

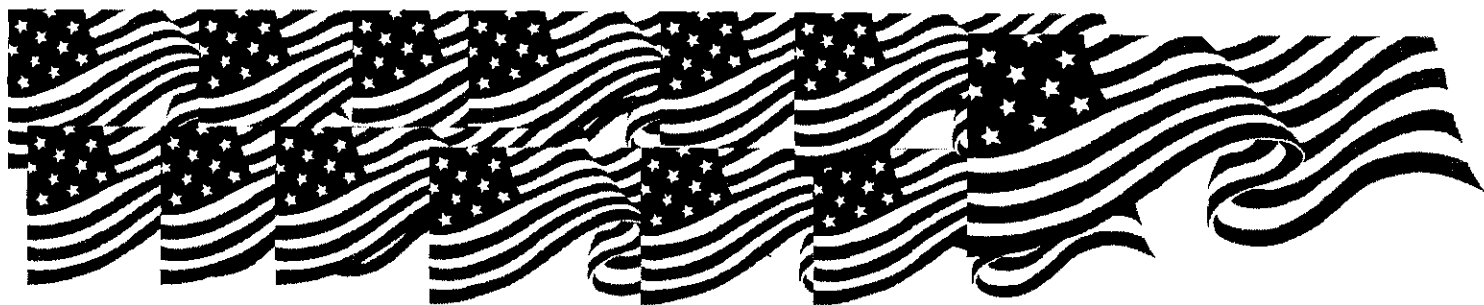
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July 2001

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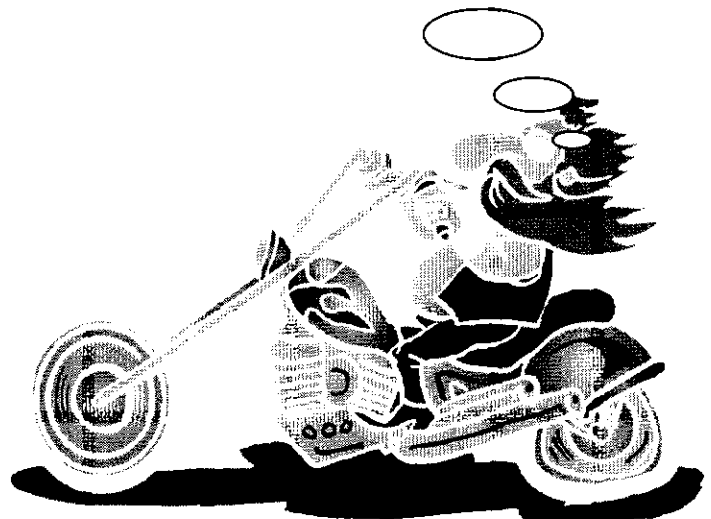
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Heading to a run cause the Legislation session is over...

Wait I think I'll stop and assist some Fuel Dispenser in filling my tank NOW THAT IT IS LEGAL! COOOOL ;}



ABATE OF OREGON

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<http://www.abateoforegon.org>

WEB PAGE EDITOR-Maddog 503-252-4842mad-k9@ptld.uswest.net

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, M/M Restaurant & Lounge 137 N. Main Gresham
2 nd SUNDAY	CENTRAL OREGON	2:00 PM Wild Wind Motorcycle & Diner, N. Hwy 97, Bend
	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
3 rd SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	SOUTHERN OREGON	2:00 PM, Oregano's Pizza, Gold Hill
4 th SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 st & 3 rd TUESDAYS	RIVER CITY	7:00 PM, Lone Pine Restaurant 335 Lone Pine Dr., The Dalles
	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, Prime Time Sports Bar & Rest 4202 Pacific Av, Forest Grove
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 nd , Portland
2 nd WEDNESDAY	DOUGLAS COUNTY	1:00 PM Round Table Pizza, Roseburg
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, Foxfire Rest 4740 Main St, Springfield, Or

Chapter Reports

Central Oregon

Meets 2nd Sunday, 2:00 PM

Wild Wind Motorcycle & Diner, N. Hwy 97, Bend
 Chapter address: P.O. Box 926, Redmond, Or. 97756
 Chapter contact: Jay Swartz 541-389-6773

TOKA•HEA•A HO,

That's Lakota for greetings, How are you? From Central Oregon Chapter (C.O.C.). We're busy as usual. Heard Dr. No sunk our helmet reform bill in the Senate's toilet-VE JA DOU! Been there done that! At least we have good people standing up with us, more than the Governor's Veto has. All of you good people out there, please call your Representatives and senators to thank them for their support on our helmet reform bill. Ask for their support on our Assisted Serve (not self-serve) from competent pump assistants. If you need numbers, addresses, names, etc., contact your local Chapter Legislative Director, Chapter Coordinator, or State Officer. All of you readers out there, please support your BikePAC. I would have owed the state \$2.00 by April 15th, State income tax, but I'm looking forward to a \$2.00 tax return, due to my \$44.00 contribution to BikePAC last year. My favorite Political Action Committee! Wake up and smell it! (The above figures are made up for example. To claim this credit on your state tax form, you must check the box for support of a candidate on your application or renewal on the BikePAC application, deductions are \$50.00 max per person or \$100.00 per couple. Bottom line is you could be a BikePAC member at the expense of Dr. No's budget. So join up or sit on the porch. It's a no brainer. How would you like \$50.00 or \$100.00 off your bill owed, or into your pocket compliments of Gov. veto? Nuff said.

I hope all of you had a happy all fool's day April 1st. Our 7th annual all fools day poker run was a major success, as usual it's our biggest moneymaker of the riding season. This year's birthday suit contest ended in a tie. The clothing optional bike games were big, except for the elimination of the weinie bite contest. Long story, you had to have been there. All had fun, look forward to seeing you next year.

