO JOHN MOLYNEUX, 210 RAYMOND ROAD, NORTH BEND, OR 97459, OR CALL AND LEAVE  
INFORMATION AT 759-3885.



**1994 PORTLAND CHAPTERS TOY RUN FOR:**  
**SHRINER'S CHILDREN**

JAMES McADAMS (LEFT) CELEBRATES WITH DENNIS DEATON (WHO GOT HIS TICKET FOR HIM), ABOUT WINNING THE HARLEY DAVIDSON RAFFLED OFF AT THE TOY RUN!!!!!! GETTING TO THE SHRINER'S HOSPITAL WAS HALF THE FUN. SEE THE PROTECTION WE GOT, (POLICE AND ARMY SUPPORT VEHICLES), AND YET UPSTAIRS IT WAS ALL WORTH THE SMILES ON THE KIDS FACES. THANKS TO ALL WHO WORKED AND RODE FOR THE KIDS!!



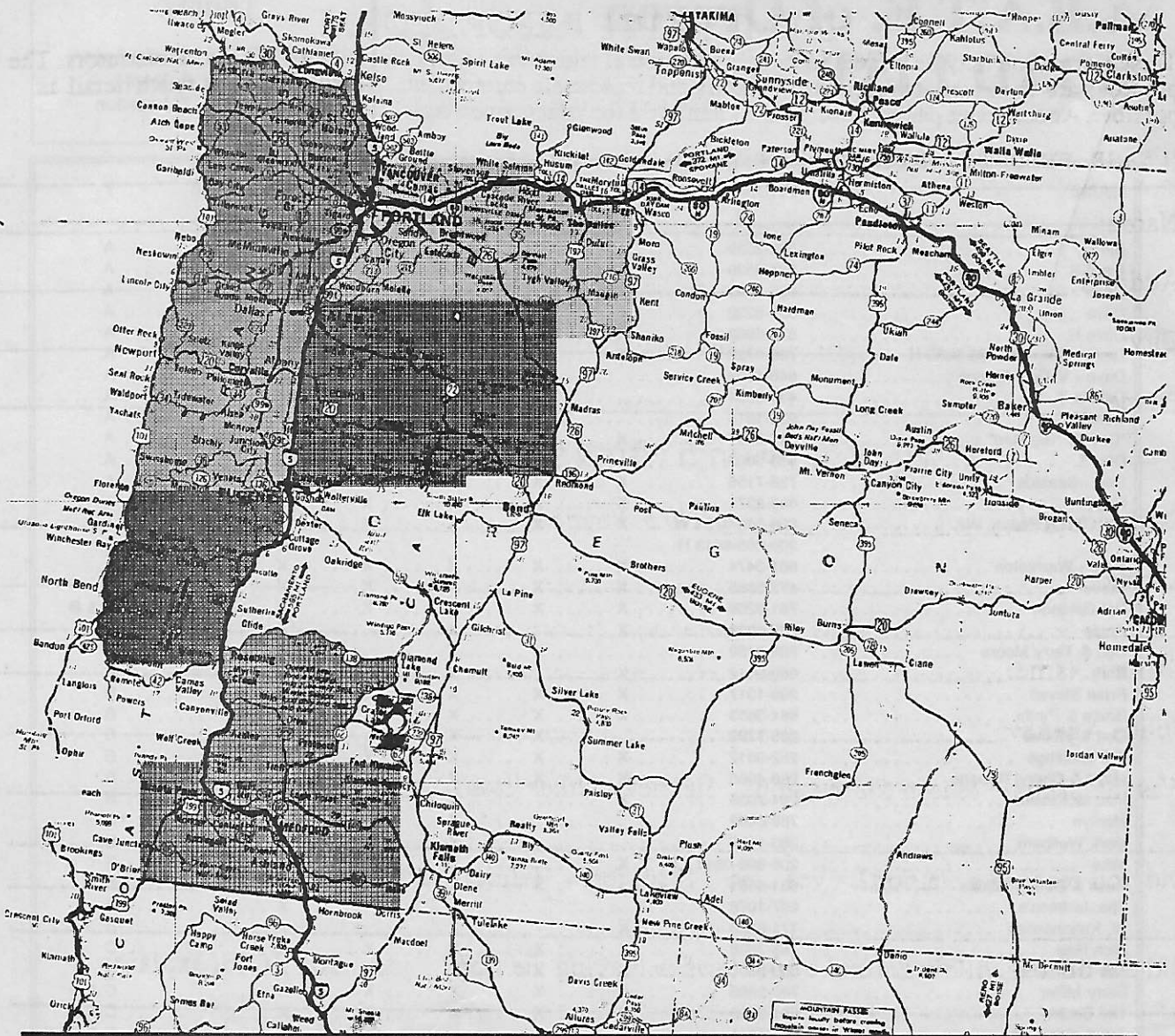
# A.B.A.T.E. of Oregon

## ROAD LIST

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

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Carol	255-8492			X		X	X	A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside	738-8850 H	X	X	X	X	X	X	A
Dave - V-Twin Engine	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W	X	X	X	X	X	X	A
	206-665-6513 H							
Mike - Warrenton	861-3474	X	X	X	X	X	X	A
Steve	472-8885	X	X		X	X		A
Pat Gleason	761-3269	X	X	X	X	X		A & B
Angle	285-4329	X		X		X	X	B
Bob & Terry Moore	286-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985	X	X	X	X	X		B
Mac McKinster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbam	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Russ & Donna Adkins	631-8581		X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
Butch Harbaugh	623-4848	X	X	X	X	X		C & D
Walt Allegar	363-4727	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Terry Kepi	267-0172	X	X	X	X	X	X	D
Sheril Aldridge	447-3673	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen Buckle	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chrts Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-1469	X	X	X	X	X		E
Terrl	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

(Map on reverse side)



Location A



Location B



Location C



Location D



Location E



Location F



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



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

List and  
 corresponding  
 legend on reverse  
 side.

C:\ABATEMIS\ROADLIST.WP

# HELMET STOP REPORT FORM

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

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

## WHAT HAPPENED WHEN YOU WERE STOPPED?

Date Stopped: \_\_\_\_\_ Time Stopped: \_\_\_\_\_

Location: \_\_\_\_\_

Officer Name: \_\_\_\_\_

Police Agency: \_\_\_\_\_

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

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

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

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

Was your helmet confiscated? yes no If yes, explain: \_\_\_\_\_

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

If yes, was the explanation: written verbal both If verbal, describe: \_\_\_\_\_

### WHAT HAPPENED IN COURT?

Have you gone to court?     no     When is your court date? \_\_\_\_\_

  yes     How did you plead?     guilty     not guilty

