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Dedicated to
Freedom of the Road!



Oregon, Inc.
Let Those Who
Ride Decide!

JUNE 1994 NEWSLETTER — edited by Gordon Hieronimus N.E. Portland Chapter

From the Coordinator

The Road Gets Longer.....

First off for the good news, I'm back in my own saddle again. I want to thank all of the folks that helped me out. Goose, and Tim, and all of my friends at Eastside Motorsickle Co. Scott for supplying me with a ride while mine was down. Special thanks to Rotten Roger for the real work and an excellent job. 35 days 4 hrs. 16 mins. but who's counting?

So as soon as my bike was back up I took off for Bend to sit in on the editing of our new PSA's. Ken Ray has them and is in the process of distributing them throughout the state. Keep an eye out for them and let us know what you think.

Then it was off to the NCOM convention in Harrisburg, Pa. When I arrived in Harrisburg, after an all night red-eye flight, I called the hotel for the shuttle. Well I got the wrong shuttle and ended up on the other side of town. After a phone call another shuttle came and got me to the right place. Just as I got there they were loading up a bus to go to the Harley Davidson assembly plant in York, Pa. There was some guy counting seats in the tour bus and yelling, " We've got 5 more seats left on the bus." I came running by with my luggage and told him, " You've got 4 more seats left." He told me where I could stash my suitcase and he'd save me a seat. As I was coming out from stashing my crap he was again yelling, " I've got 1 more seat left." Someone was yelling, " Hey! Rich." It was Butch Harbaugh and Gunny. They had a rented car and were going to follow the bus to the plant for the tour also. As I passed the guy yelling about the seats I said you got one more now.

The tour of the York plant was really HOG HEAVEN. This plant produces about 70% of the motorcycle. In the next issue I will put a full report in just on that part of the trip. If any of you ever get a chance to see this place, DO IT! One thing I'll pass along is I didn't see a shortage of Road Kings there.

The NCOM convention itself was very well done. It brought together bikers from both Europe and North America. There is so much that we can learn from each other that each time we expand the network of communication to more and more motorcycle rights organizations the better we get. The pool of information just keeps filling. Elsewhere in this issue you will see an in depth report on the convention and what was accomplished there.

While in Harrisburg I decided to give Brian a call to check on The NHS bill or as it got designated H.R.4385. He said that urgent action was necessary and since we were only a hundred miles from Washington, D.C. sooooo. Well to make a long story short we sent Mel Yeager to D.C. and he was quite successful. Mel has a full report on his trip in this issue also. (Cont'd 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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VICE-COORDINATOR NORTH *Captain Mitch Putman 648-9311	SGT-AT-ARMS SOUTH
VICE-COORDINATOR SOUTH Dennis Deaton 839-4368	NEWSLETTER EDITOR Gordon Hieronimus 253-7343
SECRETARY Deb Fryman 924-0694	PRODUCTS DIRECTOR Angie Jensen 285-4329
TREASURER Joy Hoover 673-1304	PUBLIC RELATIONS DIR. Ken Ray 645-336
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EDUCATION DIRECTOR Mel Yeager 363-1697	WAYS & MEANS DIR. *Horizontal* Frank Way 779-3646
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**The Traffic Survival series in this months issue is reprinted with permission by Road Rider's Motorcycle Consumer News. It is a on going series in that mag. I suggest you contact these people and take out a subscription. Call(815) 734-6083 to find out more info about subscriptions.

Please take the time to check it out.

So after coming back home, I'm back on my bike and off to Moro, Or. for traffic court. Then we had our board meeting on the 14th. On the 15th Roger and I rode over to Pendleton to have an organizational meeting. The ride there was with a few sprinkles but really pretty nice. You know how it is when you get in one of those nice spots and it kind of moves along with you. That was it. The meeting went real well and on June 5th they are going to elect their officers. I see a lot of promise over there.

Well the meeting lasted till about 7:00 and then we stuck around shootin the breeze with the folks we had just met. I'm not sure what time we left but the ride home wasn't anything like the ride home. After gassing up in Biggs we were met by rain and a head wind of about 25 MPH. The stretch between Cascade Locks and Bonneville Dam was particularly lousy. Rutted by trucks and darker than a cave with the wind whippin and the rain pouring it sure sucked, but I loved it anyway.

So what's coming up? Well on the 22nd of May I was (haven't been yet but you're reading this in the future) in Burns, Or. to elect officers for a chapter there. Also we've been to Fossil. I hope you all have, oops, had a real good time. Thanks to all who helped make it another great one. On June 11th we will be holding our state board meeting in Redmond at the American Legion Hall. If you've never been to a state board meeting and would like to ride over there with me give me a call.

Now that our primary elections are over let's start evaluating who's running for office in our individual areas and see who we can help that they may help us in return. If you don't already know let me tell you now. The repeal of the Blackmail language was removed from the National Highway Systems Bill (H.R.4385). Though that's not good, we here in Oregon did a fine job of getting Peter DeFazio to vote in our favor. Thanks to all that made the phone calls and wrote those letters. So it was only one battle the war goes on. We will evaluate the situation and work out a new plan of attack so stay tuned. At least it seems that we've made a new ally in Mr. DeFazio.

Thanks again for all of the support when I was down. It's for my right to ride and folks like you that I do this job.

Till next month RIDE SAFE.....

Rich



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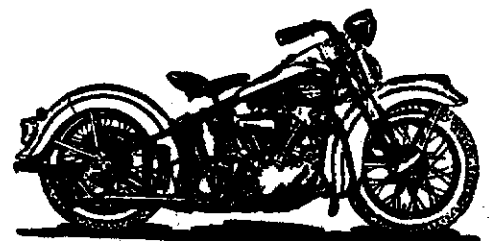
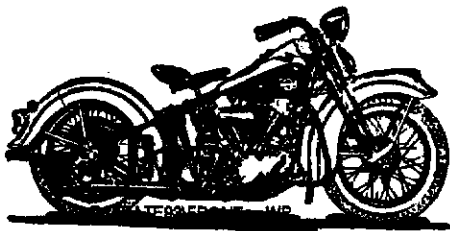
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Question: How do alligators have sex?
Answer: I don't know I was drunk and
don't remember it very well.

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MRF: Oregon Representative, Board of Directors & State Representative Program Director

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PO Box 5612
Salem, OR 97304



ABATE of Oregon
PO Box 4504
Portland, OR 97208



**Association for
Motorcyclists of Oregon**
PO Box 1298
Albany, OR 97321

May 22, 1994

To all members,

In the last several newsletters I have asked you to work on helping HR799 along. Well, here's what went down.

On April 3, Rep. Olympia Snowe (ME) and Sen. Ben Highthorse Campbell (CO) did their presentation to the Surface Transportation Subcommittee of the House Committee on Public Works and Transportation. They did one hell of a job and generated a lot of useful and positive discussion. The MRF's Wayne Curtin and the AMA's Jim Bensberg spoke much later in the day and pulled together our side's arguments.

May 12 was the mark-up, which is the process of amending and voting on bills, and Rep. Tom Petri (WI) offered the language of HR799 as an amendment to the National Highway System Designation Act of 1994 (NHS legislation, HR4385). After a voice vote the Chair declared the nays in majority. Rep. Petri called for a roll call vote, and the result was a 5 minute silence while the staff person recounted the vote three times. The decision was 20 in favor and 19 opposed, the amendment passed. This came after a major effort by the full committee chairman, Norm Mineta (CA), to defeat the Petri Amendment. By getting this passage, we all have done what so many have said we could never do!

At this point the bill went to the full committee, and we knew there would be an attempt to strike the Petri Amendment from HR4385. Many of you were contacted and I hope you acted to call our legislators in Washington, DC for support. The full committee hearing was on May 17. The expected move to strike the Petri Amendment was introduced . . . and passed by a strong vote of 40 to 24. Rep. Petri then offered the language of Sen. Ben Campbell's SB1842 as an amendment and it was defeated by a vote of 37 to 25.

Rep. Peter DeFazio voted in our favor at each step of the process and deserves our appreciation for his efforts on our behalf. From Washington state, Jennifer Dunn became a cosponsor on May 10, thanks to messages from Washington folks delivered directly to DC

by our own Mel Yeager. Washington's Maria Cantwell first voted no by her absence in the subcommittee and then voted no in the full committee.

Mel made a special trip to DC from the NCOM Conference in PA after strategic communication between our Chairman, Rich, and myself. I want to digress for a moment and tell you that due to our increasingly good communications between Oregon people and Mel's willingness and skill in making the special trip to DC, we were able to have a very important positive influence on the subcommittee vote. My words can't really come close to saying how proud and privileged I feel to be in the same organization with Mel Yeager. I hope you will all thank him personally if you can.

The situation now is that no further attempts will be made this year to alter the NHS legislation. This legislation must be passed by Congress by the end of 1995. It is very likely that it will not make it through the Senate this year. If so, it will have to be reintroduced and done all over next year. That means we will get another shot at amending it. We must get stronger by getting even more active and influencing political campaigns across the country. We must defeat people who have opposed us and find new allies. We must address the fence sitters and reluctant representatives to show commitment to us for our votes this fall.

All in all, we have done very well. Obviously, it is not good enough. It is time to put all the excuses aside and get yourself and your friends involved in making bikers an even stronger voice in Washington, DC. Join the MRF or the AMA, and get actively involved in your state and local campaigns. It can make a difference, right now!

Thank you sincerely for your help and I'll be back with more information for you later.

Riding every day.

A handwritten signature in black ink that reads "B. Stovall". The signature is written in a cursive, slightly slanted style.

Brian Stovall

A.B.A.T.E. of Oregon
STATE BOARD MEETING MINUTES
May 14, 1993

The meeting was called to order by Coordinator Rich Benson at 12:15 pm. Chapter roll call; All chapters were present. We waived the reading of the minutes, they stand as written.

COORDINATOR'S COMMENTS- Rich announced we have won the battle in the Surface Transportation Sub-committee. The legislative update included info regarding the repeal language of HR799 now attached to the National Highway Systems Bill #HR4385. The vote was 20 to 19 and we have Peter DeFazio to thank. Rich continued to speak concerning the S.T.E.A.M. Conference and the NCOM Convention he recently attended where he met European Motorcyclists who's passion for riding seemed greater than our own. We plan to continue working with our European friends. Lastly, look for helmet info in the June Newsletter.

CORRESPONDENCE- From Joe Moore from Washington ABATE, Grays Harbor Chapter Ambassador, ABATE of Oklahoma, Margy Gunther and her graduation announcement.

REPORTS:

EDUCATION DIRECTOR- Mel handed out Dept. of Education Thank-You's for the Instructor Training Course.

HISTORIAN- No report submitted.

LEGISLATION DIRECTOR- Jim made available and "Oregon Political Involvement Handbook" a draft of the new helmet law, and Bike Pac's letter of response.

MEMBERSHIP SECRETARY- Mother happily reported 1504 members and applauded Lincoln County's Membership Secretary, Wylene Hendryx for her successful efforts in tracking down expired members for renewal.

NEWSLETTER EDITOR- No report.

PRODUCTS DIRECTOR- Angie reported that some advance Fossil tickets were still out, she had tickets available for the Leather Jacket (proceeds to Fossil EMT's) and the new sweatshirt will be available at Fossil Run.

PUBLIC RELATIONS- We watched the new PSA's , contact Ken Ray for copies at 645-3376.

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

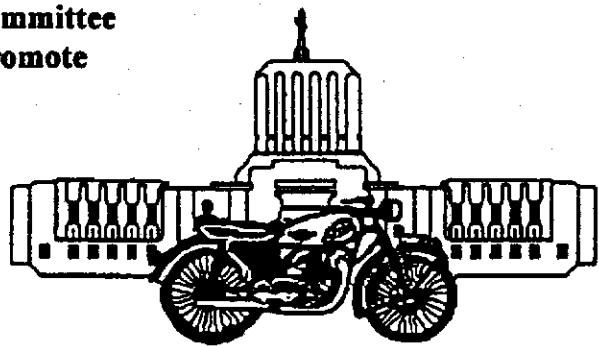
BikePAC listens to Oregon's riders and is currently working with the state legislature on: (1) enhancing Oregon's rider education program and motorist awareness, (2) fair and effective testing and licensing of motorcycle and moped operators, (3) fair insurance coverage for motorcyclists, (4) fair and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

If these are your goals as well, join BikePAC.

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

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

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



BikePAC of Oregon

P.O. Box 5612, Salem, Oregon 97304

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

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

[] Please send more information about BikePAC of Oregon.

Name(s) _____

Street _____ City _____ Zip _____

STATE RUN COORDINATOR-Roger needs electrical cords (marked) for Fossil, motor home/bike camping will be separate locations, there will be lots of concessionaires this year.

TREASURER-Joy reported Checking Balance=\$4246.61, General Fund=\$11,392.40, Legal Fund=\$1513.48, Education Fund=\$140.47, Bulk Mail Fund=\$1247.95, GRAND TOTAL=\$18,540.91. We discussed bonding chapter treasurers.

WAYS AND MEANS- No Report.

UNFINISHED BUSINESS- Ken will get quotes on Computer up-grading. The Fax Machine at Rich's will be hooked up by Fossil Run. Newberg Old Fashion Days trophies are in the works, Kraig reported they're very nice. 20 bikes needed for the parade (25 years old+) July 30th.

NEW BUSINESS-Douglas County's motion for ABATE of Oregon to provide cloth year patches was brought forth and 2nd by Kraig. The discussion included each chapters options to buy their own patches for membership renewals. The vote ; Y=1, N=12, AB=0. Mel motioned, Angie 2nd the motion to send 2 people to "Meeting of the Minds" Sept 23-25th, the motion included costs of Air Fare, Lodging, registration and banquet fee's. The vote; Y=12, N=0, AB=0. Grim motioned and Kraig 2nd the motion to buy plywood and jacks for the stage trailer (\$518) the vote; Y=11, N=0, AB=1. Angie reported on the costs of tele-conferences. Speaker phones were also discussed to connect Center Oregon ABATE'rs. It was suggested Center Oregon chapters meet at one location for board meeting conferences. More discussion will be forthcoming at the June 11th meeting there. Kraig motioned and Randy 2nd the motion to donate \$500 to the Federation of European Motorcyclists. There was discussion and the vote was Y=10, N=1, AB=1.

Announcement: Bill Foster resigned his office of Coordinator of Lane County ABATE. He has a 1953 H.D. Servi Car for sale at \$4,000. call 747-3525 or 342-4485. Meeting was adjourned at 3:40p.m. Minutes submitted by Deb Fryman.

ACCIDENT??

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CHAPTER REPORTS

COLUMBIA RIVER

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

DOUGLAS COUNTY

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

Hello: By the time you read this Fossil will have gone by us. And boy I know I am going to have a great time there. And I am sure a lot of you beautiful people did too! Hope to see all of you at our Run to the Sun event, that is in full swing and we are all looking forward to a great event. If anyone is interested in volunteering we could sure use your wonderful help.

Also I am the Secretary for the Summer Run Committee too. And that is also going full swing. Any volunteer help and suggestions are greatly appreciated.

When was the last time you went to a meeting? Go to a meeting and get the facts.

Until our next meeting ride safe (Dave Myers, from Baker City lost \$105.00 on membership drawing)
Lana

CENTRAL OREGON

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

Howdy! from Central Oregon,

This is going to be short and sweet. I've been working road construction 12 Hr. days. We have had a lot of things going on in the last month. There were a lot of people show up at our chapter ice breaker. An unofficial head count showed about 70 people, but people kept moving around too much to be certain. We even had several people from Burns join us. Our first "Pool Tournament" at the Tumble Inn, Redmond did well also. Some of us could not make it as we were at the S.T.E.A.M. seminar (having our leathers ripped off !!!!! believe it or not someone broke into our vehicle and stole 3 leather jackets and 3 pairs of chaps and one of each of our gloves. BAD DAY!) where we learned a lot of valuable information. Our membership has grown according to our membership secretary Tom Kent. A few of our members showed up for the Freedom Rally at the State Capitol, The overall turn out seemed quite impressive, but it was my first time there, so I have no way of really judging it. A good time was had. Told you it was going to be short.....

Signing off for now!

Ciindylou Who!

I would like to share with you all a bit of poetry from a very dear friend,

Riding abreast at speed, the delirious din of imperceptible sounds find a quieter balance----

Only a back ground tone, leaving a physical lift of motion, and a tranquil repose of mind----

A camaraderie shared by only a few: a peace; a sharing of time in space, a harmonious functioning of flesh, elements, metal, leather, and motion.

Steven E. Neuschwander

GUNNY" IS STILL LOOKING FOR SOME HELP ON THE WINTER INSIDE MALL ALL BIKE SHOWS, SO GIVE HIM A CALL AT (503)224-1106 DAYS AND (503) 777-8410 NIGHTS

Greetings Bros and Sisters,

I'm Chris Co-ord. for Douglas Co. Last month our chapter voted to discontinue our newsletter for the obvious cost savings also we wanted to get the info out to more people. In our newsletter we have focused on motorcycle issues but we have also covered civil rights issues of interest to our members. So in the future you may see more of my ramblings in this rag.

Down to business, if you haven't called or written DeFazio on HR799 you are missing the boat and the whole point of our organization. We as a group need to speak with one voice for our freedom or we will loose our freedom. If we and the other biker groups could come together on these issues we would win. Can you imagine the effect we could have if we could get 5 or 10 thousand people at the May Awareness Rallies instead of less than 1000?

Those of us who believe in personal freedom lost a big battle this week when the house voted for the assault weapon ban. Weather you think anybody needs an SKS or not, this was a choice I used to have that will no longer have. The NAZI socialists will not stop here, they will take your hand gun, shotgun, deer rifle and after they have the guns they will take your right to free speech, your right to organize, your right to freedom of movement and ultimately your right to self determination. Just ask the holocaust survivors. The gun laws and the crime bill will not effect the scum outlaws in this country. It will make criminals out of us the honest citizens who just want to be left alone to live our lives our way. Just say no the more laws.

Stand as one or loose it all!!

Chris Vieira

D.C. ABATE Co-ord

Hello again Brothers and Sisters.

April, Anniversary time for Douglas County and we are proud to announce that Douglas County has been a part of this great organization, ABATE of Oregon, for 15 years now and we are looking forward to spending another 15 with our brothers and sisters of ABATE.