I started this in March, continued in April, missed the dead line, now it is May! Obituaries are haed. God Bless Murphy, I know he'll be there on our roadside clean up, that's where I met him. What a talented man, songwriter, musician, motorcycle extradinare, good humor, and good friend to many. He did well on our Teddy Bear poker run with traffic control, helping John Baumann, our Road Captain. Thanks Murphy, wished I'd knew you earlier.

C.O.C.'s 1st annual Cresnet Lake run is June 22nd-23rd.

Gotta Go,

Adios & Del Taco,

Jay

P.S. God Bless Hot Dog Mike...R.I.P.



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Columbia River

Meets 2nd Sunday, 12:30 PM

Pizza Perfect 6815 N.E. Killingsworth, Portland

Chapter Address: P.O. Box 11817, Portland, OR 97211

Chapter Contact: Spike 503-282-4604

Our chapter had a great time at Fossil and as usual a number of our chapter members were busy working to help make it a successful event.

We also had another great Angie's Run on June 23rd. We started out at the Kenton Club and had a poker run. We finished up at Pier Park for a chapter picnic. Thanks to all for attending to build the chapter and to honor the memory of Angie Jensen, a true freedom fighter.

The next big event for our chapter is the Summer Run, once again on Wildcat Mountain near Estacada. We are hoping for a big turnout from all of the local chapters as well as from our friends who are not yet members. Come join us for the 20th Annual Summer Run.

Finally, Beth Bolliger has had to step down as Membership Secretary so we are looking for a new one. Someone please step up to help us keep track of our members.

Spike

Douglas County

Meets th: 2nd Wednesday 7:00 p.m. Round Table Pizza.

Chapter Address: P.O. Box 501, Roseburg, Or 97470

Chapter Contact: Geno Reed (541) 679-7331

May came and went and we were all plenty busy. On May 5th we had our monthly meeting. Being a warm Sunday and the fact that there was other things to do kept some of the members, including yours truly away from the meeting. There was a swap meet in Jacksonville that many of the members attended. At the meeting it was decided to switch the day of our meetings to the second Wednesday of every month at 7:00pm and still at Round Table Pizza in Roseburg. Cindy Zaffarano took the minutes for me at the meeting but then I lost them soooooo there are no minutes for Ted Tracy. I hope to do better in June.

Planning from our chapter's part for the S.O.S. run has been up and down. Our vender list has been completed. Our down side is the lack of signed up help that we need for the event. Now we all wanted to put this on, I remember voting on it, so lets go and get signed up for Security, Poker Run, Gate duty and the other jobs that need done.

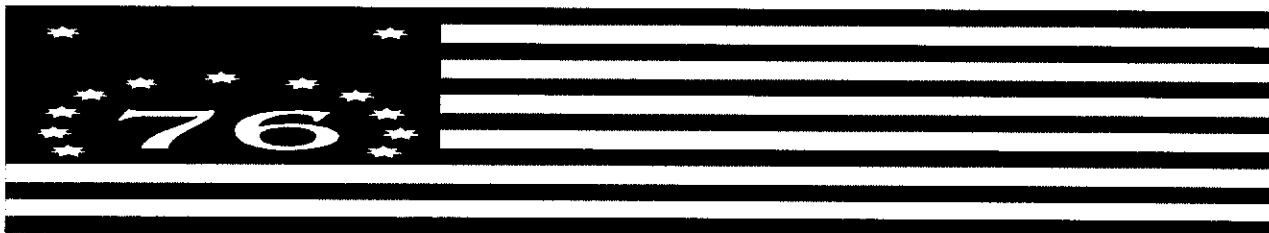
Two big events in May were attended by our chapter folk. First one was the Rhody Run in Florence on the 3rd weekend. Of course The Fossil Campout was the next weekend. I know that many of us that spend the entire weekend at Rhody choose not to attend Fossil. I don't think our representation at Fossil was near as large as Rhody. Too bad they have to be so close in time.

There was a benefit car and bike show in Roseburg on June 10th, Geno Reed, and I put our Scoots in. We both got trophies and Geno's bike was voted People's Choice too.

Remember that 2nd Sundays are chapter ride days. We didn't get one together today but hope to next month.

July will have a conflict for us here in Douglas County. A local bar is putting on a biker days and Poker Run on July 21st. There will be a motorcycle Rodeo, Show & Shine, a dance in the evening as well as the poker run. The cost is \$35 preregister and \$40 at the gate. This is also a benefit for the Sutherlin Oakland emergency food pantry. Vera's Restaurant and Bar are the sponsors. They are located in Sutherlin, Or. Call 541-459-0463 for more info. Now the conflict is of course the Coos River Run being on the same weekend. Coos is of course an ABATE function and many of us will go there. However if your aren't going to go the coast maybe you could spend one day and support Vera's since they are doing this for us too. Remember not to complain that nothin' is happenin' if you don't bother to participate when you can.

See ya on the road, Chapter Secretary, Joe Brumbach



Lincoln County

Meets the 1st and 3rd Tuesday 7:00 p.m.
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 614, Waldport, OR 97
Chapter Contact: Ralph Janes (541)265-6850

Hi Everybody!

It's sooo hard to report on things that haven't happened yet! I know we had a great time at Fossil! Hopefully we saw you there! We're hoping to see our friends from Chiloquin, Washington, Idaho...and we hope anyone who likes fresh oysters found our camp. Lots going on this month, Beaver Creek work parties begin this month, all hands on deck!!!