If you pleaded guilty, what was the sentence? \_\_\_\_\_

\_\_\_\_\_

---

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

  no                      When is your court date? \_\_\_\_\_

  yes                    What was the verdict?     guilty     not guilty

If guilty, what was the sentence? \_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### DESCRIBE THE HELMET YOU WERE WEARING

Brand: \_\_\_\_\_

Model: \_\_\_\_\_

When you bought the helmet, did it have:

DOT sticker on the outside?    yes    no

Label permanently fastened inside?    yes    no

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

\_\_\_\_\_





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

POLICE OFFICER'S NAME \_\_\_\_\_ BADGE # \_\_\_\_\_

AGENCY(S) \_\_\_\_\_

POLICE VEHICLE PLATE # \_\_\_\_\_ UNIT # \_\_\_\_\_ COLOR(S) \_\_\_\_\_

MARKED \_\_\_\_\_ UNMARKED \_\_\_\_\_ TYPE OF MARKINGS \_\_\_\_\_

UNIFORM \_\_\_\_\_ PLAIN CLOTHES \_\_\_\_\_ IF PLAIN CLOTHES, HOW DID HE IDENTIFY HIMSELF? \_\_\_\_\_

# OF OFFICER'S \_\_\_\_\_ NAMES & BADGE #'S \_\_\_\_\_

# OF VEHICLES \_\_\_\_\_ PLATE & UNIT #'S \_\_\_\_\_

AGENCY(S) \_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_ LOCATION \_\_\_\_\_

WAS CONTACT MADE ON PUBLIC STREET OR PROPERTY? \_\_\_\_\_ PRIVATE PROPERTY? \_\_\_\_\_

PRIVATE RESIDENCE? \_\_\_\_\_ OTHER \_\_\_\_\_

OFFICER'S REASON FOR CONTACT \_\_\_\_\_

WERE YOU SEARCHED? \_\_\_\_\_ WAS YOUR PICTURE TAKEN? \_\_\_\_\_ WERE YOU WARNED? \_\_\_\_\_ CITED? \_\_\_\_\_

ARRESTED? \_\_\_\_\_ ON WHAT CHARGES? \_\_\_\_\_

TYPE OF CITATION \_\_\_\_\_ CITATION # \_\_\_\_\_ CHARGE(S) \_\_\_\_\_

DO YOU HAVE TO APPEAR IN COURT? \_\_\_\_\_ NAME OF COURT \_\_\_\_\_

COURT DATE \_\_\_\_\_ TIME \_\_\_\_\_ WERE YOU RELEASED WITH A CITATION? \_\_\_\_\_ TAKEN

TO POLICE STATION OR JAIL? \_\_\_\_\_ MADE TO POST BAIL? \_\_\_\_\_ AMOUNT OF BAIL \_\_\_\_\_

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

YOU OR YOUR VEHICLE? \_\_\_\_\_ DESCRIBE YOUR VEHICLE \_\_\_\_\_

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

WITNESSES NAMES, PHONE #'S & ADDRESSES \_\_\_\_\_

GIVE BRIEF DESCRIPTION OF WHAT HAPPENED \_\_\_\_\_

PRINT YOUR FULL NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE # \_\_\_\_\_

AGE \_\_\_\_\_ M \_\_\_\_\_ F \_\_\_\_\_ ABATE CARD # \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE SIGNED \_\_\_\_\_

**GIVE COMPLETED REPORT TO YOUR LEGISLATIVE DIRECTOR OR MAIL TO:**

**A.B.A.T.E. of OREGON, INC.**

**P.O. BOX 4504**

**PORTLAND, OR 97208**



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

**P.O. Box 4504  
Portland, Oregon 97208**

*Dedicated to Freedom of the Road.*

**MOTORCYCLE AWARENESS INSTRUCTOR TRAINING**

The third MC Awareness Instructor training course has been established. Many new Officers and interested persons are eager to take the course. Pay particular attention to the times and date of the course. PLEASE return the registration form as soon as you determine that you will be able to attend.