We had a real good turn out for this meeting, 63 people attended mostly current members and others rejoined or started there memberships with ABATE. It was real good to have so many members there because, we made one major change in our Chapters monthly procedures. When I explain you'll know why this letter in your State newsletter is even longer than usual.

I presented the chapter with a proposal along with a motion to delete our monthly chapter newsletter. And print our monthly chapter minuets and events in the State newsletter. After reading the proposal and chapter discussion at great length the motion was seconded by Ed Halkyard and passed by Chapter.

This change was necessary to cut down on chapter cost and to give our officers the much needed time to get down to the most important business that our chapter has had to neglect for so long because time was cut short by putting the newsletter together each month.

Our political agenda can now be the first and foremost monthly project that we as a chapter will do. Now it's time to work on making the changes in our Government and together win back our right to have "FREEDOM OF CHOICE IN OUR LIVES AGAIN."

Here goes, I hope that you find this enjoyable reading.
(THE FOLLOWING HAS BEEN EDITED BY THE STATE NEWSLETTER STAFF TO REDUCE DUPLICATIONS AND SAVE SPACE)

ABATE of Douglas County 4/17/94 Chapter minutes:
Called to order by Chris Vieira at 11:25 a.m., guests were Peanut & Silvia, Helen (Milo's Mother) and Kirk (who became a new member at the meeting.) The following Correspondence was reviewed: Fliers for lots of events, address and phone numbers of Congressmen, Citizen Safety Communion, new action reports, letter writing tips, financial statement from state, MRF report, Chris read a correspondence about gun control, NCOM press release, Washington State Calendar of Events, Legions of America "1995" fliers set to take place in our very own Douglas County May of 1995 kick off rally June 11, 1994 in Cottage Grove.

Treasures report ending bal. \$509.13, expenditures \$328.99 for word processor (\$249.99 for processor it self. and the remainder paid for a three insurance contract) \$25.00 for Stewart park rental, \$85.20 25% to state. Deposits \$25.00 sent back for Pyrodyne/ will bill all at once.

Membership reported 141 total members to date.

Legislative report requested you contact Peter DeFazio and get his support on HB#799. Contact him by phone at 202-225-6416 or 503-465-6732, if you can't call write at US House of Representatives, Washington DC 20515. The second request was to find out who is running for office in the next election and contact them and invite them to come to our chapter meeting.

Education reported work still in progress on school systems, May Rally in the state capitol on May 7, 1994.

State rep reported that Rich spoke at great length about how ABATE of Oregon has grown in a positive way over the last year. Lets keep this trend up.. Some lack of communication was cleared up- Team Oregon wants us to know that it is not their policy, nor has it ever been policy to insist that you wear Team Oregon's orange vests while we are doing a event with Team Oregon. If you did get that impression he apologizes and promises that this won't happen again.. Synopsis of State board meeting was given - actual minutes can be found in April&May's newsletter. Douglas County Chapter presented State with a motion to present renewing members with a cloth, small, year bar patch. There was a lot of discussion on this matter and due to cost to our state treasury and when they did this in the past members complained that they hadn't received their year patches with new cards, therefore costing state even more money to replace lost patches. This motion, due to these problems, failed. NOTE: in the past members who teach an education course to our school systems have wavered from the format taught by Team Oregon. People who teach this course have been asked not to waive the way they have been taught, and to conduct to course as they were taught. If you feel that your idea may get the attention of these young adults better please give your input to Team Oregon, they will listen to your thoughts and in turn will try to make to project stronger and work better. A big "RIGHT ON" goes to Salem chapter for their \$100.00 donation to our Education of the youth of this State. This looks like a challenge to all of the chapters of ABATE of Oregon to me. I can't think

of any better challenge than to support the Education of our young adults. If Salem didn't intend this as a challenge will then I am taking it upon myself (the RAW RAC) to challenge you in one of the best gifts that we as example setters can give to our future leaders of this nation. "THE GIFT OF EDUCATION AND KNOWLEDGE" It's up to us if we want an open minded society.

Spiritual report was waived and instead Don Garino wanted to impress upon all of us how important it is to take action, register to vote, and vote. He shared his thought on the Finestien(hope this is spelled right) bill and what this bill represents. Don asked us to contact Peter DeFazio. The only way to stop such a scary thought from becoming a reality is to take action "NOW" not "LATER".

Old Business:

Camp EasterSeal will have taken place on April 23 and 24th. After looking into my crystal ball I see through the haze or MAYBE it's just dust, that we didn't get wet, we got a lot that we set out to do accomplished and fun was had by all involved. I'll let you know if my crystal ball was right of if it needs a good thorough tune up. Regional run update, Chris has been in contact with the co-ord of Jackson County and members of the South Coast chapters. It's coming along although we haven't really had a organizational meeting yet. Cindy Maley has agreed to coordinate the bike games at S.O.S. don't forget, mark July 22nd, 23rd and 24th down on your up coming events that you can't miss. Then on this weekend pack up the bike, the kids and your swimsuit and ride into the fun filled experience that this run always gives that only South Umpqua Falls can give. All brother/sisters of any age, race or faith are happily invited by Jackson, South Coast and Douglas Counties to come and ride, run and play with us at our Southern Oregon Regional Run.

Stump Lake Run, it has been agreed by the chapter that we are going to be so busy this summer that Stump Lake Run is not feasible for us to do. A motion was make by Cindy Maley and seconded by Pat Treece to have a family camp out the weekend of August 19-21st. This motion passes. This is also our chapter meeting weekend. We hope to put them together. NOTE: At this time Windy Creek was mentioned by a member, but nothing was decided on this issue.

2nd annual Tokettee Hotsprings clean-up will be done again this year. The date set for June 18th and 19th(many of us will probably go up on Friday the 17th also, so if you so desire come and join us early) which is our chapters meeting weekend and we will meet somewhere up the river on Sunday the 19th.

"1994" 2nd annual fireworks stand, come and help support one of your fellow chapters and get some great fireworks too. The "Fireworks" stand will be set up at Chin's Restaurant on Stephen's street in Roseburg. The dates set for our "Fireworks" stand are from June 27th thru July 4th 1994. See you there.

Word processor was purchased last month. It has been making things easier for our members and is making our chapter more organized and efficient.

Canvas tent for chapter use, at March's chapter meeting a motion was make for us to purchase a Canvas collapsible tent for use at chapter events that require shelter. It hasn't been purchased. At April meeting Deb who works at Fred Meyer will find out the price, once she finds out and contacts me we'll go buy it. Until then, with exception of our Fireworks stand we will remain shelterless.

New Business:

Chapter Newsletter: At the April Douglas County Anniversary Chapter meeting Ruth Clark (Better known to you as the RAW RAC) presented a proposal on behalf of herself and fellow members of D.C. ABATE to delete D.C.'s Chapter Newsletter from our monthly procedures and expenditures. Ruth also wrote a motion to go along with the proposal. This motion was passed by chapter

Casino night: Grizzly brought to our attention that the owners of the Union Gap in Roseburg want us to come back and hold another Casino Night there. The response was well I can't print some comments that were made, you see members were offended when they asked us to leave. The Union Gap has a lot of room, but , I don't believe that we will hold another Casino Night there. We'll go with our brother Roger from "Reston Reds".

50/50 drawing total collected \$43.00. \$21.50 to number drawn, \$21.50 to chapter.

Meeting adjourned 1:25p.m. RAW RAC

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am

Oreaganos Pizza 828 2nd Ave., Gold Hill

Chapter Address: P.O. Box 1184, Medford, OR 97501

Chapter Contact: Gene Nelson (503)855-7345

I'm late I know. Forgive me. We had two meeting, and through the summer will be having meetings on the 1st and 3rd sundays at Oreagano's In Gold Hill.

We have spent most of our time working on the SOS Run.

We have out bike lift raffle tickets. A really nice lift. It's hydraulic self contained lift. It will lift a full dresser up to 20"-25". It moves around, has wheels. This raffle is for money to buy a computer for our newsletter, tickets are \$2.00 or three for \$5.00.

We will have ads in the following magazines: Easyrider, American Iron and Supercycle for the SOS run.

One of the major changes in the SOS this year is CAMPFIRES. There will be no individual campfires. This will be posted at the gate as SOS, but everyone needs to know that there will be no fires in the individual camp sites.

We need someone to run the children's games.

There won't be armbands this year. We will be using 3 part tickets and stamps.

We will have an ABATE information booth this year. Where people can come and find out what ever they need to.

Well, that is the highlights.

More later, B.J.

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LANE COUNTY

Meets 2nd Sunday 3:00 pm

Izzy's Pizza, 1930 Mohawk Blvd., Springfield

Chapter Address: P.O. Box 23325, Eugene, OR 97402

Chapter Contact: Randy Bryan 683-3739

or Bill Foster (503)484-6679

No report, second time.

LINCOLN COUNTY

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

Moby Dick's Restaurant, Newport

Chapter Address: P.O. Box 665, Newport, OR 97365

Chapter Contact: Vicki Lechner, (503)563-3520

Hi Everyone!

Our chapter had a riot this last month at the Loyalty Days Parade in Newport. We made a nice banner, stretched it over our Coordinators Pick-up, rounded up some bikes and "showed off" some. The crowd loved it and we had a chance to promote ourselves a folks supporting Education/Community Service. Mrs. Santa packed with American Bear and Killa, she feels she is the oldest ABATE member in Oregon (a young 80). After the parade we followed our past-coordinator, Gary Lechner over to the fairgrounds to watch him race his Mud Truck, no plaques/trophies but Gary has it all figured out...MORE POWER.

We will finally begin our Adopt-a Highway clean-up on June 4th week-end. The process seems to take forever and we found out no children under age 16. Some of the "family" reasons that we looked into this project have been disappointing, oh well.

Randy and I rode to the Salem Rally this last month with John and Brenda. I'll have to say the weather couldn't have been better but I sure was surprised to see such a small turnout. We had a great day in Salem and saw friends, but I wish that a few more of "US" at least would have made a bigger effort to make "the ride".

Riding Safe and Sober

Deb

NORTH COAST

Meets 1st & 3rd Wednesday, 7:00pm

Pizza Harbor, Seaside

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

Chapter Contact: Don Smack, (503)738-7156

Hello again-

Ah! Spring has arrived! Hope everyone is enjoying the weather and getting lots of riding in. Nothing new to report on the North Coast. We changed back to having two business meetings per month. Our attendance has still been really poor and its frustrating sometimes when attendance is so small. Seems like everyone has something else going on.

All I can say is looking forward to summer and Fossil and riding. I'll report more when I have something to report.

Chawa Guatamala,

Roy

ATTENTION ALL SUBMITTERS TO THE ABATE OF OREGON NEWSLETTER! I want to play and have fun this summer too! I will request that you work harder to submit your newsletter information and documents in a timely manner so that MY HUSBAND and his family can enjoy the same fun you do this summer. His time will be limited, I hope he will be able to accompany us on the runs and not stay home in the dark little computer room alone! Newsletter Editors Wife.

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 pm
Izzy's Pizza, 1307 N.E. 102nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Rusty Taylor (503) 777-5121

We still need a new Legislative Director, we also need a new PR officer, come on down to the next meeting and volunteer.

We had a great time down at the May Awareness Rally, There was a PISS POOR turn out, we could have had more to show our strength and show that we mean business. Don't you have the time to ride down to the Capital on the beautiful day that it was to show your support and fight for your rights? Last year it was a rainy and cold and all out lousy day but twice as many showed up to support our cause. But I still think they got the message. Did you? Fossil will be gone by the time this is printed so I don't know if I had a good time or not. But I'm sure I will.

We had success at getting HR 799 attached to the National Highway Bill in the Sub Committee, but it was taken back off when it went back to the(Whole)? Committee. Victory and defeat. we can't stop calling and writing letters after we have a victory. we have to keep fighting or they will take everything away and make everyone live , act , and eat what they feel is right and safest for us.

Don't let them do this to us!!!!!!!!!!!!!!!!!!!!!!!!!!!!

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: Nic Oliver (503)394-3456

Hey dudes and Dudettes

The motorcycle Awareness Rally turned out great! Beautiful weather and fellow bikers, what a great mix.

Sorry to say the bike show didn't go off as well do to miscommunications. When this happens I guess it's time to get up, brush yourself off, make a few notes of mistakes made and go on with the cause we are all for bikers rights and freedom!

Until next month-
Ruby

SOUTH COAST

Meets 3rd Sunday, 11 am
Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 222, Lakeside, OR 97449
Chapter Contact: Tony & Vikki Haines, 759-4961
No report, first time.



S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Larry Schalk 774-2479

Hello....

Fellow ABATER! And to all you mom's out there, HAPPY MOTHER'S DAY!

A few changes have occurred, which are; June 18-19, chapter Ride, camp-out & Roving meeting . In July we are only having one meeting, on July 17th, regular time and place & the Poker Run for Canine Companions, will be Sept. 25th. I will have more information for you in the coming months.

CONGRATULATIONS! To Alice Martin and Gary Krutsinger on there Wedding held May 7th. They will be having another ceremony at Fossil, on May 29th.

One other couple from our chapter, will be getting married at Fossil. Milt Carvell & Niki Peters. On the 28th.

These weddings will be preformed by Pastor Vic Voltz. So we have something special to look forward to at Fossil this year.

Our Chapter Coordinator Larry Schalk will be going to "BEST OF THE WEST." He will have a report for June's first meeting.

ENJOY!
Debby

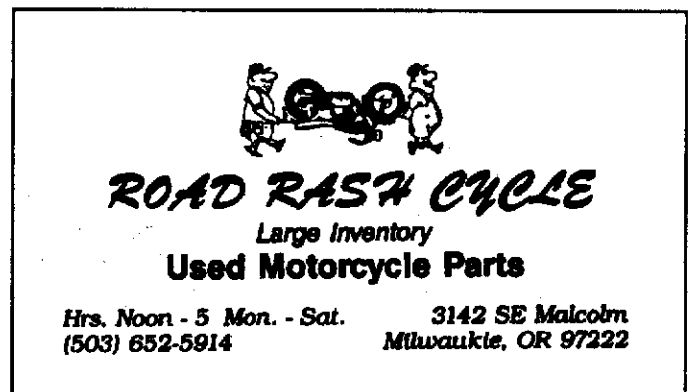
WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 pm
Round Table Pizza, 2473 N.W. 185th, Beaverton
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Don Murry 648-9651,
Dave at V-Twin (503)648-4103

Hello from Washington County:

Well the first thing that needs to be done is to inform everyone that we now have a new location for meetings in Washington County. Meetings will be held at Round Table Pizza. 2473 N.W. 185th Ave.. (Tannasbourne Village) This is in the area of 185th and the Sunset Hwy. (SR26) Due to circumstance beyond our control, BJ's is under new management and will be closing considerably earlier than before. Round Table Pizza has graciously allowed us to have our meetings at their restaurant, and have designated the side walk in front of the restaurant as Motor Cycle parking. The restaurant is designated NO Smoking. We have had 3 no shows on the attendance drawings, the pot continues to grow. If you haven't been to a meeting for a while, come on down and check it out.

Well the weather was with us for our May 1st Poker Run. We had 25 hands and about a dozen bikes. Charles Ray won the Ghetto blaster with a full house. Don Murry got the Walkman for the low had. There were loads of door prizes too.



We had 9 officers in attendance at the STEAM Co, and thoroughly enjoyed all the classroom discussions. To all of you that instructed us in these meetings, THANK-YOU, you did a great job. Darrell and Ronna also put on a good feed. We are all looking forward to the next STEAM Conference so we can attend the classed we missed this year.

The End Of The Summer Run is now locked in for Sept. 23,24 and 25th. It will be held at Hornings Hideout, in North Plains. The site is less than 15 miles form the Hillsboro Fair Grounds and DJ's Swap Meet, so you can go to both events that week end. Mark you calendars and watch for the fliers.

We are discussing the possibility of having a membership drive in the next few weeks, with the possibility of a prize for the most new memberships signed. A decision will be make at the next meeting.

Also in the planning is a Toy Run of Saturday Nov. 19th. You can never get things started to early ya know.

Ride Free Ride Safe, Pass the Word.

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, (503)876-5135

Well here it is,

Craig called in to tell me that the meeting on the 8th was set for the week after due to it being MOTHER'S DAY! So with that in mind He told me to tell you all that this is Yamhill County's Anniversary and Election month. All Yamhill County Chapter members are invited and encouraged to show up at the meeting and voice your opinion as to who YOU want to run your chapter. It also so being an anniversary month, maybe you aught to show up and find out which anniversary it is.

End of Summer Run tickets will be sold at Fossil and are now available through Craig at the above number.(leave a message).

Hope this starts a new trend in submission for your chapter.

THE EDITOR

Submit



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TALK IS CHEAP, BUT THE PRICE OF FREEDOM AIN'T.

Between intelligent nudity and *EASYRIDERS* magazine, there's been a lot of talk about us lately.

And the attention has been terrific.

But it's time to stop talking about us, and begin speaking on more important things.

That's why we're going to the
ABATE of WASHINGTON

Motorcycle Safety & Education Spring Opener
June 16, 17, 18 and 19.

Because we've learned they'll be talking about
the Washington State Freedom Runs.

Two events to gather all motorcycle riders
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And if they're talking Freedom, then we
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about the rights we have to start fighting for.
We too, will be talking about Freedom and the
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Lady Liberty -- the Ride for Freedom

features Veteran Jody Lawrence and his wife Paula,
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And because we believe in freedom, we'll
also be donating \$2.00 from the sale of each
Lady Liberty bandana to

ABATE of WASHINGTON for the Freedom Runs.

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N C O M REPORT HARRISBURG, PENNSYLVANIA

On May 6, 1994 I left Portland to fly to Harrisburg to attend the NCOM conference. My flight left at 06:15 AM Pacific time and arrived in Chicago. I changed planes and continued on to Harrisburg, arriving at 4:05PM. There I called the hotel and arranged to be transported to the Holiday Inn in Mechanicsburg where the convention was in full swing.

I missed a full day of the convention because of a mistake in flight reservations, but I intended to make the most of the trip. As always, I try to deliver a good report of the activities of the conference. Rich Benson had gone ahead at considerable additional expense so he could be there for the entire conference. You can read about his experiences in the Coordinator's report.

When I arrived at the Hotel, the evening activities had just begun. I didn't have time to enjoy the jet lag because ABATE of Pennsylvania had a 2 hour Social in full swing, and of course Rich and I had to attend since we were from the ABATE organization farthest away, in the U.S.A. The social was supposed to wind down at 10:00, but when I left at 10:00 to go to our room there was no sign of letup. Didn't sleep well due to stomach problems.