RIDE SAFE!
SHIRLEY

N.E. Portland

Meets 1st & 3rd Wednesday, 7:30 PM
Round Table Pizza, 4141 NE 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Rusty Taylor 503-777-5121

Well, we had a great Sunday Social this month! Lot's of chicken, some good spring rolls that Sammi from Columbia Chapter made, beverages, and great music by the Steve Coates Band made for a good time had by all. We realize many of you probably missed it because of the good weather that finally arrived. We will have another one very soon. We would like to extend thanks to the Columbia Chapter for helping out and for all the SE people that stopped in to sing Happy Birthday to Rena Jackson. See you all at the next one.

By the time you read this Fossil will have gone by so I hope one and all had a good time. We are still hanging in there and have decided to keep the Chapter going for a while longer to see if we can build it up. We signed two new members up at Latus Motors and two new members signed up at our last meeting. We would like to welcome David & Chris Strand, Jess Hudson, and Becky Schroeder to the Chapter.

Sorry the report is so short this time but not much more to report on.

Remember we are meeting twice a month now at Round Table Pizza.

Take care,
Mike

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North Coast

Meets 1st & 3rd Wednesday, 7:00 PM
Astoria Eagle, 894 Commercial, Astoria
Children are Welcome
Chapter Address: P.O. Box 854, Warrenton, Or. 97146
Chapter Contact: Joel Hackney 503-717-8794

No report.

River City

Meets 1st & 3rd Tuesdays, 7:00 PM
Lone Pine Restaurant 335 Lone Pine Dr., The Dalles (junction I-84 & US 197)
Chapter Address: P.O. Box 1422, The Dalles, OR 97058
Chapter Contact: Lee Eikanas, (509) 773-5076, or Mike Farmer (541) 386-8744

Our meeting place is changing again. We hope this will be a good change that will last for a long while.

Starting with the next meeting on May 15, we will meet at the Lone Pine restaurant at the bridge junction in The Dalles. Time will be the usual 7:00 PM. We are scheduled as a regular item on the first and third Tuesdays. As you go in the door, go all the way to the North end (right) in the separate room. The address is 335 Lone Pine Drive, The Dalles (Junction of I-84 and US 197).

I hope to see a great turn out at the next meeting!

We had a small but effective meeting. We have changed the meeting place and time for our Sunday rides. They will now be at the Lone Pine Restaurant, meet at 10:30 AM and leave by 11:00 AM. We talked about enjoying working the gate at Fossil. We also talked about our upcoming yard sale on June 23 at the Chenoweth Grange. Mike McDermott won both the Chapter membership drawing and the 50/50, He donated a total of \$17 back to the Chapter!

Thanks, Mike.

Brian

Salem

Meets 4th Sunday, 1:00 PM
Pietro's Pizza, 1637 Hawthorne Ave NE
(Call 503-581-3138 or 503- 581-8637 for information)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Cherie and Cole Hembre(541)-791-1640

* * Salem Chapter will NOT be holding a Toy Run in December. * *
(Please remove event from run calendar.)

>>> Salem Chapter will be holding a garage sale 3-5 August <<<
(More info to follow.)

Phone number for Cherie and Cole Hembree:
(541)-791-1640

=====

Shall we speak of freedom, y'all?

Who is really free in this country today? The upper class have a measure of security that their riches buy for them, but they still need to be wary in guarding their assets. The middle class are relatively comfortable behind their fences and alarm systems, striving to reach upward while casting nervous glances over their shoulders at those below. The lower class are often wage slaves, bound to paychecks just trying to survive in a commercial climate that floods them with promises of an escape from their drudgery if only they'll buy a cheesy product or a winning lottery ticket.

Small wonder then that so many people are unhappy and frustrated, even the ones with digital watches. When folks is dissatisfied, the time is always ripe for change. That's what's led up to the formulation of the Declaration of Independence, the French Revolution, the Civil War, the Indian Wars, the Russian Revolution, etc. etc.

So if so many people aren't satisfied with life here in the U.S. why ain't there been a revolution lately?

Personally Rot Path thinks it has to do with what Michael Parenti calls "the climate of mass distraction". Ever notice how we always seem to be jumping from crisis-to-crisis in this

country? Reading the newspapers, listening to the radio, watching the television that is owned and controlled by a handful of commercial media corporations tends to make folks fearful of our society, tends to move them toward isolation. (Kind of a variation on the "divide and conquer" theme: "isolate and subjugate".) For a lot of people, this is the only way of life they've ever known and they can't imagine any other way.

But this is NOT the only way to live.

It's easy to loose track of that very basic concept.

When yer whole attention is absorbed in just trying to survive in industrialized societies, having the time to consider other possible ways of living is a luxury that people rarely have time to consider.

It begins with a change of vision.

That's how the U.S. began. They had a vision of what life could be. (Many would argue that we've come full-circle and are now as bad or worse than the British government our founders fought against.)

Vision is seeing a way to live.

The tricky bit is finding a vision that works, that is viable for long-term survival.

There are two basic visions at work in the world today: the original vision that saw humans as part of the natural world, and the newer vision that sees humans as being above all other forms of life.

Sadly, our culture has all but exterminated ways of life that have been viable survival strategies for a very long time. Which means that if we want our grandchildren's grandchildren to have any kind of decent standard of living in their time, we need to start now finding long-term survival strategies that work for everyone and the world we live on, not just fer the rich and now.

Since there wasn't no May meeting to report on fer Salem Chapter, Rot Path's been free to write 'bout anything and everything this month. (Since when has having a meeting ever stopped that activity?)

Remember gang, with freedom comes not only responsibility, but the need for self-discipline.

Rot Path

P.S. Seems that Rot Path got hold of the wrong end of the stick once again last month about how our Helmet Amendment was scuttled. The rant was based on an e-mail received, whereas Lyle Irons provided factual info on what really happened. Just goes to show that ya need to confirm rumors before reporting them or popping a journalistic wheelie. (Ya'd think Rot Path would have learned that by now.)