As usual, there is no cost for you to attend. Most of the ABATE chapters have been outfitted with the training material and tape necessary to teach the course. Try to find where these items are located and bring them to this session. There we will determine if your information is complete. This will also help us save money.

You will be expected to be at the training site by 12:30PM on MARCH 26th, 1994 (Saturday) to register. The class will start promptly at 13:00. You will be completely finished by 15:00. The place where the training will be held is Building 50, Room 112.. There will be a map included to those who respond and need directions.

PLEASE FILL OUT THE FORM BELOW and return it to me by mail or at the next ABATE or BikePAC meeting in February.

This Course is going to be fun to do and if you remember why you have come there you should leave with some important information and the realization that you can be instrumental in saving some motorcyclist's life in the future.

After all, that is what this is all about. God Bless us all.

-----  
To Mel Yeager, Education Director  
ABATE of Oregon  
950 Concord NE #12  
Salem, Or 97301

There will be \_\_\_\_\_ persons from our organization attending the Motorcycle Awareness Instructor Training Session on March 26th, 1994.

Our organization is \_\_\_\_\_

Contact Person name \_\_\_\_\_

Telephone Number or address \_\_\_\_\_

ATTN: Members

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

Revised: December 1992

**ABATE PRODUCTS ORDER FORM - PRICE LIST**

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

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>MISCELLANEOUS</b>				
_____	ABI	Legalize Freedom Button - red/white/blue	.75	_____
_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	AMUG	ABATE Ceramic Tankard - black	7.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>ABATE T-SHIRTS</b>				
_____	AFRTS	ABATE T-Shirts	10.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>SPECIAL ORDER ITEMS</b>				
_____	ANG	Year Bars (Indicate year _____ - 1982 thru 1993 available)	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Small 1984-1993 avail.	1.00	_____
_____	CLOTH	Year Bars (Indicate year _____) Large 1984-1992 avail.	1.50	_____
_____		License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	_____
_____		License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____

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

PREPAID \_\_\_\_\_ COD \_\_\_\_\_  
 DATE \_\_\_\_\_  
 NAME \_\_\_\_\_  
 PHONE NUMBER \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 ZIP CODE \_\_\_\_\_

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

**THANK YOU FOR YOUR ORDER!!**



C:\ABATEMIS\PRODNEWS.LST

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

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

**FOR SALE:** Men's Leather Chaps.  
Worn about 8 times almost brand new. Size 3X-STRETCHES to 46-48 Paid \$149. but will let them go for an even \$100.  
Call Georgia at (503)335-0283 (3-94)

Call Gordon at 253-7343 to place your classified with us Today!

**FOR SALE:**  
SMITH-CORONA TYPEWRITER  
Electric memory, works great! Just back from shop for checkup and cleaning. Complete w/extra ribbons & instruction book.  
\$75.00 Phone eves. (503) 363-1697  
Mel or Sharon Yeager (2-94)

**FOR SALE:**  
5 spd transmission & drive line for 74 Ford Courier Pickup  
\$135.00 for both(O.B.O.)  
Call Roger (503) 285-4329 (2-94)

**FOR SALE:**  
Classic '51 FL Chopper  
Raked 10 over Wide Glide  
Primary belt; Too much too list \$7,500 O.B.O. will consider part trade 286-3139 Bob (1-94)

**WANTED:**  
B/W photos to put in the newsletter.  
Please identify all parties involved, and also enclose the event and dates.  
Send them in care of :  
The Editor  
P.O.Box 4504  
Portland, Ore. 97208  
if you want them back send stamps along for the return postage.

**FOR SALE:**  
1968 23ft Dodge  
Motorhome  
w/fold down back deck(patio)  
\$4,000.00 (OBO)  
Call Roger (503) 285-4329 (2-94)

**WANTED:**  
PEOPLE TO TRAIN FOR THE OFFICES THAT WILL BE NEEDED TO BE FILLED NEXT YEAR. THIS INCLUDES THE NEWSLETTER POSITION!!!  
IF YOU ARE SUCH AN INDIVIDUAL, PLEASE CONTACT YOUR LOCAL CHAPTER OR MYSELF.  
GORDON  
(503)253-7343

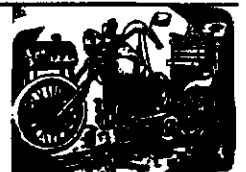
**FOR SALE - ABATE Memberships.**  
Anytime of the year. See inside back cover for details and application. Sign up a friend today!  
(Indefinitely)