SATURDAY, MAY 7th.

Went down to the lobby and registered. Had breakfast, and attended the General Session/Opening Ceremonies from 09:00 to 11:00. After the benediction, Fred Curren, NCOM Advisor from ABATE of Pa. had a special dedication in which this convention was dedicated to a dearly departed member of ABATE of Penna., and longtime MC rights activist. Special Awards followed in which Pepper S. Massey-Swan, the NCOM Executive Coordinator was recognized for the continuing hard work of putting together another successful conference. Richard Lester, Founder of NCOM, spoke about the International Purpose of Convention and explained that the time had come to contact those European brothers of motorcycling who have been at the forefront of the rights battle across the Atlantic. Introductions were then done by Name, State, Organization, and Position There were, at that time nearly 300 delegates registered. They represented 35 States and 9 countries. Fred Curren, NCOM Chairman of ABATE of Pa. then told us about their Save-A-Life Program.

11:00 to Noon

This time was set aside for regional meetings. Some of the regions were doubled up so that common problems and common solutions could be worked out. The delegates also were able to explain the things that happened in their states that were of benefit to the rights movement as a whole. Our combined regional area was Washington, Oregon, Hawaii, Arizona, Utah and Idaho. The last two had no delegates there.

Noon to 1:00 LUNCH

SATURDAY, MAY 7th

1:00 to 3:45PM

During this time we heard a panel discussion from Motorcycle Organization Representatives from USA, Canada, Europe, United Kingdom, Denmark, Portugal, Germany, Italy, France, and Belgium. The topic was about the motorcycling efforts to preserve their freedom to ride and be free of restrictive and prohibitive laws in the countries where they live. They pointed out the fact that when a law is enacted in Europe, America is sure to have it shortly. It is in our own interests to watch carefully what proposals are being considered in Europe and help our brothers there by donating support and money to help defeat those bad laws.

We got to take a short break, then from 4:00 to 6:00PM, attended a workshop on CAMPAIGN PLANNING AND LOBBYING. Here we were given some ideas concerning how to get people friendly to our needs elected to public office. Then we were released till the banquet.

8:00 to 10:00PM SILVER SPOKE AWARDS BANQUET. There we enjoyed a dinner of sliced beef, green beans, mashed potatoes, green salad, and a dessert. which was obtained buffet style. It was at this point that I must confess that due to a continuing case of diarrhea and a Tobasco Bunghole I had to head to the local drugstore for some relief. It didn't work. The problem continued. Then to bed at 9:30 to get up every hour for fifteen minutes. If you've been there I need say no more and I won't.

It was during this time that the activists from Oregon heard from Brian Stovall that HR 799 was being heard on Thursday and that it would be great if one or more of the Oregonians at the convention could go to Washington, D.C. to talk face to face with Congressman Peter Defazio about supporting this amendment (delays the penalty phase of the blackmail bill). After everyone else pulled rank on me, I volunteered to go down to see what I could do. ABATE of Washington's Legislative Affairs person, Karen Bolin asked me to see Congresswoman Jennifer Dunn and Maria Cantwell, if I had time, and ask them to support HR 799.

SUNDAY, MAY 8th (the problem continues)

10:00 to Noon We go to these events for the purpose of getting charged up from the energy of those Motorcycle Enthusiasts, just like us, who are making a difference in riding laws and riding safety in countries around the world. I, personally, thought Neil Liversidge of Great Britain was the most inspirational personality of the conference and feel that I gained much from his explanations of what has been suffered and accomplished by the bikers in England which thereby helped shape the decisions of the European Common Market countries about motorcycle laws. I have his address and intend to stay in touch. Rich and I established some rapport with our European allies and promised to support whenever possible. Rich had an early flight and left for the airport about 09:00.

The activities scheduled for this time were cancelled because it was Mother's Day and the hotel did not get the room ready for us.

Since I had to stay an extra day I hooked up with the Assistant State Coordinator of ABATE of Pennsylvania, William "Bill" McElyea and his wife, Linda. These folks offered to transport me halfway to Washington D.C., put me up for the night in their home, and Bill would take me to Washington, D.C. on Monday (tomorrow) to see the politicians. Then he would take me clear back to Harrisburg to catch my flight to God's Country. What Hospitality!! (the problem continued so switched from Kaopectate to Immodium). (by now it had become Jalapeno Hemis).

Then to bed at 10:00 to get up every hour for twenty minutes. Gave up at 04:00 trying to sleep and just lay on the bed till time to get up.

Monday, May 9th (the problem showed the first signs of abating, no pun intended).

Bill and I loaded up in the Ford Pickup and headed for Washington. We had breakfast on the way and continued to roll on in, arriving in Washington about 09:30 and on fumes in the gas tank. Finding fuel had to be our first priority. After wandering around for a while we finally found someone from Washington to tell us where a gas station was located. We filled the tank and called Wayne Curtin for directions to his office. Upon arriving at his office Wayne gave me a list of phone numbers and contact persons. I called Mike Kopetski's and Peter Defazio's office (Oregon) and Jennifer Dunn's and Maria Cantwell's office (Washington). I was invited to drop by after lunch at each office to speak with contact person, since it was nearly noon. (Oh, Yes! The problem seemed to be lessening).

Bill and I went to lunch in one of the Buildings where we had an invitation. Bill wanted to speak with Sen. Schuster of Penna. and I left him to go visit my four. Upon arriving at Peter Defazio's office I spoke with Stewart Lewack about why I had come to visit him and explained my message. Stewart told me that Peter Defazio would get my message that he should represent ALL of the people of Oregon in this matter, not just his District.

Congresswoman Dunn's receptionist seemed quite cool to me, but was willing to listen to what I had to say, since the "Congresswoman was out of the office". After explaining the nuts and bolts of my visit, I was leaving the office and heard someone calling me to come back. It was Congresswoman Dunn and her office manager, Tim Hugo, who had overheard my conversation from an adjoining office. Congresswoman Dunn asked me to repeat my message and then discussed what needed to be done. I stated to her that she should become a co-sponsor of HR 799, the bill to delay the penalty phase of ISTEA and also attempt to influence other Representatives to vote likewise.

I gave her the information that Wayne Curtin supplied to me and suggested she read this information. She asked if she hadn't already signed on as a cosponsor, and with the packet I was able to show her that she wasn't. She stated that she would do so immediately. I also asked her to use whatever influence she could to persuade Representative Defazio to vote in favor of HR799. She said she would. Tim Hugo told me that I was "a very effective lobbyist". I thanked him. (that was the right thing to do, wasn't it?)

I then went to Congresswoman Maria Cantwell's office with the same message and missed Lisa Piccione, the office manager, but was able to deliver the message to another of her staff people. Off I went then to Representative Mike Kopetski's Office. There I spoke with Mrs. Gross, Mike's office manager. As we talked I brought out how valuable Mike has been for us in the past and that we will miss him after this term expires. I also pointed out that he could still help us by bringing to bear some pressure on Rep. Defazio. Mrs Gross said she would tell him. We looked at the many plaques on his wall and couldn't find ours. Mrs Gross stated that the Salem Office gets so few plaques and awards to display that they kept that one for their office.

By this time I had run out of time and Bill and I met at a prearranged place. We went back to Wayne Curtin's office to report but the office was closed. We left Washington and headed to Harrisburg, Pa. to try to catch my flight to Portland. Due to road construction delay I missed my flight and had to reschedule for the next morning. (Thank God! the diarrhea is stopping and we are back to tobasco tube). I was so tired I ate a small supper and went to bed at 7:00.

Tuesday May 10th (The problem seems to be under suspicious control)

Woke up at 5:00AM Harrisburg time and prepared for my shuttle ride to the Airport. Upon arriving at the airport I found out that the restaurant wouldn't open till 6:00 and so I found a snack shop to buy a bagel with cream cheese and coffee. First one in years. Kicked back and relaxed till flight time. Guess what was served for breakfast snack on the plane? Arrived in Chicago on time. Half hour wait then load up for the final leg of the trip. We actually arrived in Portland 10 minutes ahead of schedule.

Rich met me at the airport with the news that Jennifer Dunn had called Senator Olympia Snowe to tell her that she was signing on as a cosponsor of the bill to remove the blackmail language. Senator Snowe's office called Wayne Curtin to let him know and he spread the word. This was the icing on a purely great weekend effort. What started out as "Maybe we shouldn't even go to this conference.", ended up as a definite "I'm glad we went". These conferences inspire all who attend. We feed off of each other's strengths and energy. We all feel pumped up and refreshed enough to keep on keepin' on. It is not till after one of these events that a person realizes how bummed out he really was and how much energy and new ideas can be used to further the goals of the organization.

This just about ends the report. If anyone wants more details about what happened before I got to Harrisburg, you will have to read Rich's Report. We, of ABATE of Oregon can certainly be helpful to our Hawaiian MC Rights brothers. Rich is in contact with those folks and we expect to see good things come of this interaction in the future.

Thank you, ABATE for the ride, and thank you Sam Hochberg for forcing us to make a decision. Thank you Brian Stovall and Wayne Curtin for the pipeline of information. We see that if we all do what we can things get done. And it was fun...

Ride safely and Free

Mel Yeager, Education Director
ABATE of Oregon
NCOM Delegate

PETER A. DeFAZIO
4TH DISTRICT, OREGON

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Congress of the United States
House of Representatives

May 2, 1994

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ROSEBURG, OR 97470
(503) 440-3523

Mr. Mel Yeager
950 Concord NE #12
Salem, OR 97301

Dear Mr. Yeager:

Thanks for your message supporting H.R. 799, legislation to repeal a section of the Intermodal Surface Transportation Efficiency Act (ISTEA) that penalizes states without mandatory seatbelt and helmet laws.

I have always been opposed to federal legislation requiring the use of seatbelts or helmets. The authority to set regulations aimed at protecting motorists has traditionally been reserved to the states. If the federal government were to begin withholding highway dollars based on whether states have a helmet or seatbelt law, it could then begin setting state transportation policy and dictate a host of other local policies that are none of its business.

As you may know, I did not support the helmet and seatbelt penalty provisions of ISTEA. Unfortunately we were not given an opportunity to amend this portion of the bill during committee or floor consideration of the bill.

Earlier this year, I personally spoke to Rep. Norman Mineta, Chairman of the Public Works and Transportation Committee, about this issue. I requested the chairman to hold hearings on H.R. 799. However, my initial discussions with Chairman Mineta have not been encouraging. I urge you to help bolster my arguments by contacting the chairman directly with your concerns. He can be reached at the Public Works and Transportation Committee, 2165 Rayburn HOB, Washington D.C. 20515.

Again, I appreciate knowing your views. If you have any more questions about this or any other issue, please don't hesitate to contact me again.

Sincerely,

PETER DeFAZIO
Member of Congress

PAD/sal

THIS STATIONERY PRINTED ON PAPER MADE WITH RECYCLED FIBERS

HELMET STOP REPORT FORM

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

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

NAME: _____ ADDRESS: _____ CITY: _____

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

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

WHAT HAPPENED WHEN YOU WERE STOPPED?

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

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET OTHER (specify) _____

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

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

COURT LOCATION: city/county, _____

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

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

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

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

If no explain: _____

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

Was your helmet confiscated? YES / NO Explain: _____

Were you given an explanation on legal or illegal helmets? YES / NO
If YES was the explanation? WRITTEN VERBAL BOTH

If verbal, describe: _____

WHAT HAPPENED IN COURT?

Have you gone to court? NO When is court Date? _____

YES How did you plead? _____

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

If you pled NOT GUILTY, have you gone to trial?

NO When is your court date? _____

YES What was the verdict? GUILTY NOT GUILTY

If guilty, what was the sentence? _____

Briefly describe the evidence you presented at your trial (or include

a copy) _____

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: _____

MODEL: _____

When you bought the helmet did it have:

DOT sticker on the outside? YES NO

Label permanently fastened inside? YES NO

Was helmet modified? YES NO

If YES describe: _____

(This article is reprinted with the express permission of the author, Mr. Scott Hawes, Legislative Activist State of Washington and Former A.I.M. Chief of Staff for Washington State.)

ARE MOTORCYCLE HELMETS SAFE?

The U. S. Government and most states define a motorcycle helmet as one that complies with the Federal Motor Vehicle Safety Standard-218 (FMVSS-218) If that's the case I say they are not safe.

FMVSS-218 is basically a series of tests that require expensive testing equipment discourage competition. Realistically speaking, these tests don't prove that a helmet can do its job, which is to prevent head injuries.

First, they theorize that a human brain can take 400g's which is highly questionable.

Second, they only test them to 13 miles an hour. Even a school zone is 20 MPH. Finally the helmets that are being produced and marketed have some serious design errors that put the head-neck junction in jeopardy.

The theory about G-forces seems to come from a 1980 report from the Japanese Automobile Research Institute titled "Human Head Tolerance to Sagittal Impact: Reliable Estimation Deduced From Experimental Head Injuries, Using Sub-human Primates and Cadaver Skulls."

Apparently they "developed" a human head impact tolerance threshold curve" by crushing some monkeys. They claim the threshold of human concussion is about 200 G's at 2.3 seconds. To put things in perspective, G-forces means the pull of gravity. (200 G's means 200 times the pull of gravity.) Most people can't take more than about 6 G's without passing out. If you have ever been in a car going around a corner and pressed against the door, that would translate to 1 to 2 G's. In much the same way, your brain presses against the inside of your skull when you are hit in the head. The harder you are hit, the harder your brain slaps against the inside of your skull. If your brain hits hard enough, it can bruise, swell up, and cut off its own blood

supply, rendering you brain dead. Your brain communicates with your body through the brain stem. If your brain is forced forward or up, it can disconnect or damage the stem leaving you paralyzed or dead.

The Japanese report theorizes we can take 200 G's as long as the duration of the blow doesn't exceed 2.3 milliseconds. I find this hard to believe. Even if it is true, why does FMVSS-218 accept 400 G's? Keep in mind that they are reaching these maxed out G's at 13 miles an hour. What happens at 30 MPH? This is UNACCEPTABLE! The kevlar helmets our troops use can stop a bullet traveling at 2,000 feet per second (about 1363 MPH) without going over 200 G's. It's clear that military helmets absorb more energy from a blow than our D.O.T. (FMVSS-218) helmets, yet it's illegal to use a military helmet on a motorcycle. The question becomes, what are the differences, and why can't we use the best? Part of the FMVSS-218 is devoted to what kind of stickers and tags must be present in order to comply with the standard. If these stickers are not present, Officer Friendly can't tell if your helmet complies. He will write you out a ticket and impound your motorcycle (Note: Apparently this has happened. I don't personally know of a case in Oregon. GUNNY)

The differences between helmets are in the liner and chin-strap. The D.O.T. helmets use styrofoam for a liner which doesn't absorb enough energy, and when crushed, doesn't spring back. the chin-strap is attached to the outer shell and is not designed to give, under any circumstances. Personally I would rather lose my helmet than break my neck, and so would football players, as well as the military.

A helmet that is too big is dangerous because it can shift and cause serious damage, or strangulation. At the moment of impact, a D.O.T. helmet becomes too big because the styrofoam crushes and doesn't spring back. Accident investigators can tell the angle of impact by examining the crushed liner.

The hard shell that all D.O.T. helmets use, is a hazard in itself. In a sense, a D.O.T. helmet is a hard plastic ball. When struck, it bounces, rolls, or breaks. The higher the speed, the more these reactions are intensified. If the D.O.T. helmet does anything but shatter, (leaving the head unprotected) it transmits the energy to the fragile head-neck junction which can cause "ring fractures". This damage is very similar to being **HUNG**. The broken bone fragments cut main arteries and damage the brain stem, causing irreversible and deadly hemorrhaging. At least the accident scene isn't quit so messy. **"THIS PRODUCT WILL NOT PREVENT ANY KIND OF INJURY"** This disclaimer was printed on a tag I found on the inside of a D.O.T. helmet. I believe this statement is TRUE. My choice is padded leather much like a boxer's helmet.

The U.S. Constitution guarantees our right to defend our lives, even to the point of using deadly force. The D.O.T. helmets are **not guaranteed by anyone**, the manufactures, distributors, or the government that forces us to use them. The government has no authority to jeopardize my life to promote a product to the point of blackmailing the states into compliance.

This clearly is NOT a question of safety but rather a question of profits and control. Even the Declaration of Independence refers to our right to life as **unalienable**.

This standard is clearly unconstitutional because it takes away my right to protect myself from foreseeable dangers.

But I'm not rich enough to bribe my way into the higher courts, so I guess I don't have any constitutional rights.

It doesn't end here. My ancestors shed blood for that constitution, and I won't stand by and let the government destroy it.

M. Scott Hawes
 Legislative ActivistRIDER of
 WASHINGTON,
 WA. StateRepresentative
 Former Chief of Staff
 A.I.M./N.C.O.M.
 19512 Bing Rd.
 Lynnwood, WN 98036-7116
 206/672-7252

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



Traffic Survival: Part X



Getting Deeper Into Corners

Article and Illustrations by David L. Hough

Last month we described poor Biker Bill running out of road at a surprise corner. We considered delayed apexing as a quick fix for surprise turns, and then suggested that we probably need more than quick fixes. So, let's drift a little deeper into cornering tactics, and then we'll suggest some tips to keep in mind while you are practicing.

What is it we are really trying to achieve by dreaming up cornering lines that are different from the shape of the road? Are we just trying to go faster? Is it really necessary to waggle all over the pavement? Well, certainly many riders manage to putt down the road for thousands of miles following the curvature of the road exactly. The reason we consider modifying our path of travel in relation to the pavement is that there are some desirable advantages to certain paths (lines). For example:

1. The largest radius of turn demands the least traction for a given speed.
2. Entering blind corners away from the inside of the curve increases the rider's view of the road ahead.
3. Risk is reduced by planning the sharpest part of the turn on pavement already within the rider's view.
4. At places where opposing traffic might veer across the centerline, moving to the outside decreases the possibility of a head-on collision.

Consider the amount of traction needed for turning. There is very little side load on the tires when the motorcycle is moving in a straight line. But to force the motorcycle to change direction (turn) the tires demand more of the available traction. At the same speed, a tighter turn (smaller radius) demands more traction than a broader turn. A cornering line that follows the largest possible radii conserves traction. (Figure 1)

Conserving traction means we can do more with the same machine in the same corner at the same speed. The available traction can be used for actions such as sudden swerves to avoid a chuckhole, or braking to avoid a stalled car, or crossing a slick spot while leaned over.