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South Coast

Meets 3rd Sunday, 11 AM

Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 4175, Coos Bay, OR 97420
Chapter Contact: Charlie Hill (541) 888-8081
SouthCoastABATE@yahoo.com

Well guess you all knew the answer to the last question I imposed on you. Yeah, Motorcycle Awareness Week was proclaimed May 4th - May 11th, 1981. And that was at the request of A.B.A.T.E. Hope all of you that could make it to the Motorcycle Awareness & You Rally and Riders Day at the State Capitol made a difference!

Now we are looking forward to our Coos River Run, July 20th, 21st, and 22nd. Don't miss out. The weather is going to be great and there is fun to be had by all. See you there. Well I will cut this short and Ride Safe. Judy

Southern Oregon

Meets 3rd, Sunday, 2 PM

Oregano's Pizza, Gold Hill
Chapter Address: P.O. Box 2031 Grants Pass, OR 97528
Chapter Contact: Tom Orsini (541)-479-8635
Tim Rohde 541-821-1487

No report.

S.E. Portland

Meets 1st & 3rd Sundays, 12 Noon

M/M Restaurant & Lounge 137 N. Main, Gresham
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Lee Austin 503-760-9015
FAX 503-760-9013 E-Mail la44@qcsn.com

Well by the time you all get to read this Fossil will have happened. I hope that everyone had a great time. I'm sure I will or should I say I did. They May awareness rally in Salem went great. Thanks to everyone who turned out for it. The plans for Run 21 are really coming together. Maddog has signed a national band for Saturday night. Now he's sporting a new cap with "Maddog Productions" embroidered on it! Check out Lee's new flyer for more new info. Hope we got to see a lot of you at our Poker Run. I'll let you all know how it went next time. Well I'll be going now. I've got a couple of tents and some bags to air out before Fossil.

Talk at you good people next time, Well here it is Julys already and we are just getting started on summer.

Did everyone have a good time at Fossil? Our camp sure did. We all enjoyed ourselves, and our neighbors. The bands were great. The Adult Entertainment was a good show. I personally got a kick out of helping Judy with the Beer Belly Contest. Congratulations to: 'Santa Clause' the winner. Look for us again at Run 21.

Speaking of Run @!, we all hope to see each and everyone of you there. Hey ya all, don't forget to bring a valid picture ID, that is if ya don't look like one of us 'Old F@%&*'. Well except for the rain and a low turn out because of it our Poker Run went well. I wish I had been able to attend it my self. Anna has a big thanks to all the guys that set up the route and everyone else that helped out. A special one to, all the Taverns and others that donated door prizes. Those girls even gave away a Leather Jacket.

This is all from me for now, Later,
Mammy Tami



Washington County

Meets 2nd & 4th Tuesdays, 7:30 PM

Prime Time Sports Bar & Rest, 4202 Pacific Ave, Forest Grove

Chapter Address: P.O. Box 830, Cornelius, OR 97113

Chapter Contact: Ted Tracy (503) 640-5766

Roll-n-Ride preparations are done and we look forward to a good time in June. There were between 90 and 100 bikes at our May Poker Run and we will donate \$300 worth of household goods to Monika's Rouse.

Our June First Sunday ride had four riders who skirted the clouds and went out to Vernonia and Birkenfeld. Grae Wolf won the May 8 membership drawing and Janet Wendling won nothing at the May 22 meeting because she was not there.

Summer riding season is here and some of us are off to the Redwoods, so please be safe and we will see you at the events.

Linda Wells

Waco Secretary

Willamette Valley

Meets 3rd Thursday, 7:00 PM

Foxfire Restaurant 4740 Main Street Springfield, Or.

Chapter address: Willamette Valley Chapter ABATE of Oregon, Inc.

4618 Daisy St., c/o Rick Maish Springfield, Or. 97478

Chapter Contacts: Michael Taylor (coordinator) 541-485-2352 Rick Maish (secretary) 541-746-7837

Yesterday was the May 5th M/C Awareness Rally in Salem, attended by more than 200 bikes and riders. Our group ride up was mostly folks from Twin Rivers HOG and friends, but there were a few ABATER's. About 15 or 20 did the ride (Wendy, Hal and I got a late start and caught up at the capital...). Thanks to the HOG group for showing their support and all the chapter folks who found their own way to the capital steps.

After the rally, some lunch and shopping at the Albany HD dealer, we ended up at the 2nd annual "Birthday Party", a.k.a., Cinco de Mayo celebration... this time held at Barb's property out of Marcola. It was another great gathering of super involved chapter members and friends on a nice grassy piece of property along the Mohawk River. Great food, refreshments, a toasty bonfire, blues on the CD and foot stompin' drumming by "Hal and Sandy's Clan": Tiffany, JP, Hal, Bill and those who could find something to bang on. Good people with great attitudes made for another WV tradition.... having fun!! Thanks to Barb for the hospitality, and I'm sure we're all looking forward to the next chance to commune with her piece of the Mohawk River Valley.

After the CMA bike blessing on April 29th we did our kick-off run for the season to Elkton for an afternoon dinner. About 25 of us rode out Crow Road to Lorane and over the hills to Curtin (lost one bike on those steep, tight curves on the other side, but, aside from a broken shifter, bike and rider escaped with not even a scratch!! Must have been the blessing before we left...). From there it was off to Elkton, dinner, to the coast and a couple of watering stops on the way back through Florence. Weather held up fine and attitudes were great all the way.

Some issues came up around keeping the group together and aware of things. It was a good run and gave us a chance to see our strengths and weaknesses. By summer's end we should have it down pretty well!