**Whatever you have to sell, try advertising with us, as long as it is not a business!**

**FOR SALE:**  
1970-74 350 Olds motor runs good  
\$125.00  
Call Roger (503) 285-4329 (2-94)

**FOR SALE:**  
Leather pants size 38-\$85.00  
Like new, worn (maybe 10 times) with new smell to them.  
Call 672-3210 Tim or Cindy Maley (1-94)

**FOR SALE:**  
Misc. lumber, 2x4s-2x12s-2x6s all sorts-plywood too  
come and look or call  
648-6430 Hillsboro Jay (1-94)



ORABATEMISCLASSAD.WP



# A.B.A.T.E. of Oregon, Inc.

P.O. Box 4504  
Portland, Oregon 97208

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*Dedicated to Freedom of the Road.*

## COMMITMENTS AND RESOLUTIONS

HERE WE GO into another year. It is the time for us all to pause, think about the year ahead and set some goals for us to achieve.

EVERY OFFICER of ABATE of Oregon and each Chapter Officer should reflect upon the job he or she has to do, study the job description for the position, and know just what is expected of you in order to do your job.

EACH OFFICER is expected, by those who elected him to actually do the job. Every officer needs to look ahead to the next and nearest goal, such as a Chapter meeting or chapter run or any other date that requires some effort from him. If he has a part in that function he should prepare his reports, or bring the items that are important to his office.

WHERE WE ALL seem to fall short is that we tend to wait till the last minute to prepare for those times. Our reports are sketchy, incomplete, or missing. Our box of information is left on the bedroom floor. We show up at the function without the tools necessary to do a good job.

IT IS EASY to turn around this tendency. The first thing you need to do is shift gears. Instead of waiting till the last minute...Do the job right away!! You will be surprised how nice it is to have your job completed; your reports are done and sent to the right person, you have assembled what you need to keep your job current, you have contributed in a big way to the good of the organization.

THE TWO KEYS to a successful year is this YOU MUST KNOW YOUR JOB THOROUGHLY and YOU MUST COMMIT TO DOING IT AS SOON AS YOU CAN. To put it on the front burner means that the job will get your immediate attention and will get done. That's all there is to it.

TO ALL OF the newly-elected Officers of ABATE of Oregon--watch for information coming us about MOTORCYCLE AWARENESS INSTRUCTOR TRAINING March 26, 1993 and especially THE S.T.E.A.M. CONFERENCE in April, 1993 (probably the 16th).

Mel Yeager, Education Director  
ABATE of Oregon

## LETTER TO THE EDITOR

Dear Editor,

A year and a half ago about twenty people from around the state met in Independence, Oregon to plan our political strategies for the near future. That meeting was a great success. Several important new agendas, like the State Responsibility Act of 1993 and the Motorist Awareness Program for high schools, began at that meeting. More people got involved more deeply than ever before.

On February 19&20, 1994 we will be holding another such planning event in The Dalles. It is important for everyone to realize that this meeting is open to all interested people. If we are to succeed in our fight for our rights, we need to always have new participants and ideas. This can only happen when individuals decide to step forward and take part.

So, please, make that decision to join the rest of us in February. You are very important. Look for a flyer somewhere in this issue of the ABATE Newsletter for registration information. I hope to see you there!

Ride Free with Me,  
Brian Stovall

---

Real Bikers

It has come to my attention that there are loyal members of ABATE that don't feel like they are "REAL" bikers. Hey, what gives here? What is the definition of a "REAL" biker? Do I have to be an HA? Or how about Marlon Brando? Do I have to terrorize towns?

It is sad to see that even our own people perpetuate the stereotypes of what a biker is. A "REAL" biker is a "REAL" person! A person who can't be put in a box, because there isn't a box big enough to fit all the different kinds of people who are bikers.

Sure there is prejudice among our own people to those of us who don't wear patches on our backs and belong to a club, but that doesn't make us "less than". I don't consider myself less of a biker

because I don't wear a patch, because I'm a woman, or because I haven't ridden since I could crawl. I am a biker and many other things. Being a biker is a vital part of who I am. I couldn't have it any other way.

I am also a student at Marylhurst College in Lake Oswego. I ride my Harley, take classes, and work in the Library in my leathers. Most of the student body there is made up of white, upper-middle class women. The school was started by nuns 100 years ago and there are still a lot of them on campus. There are some people there who turn their noses up when they see me, but most of them smile and say hello. I've even made a few friends there. Who would of guessed?

I've found that the best way to change people's stereotypical ideas is to show them who I am. Because I'm out there, doing my thing among those people, they have a better understanding that bikers are people too. How about you?

Ride Free  
and be proud of who you are  
Lady Sue

---

Dear Gordon

Merry Christmas to you and all the other people at A.B.A.T.E. Your newsletter gives me a great opportunity to keep up with motorcycling events that are coming up. Receiving the newsletter during the long Oregon winter allows me to flash back to warm summer days. While I'm what you might call a "side-walk commando", I do have motorcycles even though I don't ride. I enjoy swap meets and the sight of a line of Harleys coming down the coast highway. I want to tell you that you have my support; renew my membership, check enclosed. One last thought; hang in there Mel, I'm proud of your educational efforts.