Improving the View

What happens during the turn depends a lot on what we can see ahead. It is important to know which way the road goes, or if there is a cow chewing her cud in our lane just around the bend. When

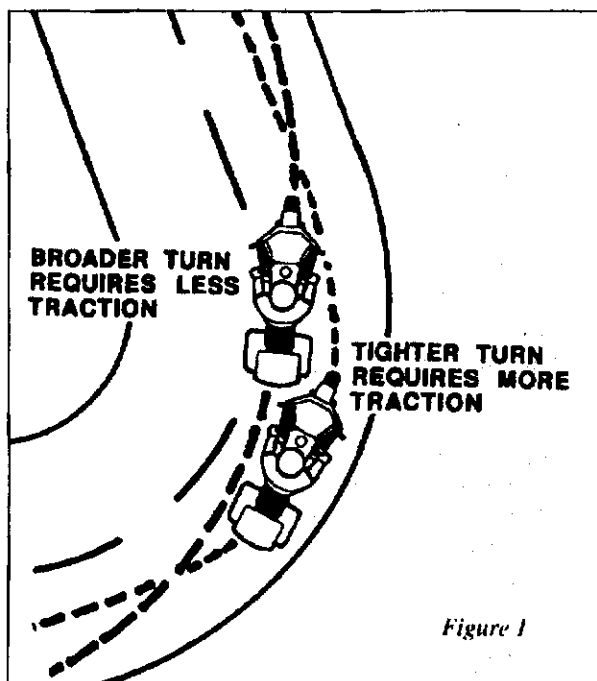


Figure 1

sight distance is limited, we will get a better view of the road ahead by following a line that moves us farther away from any obstructions. Consider the different viewpoints of a motorcycle closer to the inside or closer to the outside of the lane in a blind corner. (Figure 2)

The Surface We Can See

How we survive the corner also depends on the condition of the road surface. We would prefer not to have to lean hard over just where the smooth dry pavement happens to be covered in fresh diesel oil. If the view is limited, it makes a lot of sense to plan the sharpest part of the curve where we can see the pavement is good. Sure, there might be even better pavement just around the corner, but it's a poor gamble to plan on the condition of unseen surfaces improving. If the surface does happen to be smooth and tractable, we can use it for accelerating. (Figure 3)

Wandering Drivers

Cars and trucks are too wide to take full advantage of motorcycle cornering lines, but drivers may find themselves in the same problem as Biker Bill—running out of road in a tight turn.

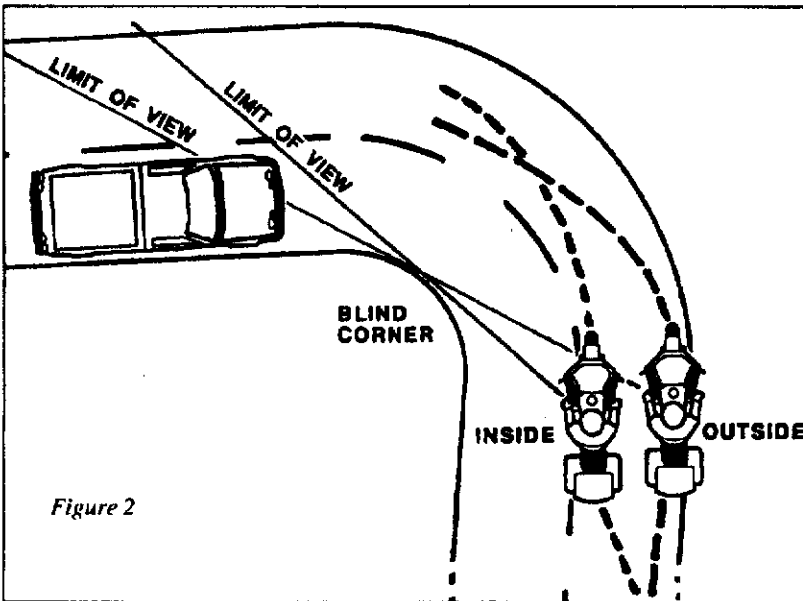


Figure 2

The difference is that the automobilist won't fall down if there isn't enough traction. The driver can just squeal the tires and drift over the centerline. The motorcyclist happening along in the opposite direction is at risk of a collision.

Because of wandering drivers, a cornering line that moves away from the centerline at critical points provides greater separation from opposing traffic. (Fig. 4)

If we sketch out one continuous smart line that includes all four advantages, it begins to look a lot like the "delayed apex" line we've already discussed. The difference is mostly in how we think about it. The delayed apex line is visualized in reference to the apexes at the inside corners. The Smart line is visualized in reference to locations on the road over which we should travel, or "gates" through which we should pass. The position of the gates determines the line. Phil Funnel, in his book *Scientific Motorcycling*¹, describes these locations as "critical windows."

Looking and Seeing

Since we already know we will instinctively point the motorcycle where we are looking, we might be tempted to memorize these gates and maintain a target fixation on them. But there is too much other stuff to be looking for to allow ourselves the luxury of targeting our gaze. And we also want to conserve traction by following smooth, large radius arcs. To do this,

we must continue to take in the big picture ahead as the road unfolds, visualizing the Smart line as a continuous ribbon passing through all the gates.

To help get the Big Picture, many motorcyclists find it helpful to keep their eyes level with the horizon while cornering. This means allowing your body to lean more-or-less with the motorcycle, but banking your head on your shoulders to keep the eyes level. This seems to work

for everyone except ex-fighter pilots who have developed the skill of keeping track of space during 3-dimensional maneuvers. If you are experiencing any problems with following a consistent line, try keeping your eyes level with the horizon (Figure 6).

We have already mentioned that smart riders keep speed within sight distance. When cornering around blind turns, this means speed must be reduced toward the tightest part of the turn. We're looking for surprise changes of direction, surface problems, and opposing traffic. We must be prepared to brake during the turn to avoid hazards, which is why many veterans consistently practice braking in turns to perfect the skill.

Caveats

If you haven't thought much about cornering lines in your travels, you might wish to practice some of the techniques we've been talking about. But before you fire up your favorite roadburner to try some of these ideas while zipping around Killer Corner, we'd better mention some assumptions. It's probably more dangerous to make assumptions than it is to ride fast in the rain on bald tires, but we'll chance it.

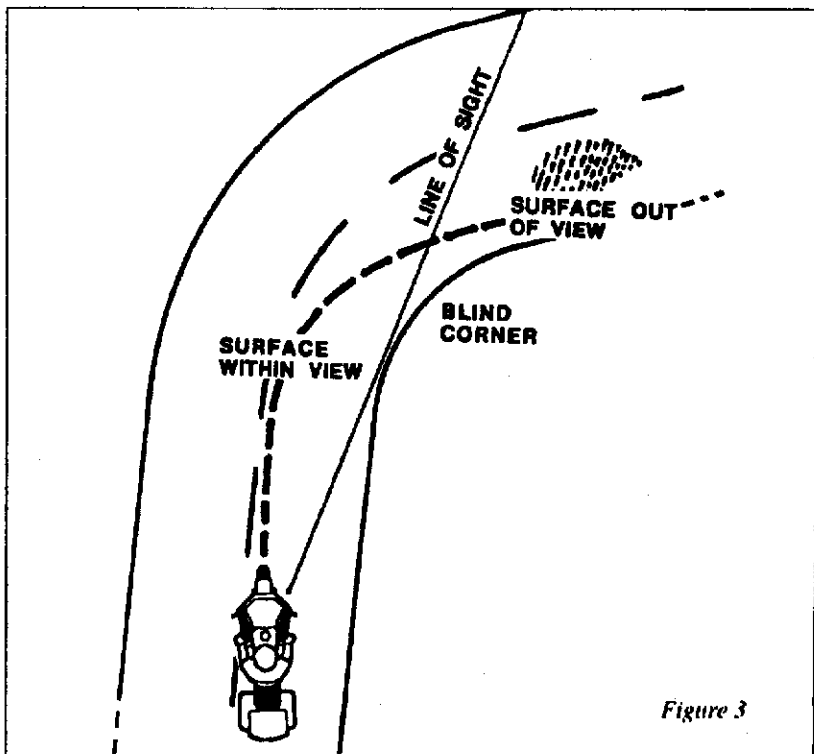


Figure 3

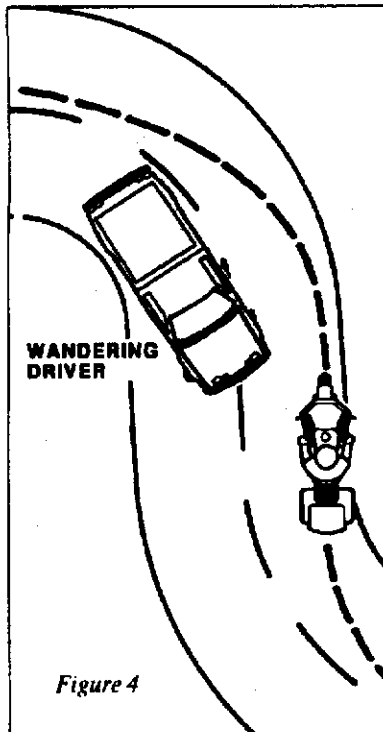


Figure 4

Managing Traction

We assume you understand the importance of managing traction. Two-wheelers depend upon tire traction for balancing, cornering, accelerating and braking, and the contact patches where the rubber meets the road are not very large. If you were to fold this page in half, and then fold it in half again, that's about the size of both contact patches combined. Not a lot of rubber for getting a grip on the pavement. That's why veteran riders willingly spend the big bucks for quality tires, inspect the treads frequently, and keep them inflated to specs. And why they practice skills such as braking during a turn and rapid lane changes.

Countersteering

We assume you understand about countersteering, or push-steering. Push on the left grip to lean left; push on the right grip to lean right. If that doesn't make sense to you, dig down in your pile of old magazines and read the article "Introduction to Countersteering," in the April, 1990 *Road Rider*.

If the concept of "managing traction" doesn't ring a bell, or if skills such as braking in a curve cause you to break into a cold sweat, sage advice is to truck on down to the nearest Experienced

RiderCourse for a little brush-up. We want you to be proficient at balancing, steering and braking before you head out to the twisties. If you aren't sure where to find the nearest rider training, call 1-800-447-4700.

We also assume you realize that motorcycling can be hazardous to your body parts as well as your motorcycle parts. You can read all the right words, and practice all the right exercises, and still find a corner somewhere that provides an opportunity to try out your crash padding. You can be riding along smelling the daisies and minding your own business, and have some jerkface cross the centerline and sideswipe you. Veteran riders typically clad their bodies in quality helmets and thick leather jackets, pants, boots, and gloves.

Whether you choose to ride slowly or swiftly down the country roads, smarter cornering lines will give you a greater margin for handling whatever surprises

you encounter. Now, please, go out and play. †

¹ *Scientific Motorcycling*, Southslope Publishing, Vancouver 1881 East 61st Avenue, Vancouver, BC Canada V5P 2K2

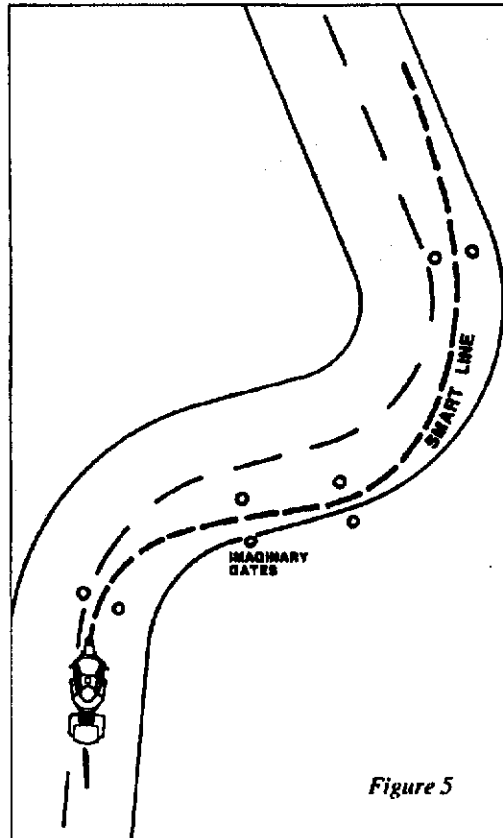


Figure 5

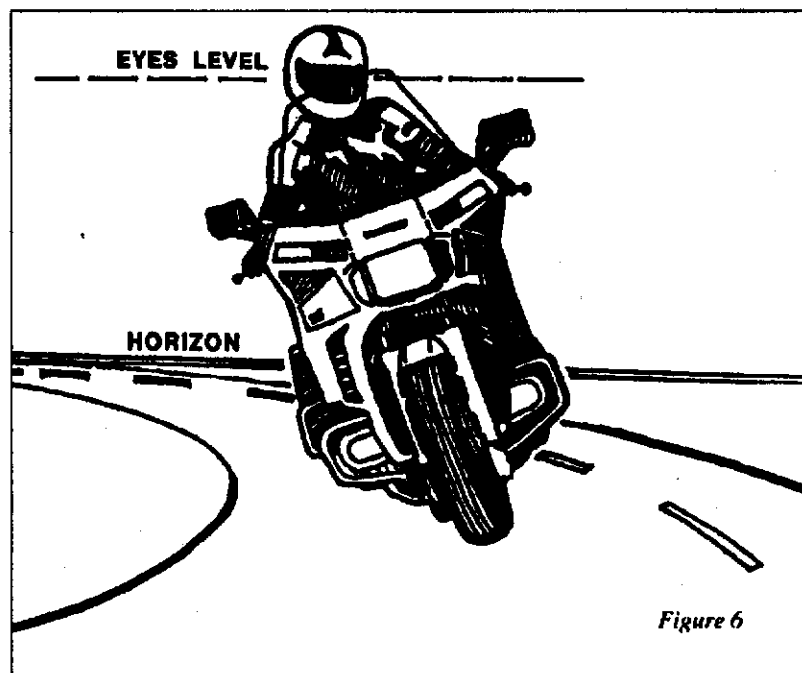
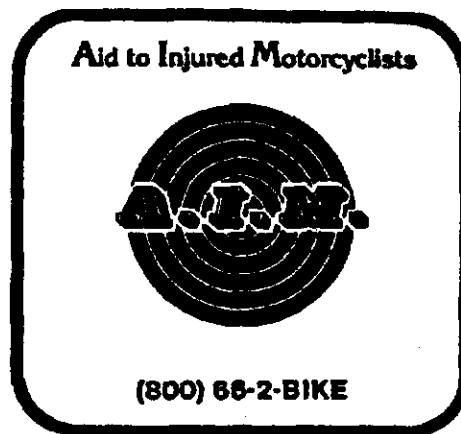


Figure 6



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

OKLAHOMA MOTORCYCLISTS DEFEAT HELMET LAW

OKLAHOMA CITY, MARCH 28, 1994 – Oklahoma motorcyclists have cause for celebration today as lawmakers crushed a bill that would have required helmet use for adult riders. By a vote of 73 to 26, the Oklahoma House of Representatives defeated S.B.1053 and sent a message to the U.S. Congress that the federal government should butt out of state affairs.

"Oklahomans are not going to be held hostage by the federal government," declared Rep. Gary Bastin (D-Del City), a staunch supporter for the motorcyclists who said after the vote, "What we did here today isn't just good for Oklahomans, it's good for the country. I hope other states will follow us and tell Congress to mind their own business."

ABATE of Oklahoma rallied together about 200 bikers on short notice to lobby their representatives and watch the floor debate from the House gallery. Most of the lawmakers opposed the helmet requirement and made the point that the federal government is impinging on states' rights by demanding such a measure.

Despite the threat of losing \$8.3 million in federal highway funds over the next two years under the penalty provisions of ISTEA, the helmet bill was defeated so soundly that House Minority Leader Larry Ferguson told biker lobbyists that the issue would not come back up this session.

The final downfall for S.B. 1053 came in a series of crippling amendments offered from the floor. Among those passed were amendments calling for fines of only \$10 for infractions, a directive for the attorney general to file a lawsuit against the federal government regarding the constitutionality of the federal penalties, and a requirement for the state to purchase helmets for all adult riders. S.B.1053 already contained a provision which would have automatically reversed the helmet law if the federal penalties were repealed.

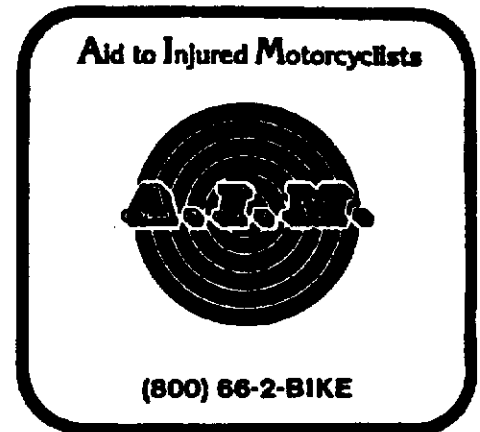
"This was a great victory for us," said ABATE of Oklahoma state coordinator Louis Watson, who also serves on the board of advisors of the National Coalition of Motorcyclists, "especially when you consider we went up against the most influential lobbies in the state with only a shoestring budget and three days to lobby our legislators."

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

- end -



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

IDAHO ADOPTS LICENSING AND SAFETY PROGRAM

BOISE, IDAHO, March 30, 1994 -- Governor Cecil Andrus today signed legislation making Idaho the 50th state in the nation to require motorcycle operators to obtain a special motorcycle endorsement on their regular driver's license. Senate Bill 1450 also includes provisions for a rider funded motorcycle education course.

The new motorcycle license will cost riders an additional \$20.00, of which \$13.50 will go into a motorcycle safety program developed for the state by the Motorcycle Safety Task Force. The task force is comprised of representatives from Idaho's motorcyclist rights organizations, enthusiast groups, clubs, dealers, rider education instructors, law enforcement and the Idaho Transportation Department.

The main elements of S.B.1450, which passed the Senate by a vote of 20-14 and the House by 50-17, will be: 1) Mandatory rider education for first-time riders under 21; 2) Mandatory license endorsement for all motorcycle riders; 3) Written and skills testing to qualify for endorsement; 4) A grandfather clause allowing four years for existing riders 21 and older, and two years for those under 21, to obtain endorsement by taking only a written test. The new law takes effect September 1, 1994.