The Independence Day Social hit a snag with the Parks Supervisor who decided because we were charging an entry fee and then serving free burgers and hot dogs we were "selling". Because of this he is requiring a whole new filing requirement. Plus, Fern Ridge may only have as much as 5 gal of water in it by July and swimming will be a little.... muddy? But I still think we can do this. Other than mud sludging, it should be a great opportunity to connect with other bikers and their families in the area and celebrate our country's birthday.

The Rhody Poker Run is over by now but as of this writing, it looks like all things are working out. We are hoping to streamline the checkpoints this year to avoid some of the bottleneaking of the past.

SOS is moving along with the bands and stage arranged and the games narrowed down. The bike show is about all that's left for us to really dig into. Hard to believe it's early spring and things are already going strong. Looks like a summer-full of rides and events. Join us at the meetings, help out with the events and lets have a GREAT summer!

Sitting here at work writing up this report wishin' I was at the Redwoods... probably hot, dry and fantastic down there!! There's a good crowd of local ABATERs there this weekend but our officers meet went well without them. We finalized the Independence Day Social and, by the time you read this, it will have already come and gone. I'm sure it was a success. Iron

Horse will have happened by this reading as well, and, with another crowd of WV ABATERS planning to attend, I imagine it was another great weekend for the chapter.

Also we're getting some solid plans and commitments for S.O.S. Want to thank all those signing up to help and all the rest of you for your great input. The more help we get the less time we'll each spend "working" to meet the needs of the run. I know you'll ALL be there for the weekend (and your folks, brothers, sisters, cousins, friends, neighbors.... anybody else?!) so plan on helping out "just a little bit".

The Rhody Poker Run was another great success. With a little extra help at the check points and streamlining the layout we avoided some of the bottle-necks of the past years. The weather helped too. Rosie's surprise gift of the "Rocking Harley" sold a lot of Raffle tickets at Rhody and after Fossil the winner was drawn. Congrats to Ross Peck, Beth Schribber and her two son's Cary (1) and Johnathan (3). They were all very excited. Check out the picture on the chapter web site for two happy little bikers starting out on the right foot! Hope to talk Rosie into something similar again next year...

Quite a few of us did the Blackjack's memorial Poker Run and had a great ride through Marcola, above Sweethome and Lebanon and over Gap road to Harrisburg and Junction City for the finale. Great folks and acceptable spring weather made for an enjoyable day. From what I hear, Fossil managed to stay dry and hot amidst stormy, windy weather everywhere else on that side of the Cascades. Aside from a little overtime on the gate and a few "mishaps" all went pretty well.

Don't forget to put Beaver Creek on your calendar this year, August 10, 11, and 12. Lincoln County Chapter does it up real good for that weekend and we're making it our chapter ride/party for the summer.

Let's have a BIG turnout for them and maybe we'll take home another award!? It's bound to be a great time either way and a chance to let go before taking on the task of running S.O.S. two weeks later.

Oh yeah, I set up an information line for the chapter, 541-302-3383, and if I can just keep it current I think it could be a good source for what's happenin' for the chapter or anybody else interested.

Membership is still climbing, now well over the 140 mark, and the meetings are filling up our room at the Fox Fire. It's great to see the participation and social energy that this chapter has been so good at generating. Keep up the great work and support, and I'll see you on the next ride!!

Ride Safe, Ride Free

Michael

Sam Hochberg & Associates

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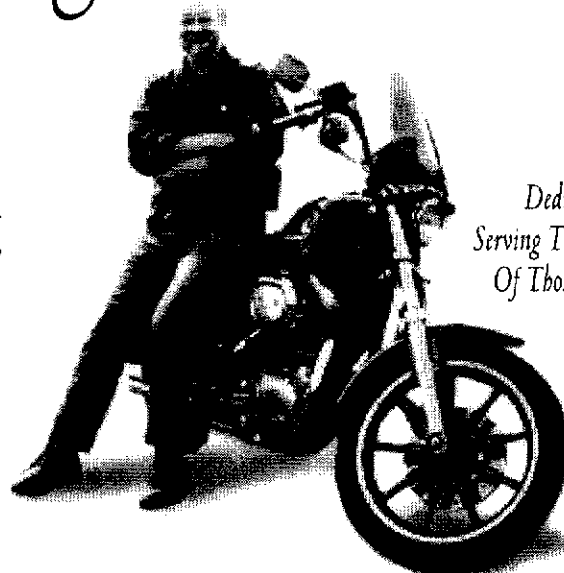
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White House to announce NHTSA Administrator nominee

Pickerington, OH--AMA has learned that late this afternoon the White House is expected to officially nominate Jeffrey W. Runge, M.D. to serve as Administrator of the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Dr. Runge is noted for his interests in crash injury and injury control, specializing in injury research related to resuscitation, brain injury, and traffic safety. He is currently assistant chair of the Carolinas Medical Center's Department of Emergency Medicine, located in Charlotte, North Carolina; where he also served as clinical research director from 1989-1996.

Additionally, he is past chairman of the American College of Emergency Physician's (ACEP) Injury Prevention and Control Committee, past co-chair of the North Carolina Governor's Task Force on Injury Prevention and Control, Chair of the Injury Control Committee of the North Carolina Medical Society, and founder of the Injury Control Section of the ACEP.

Of note is his activism in providing testimony to the North Carolina Legislature on areas of interest to emergency medicine. Earlier this month, he appeared before North Carolina's House Finance Committee to testify in opposition to a bill that would have repealed that state's mandatory helmet law for adult riders.

A complete AMA press release will be issued tomorrow, following the official announcement by the White House.

Successful International Conference Held on Global Motorcycle Technical Standards

PICKERINGTON, Ohio -- Regulations affecting the design of future motorcycles are less likely to come from officials in national governments, and more likely to be set by the United Nations, requiring a significant change in approach on behalf of motorcyclist-advocacy groups.