Sincerely  
Moe Man Lau

---

PLEASE TAKE A MOMENT, TO REMEMBER ALL THOSE WHOM YOU HAVE KNOWN THAT ARE NO LONGER WITH US TODAY. BE AT PEACE.

**Bike Pac Planning Session**


February 19th & 20th, 1994

On July of 1992, we had a planning session in Independence, Oregon. Some of the ideas at the planning session were the Motorcycle Awareness training (that is offered to children in schools around Oregon and other states), Medical Exemption Bill, Moped operation endorsement, State Responsibility Act of 1993. We worked on insurance overseeing committee, unity, helmet law exemption, our lobbyist in Salem, emphasis on communications, all in all a very good thing resulted from this session.

Now in 1994- OPPORTUNITY, CHALLENGE and the NEED TO HAVE PEOPLE that care and are interested in what is going to happen in the next legislative session and to be there participating, will make a difference. Remember unity and hard work will prevail. Everyone is welcome!

See You ALL there  
Rotten Roger

- TIRES
- BATTERIES
- TUNE-UP
- BRAKES
- AIR CONDITIONING
- SHOCKS
- CAR SERVICING
- RADIATOR
- EXHAUST
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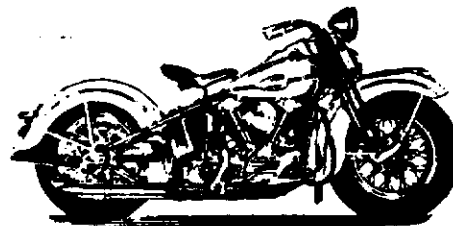
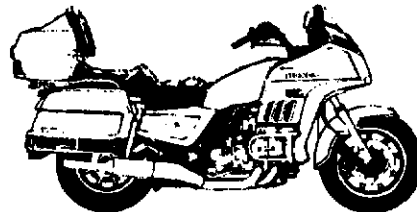
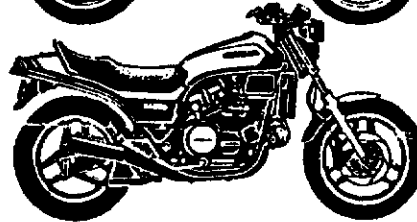
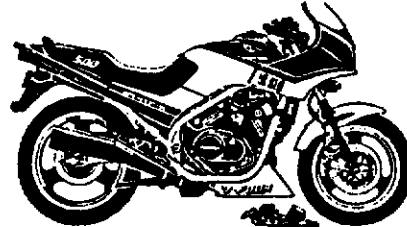
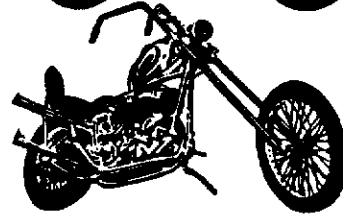
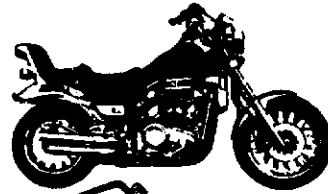
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1306 S.E. Court  
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Sales: (503) 278-1644  
Service Dept.: (503) 278-0361

ONLY YOU CAN MAKE A DIFFERENCE IN YOUR LIFE. GET OUT THERE AND DO SOMETHING GOOD.

**All bikes - All riders**



**ABATE works for you!**



UNION  S

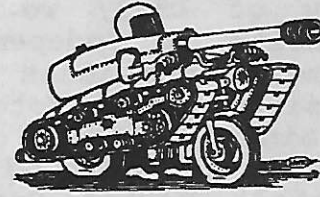
"Home of the nudies"

938 E. Bumside  
Portland, OR 97214  
236-1125



Darlene Griebel

ABATE MEMBER AND SUPPORTER



# Urban Traffic Survival Part V: Surface Hazards

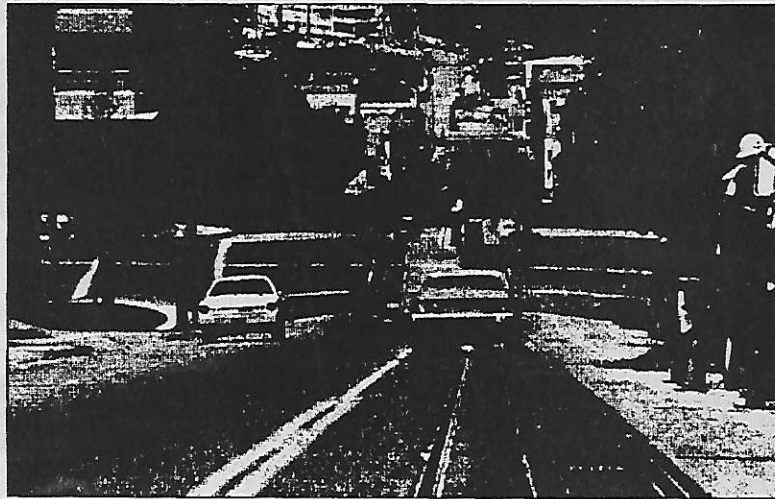
Article and Photos by David L. Hough

Here's Biker Bob, tooling along through San Francisco rush hour traffic on his two-wheeler. Bob spots a traffic shark coming up fast behind, and moves over to let the shark speed on around. Approaching an intersection, he moves over to stay out from behind a cable car. With a better view of the intersection, Bob spots a potential left-turner. He lightly squeezes on the front brake lever as he shifts down a gear, preparing for a panic stop if needed.