According to Tim Herzog, legislative director for North Idaho ABATE, "We're pleased that the state has recognized the need for motorcycle training and licensing as a way of dealing with accidents and fatalities, instead of looking to a helmet law for answers."

The National Coalition of Motorcyclists advocates training, education and licensing as the most effective means of improving motorcycle safety.

- end -

ATTN: Members

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

Revised: February 1994

ABATE PRODUCTS ORDER FORM - PRICE LIST

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

ABATE PINS

_____	ALAN	ABATE Anniversary Pin	3.25	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	ALP#	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	_____

MISCELLANEOUS

_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

JEWELRY

_____	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	_____
_____	AFP	Fossil Pin	3.75	_____

ABATE T-SHIRTS

_____	AFRTS	ABATE T-Shirts	10.00	_____
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		NOTE: Assorted Colors.....X-Lg and LARGER add \$2.00 Chapter Logo setup fee with each order (One time charge)	9.50	
(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)				

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (Indicate year _____ - 1992 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

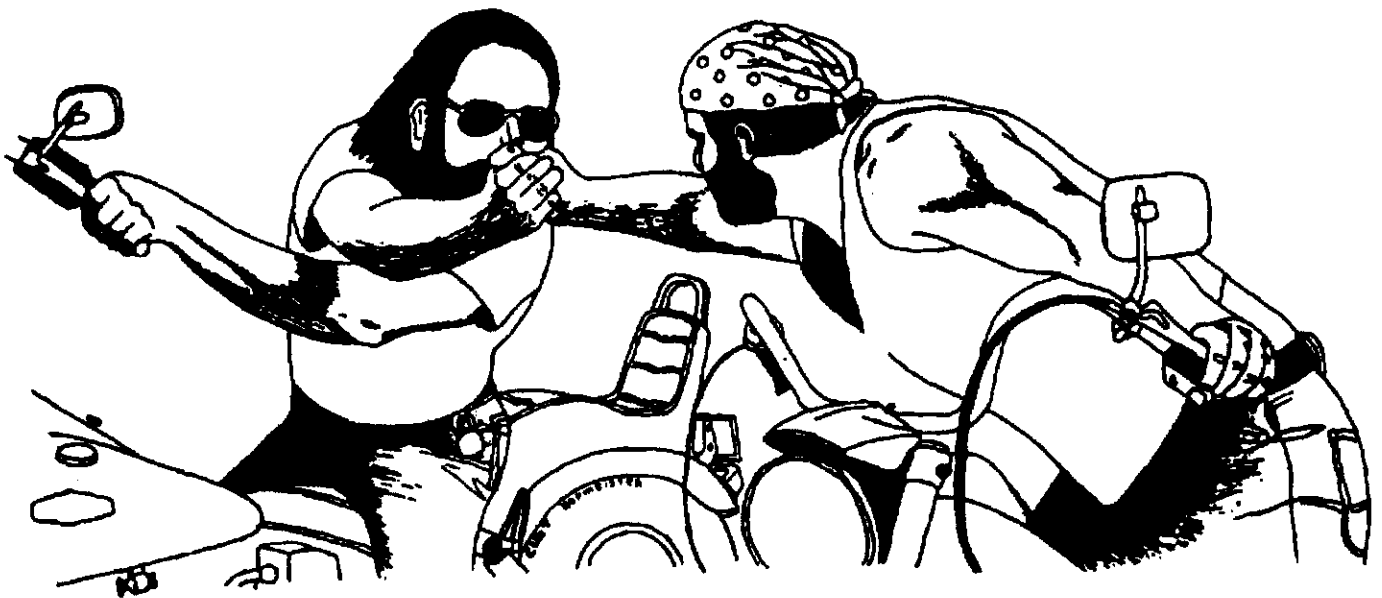
PREPAID _____ COD _____
 DATE _____
 NAME _____
 PHONE NUMBER _____
 ADDRESS _____
 CITY _____ STATE _____
 ZIP CODE _____

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

THANK YOU FOR YOUR ORDER!!



CHAPTER	TOTAL	GAIN/LOS	EXF/TRANS	NEW/RENEW	TOTAL
	5/1/94	5/1/94	5/1/94	5/1/94	4/1/94
CENTRAL OREGON	70	21	0	21	49
COLUMBIA RIVER	98	-3	4	1	101
DOUGLAS COUNTY	144	3	7	10	141
INDIAN CREEK	189	-4	9	5	193
JACKSON COUNTY	94	0	2	2	94
LANE COUNTY	52	-5	8	3	57
LINCOLN COUNTY	96	7	1	8	89
NE PORTLAND	193	12	2	14	181
NORTH COAST	40	-1	3	2	41
SALEM	104	-5	13	8	109
SE PORTLAND	208	-4	8	4	212
SOUTH COAST	67	9	0	9	58
WASHINGTON COUNTY	115	5	1	6	110
YAMHILL COUNTY	34	0	0	0	34
TOTAL	1,504	35	58	93	1,469



**WE MUST LEARN TO LIVE, RIDE AND WORK TOGETHER AS BROTHERS AND SISTERS
OR WE SHALL ALL PERISH TOGETHER AS FOOLS!**

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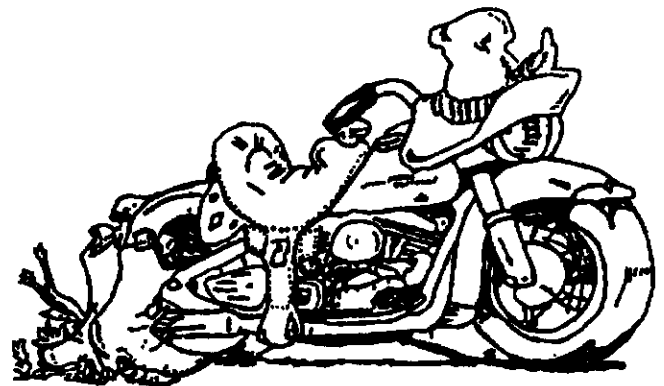
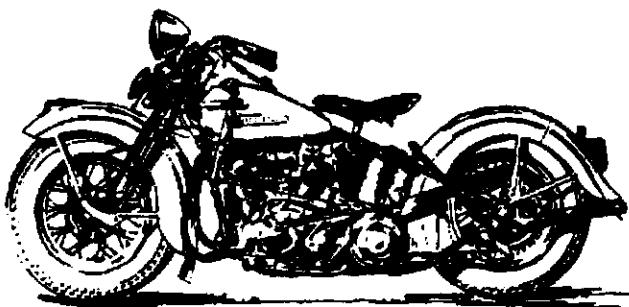
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THOUGHTS ON STEAM 94

I was asked if I thought STEAM is necessary, if I thought I really helped anybody and if I would ever teach a class again. YES, to all the questions.

Seminars like STEAM are necessary for a lot of organizations because so many of us are volunteers and we have volunteered to do jobs that we have not been professionally trained for. We love our organizations and most of the things they stand for and we want to do our part to help its' cause.

Do I really help anybody? Sure. I am not professionally trained, but with the secretarial kinds of knowledge I have learned since 1968 (mostly through trial and error), someone will pick up on something that will help them. The things that work for me might work for someone else. I am not the best at volunteer secretary and I still do not know everything, but sharing just some of the things that I have learned should help a person who has never done this type of thing before. The comment I heard that really made me feel good was "I guess we are doing OK after all". What did that tell me??? We had a volunteer that was very unsure about whether or not they were doing their job the way it should be done. They needed verification that they were putting things that were necessary into their minutes and that not everything said at meetings has to be recorded.

Would I ever teach a class again? You bet!!! I don't have a lot of time right now to be able to meet the demands of a volunteer job that involve meetings two or more times a month. At this point of time a couple of hours here or there are all I can devote. Teaching a class or sharing what I can over the phone to help someone just getting started with their job makes me feel like I can still participate.

Am I disappointed in STEAM??? NO!!!

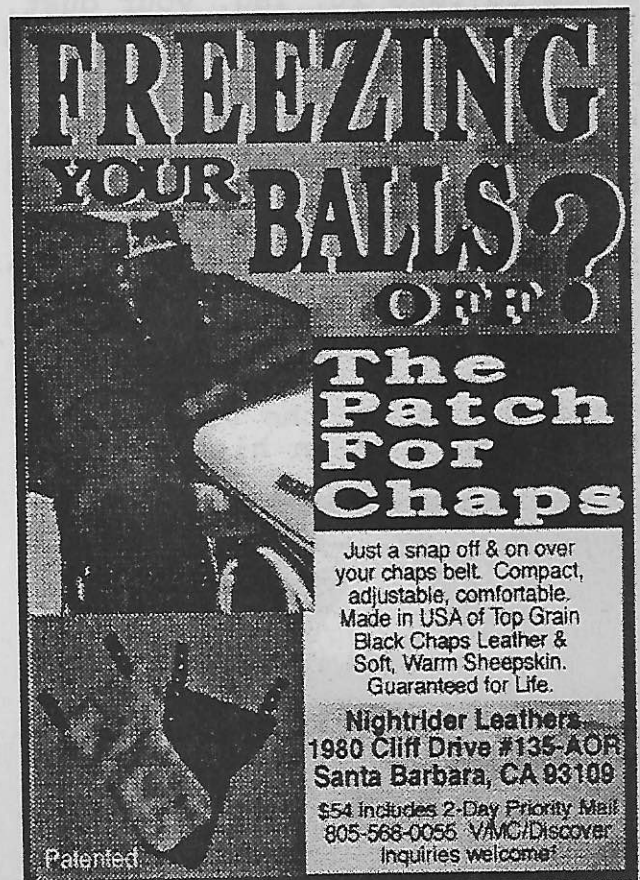
My disappointment lies in the fact that not many people feel they have the ability to do a job for the

organization that they love and fight for. They are afraid to take that first step to being a volunteer. Too many times they have seen someone get criticized and they don't want to be put in that position. None of us is perfect. We all have different abilities and strengths. Get involved and take that first step and then if you need help, look around and see who looks like they are doing the job the way you think it should be done. Ask them for some input or ask your coordinator or the state coordinator who you should get input from.

Our organizations thrive with the help of volunteers and if our organization is to continue to grow we need you to take that first step. Go to a STEAM type of seminar and see what the job your interested in demands of you. It will probably be easier than you think. You will be surprised to find out that there is no "right way" to do things. What works for your group and your organization is the right way.

See you at the next STEAM!!!!!!!!!!!!!!!!!!!!!!

Lois Gleason



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WHAT'S RIGHT IS RIGHT

It is a Friday morning, May 6, 1994, at about 8:30. You are 18 years old and taking mom to work in the family car. This freeway traffic, all 3 lanes of I-84 (Banfield to Portlanders), is bumper to bumper. When you are lucky you get up to 50 mph.

Mom says "Tom, hit your brakes and slow down, there is going to be an accident." Well what did mom become? A psychic? Mom insists so you humor her.

Suddenly there are brakes going on everywhere. You are ok but there are motorcycle parts going in more than one direction up in front of you a couple of vehicles. People start winding there way around the scene. Can't be late to work.

It seems that this man in his late 50's, who should know better, was taking advantage of any opening he could get to wind his way through the traffic. He had started his full dress motorcycle from lane 1 into lane 2 when he decided that lane 1 still looked better. Swing it right back. Problem here is that the car behind him in lane 1 has decided that he wants that space and has started to take it. Tag, your dust. Well Tom jumps out of the car and runs to the motorcyclist. The man is conscious but obviously injured. Tom, who happens to be an Eagle Scout and had some basic training in this area because of it, comforts and talks to the man. Holding his head to ease the pressure and refusing to let the man take his helmet off until he has some medical personnel present. He just keeps the man talking and finds out about where it hurts. At the very least a badly broken bone in his upper arm near the shoulder.

Finally when a paramedic is in attendance does Tom get up to leave. The freeway is a parking lot and Tom is still the only person to have stopped to render aid to his fellow man. A two wheeled motorist. Not even the person that hit him.

I would like to take this opportunity to say "THANK YOU TOM BUCHANAN" for caring. From the motorcycling community we say that there should be a lot more like you.

Edd Dahl


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

I hope that a Certificate of Thanks can be presented to this young man at a S.E. Chapter meeting if I can get him there. If not, his mother works with my wife.

I would also like to see any other stories of people helping the motorcycling community brought to the attention of A.B.A.T.E. and this recognition program continued.

I would also like an extra copy of the newsletter for the individual with his or her story in it.

One last comment. Neither one of these vehicle operators was driving defensively or sharing the road. Please don't join their ranks. Stay safe. Edd.



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SUNNY-SIDE UP

Hi, I'm Don and I would like to introduce you to my "Sunny-side Up" column. My wife and I are members of the Douglas Co. Chapter, and fill the honorary position to "spiritual leaders" which our chapter has graciously extended to us. We are also part of the Christ Disciples. I've been writing this column in our local chapter newsletter for sometime, however, at our last meeting we voted to discontinue the newsletter and link up with the spiritually stimulating, thought provoking, encouraging, sometimes light, sometimes heavy, but most of all offering a sense of hope...in what often seem to be hopeless situations.

Unfortunately we have had the displeasure of attending three funerals since January. Two of which were bikers. One was an ol' clubber, that I helped by officiating at. He was only 51 and dying of natural causes. I couldn't help rewinding back to my teens and twenties, how indestructible we thought we were. Then our thirties and forties come with reality - taxes and death, and we don't seem to rebound like we used to from partying all weekend. When you think about it...51 isn't all that old. I'm reminded of an old story about a king and his court jester. The jester was a likable guy who could always make the king laugh even if he had to act like a fool. One day the king handed his court jester a staff and said, "When you find someone more foolish than you give him this staff, for he will be a bigger fool than you." So the little court jester went out over the country-side and into the cities questioning everyone. Yet, he found no one a bigger fool than he. Disappointed and weary from his journey he returned to the king's palace where he discovered the king had become quite ill. Seeing the king on his death bed, the king asked, "Did you find someone more foolish than you?" The jester thought for a minute then asked, "My king, you are going on a long

journey soon have you prepared for it?" And he answered, "No", and at that moment the court jester handed the king the staff.

Think about it. Eternity is just a heart beat away... have you prepared for your journey? Remember, "Wise men still seek Him." Until next time.....

Livin' on the "Sonny-Side",
Don

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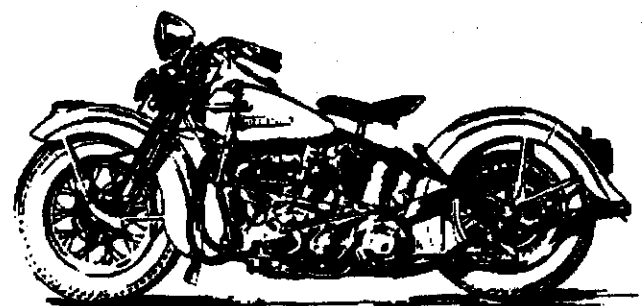
What to say to someone who wants to drink and drive.

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

If all else fails, say "no."

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BEST OF THE WEST

report by Larry Schalk

The Embassy Suites Camelhead in Phoenix, Arizona was the location of the 4th Annual Bikers Educational Seminar for Training or BEST of the West. The Seminar was co-sponsored by ABATE of Arizona, MMA (Modified Motorcycle Association) of Arizona, and the MRF (Motorcycle Riders Foundation). Phoenix is located in "The Valley of the Sun", a very appropriate name considering the intensity of the Sun here. A city with wide Boulevards, spread out over a vast area, with an occasional rock formation to add interest to the landscape. ABATE of Oregon sent 4 representatives to the Best of the West; Carol Webster, NE Portland Chapter; Nic Oliver, Salem Chapter; "Captain" Mitch Putman, Washington County Chapter; and Larry Schalk, SE Portland Chapter. The focus of this years conference was on unity, cooperation and working together ABATE of Arizona and the MMA set the tone of the conference by demonstrating what working together is all about. This is the first time these two organizations have worked together on a single event.

Friday May 13, 1994

Friday was spent going to one of the local Harley Davidson dealers for souvenirs, conference registration, and meeting the other attenders. As I spoke with people from other MRO's, it became clear that we all faced similar challenges in our separate States, such as the involvement of motorcyclists in and out of our organizations and unity with other MRO's.

Saturday May 14, 1994

The conference officially started at 8:30 AM with a welcome and a few opening remarks by Fred Harrell (MRF Board of Directors: Director of the Nevada Association of Concerned Motorcyclists NACM), who then introduced Al Banks, A chapter member of ABATE of Arizona and a candidate for the U.S. Senate from Arizona. Al Banks talked about his background as a biker, business owner, and political activist, and why he felt qualified to run for the Senate. I think Arizona would be fortunate to have a man like Al Banks represent them in the U.S. senate.

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The next speaker was Mike Osborn (ABATE of CA.; ABATEPAC of CA.). Mike first gave a brief history of how the helmet law came into being in CA. and the subsequent defeat of Representative Floyd, the legislator who originally introduced the helmet bill in CA. Next Mike talked about working together with other MRO's, Clubs, and Associations. He said that if they had been unified, he felt that there would not be a helmet law in CA. today. Mike also said how important he thought it is to acknowledge these groups for participating in Events and Rally's and to not worry who gets the credit when we are successful.

Next we listened to Brian Stovall (MRF Board of Directors; OR. MRF State Representative; BikePac of OR.; ABATE of OR.) who talked briefly about the MRF State Rep. program, its history and importance to the State MRO's.

The next speaker was Mark Buckner (MRF Board of Directors; ABATE of CO. State Coordinator). Mark spoke about working together towards a common goal with other MRF's, and about the accomplishments of MRO's especially in the last few years. Mark said that success can be dangerous because of the apathy it can create. He talked about how good can happen after something bad happens, an excellent example is how the ranks of MRO's have increased since the Federal blackmail, contained in the ISTEAL Legislation, passed into law, this blackmail has brought many people together to focus on a common cause. Mark said that we must focus on our opportunities and not dwell on the negative. Mark told us something Mike "Balls" Farabaugh (ABATE of Indiana; former MRF Board of Directors) said "Misery has options" that means, no matter how bad it gets there is always an alternative.