That's the message that came out of the Third International Riders' Public Policy Conference held April 27-29 in Pickerington, Ohio.

Organized by the Federation Internationale de Motocyclisme (FIM) in cooperation with the American Motorcyclist Association (AMA), the conference brought together more than 100 worldwide motorcycling leaders to discuss the effects of growing internationalism in standards for new motorcycles.

Conference participants included AMA President Robert Rasor, who organized the conference as president of the FIM's Road Safety and Public Policy Commission; Erwin Renette, president of the Federation of European Motorcyclists Associations (FEMA); Tom Pauley, President of the Motorcycle Riders Foundation; and Achilles Damen, vice president of the Road Safety and Public Policy Commission.

Motorcycle manufacturers were represented by Timothy Hoelter, vice president of government affairs for the Harley-Davidson Motor Company, Nick Rogers of the International Motorcycle Manufacturers Association and Federico Galliano of the Association of Constructors of European Motorcycles.

Featured speakers included Robert Tomlins, acting secretary general of FEMA; Julie Abraham, director of the Office of International Harmonization at the U.S. National Highway Traffic Safety Administration; and Wolfgang Schneider of the Automotive Unit of the European Commission.

At the conference, Rasor announced that the AMA, FEMA and the Motorcycle Riders Foundation will provide financial support for a committee to monitor the U.N.'s efforts to create so-called "globally harmonized" standards for motorcycles.

"I hope we'll be able to bring the FIM to the table as well," Rasor said.

"But for the time being, I think it's incredibly significant that these rider groups have joined hands, largely as a result of the work of the three international conferences organized by the FIM. We must increase our visibility with the United Nations and our watchfulness of their work."

Abraham noted that as of last year, an agreement for the development of global vehicle regulations is now in effect through the World Forum for Harmonization of Vehicle Regulations, a part of the U.N. based in Geneva, Switzerland. To date, 12 parties have signed the agreement: the United States, Japan, the

European Union, Canada, France, Germany, Italy, the United Kingdom, the Russian Federation, China, South Korea and South Africa.

The standards that could be set by that U.N. group includes regulations related to safety, emissions, energy efficiency, and theft prevention of vehicles, equipment, and parts. However, Abraham told conference participants that the United States currently has 11 priorities for standardizing vehicle regulations worldwide, and the only motorcycle-related item on the list is a uniform standard regarding brakes.

Such worldwide standards could offer potential benefits to motorcycle manufacturers and consumers, by reducing the costs associated with meeting different standards in each country.

"If we harmonize to an appropriate set of regulations throughout the world," Hoelter noted, "what that means for a company like Harley-Davidson is that the 24 different motorcycle models that we manufacture can be manufactured each in only one configuration, instead of the current eight variations to comply with local laws of the markets that we serve throughout the world."

But Tomlins cautioned that global vehicle standards could cause problems for motorcyclists. He made note of the tendency by international agencies to adopt the most restrictive standards in existence in any member country, leading to increasingly tough regulations regarding such matters as emissions and noise.

Tomlins told conference participants that he anticipates the U.N. will develop approximately six technical regulations affecting motorcycles over the next four or five years. And he noted that motorcycling groups need to stay on top of those issues to make sure they are appropriate for users.

"The best chance we have of ensuring that the globally harmonized bike will be a bike that we will still want to buy and ride," Tomlins said, "is through ensuring that when the representatives of the United States go to Geneva, when the representatives of the European Commission and the member states of the European Union go to Geneva, their positions will be the same, or be very similar to, the position of the representatives of the international riders' organizations."

More Congress members fight insurance discrimination

PICKERINGTON, Ohio -- A full 20 more members of Congress have joined forces with their colleagues to send a letter asking that officials reverse recent federal rules legalizing health-insurance discrimination against motorcyclists and others involved in various forms of recreation, the American Motorcyclist Association (AMA) reports.

Addressed to U.S. Health and Human Services Secretary Tommy Thompson and Labor Secretary Elaine Chao, the letter comes in response to the recent rules that implemented the 1996 Health Insurance Portability and Accountability Act (HIPAA). The rules, issued by the Clinton administration in the final days of his presidency, are to take effect May 8.

The letter is written by Rep. Philip M Crane and signed by 20 members of Congress from the state of Illinois, including House Speaker J. Dennis Hastert.

This latest letter comes on the heels of an earlier letter signed by more than 50 members of Congress over the same issue, which the AMA has pushed since the rules were first released.

As originally written, the bill was designed to protect workers from discrimination in the health insurance they receive through their employers.

When the regulations were released -- five years after the original act was passed -- the rules allowed insurers to deny coverage of any injury sustained while participating in legal recreational activities like motorcycling, snowmobiling, skiing or other similar activities.

The members of Congress say the rules should not stand.

"We are concerned that the regulations create a 'source of injury' restriction that makes clear a person cannot be excluded from a plan for engaging in certain recreational activities, but benefits for a particular injury can be excluded based on the source of an injury," the letter states.

It then spells out the initial intent of the HIPAA regulations, passed five years ago.

"Because of the practice of insurers denying benefits coverage for injuries resulting from recreational activities,

such as motorcycling, Congress intended that individuals not be denied benefits coverage for injuries they may receive while participating in the specified recreational activities."

The members of Congress are asking the Bush administration to amend the HIPAA rules that govern such activity -- and fix the apparent loophole.

"These are Congress members who are standing up for motorcyclists and others who enjoy all kinds of outdoor recreational activity," says Edward Moreland, the AMA's vice president for government relations. "I encourage motorcyclists and others to thank their members of Congress who have gone on record to end this insurance discrimination."