When he spots movement at the top of the left-turner's front tire, he just squeezes harder on the lever, slows just enough to avoid a collision, and has enough extra time to toot his horn at the careless car driver. As Bob accelerates back up to speed, he smiles inside his helmet and silently congratulates himself on his traffic survival skills.

But just as he shifts up a gear, Bob's smugness is shattered by a wobbling feeling in the front end. The front wheel seems to have a mind of its own. Bob pushes on the grips, but countersteering can't seem to keep the bike balanced. Bike and rider topple over and crash to the pavement in a shower of sparks and broken plastic. And with his nose now sliding along an inch above the cable car tracks, he is suddenly reminded that an urban motorcyclist must be just as aware of the surface hazards under his tires as of the city traffic swirling around him.

Two-wheelers are more susceptible to surface hazards than four-wheelers



*Photo 1: San Francisco's cable cars may be a great tourist attraction, but their tracks make a particularly nasty surface hazard for motorcyclists.*

because motorcycles are dependent upon front tire traction for balancing as well as steering. We balance and steer a motorcycle by constantly adjusting the position of the front tire contact patch. If the front tires of a car slip, the car merely slides sideways. If the front tire of a motorcycle loses traction for more than a moment, it becomes practically impossible to maintain balance. That's why a front wheel skid usually results in a fall-down.

So, in addition to watching for other traffic, a motorcyclist must also be very aware of road surface hazards such as spilled oil, loose gravel, and edge traps. Of course, the same accident-avoidance

philosophy applies to surface hazards as to collisions. We've got to look ahead to spot surface problems, predict which ones are hazardous, and then take the correct action to negotiate them. Part of the reason for maintaining a two-second minimum distance away from other vehicles is to allow a view of the road surface.

## Watching for Changes

Let's note that it is essential to set up for surface hazards *before* we get on top of them. If we discover loose gravel in the corner only after we have leaned over on top of it, there isn't much we can do to avoid a crash. One of the keys to spot-



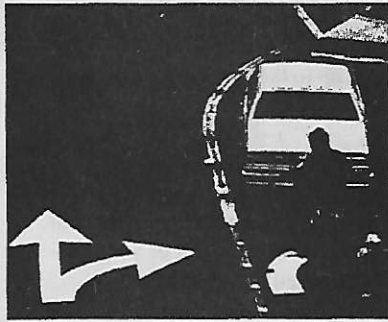


Photo 2: Plastic roadway markings.

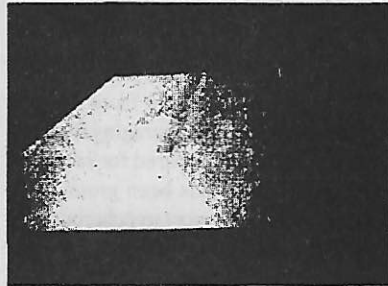


Photo 3: Steel construction plates.



Photo 4: Grated bridge decking.

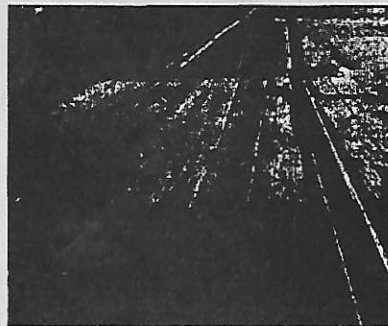


Photo 5: Wooden decking used for some railroad crossings and bridge surfaces.

ting surface hazards is to recognize changes in color, texture, or shape of the road surface. Whatever the surface I'm already on, I have a good idea of the available traction. If the color or texture of the road ahead is different, I need to prepare for a possible change in traction.

Here's an obvious example: Let's say I'm riding to work in Detroit in December. Scrutinizing the surface ahead, I see the color changing from dark gray to white as the street crosses the next overpass. I assume the white is frost, which means very poor traction ahead.

Most of us are smart enough to avoid winter riding. And anyone who has ridden around in a cold climate knows what frost looks like. But there are lots of year-round surface hazards that are just as dangerous as frost, and a lot less obvious.

Let's consider for a moment what it means for the road surface to get "slick." Rubber tires maintain a grip with the road surface by squeezing partially into the pavement. The rubber stretches and compresses to conform more or less to the shape of the bumps and grooves in the surface. Some surfaces are simply too smooth to offer any little bumps or grooves for the rubber of the tire to squeeze into. Polished steel is smooth and "slick," even when clean and dry.