The final speaker was Wayne Curtin (MRF V.P. Government Relations) with a legislative update from Washington. Like a good story teller, he built upon the suspense of the moment to try and convey the

importance of what had happened in Washington. First, Rep. Petri (pronounced peatry) (R-WI.), a member of the surface Transportation Subcommittee, agreed to introduce an amendment containing the language of HR 799 to the National Highway System Designation Act H.R.4385. When Wayne heard the "Mark-up" hearing of H.R. 4385 would be on Tuesday May 10th., he contracted Brian Stovell (H.R. Rep. OR.) to enlist his help (the "mark-up" is there amendments are heard and voted upon to develop the final draft of legislation). Brian Stovell called Rich Benson, who was in Pennsylvania attending the NCOM convention, to see if anyone could go to Washington D.C. and speak with the members of the Subcommittee. Mel Yeager (Education Director ABATE of OR.), also attending the NCOM convention, volunteered and left for Washington. In addition to contacting members of the subcommittee, Mel was able to speak personally with Rep Jennifer Dunn (R-WA.) and persuaded her, to not only support the Petri Amendment, but also become a co-sponsor of HR 799. At the "mark-up" on Tuesday the Petri Amendment was introduced and a voice vote was taken, the Chairman of the Subcommittee Norm Mineta (D-CA) declared that the amendment had failed.

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A Subcommittee member then asked for a roll call vote. A roll call vote was taken and the chairman asked the clerk for the results, to his dismay the vote 20 to 19 in favor of the Petri Amendment, Peter DeFazio voted for the Petri Amendment. We should all be proud of the work that we have done to get this legislation containing repeal of the Federal blackmail for mandatory helmet laws. The fight is not over, the forces opposed to the Petri Amendment, led by Chairman Norm Mineta, will offer an amendment to strike the Petri Amendment from H.R. 4385. Wayne told us to contact our organizations and get our members busy calling the members of the Public works and Transportation Committee and ask for their support. If the Petri Amendment is struck from H.R. 4385 Wayne assured us that there will be other avenues to pursue. (the Petri Amendment was subsequently removed from H.R. 4385) Wayne concluded his talk with this quote from Thomas Paine (1737-1809 American Pamphleteer and revolutionary) "Eternal vigilance is the price we pay for liberty".

After lunch it was time to decide which workshop to attend. Carol, Nic, Captain, and myself, tried to split the workshop up in order to cover everything. The workshop topics were, Holding Successful Meetings; Legislative Effectiveness; Information, Communication, and Newsletters; Political Action Committees; MRF State Rep Program; Nuts & Bolts; and Leadership Principles.

Later that evening, and prior to the Banquet, Wayne Curtain spoke to us about commitment and sacrifice to the motorcycle rights movement, and thanked us for attending Best of the West. After the banquet there was dancing, with the music provided by "MOJO Workin". Afterwards, an auction was held to benefit the MRF. Items donated by the people representing the various MRO's and others, were auctioned off. This raised over \$1,500 for the MRF. As a side note, the pretty lady on keyboards, in the band, is also the ABATE of Arizona State Membership Secretary.

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Sunday May 15th

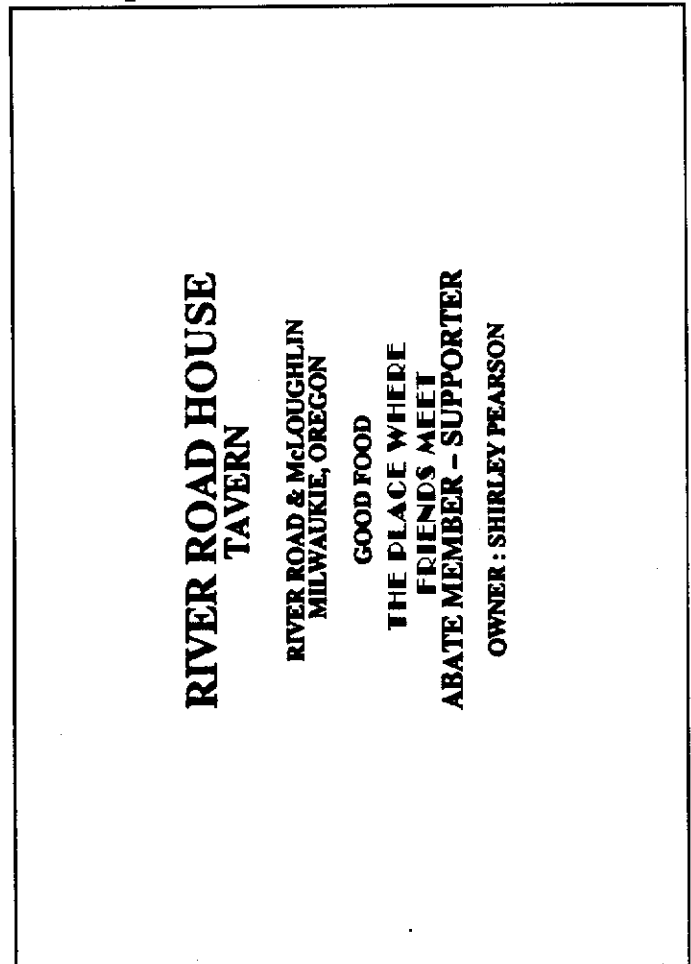
The day began with Fred Harrel introducing Butch Harbaugh (ABATE of OR.; Legislative Director BikePac of OR.) Butch started by talking about taking a ride in the Phoenix hills on a borrowed motorcycle. He said "Do you know how long its been since I was able to ride without a helmet? It's been a long time Man, it's been a long time." Choking back his emotions he continued with the story of how we lost our freedom in Oregon. Then he said, (and I am paraphrasing) you don't know what it's like to lose the freedom to choose, until it's gone, it hurts, it really hurts. He told us about the 5 million dollar dummy built by the Europeans, to simulate what happens to a motorcycle rider in a crash.

(Can you believe, 5 million spent on a dummy I wonder how much they spent trying to prevent accidents?) We must reach out and spread the message that there is a better way. Butch went on to say that we are the last Freedom Fighters and people look up to us because we will fight for our rights.

Next on the agenda was an open panel discussion, the panel consisted of; Fred Harrel; Pat Kawashima, ABATE of Utah; Mike Turngren, ABATE of Arizona; Mike Osburn; Darlene Hamby, MMA of Arizona; Chuc Coulter ICMS (Idaho Coalition of Motorcycle Safety); Brain Stovell; Big"D", ABATE of New Mexico; Mike Williams. ABATE of Colorado. The audience was encouraged to ask questions at this time. The roll of women in motorcycling was discussed, and how to get women more involved and make them feel more accepted. When the panel was asked, if you were to devote your time and energy into one area what would that be? Those that answered were spilt between education/communication/safety training and strengthening your MRO by taking care of business and expanding upon your membership base. Unity and working together was also discussed.

Closing remarks were given by Al Clack (MRF Board of Directors,

ABATE of Illinois) who read to us the preamble and the first few sentences of the Declaration of Independence. Al then went on to tell us what happened to many of the signers of the Declaration. Some of the men were captured by the British and shot as traitors, other lost their families, home, and property most had to make great sacrifices, which is the point of these examples. What are you willing to sacrifice to protect and defend your liberty.



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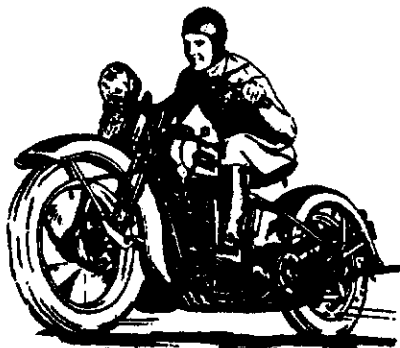
There was so much to absorb in a very short time. I decided to let some time pass before writing this part of the report so I could fully comprehend what had just happened. I can't of course speak for anyone else but I went to Best with specific goals,

(1) I wanted to get the most out of this trip as I could so that those responsible for sending me (Thanks, SE Portland Chapter) would get maximum value from the trip.

(2) I had questions/problems that needed answers/solutions.

(3) I wanted to put faces with the names I have only heard about.

(4) I wanted to experience my first MRO conference/seminar and I looked forward to talking with those trying to accomplish the same goals as I. So how did it turn out? To answer #1 you will have to ask my chapter. The answer #2 is I got most of the answers/solutions I was seeking but it wasn't what I expected. #3 now I know who those people are. #4 It was a joy to meet people who want what you want and are willing to do what it takes to achieve it. I met/made some new friends, saw a few old friends and I think I learned a lot. At the end of the weekend I was really excited to try what I learned, so watch out! I don't know if we are the last "Freedom Fighters" or not (I hope not) but I think I'm in good company. I am proud of ABATE and what has been accomplished so far. As you read this report you may notice how many ABATE of OR. members are at the front of the battle against the tyrannical forces that oppose us. For me us. this is not only about motorcyclist rights but a much broader issue of life, Liberty and the pursuit of happiness. **What else is there to fight for?**



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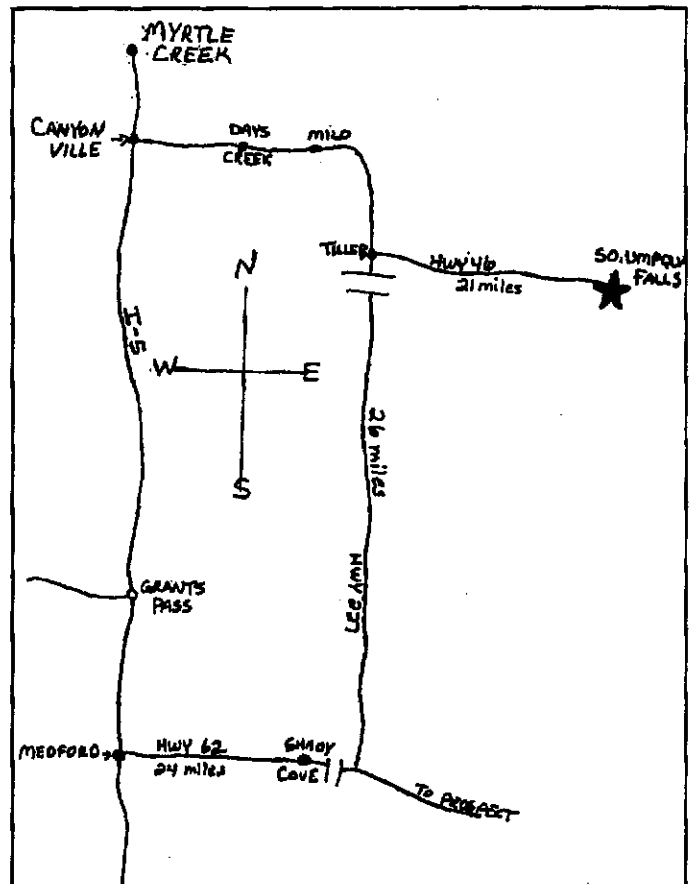
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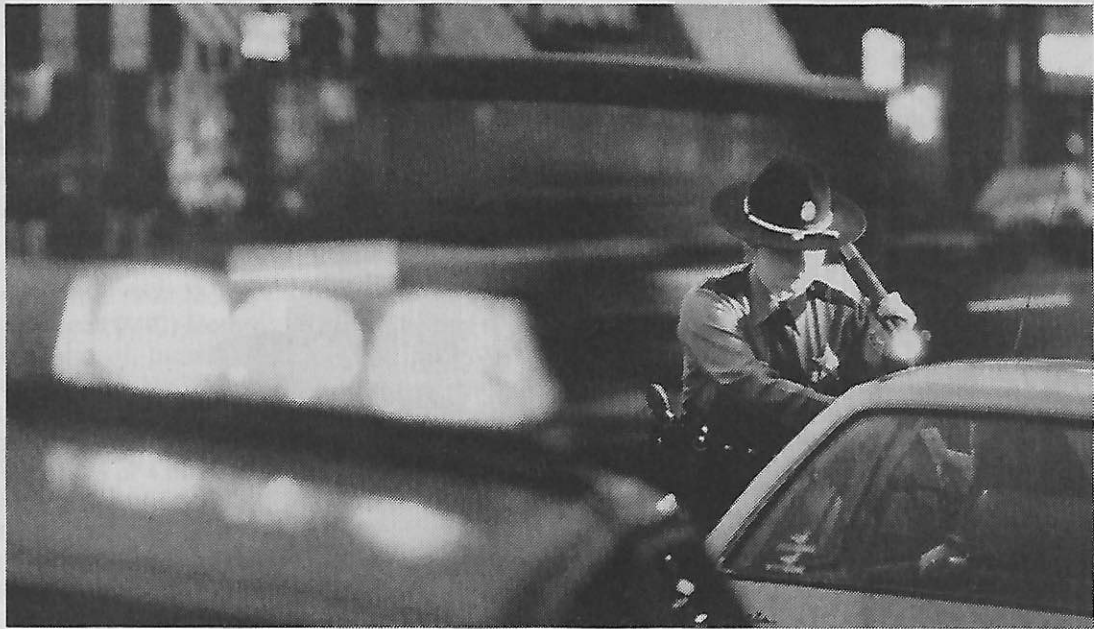
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DRINKING AND DRIVING
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Helmet Law Statistics

Revealing - and Concealing

Statistics are like bikinis—what they reveal is interesting—but what they conceal is vital.

In this case, what the latest accident and fatality statistics reveal is that motorcycle fatalities are at their lowest point in 20 years and motorcyclists have the most improved safety record of all motor vehicles.

What they conceal is the obvious fact that the safest places to ride a motorcycle are in states that do not have mandatory adult helmet laws.

According to the 1993 Motorcycle Industry Council (MIC) Motorcycle Statistical Annual, based on data received by the MIC from authorities in all 50 states and the District of Columbia, the 1992 statistics indicate that out of 4,001,307 registered motorcycles, there were 82,428 accidents (206 per 10,000 registrations) that resulted in 2,398 fatalities (5.99 per 10,000 registrations, or 2.91 per 100 accidents).

Upon closer scrutiny by the National Coalition of Motorcyclists (NCOM), concealed within the myriad of data were the following revelations:

One-third of all motorcycle accidents and fatalities in the United States occurred in four states: California, Florida, Texas, and New York. All four have helmet laws.

The six safest states in which to ride, based on the numbers of fatalities per 10,000 registrations, are Wisconsin, Iowa, Minnesota, New Hampshire, North Dakota, and Wyoming. None of these states has an adult helmet law.

Looking at fatality rates (number of rider fatalities per 100 accidents), the six safest states are Colorado, New Hampshire, Wisconsin, Iowa, Wyoming, and Minnesota. Again, these states do not require adult helmet use.

In terms of accident rates, only two of the top six states have helmet laws: Vermont (helmet law), Rhode Island, Louisiana (helmet law), North Dakota, Minnesota and Alaska.

Now that we've identified the safest states in all three major safety categories, let's compare the safety records of helmet law states versus "freedom of choice" states.

While helmet law states have 61% of all the registered motorcycles (2,457,637), they have recorded 64% of all accidents (52,955) and 66% of all fatalities (1,575), a significantly greater number of both accidents and fatalities.

Regarding the three safety categories identified earlier, the 25 helmet law states and the District of Columbia combined for 215.47 accidents per 10,000 registered motorcycles and 6.41 fatalities per 10,000 registrations, while the 25 "freedom of choice" states averaged 190.93 accidents and 5.33 fatalities. The national average in both categories in 1992 were 206.00 and 5.99 respectively.

The most telling statistic is the fatality rate or the percentage of riders dying in crashes. This is the only statistic that's not influenced by any factor other than accident survivability. If helmets truly provided the safety benefits that the helmet law proponents claim, then one would expect the fatality rates to be significantly lower. In fact, just the opposite is true.

While the nationwide motorcycle fatality rate is 2.91, the fatality rate in helmet states is 2.97, compared to 2.79 in free states. While this differential may seem insignificant, it translates into 18 more fatalities per 10,000 accidents. If the helmet law states could boast the same

lower fatality rate, there'd be 95 more riders alive and kickin' today.

Try that one on the next legislator you hear say, "If it'll save just one life..." Then, show him the following charts.

- Bill Bish,
National Coalition of Motorcyclists

FATALITIES PER 10,000 REGISTRATIONS - 1992 SAFEST STATES		
STATE	RATE	HELMET LAW
Wisconsin	2.29	NO
Iowa	2.33	NO
Minnesota	2.41	NO
New Hampshire	2.60	NO
North Dakota	2.77	NO
Wyoming	3.26	NO
NATIONAL AVERAGE: 5.99		
Helmet Law States: 6.41		
Free Choice States: 5.33		
ACCIDENTS PER 10,000 REGISTRATIONS - 1992 SAFEST STATES		
STATE	RATE	HELMET LAW
Vermont	53.85	YES
Rhode Island	71.99	NO
Louisiana	74.50	YES
North Dakota	106.49	NO
Minnesota	117.20	NO
Alaska	117.37	NO
NATIONAL AVERAGE: 206.00		
Helmet Law States: 215.47		
Free Choice States: 190.93		
FATALITIES PER 100 ACCIDENTS - 1992 SAFEST STATES		
STATE	RATE	HELMET LAW
Colorado	1.73	NO
New Hampshire	1.80	NO
Wisconsin	1.85	NO
Iowa	1.93	NO
Wyoming	1.97	NO
Minnesota	2.06	NO
NATIONAL AVERAGE: 2.91		
Helmet Law States: 2.97		
Free Choice States: 2.79		

National Coalition of Motorcyclists

15910 Ventura Blvd. Suite 1719, Encino, CA 91436-9942
1-800-525-5355

Reprinted from
Easyriders, May 1994

The A.I.M.ing Point

Greetings Brothers and Sisters. I have returned from another convention of the National Coalition of Motorcyclists (NCOM) and of Aid to Injured Motorcyclists (A.I.M.) Attornys and Chiefs of Staff. This time it was held in Harrisburg, PA. This organization has expanded again to include (ICOM), the International Coalition of Motorcyclists. We are now officially WORLD WIDE. An A.I.M. program is being instituted in Belgium and funding for ICOM will come from that source.

You have all heard me expound on my fears of the legislation taking place in this country that affects us as citizens of this U. S. of A. that choose for whatever reason to ride motorcycles..

I sit here and write this for **information purposes only** and this is **NOT** a plea for anyone or any group to run out and start to slay dragons in the political arena. I am concerned only in getting information to you for you to use as you as individuals see fit.

At the convention we had the privilege of hearing from a group of people from Europe concerning the motorcycle problems they face. I will put this information in list form so I will have less chance of error.