The list of Congress members is:

Judy Biggert (R-Ill.); Rod R. Blagojevich (D-Ill.); Jerry F. Costello (D-Ill.); Philip M. Crane (R-Ill.); Danny K Davis (D-Ill.); Lane Evans (D-Ill.); Louis Gutierrez (D-Ill.); J. Dennis Hastert (R-Ill.); Henry J. Hyde (R-Ill.); Jesse Jackson, Jr. (D-Ill.); Timothy V. Johnson (R-Ill.); Mark S. Kirk (R-Ill.); Ray LaHood (R-Ill.); William O Lipinski (D-Ill.); Donald Manzulo (R-Ill.); David Phelps (D-Ill.); Bobby Rush (D-Ill.); Janice D. Schakowski (D-Ill.); John Shimkus (R-Ill.); Jerry Weller (R-Ill.)

Bush May Amend Roadless Lands Rules

PICKERINGTON, Ohio -- The Bush administration has indicated it will fine-tune former President Clinton's plan to manage roads and trails on almost 60 million acres of national forest, the American Motorcyclist Association (AMA) reports.

In an announcement May 4, the Bush administration said it would implement the so-called roadless lands initiative effective May 12, but also said that it would propose amendments in June that would reopen a public comment process.

The move is the first concrete step in the Bush administration's review of the initiative -- issued in the waning days of the Clinton administration -- and could open the door to changes in how the government will manage almost 60 million acres of federal land, or an area the size of Wyoming. Key to the debate for outdoor recreation enthusiasts is whether the roadless rule could close off access

to trails used by motorcyclists, all-terrain vehicle riders, horse riders, mountain bikers and others.

"There are many miles of trails already open to motorcycles and all-terrain vehicles on the so-called roadless areas of U.S. Forest Service land," said Edward Moreland, AMA vice president for government relations, "and even the Bush administration notes that at least 2.5 million acres designated as roadless, in fact, have roads.

"The Bush administration should be commended for reopening the process to get a more accurate idea of where the roadless area boundaries should be, to get more public input, and to address other concerns, because we said from the beginning that the process was flawed for instituting this new rule without enough broad-based input from the public."

Moreland suggested that off-highway motorcyclists, ATV users and others interested in outdoor recreation need to let the administration know that it should maintain recreational access to public land. The easiest way to do so is to go to the AMA website at www.AMADirectlink.com and click on the "AMA Rapid Response Center" icon where you'll find an already written message to federal officials.

The Bush administration didn't specify precisely what revisions might be made, but Agriculture Secretary Ann Veneman, whose department oversees the U.S. Forest Service, said they "will address important issues raised about the rule."

The amendments would involve, among other things, more reliable information, and more accurate maps for decision-making, she said, as well as provisions for working with the states, tribes, local communities and the public.

"This administration is committed to providing roadless protection for our national forests," Veneman said. "Conserving these precious lands requires a responsible and balanced approach that fairly addresses concerns raised by local communities, tribes, and states impacted by the rule."

Through the actions, the Agriculture Department hopes to correct data errors and address concerns raised by the court, local communities, tribes, and state governments.

It's unknown how long the new process will take, or if, any revisions are adopted.

Although the lands involved are designated as roadless, they contain

thousands of miles of trails now open to motorcycles and all-terrain vehicles, along with dirt roads that serve as feeders and connectors to those trails.

Those roads also provide access to locations and trails used by hunters, fishermen, campers, four-wheel-drive enthusiasts, mountain bikers, equestrians and hikers.

The roadless plan bans the construction of new roads on the 60 million acres, but allows for maintenance and even reconstruction of existing roads under limited circumstances.

Even though the regulation states that "Nothing in this rule is intended to prohibit the authorized construction or maintenance of motorized or non-motorized trails," the AMA has remained concerned that the rule could lead to widespread road and trail closures as feeder roads are not maintained.

The plan also remained highly controversial because of logging restrictions, and the U.S. Forest Service's last-minute decision to apply the rules to the Tongass National Forest in Alaska beginning in April 2004.

A total of six lawsuits were filed by states, tribes and various interested parties challenging the rule.

Motorcyclists and Others May Lose Health Benefits

PICKERINGTON, Ohio -- New federal regulations that legalize health-care discrimination against motorcyclists, horse riders and others involved in recreational activities have taken effect despite concerted efforts by motorcyclists and others to change the rules, the American Motorcyclist Association (AMA) reports.

The new regulations, which became the law of the land on May 8, are the end result of a rulemaking process that dragged on for nearly five years after Congress passed the Health Insurance Portability and Accountability Act of 1996.

The new rules state that an employer can't refuse health-care coverage to an employee based on participation in legal recreational activities after working hours, but that health-care benefits can be denied for injuries suffered while taking part in those activities.

The rules, issued jointly by the Internal Revenue Service, the Pension and Welfare Benefits Administration, and the Health

Care Finance Administration, directly contradict the intent of Congress in passing this law.

In fact, language in the Congressional Record at the time noted that the law "is intended to ensure, among other things, that individuals are not excluded from health-care coverage due to their participation in activities such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing and other similar activities."

The AMA and other motorcycling groups worked hard to get that language included in the Congressional Record after uncovering incidents in which employers were discriminating against motorcyclists, leaving them without coverage when they were involved in recreational activities. The AMA noted at the time that some health plans would provide health-care benefits for employees involved in illegal activities, like driving a car while drunk, but cut off those benefits from many legal activities.

For years, the AMA urged President Clinton's administration to finalize regulations implementing that law. Then, when the regulations were released on Jan. 5, just before Clinton left office, motorcyclists discovered that the agencies involved had reversed the intent of the law.