When smooth surfaces are lubricated with a fluid, they get *really* slick. Lubricants lift the rubber off the surface. Rainwater makes a fine lubricant. So does motor oil, antifreeze, and even ice cream. What is less obvious is that water can mix with various surface particles to form a greasy substance I call "road gorp."

Loose surfaces such as sand or gravel on the roadway aren't "slick," but lift the tires up on particles that can roll around like ball bearings. There are a few tricky "loose" hazards that are of special interest to motorcyclists. For example, a flattened ice cream carton might appear harmless, but consider what happens if we try to make a sharp turn with the front tire rolling across that piece of cardboard. Rubber has more traction than cardboard, so the tire grabs the carton, and the carton slides across the road surface.

You can steer the front wheel either direction—the tire turns the carton, but it just continues to slide straight ahead. Steering has no effect; you can't balance; crash, boom. Same result for braking with the tire on a sliding object.

We won't try to list all the city surface hazards we've seen, but let's mention some of the common ones every proficient rider should be aware of:

### White Plastic

In some areas of the country, road markings are made of plastic, rather than being painted on the surface. Those white plastic arrows and lane markings glued over the roadway have a very smooth surface that gets polished even smoother by passing traffic. When wet, this plastic can be as slick as ice. Veteran street riders give the plastic lots of respect. (Photo 2)

### Steel Plates

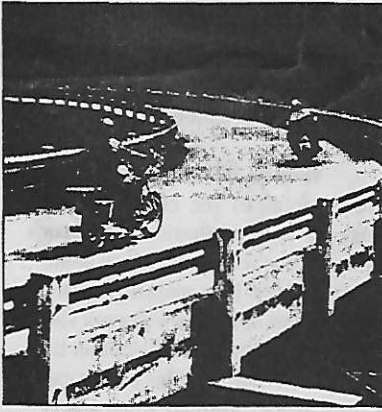
Steel construction plates are even more hazardous, because they can be just as shiny as the white plastic, and often a lot larger. (Photo 3) Wherever you spot amber "Construction" signs, you should expect some big steel excavation covers. The edges of these big plates are also very dangerous because they form "edge traps." We'll talk about that a little later.

### Grated Bridge Decks

Some parts of the country use steel grates for bridge decking. It's strong, light, and durable. (Photo 4) If you look closely at a grated deck, you can see that the surface is made of narrow vertical bars spaced an inch or two apart. The trouble is, the top of the narrow steel bars gets polished to a slippery shine, and tires often lose their grip. For motorcyclists, the problem is amplified because the front tire must hop from one side of a bar to the other as the rider countersteers the front end to balance. Grated decks should be treated the same as a gravel road: don't try anything sudden, point the front end where you want to go, and ignore what the rear end is doing. There is nothing you can do to improve traction on a grated deck, but you can improve your confidence about crossing them.

### Oil Spills

Spilled diesel oil is a common urban surface hazard. Trucks and busses are notorious for dribbling gallons of transmission and fuel oil on the surface to lubricate your tires. This stuff can be difficult to recognize. On gray concrete, oil typically appears as black spots. But on black asphalt, you may see nothing other than a slight sheen. If it is raining, the



*Elevated roadways and bridges are particularly prone to surface hazards.*

water will form beads over the oily spots. Whether wet or dry, be sensitive to any pungent petroleum odors, especially when the light is poor, because the smell may be your only warning.

### **Bricks and Wood**

There are plenty of streets in the older parts of cities still paved with bricks, cobblestones, and even wood. Bricks are treacherous because they are made of clay, and the clay dust makes a slimy gorp when mixed with water. Wooden bridge decks are equally treacherous because the tiny wood fibers make a good lubricant when wet, and the wood stays wet much longer than adjacent pavement. (Photo 5) In cold weather, the wet wood can quickly freeze into "black ice."

### **Loose Sand**

Winter sanding crews spread tons of sand and gravel on the ice and snow. After the cold stuff melts, all that loose sand and rock remains on the surface. Sand isn't slick like white plastic or polished steel, but it lifts the tires off the surface and prevents them from getting a grip on the pavement. Loose sand and gravel is especially dangerous near corners where we are likely to be leaned over to make a turn. Sand may be the same color as the pavement under it, but you can observe a difference in the texture.

### **Traction isn't Constant**

Veterans understand that traction isn't a constant. It changes dramatically from spot to spot. Right here on the dry concrete, there is great traction. Over there a few inches on that oily plastic arrow, there is practically no traction. We can predict

that oil and other lubricants will collect wherever engines wait idling, such as the center of left turn lanes. So one important habit is to place the tires over the most tractable surface. For example, we might ride in the left wheel track of the lane, rather than down the center "grease strip," or we might cross a steel construction plate in the center of the lane where it is less polished.