Quebec: the legislators here tried to impose a 20% increase in license plate fees and a 40% increase in insurance premiums for motorcycles. The bikers were able to defeat the measure. It would have cost \$2000.00 a year to ride with insurance coverage. They also tried to pass a law to force the use of FULL FACE helmets and impose heavy fines for scratches on helmets. How many of us have light scratches on our hats?

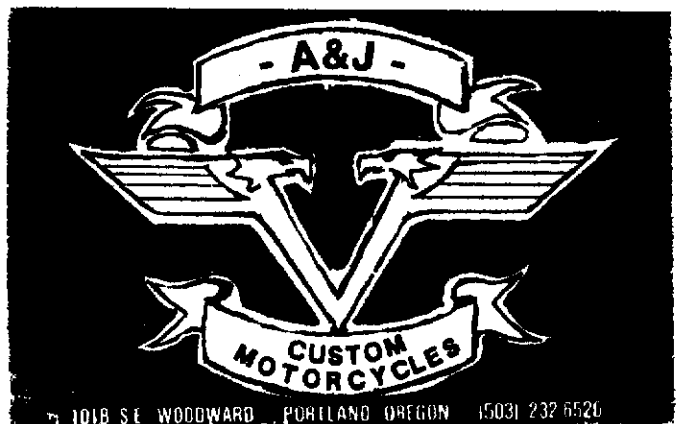
Denmark: Motorcycle attire is taxed at 150%! It is against the law to wear more than one ring on each hand (this is considered to be the same as **BRASS KNUCKLES**). A Yamaha 650 can cost as much as \$11,000.00.

Portugal: Fighting unfair tax laws on motorcycles.

Germany: Growing restrictions on the forming of motorcycle clubs. Clubs and bikers are considered to be criminals. Road bans are spreading all over the country to keep bikers off the highways they pay taxes to ride on. Court fights over this can cost \$30,000.00 to start. German bikers are stereotyped as a dirty bunch of criminals that wear black leather. Insurance Co's are behind this.

Italy: Costs \$9200.00 in taxes to own a bike plus another \$400.00 or more (depending on where you live) to put license plates on your scoot. The helmet law has been taken to court. The MAFIA has inadvertently helped by shooting people on motorcycles wearing helmets. It seems they can't tell if its a hitman or not with a helmet on the head so they take no chances if a helmeted biker strays too close to their territory. For this reason police have not been enforcing the law. Also, it is illegal to have your headlight on during daylight hours because they distract drivers of autos.

France: Modified bikes are illegal. Do you know anyone that pulls a trailer or rides a trike? All repairs must be done by **LICENSED** repairmen at a **LICENSED** dealership. You can't legally change your own oil. You can be **SHOT** by police if you are **NOT** wearing a helmet. I am given to understand this has happened. Motorcycle attire is also heavily taxed.



United Kingdom: (ENGLAND) We saw video tape of testing that is taking place at this time on **AIRBAGS FOR MOTORCYCLES!!** This is almost obscene. They are also testing **LEG PROTECTORS**. I tell you, these things are **SCARY**. Also in **Europe** there is a move to limit horsepower to 100 bhp. This would virtually eliminate fluid cooled motors on bikes.

All over the world including the U.S.A. we are hearing talk of **HIGH VISIBILITY** clothing for bikers being made mandatory. Where is this erosion of our freedom going to end?


The Harley Davidson Motorcycle Co. gave the Federation of European Motorcyclists (FEM) \$5000.00 to help them fight these unfair laws and practices. While this is laudable, in this country we are told they will not support anything political and clearly state this position in the Harley Owner Group (H.O.G.) charter. I wonder, don't we here in the United States of America the birthplace of Harley's count? I don't know why I'm upset, GWRRA (Goldwing Road Riders Association) says the same thing.

One additional bit of information I nearly forgot to mention, in the state of Minnisota fully 50% of ALL motorcycle fatalities are attributed to **DRUNK** bikers. There are lies, damn lies and statistics but these stats were taken by bikers rights organizations, that tends to lend some credibility to the information. **Please**, if you stop for a touch of the creature take a cab or have someone sober do the driving, bike or car, it just makes good sense.

I'm beginning to preach folks so I will shut up with this last statement. If by chance you have not registered to vote please do and go to the voting booth and take hold of your share of America and never let go. I will have more comments next month; in the mean time,

Keep the round side down,
GUNNY HUTCH

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Columbia River
ABATE of Ore.
RUN TO THE SUN

June 26 & 27

Overnite
Power Run

START - 8:00 AM

- ① CACTUS CLUB (for breakfast)
- ② Promitory Park Hwy 224 (SANDWICHES)
- ③ DETROIT (BAR) 1:30-2:30
- ④ SISTERS (BAR) 3:30-4:30
- ⑤ HAYSTACK PARK (OUTSIDE MADRAS)

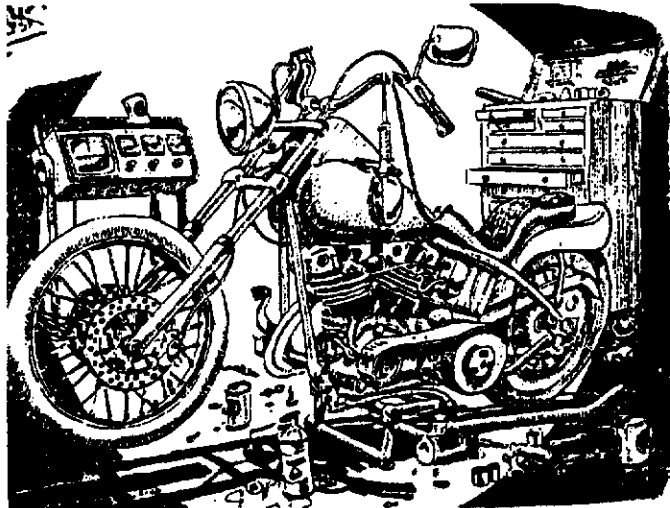
\$5 

PRIZES PARTY GAMES

2nd Sign in at
Promitory Park
1:30-2:30

BRING YOUR SWIMSUIT AND GO SWIMMING

Ph. Info...285-4329



1994 NCOM Convention

The trip to Harrisburg, Pennsylvania was a long and tiresome flight. I left the night of May 4th and had a lay over in Chicago of about 4 hours. Upon my arrival at the convention, (just in time for the Harley plant tour) it seemed to be a bit different from other NCOM functions I've attended. This was more of a cross between an MRF convention and what NCOM had done in the past. But there was much more to hear than ever before. Thanks to Richard Lester, we were given the opportunity to meet with motorcyclists rights activists from 10 other countries. There were 8 European countries represented, plus Canada, and Mexico. This was truly an eye opening experience. We often hear others talking about a trip they took to a foreign land and how it is for bikers there, but this was getting the facts from those that are in the front lines. They had an unpleasant message that we needed to hear. UNITE and ORGANIZE or face losing more of the freedoms that we take for granted. We are always saying, "Let's learn from our mistakes." Well they've been there and they know the mistakes they made and are willing to help us not make the same ones. The dedication that the European activists show is amazing. They hold protests where they get anywhere from 20 to 100 thousand riders. In one story of how the European Community (EC) was trying to pass a 100 horse power limit on motorcycles, we were told of how the English riders were able to stop the law from passing. The EC is 12 nations setting standard laws for all 12 countries. Each country has veto power and all laws passed must be unanimously agreed upon. Anyway the English bikers knew that the other countries had passed the horse power limit and that their Parliament was going to vote on the matter at it's next days work. Somehow they rallied 30,000 bikers to the Parliament building and would not let the legislators go to work without listening to them first. Do you believe it they actually stopped the government from doing business for a day! Now that's political action. So when the EC voted on the 100 horsepower limit the vote was 11 to 1. England defeated the whole thing for all of

those other nations. It was truly inspirational. Another interesting comment from a biker that I had the privilege of spending some time with was something we often preach but don't practice. Hansen from ABATE of Denmark said, "We've never heard anyone show prejudice toward another biker as to what kind of bike he rides." It seems that they don't care what you ride just as long as you ride. Besides with the price of a new Springer Softail going for \$43,000 and the \$2500 for taxes and licensing not to mention the \$3000 or so for insurance, you ride what you can afford. At the banquet Saturday night Mel Yeager and I sat with the bikers from Europe. All I can say is that it was truly one of the most memorable and rewarding conventions I could even imagine attending. The European bros were all sent home with ABATE of Oregon's buttons that say it all, "LEGALIZE FREEDOM" It seemed that they really appreciated the message. One biker from France kept pulling his shirt with the button attached and would smile and give me the thumbs up just about everytime I saw him. It was special indeed.

The seminars that took place this time were of a different nature also. There was a product liability attorney there that works on suing companies that produce safety equipment that doesn't do the job it's intended to do. Such as a helmet that kills you instead of saving you like they say they will. I'm going to give you a break down of what this attorney has found out.

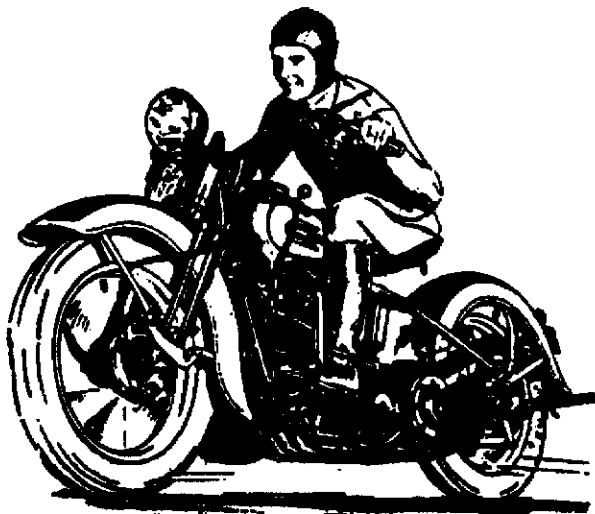
First you have to understand that as a helmet ages it actually deteriorates. It loses it's protective ability at a rather rapid rate. For instance, they test a helmet for penetration, at 5 years old the same helmet that passed the penetration test when it was new, now has a 50% reduction in that capability. Most helmets are 5 times stronger than your head, I guess that's great if you hit some sort of sharp penetrating object. Not only is the testing of the helmets not up to par but it seems that nobody likes to share the information about helmeted fatalities. One interesting point was that autopsies don't include spinal cord injury investigations. Also the standards for the testing of the helmets don't relate to the human head.

DOT says that the minimum impact that the helmet must withstand is 400 g's over a 2 millisecond time span. That's 100 more g's than your head can withstand even inside the helmet. Maybe it's true that what we've been saying all along is that they just don't want a mess to clean up afterwards. They've set standards for helmets to protect your head but they don't know what your head can withstand! How can they set standards without testing the heads they think they are protecting. They also don't update the testing for new materials and therefore tend to stifle any new research and development. Dr. Ranald MacKenzie has done a 27 year study of motorcycle fatalities. He found that in only 2 years, (1976 & 1983) did the number of unhelmeted fatalities surpass the number of helmeted fatalities. In other words **HELMETS DON'T MAKE A DAMNED BIT OF DIFFERENCE!** Interesting stuff indeed.

There were also workshops on planning legislation against biker discrimination and how to get our people elected to public office. I will not get into those topics here since I only have so much space and time.

ABATE of Pennsylvania was about the most gracious host I've ever had. They even had a pipe and drum corps come in to play for us before the banquet. It really added to the international theme of things. I want to thank all of the people that worked so hard to show all who attended a great time. Especially ABATE of Pa. and NCOM. Richard Lester you out did yourself and I thank you. Now lastly I have to thank Sam Hochberg for all he does for the bikers of this state and with getting Mel and myself to this convention. Great Job Everyone.

Rich



2nd ANNUAL FOUR CORNERS IRON HORSE MOTORCYCLE RALLY

Ignacio, Colorado September 2-5 1994
Labor Day Holidays

HOSTED BY:

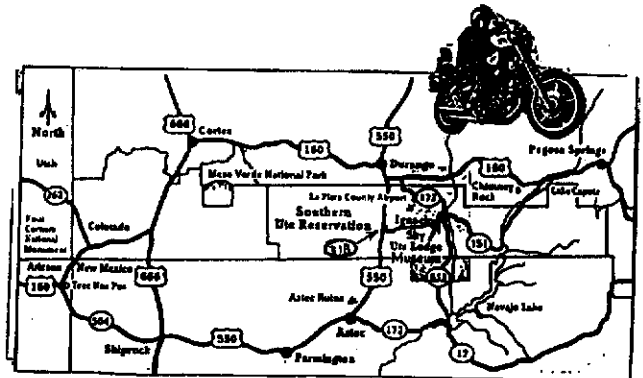
*Tres Rios Chapter, NM A.B.A.T.E. *U.S. Senator Ben Nighthorse Campbell
*Colorado District 8 A.B.A.T.E. *Southern Ute Indian Tribe

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

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



RALLY INFORMATION: Tim Craig: (303) 563-4902 Booths and Vendors, Mike Levster: (303) 247-8916
Events Coordinator, Gib Mott: (505) 432-3940 Tres Rios Chapter A.B.A.T.E., U.S. Senator Ben
Nighthorse Campbell: (303) 247-1609

LODGING INFORMATION: In Farmington, NM: (505) 325-0279; Durango, CO: (303) 247-0312; Ignacio,
CO: (303) 963-4531; Aztec, NM: (505) 334-9551; Bloomfield, NM: (505) 432-0880. Nearby Camping is also
available.

AUGUST 19-20-21, 1994

LOCATION TO BE
ANNOUNCED SOON

PORTLAND
AREA
CHAPTERS

NO:
FIRES
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FIREWORKS
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ATTITUDES

SATURDAY:
BIKE GAMES
SHOWS/TROPHIES

FOR INFO CALL:

LARRY: (503) 774-2479,
RUSTY: (503) 777-5121
OR RICK: (503) 285-5471

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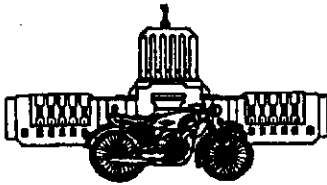


ADVANCED TICKETS
ENDS JULY 31st

Members: \$10.00
Non-Members: \$15.00

AT THE GATE
Members: \$15.00
Non-Members: \$20.00

KIDS UNDER 14 FREE



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

Annual Meeting Minutes-May 1, 1994

Meeting called to order at 12:15 p.m. at Main St. Pizza, West Linn.

REPORTS

Minutes: Approved as published.

Annual Report from the Executive Director:

Let me begin by summarizing the prior year. We survived the longest Oregon legislative session with bills passed into law, bills killed in committee and legislative compromises; and we did so with a positive bank balance at the session's end. We hired and paid for our first lobbyist during this past session with the generous and dedicated assistance of our affiliated members. Without their personal and professional commitment to BikePAC's mission, we could not have accomplished what we did accomplish. ABATE of Oregon, it's chapters and it's members along with OMRA, it's member organizations and individuals, stand out among those who backed our common mission with dollars and deeds.

In February 94, we held our second two-day legislative planning session. The good news is that we are focused and in agreement on what issues are important to us. The challenge now will be to execute these identified, aggressive tasks.

Our affiliated membership has grown to over 6000 and contain a number of new faces.

Now for the future. There are a number of critical and crucial projects that need completion in order to insure BikePAC's place in Oregon politics.

First, our membership rolls must be expanded to other on-road riders and all off-road riders. Although a roster of 6000 members sounds impressive, it represents a small percentage of Oregon's total riders. Our goal for the coming year is to grow our coalition to 10% of the total Oregon motorcycling population or 20,000. This can not

be done without some innovative programs, but can be done.

Second, contact with these members must be improved and improved prior to January 1995. Two projects are critical to our success during the next legislative session: (1) Conversion of our membership list by voting district (in order to quickly sort and contact critical legislators in a timely fashion) and (2) Establishment of the "Legislative Buddy" System. This later program will greatly increase our efficiency in determining the support (or lack thereof) prior to spending countless hours in the legislative concept phase with no hope of success.

Third, we need to prepare all the background material necessary to pursue the 10 legislative concept identified at the February planning session. They include: optional helmet use for adults, expansion of the state responsibility act, parity for motorcycle offenses, responsible insurance rates, off-road sticker program, reckless driving = assault, disabled parking for motorcyclists, high school & remedial awareness programs, Team Oregon completion = endorsement, and a SVIA off-road young rider program. Many hours from many bodies will be required to push these concepts into law.

Fourth, we need to establish working relationships with those that may or may not agree with 100% of our mission. In particular, the State Motorcycle Safety Administrators group and the Governor's Advisory Committee for Motorcycle Safety. In those areas where we agree, we should together pursue the identified end. In those areas where we disagree, we should agree to disagree. Successful politics is accomplished using the fine art of compromise.

I'd like to also take this opportunity to thank those that are more involved than 'normal' and continue to be involved when work needs to be done. I know who you are and you know who you are, and suffice it to say, that BikePAC could not exist without you. Thanks.

In conclusion, BikePAC's mission is alive and well. BikePAC is growing in numbers and maturity. It's a growing concern that Oregon's legislators will have to

contend with in future legislation. You see, BikePAC IS a special interest lobby group. We represent Oregon taxpayers who ride motorcycles.

Treasurer's Annual Report:

Year End 4/1994 - 3/1994

Beginning Balance:	\$3301.39
General Fund Income:	\$3677.18
Legislative Fund Income:	2214.50
General Expenses:	\$3138.29
Legislative Expenses:	5144.25
MRF contributions:	300.00
Year End Balance:	\$610.53

Annual Report from the Legislative Director:

The past year has seen many positive accomplishments throughout the motorcycle rights movement here in the State of Oregon.

We have seen a wide range of motorcyclists stand up and be counted; without this involvement of truly dedicate people our existence would at least be futile.

Our presence within the political system in Salem has certainly been noticed and representatives from BikePAC have been called upon to testify on many occasions in front of a wide range of legislative committees.

Mr. Don Lawson, BikePAC's first paid lobbyist, did a very professional job of extending our credibility in Salem and went beyond the call of duty when our contract with him expired by continuing to provide expert information and communication. Thanks Don.

Bills and legislative concepts introduced by BikePAC certainly gained respect and attention to our cause of fair legislation and laws pertaining to motorcyclists of Oregon.

Teamwork has definitely paid off; so I say 'Hat's off to all who participated'.

BikePAC has always and will continue to solicit input from all motorcyclists and any and all motorcycle riding groups through out the State. This input has been the ground work for the many positive decisions that have been made and will be made in the future.

Also within the ranks of BikePAC, we've seen other states benefit from educational and legislative assistance programs that have been put together at BikePAC's legislative conferences such as the program that Mel and Nic put together to reach out to the youth of this State. Also with assistance of Steve Benson, we have laid the ground work for Arizona to put together a PAC of their own.

Brian Stovall, MRF representative has done a fine job of keeping Oregon motorcyclists well informed of pending federal legislation. My association with NCOM has sent me to several states to help educate and motivate bikers to get involved in the system.

The future looks bright as we head into the next session and BikePAC will take the concepts that came from the conference in the Dalles to prepare them for the '95 session. Jack Fassel has done a fine job of preparing a questionnaire to help us put together a Voter's Guide that will help Oregon motorcyclists make their decision when it becomes time to enter the voting booth.

The key to the success of BikePAC has been teamwork; though sometimes we tend to disagree, we've always managed to work out a solution that is best for all.

If I am fortunate to be elected once again to serve as BikePAC's Legislative Director, I will do my best to live up to the high standards that have been set in the past.

A special thanks to Brian & Teresa, Roger & Angie, Same Hochberg, Jack Fassel, Steve Benson, and Rich Benson and to the many people who I am fortunate to call my friends. Thanks, Butch.

OLD BUSINESS

MAY Rally - AMA sanction has been received; speakers arranged; pins are here; permits in possession. Jack will be there about 9 to begin setup. Two registration lines (AMA/non AMA) plus place for people to sign to get on our mailing list will be there. Membership booth space available for any group wishing to take advantage of that. THEME: Motorcycle Awareness - Public awareness of us; our awareness of each other; our awareness of political world. Agenda will reflect these.

VOTER'S GUIDE - June 5 meeting will be for stuffing, labeling and processing the questionnaires for candidates. Jack communicating our progress with AMA headquarters and District 28.

LEGISLATIVE CONCEPTS

Need to pull our background information together in written form to provide potential sponsors with as much detail as possible about our intent and direction.

**KEEP THOSE CARDS AND LETTERS COMING!
REPRESENTATIVE DEFAZIO
HASN'T HEARD FROM YOU!**

**HR799 Attacks the Federal Blackmail
to those States without Helmet Laws.**

It's not too late. Write to: The Honorable Peter DeFazio, U.S. House of Representatives, Washington, DC 20515. Ask him to support HR799 as an amendment to the new National Highway System Legislation. Remind him that he is the **ONLY** Oregon representative on the committee and represents **YOU!**

**We won't be able to do a thing at the state level,
if the Federal Government holds dollars hostage**

RULE CHANGE ON HELMET STANDARDS

Gunny/Sam alerted Butch that a DA said that a new rule change was coming through. Butch called Ed Margess, who couldn't remember that Butch was involved and said that Don knew about it. Marges said no one responded during the comment period. ABATE and BikePAC received no notice of any comment period. Jack talked to Ed the same day as Butch. Officially, Jack notified Ed again that Don is not our employee any more. Jack will investigate the circumstances of actual status of rule change. Ed stated that rule aside, he doesn't think this will have much effect on the harassment. Jack told him our members still think there is a problem. Ed suggested discussing it some more.

Discussion: The latest version of the rule change has responded to many of our concerns. If one phrase was removed, the change would be acceptable our riders.

Jack pointed out that helmet standards are not the important factor in motorcycle fatalities in Oregon. The things that **DO** matter are alcohol and unlicensed riders.

NEW BUSINESS

Election of Legislative Director for 3-year term. Unanimous support for the Candidate, Butch Harbaugh.

Oklahoma defeated helmet law in their legislative session. Idaho passed a new rider ed law.

Sam reported that an acquaintance of his, Ken Gervais, is running for METRO Executive in Portland area. Has been a motorcyclist for years. This office is important for transportation planning in the greater urban area.

Legends of America - A representative spoke at Gov. Committee meeting; and Jack attended their meeting yesterday. The rally they are planning for 1995 is apparently a project of this club but not their only goal. They say that Peter DeFazio and Ben Nighthorse Campbell will be in attendance at a poker run fund raiser in July. They have asked for info on becoming AMA Chartered group. Plans indicate that they have commitment from Malcolm Forbes Jr. and H-D factory to participate in the 1995 event.

Legends of America is a fairly new group and BikePAC will watch their progress.

MEETINGS:

May 7 is MAY Rally.

May 12 @ 10:20 @ the State Capitol; the Governor's Signing of the proclamation that May is Motorcycle Awareness month.

May 12 @ 6:30 PM, Governor's Advisory Committee meeting. Representatives of that committee are purposing legislation next session to increase the age to 21 for mandatory rider education in order to get a motorcycle endorsement as well increase the endorsement fee by \$3. BikePAC has not supported nor declined to support these measures as yet.

Jack and Mel will be presenting the high school motorcycle awareness program to the committee in hopes that they will endorse it's content.

June 5 Next BikePAC Meeting.

It will be a working PAC meeting in addition to verifying business status. Expect it to be a working meeting for folding, labeling, etc etc for voters guide mailing. If all is under control, there will be no July nor August BikePAC meeting. Starts at NOON, Main Street Pizza, West Linn, Exit 8, I-205.

Meeting adjourned at 1:45 p.m.

Staying in touch

Federal Issues

Desert bill

Motorcyclists are urged to write to U.S.

Representatives Bruce Vento, George Miller and Rick Lehman. Ask them to incorporate the Senate compromise amendments into the House version of the desert bill, H.R. 518.

Contact the representatives at the United States House of Representatives, Washington, D.C. 20515

S.1842

Motorcyclists interested in promoting rider education and ending federal blackmail penalties should write to committee chairman Sen. Max Baucus and ask him to schedule hearings on the bill.

Letters to Senator Baucus should be sent to the United States Senate, Washington, D.C. 20510.

The AMA

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

May 1994

U.S. Senate takes action on desert bill

The California Desert Protection Act, S.21, has passed the U.S. Senate by a 69-29 vote. The bill, sponsored by California Sen. Dianne Feinstein, will now go to the U.S. House of Representatives for consideration. While S.21 would close millions of acres of public lands to off-highway enthusiasts, the House is considering an even more restrictive proposal, H.R.518, that does not contain any of the compromise amendments incorporated into S.21. The AMA will be working to ensure that at least the Senate amendments are preserved in the House version of the bill. See the press release in this package.

Rider education or federal blackmail?

Sen. Ben Nighthorse Campbell (D-Colorado) has introduced a bill, S.1842, to exempt states with rider-education programs from federal helmet penalties that are due to take effect this October. Twenty-five states currently do not have mandatory helmet laws for adults as mandated by the federal government. Those states are scheduled to have 1.5 percent of their money in three categories of federal highway construction funds shifted into highway safety programs starting this fall. S.1842 would exempt all but three of those states from the federal penalties. See the news release in this package.

Idaho becomes the last state to enact licensing law

Every year, approximately 40 percent of the motorcycle fatalities in the U.S. are unlicensed or improperly licensed riders. Idaho has taken a two-pronged approach to promoting motorcycle safety with the passage of S.B. 1450, a bill that will establish a comprehensive motorcycle safety program and require riders to obtain an endorsement to operate a motorcycle. See the news release in this package.

No new trails in the "Show Me" state

Plans to establish a 300-mile trail system in Missouri's Mark Twain National Forest were scrapped after local environmentalists refused to compromise with off-highway enthusiasts. Local riders worked with forest officials for three years to develop an environmentally friendly trail system that took into account the needs of all forest users. However, last minute lobbying by environmental groups effectively killed any chance to establish the proposed trail system in the forest.

LATE BREAKING NEWS: Save the Blackwater 100

Changes proposed by the Monongahela Power Company threaten the future of the Blackwater 100 off-road race. The power company owns much of the land where the event is run and is considering banning motorized recreation. A decision by the power company is expected soon. If you want to save the Blackwater 100, call or fax Mr. Benjamin Hayes, president of Monongahela Power, and ask him to reconsider the new policy. Mr. Hayes can be reached at (304) 367-3200; fax letters to (304) 367-3156.



GOVERNMENT RELATIONS NEWS

33 Collegeview Road, P.O. Box 6114, Westerville, Ohio 43081
Fax: 614-891-7368 Phone: 614-891-2425

G94007
April 4, 1994
For Immediate Release

Contact: Chris Kalfelz
Phone: (614) 891-2425
Fax: (614) 891-5012

IDAHO ESTABLISHES RIDER-EDUCATION, LICENSING PROGRAMS

WESTERVILLE, Ohio -- Idaho has become the last state to require a motorcycle operator permit, thanks to legislation recently signed into law by Idaho Gov. Cecil Andrus. Senate Bill 1450 also provides for a state-wide rider education system. The new law goes into effect September 1.

After that date, Idaho motorcyclists wishing to obtain their operator permit must pass a motorcycle test before their current licenses expire.

The rider education classes provided for in the law will be made available to all motorcyclists as soon as program details are developed and finalized. The rider-ed program will be funded by a portion of annual license and registration fees paid by all Idaho riders.

"The passage of S.B. 1450 goes along perfectly with the AMA's long-standing philosophy that the key to safer motorcycling is a combination of proper licensing techniques and quality rider education," said Robert Rasor, vice-president of government relations for the AMA. "We believe the passage of this law will provide a great benefit to current and future Idaho motorcyclists."



GOVERNMENT RELATIONS NEWS

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G94005
March 1, 1994
For Immediate Release

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AMA CALLS FOR SUPPORT OF S.1842

WESTERVILLE, Ohio -- Motorcyclists have been called upon by the American Motorcyclist Association (AMA) to lend support to federal legislation which would exempt states with motorcycle rider education programs from certain federal funding penalties.

S.1842, introduced by Sen. Ben Nighthorse Campbell (D-CO) and supported on the Senate floor by Sen. Dave Durenberger (R-MN), addresses federal mandates of safety measures such as motorcycle helmet laws and seat belt use laws. The bill seeks to encourage states to enact educational programs that are proven to reduce accident and injury rates, rather than threaten them with funding penalties if they fail to enact mandatory helmet use laws for motorcyclists.

Under the provisions of S.1842, penalties called for by the Intermodal Surface Transportation Act of 1991 would be delayed until October of 1995 and could be avoided altogether by states enacting specified safety programs.

"The approach of S.1842 is progressive and constructive, in stark contrast to the federal government's hostile approach of blackmailing states into compliance," said Robert Rasor, AMA vice president of government relations. "We fully support the efforts of Senators Campbell and Durenberger to promote motorcycle safety programs, and specifically rider education. This approach is light years ahead of the federal government's threat to redirect highway funds from states that do not enact helmet laws."

The AMA is asking its membership to contact their U.S. senators and urge them to become co-sponsors of S.1842, which has been assigned to the Senate Committee on Environment and Public Works.

(over)

BEST OF THE WEST

May 13-15, 1994

This is a report on the Annual Conference of the B.E.S.T. OF THE WEST, which was held in Phoenix, Arizona. I found this conference to be both informative and productive. Having never been to one of these conferences before, I was a bit overwhelmed at the amount of information and the short amount of time in which it was delivered. I found that at the end my mind had turned to mush trying to assimilate so much information so fast. Not that I ever had a lot to work with from the beginning but it has always served me well.

On Friday we had a social gathering to meet each other and socialize. This was good as I was able to meet representatives from 11 other states and made a lot of new friends. The conferences started Saturday morning. I will report on each section as it occurred and/or as I attended.

Saturday was started with Fred Harrell, MRF Board member and Director of NACM, welcomed everyone and introduced Al Banks, candidate for U.S. Senate for Arizona. Al Banks spoke for a few minutes and told how he was a 25 year motorcyclist and bike shop owner and veteran.

Mike Osborn, ABATE of California, was the next speaker. He spoke on the need to keep moving ahead, staying positive and the need to work together. We need to not work for our own selves but for all of us. We must identify our allies. Our biggest enemy is the in-house fighting, as it will kill us. We must heal these wounds and work together. There is a place for everyone who works to help. Success breeds trust. The one downside is we need to watch for opportunists! They want to attach themselves to our organizations and try to turn our organizations to the wrong things for their own benefit. Problems have no quick fix! To make things work there must be honesty. We must be truthful with our own people. We must all hang together.

Brian Stovall, MRF Representative Program Director & MRF Board of Directors, was the next speaker. He spoke of how there is no state organization that can succeed if we ignore the Federal programs. He spoke on the HR799 moving up as an amendment and how we have 27 representatives out of the 33 needed for it to pass the main committee. Every state needs a state representative for the information chain to work from the local level to the federal level and back again.

Mark Buckner, MRF VP & ABATE of Colorado State Director, spoke on Colorado beating the last three attempts for a helmet law. A couple of them by the skin of their teeth. The things that made the work pay off was staying with it. Work with the MRF and keep from doing down. All the work comes from members, not from the individual. Motorcyclists are 5% of the population now and we have done a lot and these numbers are coming up. We need to watch for apathy. This will kill us. There are other

issues that can be, and need to be, worked on besides the helmet issue. We have to let the legislature know that we are there. The issue is FREEDOM and not just 1 thing like the helmet law. We have to let the people know that we are here because of our individual freedom and rights and because of the constitutional guarantee of individual rights. We need to stop wasting time and get on with business. Stay on what is important. Look for what is negative and turn it into something positive. Never underestimate your enemy! Look at the past but go forward.

The last speaker for the morning was Wayne Curtin, MRF VP of Government Relations, and he gave a report on Washington D.C. and what is going on. We scored a major victory last Thursday! Representative Petri's amendment on HR4385 passed. This repeals the blackmail issue. We have some help from Wisconsin and New Hampshire as they spoke on our behalf with bi-partisan support. This was quite a development for us. California Representative, the Chair of the sub-committee spoke against this amendment and lost but he isn't finished yet. He will now try to secure the votes to stop the Petri amendment in the full committee of the Public Works and Transportation Committee. Presence and persistence pay off!

We have to never go away and keep coming back. We have to let them know that we won't give up. We have to let every biker know that these bill affect them. We need to get the states to pass resolutions to repeal the penalties, which can be done by pressuring the federal government. We need to watch the Insurance Companies as they are a major force against us. Wayne explained the issue of Proxy-Votes which can hurt us. A proxy vote is one where a vote is cast without being there. The chairman votes the way that they want these absent votes to go is the absent person does not make it clear how they want their vote to be cast in the sub-committee hearing. We need to make sure every voter makes their intention clear beforehand in case they are not present to vote.

In closing this report, I would say this: These issues are important to all of us as we are one of the largest groups still actively being discriminated against. In just sheer numbers, the motorcyclists in this nation are a force to be reckoned with and not ignored. But to do this we must all work together; male, female, young and old. We are all "Bikers" and we must not loose sight of our goals and the need to work together to achieve those goals. Another group that has a lot of power that we could work to our advantage are the senior citizens. This group of people may not like us but they believe in personal freedoms and are an accepted major force in legislation consideration. We may be able to use this for them and us.

We must all be involved, not just stand in the wings. A.B.A.T.E. is not a motorcycle gang, club, anti-helmet use, or secret. Nor are we a branch of the government. What we are is a group of motorcyclists who work to protect yours and our rights to freedom of choice and to ride free. We do this by fighting discriminatory laws and practices and promoting educational programs and providing information.

Everyone needs to become **ACTIVELY** involved. To see what you can do to protect *your* rights, get involved. Come to meetings and bring friends. We will either win together or hang separately.

Submitted for your information

Nic "Dago" Oliver
Salem Chapter Coordinator

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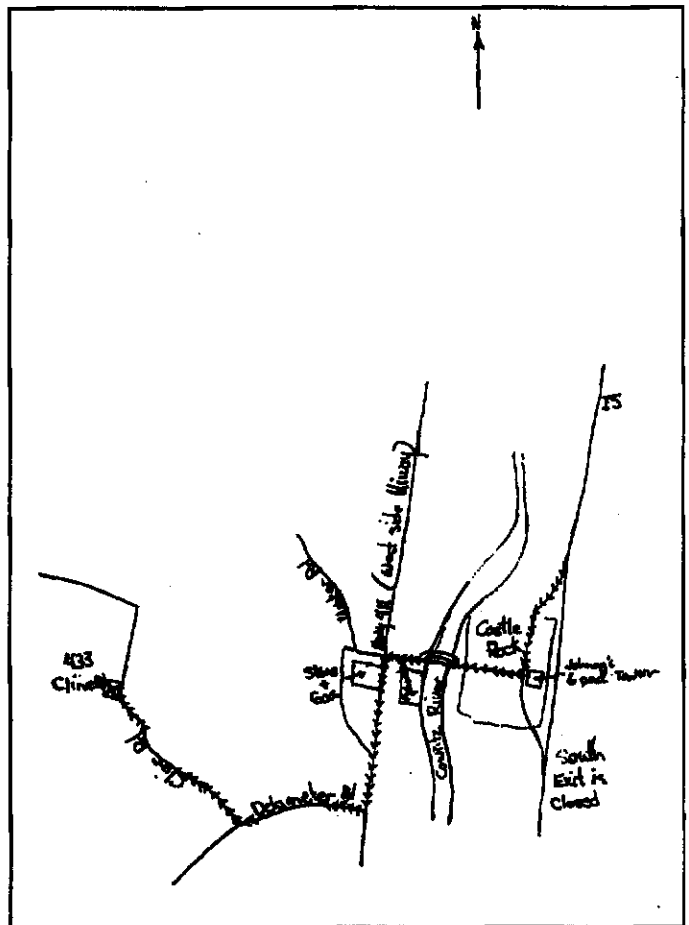
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LIVED THROUGH FOSSIL '94' AND HERE TO TELL YOU ALL THE HOT, FRESH OFF THE PRESS, AND AS CURRENT INFORMATION THAT IS HUMANLY POSSIBLE. WATCH OUT FOR THOSE JUNE WEDDINGS, THE PARTY AFTERWARD MAY BE THE START OF A NEW WAY OFF LIFE.....DON'T DRINK AND DRIVE!!! MAKE IT A SOBER HONEYMOON WITH LIFE! WATCH OUT FOR THE BUGS TOO!! SEE YOU AT THE FAIR???

Chapter Meeting Places - Where & When

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