The second important tactic is to ration the available traction. There is only a limited amount of traction available, even with the best of tires. Braking and accelerating require traction. So does balancing and cornering. When slick surfaces reduce the available traction, it is necessary to be a little more stingy at doling it out. For example, if we need traction for cornering, we can temporarily avoid using the brakes. If we need the available traction for balancing, we can slow down to reduce lean angle, and stay off the gas. If we need to use the available traction for braking, we can temporarily avoid cornering or swerving at the same time. Here are some veteran techniques for slick or loose surfaces:

- \* Brake in a straight line. Temporarily ease off the brakes when crossing a hazard such as a plastic arrow or piece of cardboard.

- \* Make very gradual changes in power, and avoid sudden power surges or throttle chops which would demand extra traction. Remember that engine deceleration uses traction. Two fingers braced on top of the brake lever can help control the throttle smoothly.

- \* Keep your weight on your feet and your feet on the pegs. When crossing very slick surfaces, shift your body weight to keep the wheels perpendicular to the road surface.

- \* Look where you want to put your tires. Avoid a target fixation on the chuck-hole, grease strip, ice cream carton or beer can you want to miss.

### **Edge Traps**

Uneven surfaces can also be very treacherous for a two-wheeler. Imagine yourself riding up parallel to a curb and attempting to ease over it by gently nudging the front tire into it. We know what happens next: The front tire wants to slide straight ahead rather than climbing up over the hard edge. The tire gets squeezed up tight against the curb, we can no longer

steer, we lose balance, and the machine topples over. Once the front tire has squeezed up to the curb, it is impossible to steer away from it. That's why we call it a trap.

Recognize that railroad tracks, sunken pavement, and the edges of steel plates are like low curbs. Such "edge traps" can wrestle the front wheel out of your control, as happened to Biker Bob.

If we need to ride over a curb, the technique is to approach more perpendicular to the edge, and drive the front tire up and over. When you must cross an edge such as a trolley track, don't gradually snuggle up to it with hopes of easing across. Change your line to cross the edge at maximum angle, to drive the front tire over the edge instead of encouraging it to slide down the rail. Be prepared for edge traps where pavement has been ground away for repaving. The most treacherous edge is the one out in the middle of traffic where you don't expect it. When you see those construction signs saying, "Motorcyclists Use Extreme Caution," they really mean: "Watch for edge traps."

One final note: be wary of crossing solid white lines. Solid white lines mark the outside edges of a lane. The white paint can camouflage a gutter, lane divider, or raised pavement edge. When merging with a superslab, veteran riders wait until they have passed the end of the solid line to change lanes.

Learning to read urban traffic patterns is tough enough. Learning to read the road surface beneath traffic requires even more attention. It's all part of the proficiency needed to survive urban traffic on a two-wheeler.

We never promised you it would be easy. 🦄



*Edge traps can appear in the most unlikely places. As an urban motorcyclist, you need to be constantly on your guard.*

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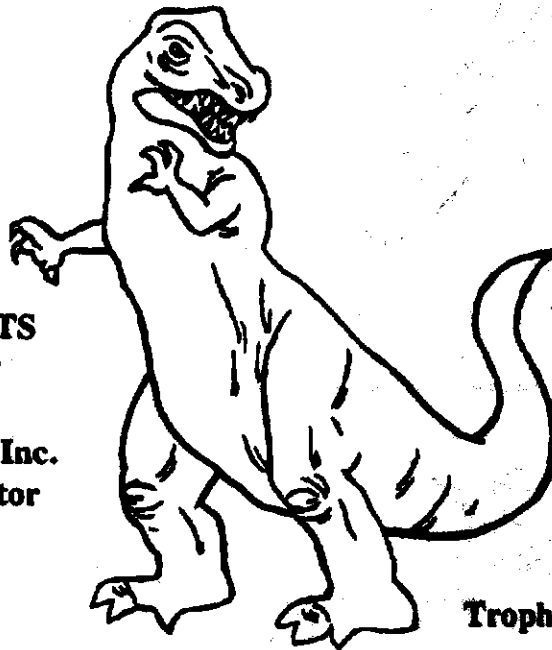
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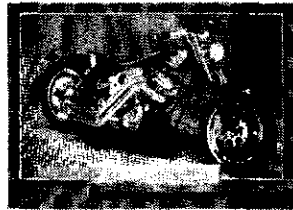


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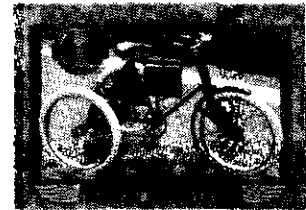
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SOS Run	July 22-24
Summer Run	Aug. 19-21
Labor Day Run	Sept. 3-5
End of the Summer Run	Sept.???
Last Bash	Oct. 14-16

For further information on these or any other runs that may be happening, contact your local chapter or Rotten Roger at (503) 285-4329. Look forward to hearing from each chapter(region?) with full information on the upcoming events. Let us start the communications off right this year and get out the word as early as possible. If you have an event planned or just in the planning stage please send me a note with the following information:

Name of the event, what kind of event, place of the event, time of the event, day of the event, a contact name and phone number, all this helps everyone.

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**Chapter Meeting Places - Where & When**

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