The new regulations went into effect despite the efforts of the AMA, Motorcycle Riders Foundation, ABATE of Illinois, ABATE of Wisconsin and other motorcyclists who took the time to comment on the proposed rules, and to contact members of Congress asking that they urge the new Bush administration to change the discriminatory parts of the regulations.

"These rules make the entire law meaningless," said Edward Moreland, AMA vice president for government relations.

"They open the door to the elimination of health coverage for all types of legal recreational activities, from motorcycle riding to running or walking."

The AMA now plans to join with other motorcycling organizations and recreation groups to go back to Congress in hopes of getting a new bill passed reinstating the original intent of the health-insurance bill.

"We've already been in contact with congressional offices to see who might be the best choice to spearhead an effort in Congress to pass a law to stop this discrimination," Moreland said.

Moreland noted that U.S. Health and Human Services Secretary Tommy Thompson's office indicated Thompson didn't feel he had the authority to change the language of the rules, and that he was reluctant to do anything that might interfere with states' rights to determine the benefit coverages in their states.

Meanwhile, Moreland urged all motorcyclists and others to check their health-insurance policies to see whether they would receive health-care benefits if they are hurt while participating in legal recreational activities.

Federal Judge Blocks Roadless Initiative

PICKERINGTON, Ohio -- An Idaho federal judge has issued an order blocking implementation of former President Clinton's roadless initiative that would ban road-building and commercial activities on almost 60 million acres of national forest, the American Motorcyclist Association (AMA) reports.

The action, coupled with the Bush administration's prior announcement that it would propose amendments to the roadless plan in June, may create opportunities to expand protections for multiple-use recreation on these federal lands.

While the land is called roadless, it contains thousands of miles of dirt roads and trails used by motorcyclists, all-terrain vehicle users, horse riders, hikers and others. Even though the AMA and other motorcycling groups were successful in getting recognition of motorized recreation as a legitimate use of these lands in the final version of the plan, trail riders remain concerned that the roadless initiative might allow feeder roads to deteriorate, choking off access to riding and other recreational areas.

On May 10, U.S. District Court Judge Edward Lodge issued a preliminary injunction stopping implementation of the initiative as a result of a lawsuit filed by the state of Idaho and others. The suit charged that the Clinton administration violated the National Environmental Policy Act (NEPA) by deciding on the roadless rules before involving the public in the rule-making. Earlier, Lodge had ruled that there was "strong evidence" that the U.S. Forest Service failed to present a "coherent

proposal" or engage in a "meaningful dialogue." The end result, the judge said, "was predetermined."

The rules were to go into effect May 12. Meanwhile, Idaho Attorney General Alan Lance said he would seek a permanent injunction against the roadless plan. The U.S. government hadn't decided whether it would appeal Lodge's decision.

The AMA has maintained from the beginning that decisions involving the public use of public lands should be openly debated and voted on in Congress rather than being dictated administratively.

With these new developments, Royce Wood, AMA legislative affairs specialist, suggested that off-highway motorcyclists, all-terrain vehicle users and others interested in outdoor recreation need to let the Bush administration know that it should maintain recreational access to public land. One way to do that is by going to the AMA website at www.AMADirectlink.com and clicking on the AMA Rapid Response Center logo. There, you'll find a message you can send to the appropriate federal officials just by filling in your name and clicking a button.

AMA puts motorcycle fatality statistics in context

PICKERINGTON, Ohio -- The American Motorcyclist Association (AMA) has become aware of recent media reports about the increasing number of fatalities among motorcyclists over age 35. While the AMA is concerned about any increase in motorcycle-related fatalities, these reports fail to consider other relevant statistics.

According to the National Highway Traffic Safety Administration (NHTSA) overall motorcycle-related fatalities actually declined substantially between 1990 and 1999. Although fatalities did see a slight increase over the past two years, that followed a decade during which motorcycle-related fatalities declined by 48% -- a far better track record than any other form of highway transportation.

In focusing on increased fatalities among riders over age 35, the media reports overlooked the overall demographics of motorcyclists. Between 1990 and 1999, according to statistics provided to the AMA by NHTSA, the mean age of fatally

injured motorcyclists rose from 29.3 years to 36.5 years. During the same period, the mean age of motorcycle owners rose from 26.9 years to 38.1 years.

In other words, the fatality statistics simply show that when there are more motorcyclists of a given age group on the road -- no matter what that age group -- more accidents come out of that group.

A spokesman for NHTSA agrees.

"What we see here seems to track the census data -- it's a function of the numbers," said Rae Tyson, public information officer for NHTSA. "I don't think that anyone disagrees that we need new information. There's a crying need for research."

"The most important revelation in these media reports is the need for a comprehensive nationwide study of motorcycle accident data," said Robert Razor, president of the American Motorcyclist Association. "The AMA has been working closely with NHTSA on the National Agenda for Motorcycle Safety, and we're anxious for the research to begin."

Last year, the AMA -- along with the Motorcycle Safety Foundation and other industry groups -- succeeded in incorporating a motorcycle-accident study in the National Agenda for Motorcycle Safety. As a result, NHTSA officials have said they hope to begin such a study in the near future.

Statistics quoted in recent media reports come from NHTSA's annual report on highway fatalities. The most recent comprehensive federal study of motorcycle accident data was published in 1980, and sampled accident data only in Southern California.

COAST TO COAST BIKER NEWS

Compiled and Edited by BILL BISH,
National Coalition of Motorcyclists
NCOM CONVENTION "JUST KEEPS GETTING
BETTER!" As NCOM Chairman Doc Reichenbach
was making last minute preparations for
the 16th Annual NCOM
Convention in Orlando, Florida, May 10-
12, 2001, he told Bill Bish, NCOM
Executive Director, that "I just want
everyone to say that this was the best
Convention ever!"

By the time the National Coalition of
Motorcyclists' Convention wound down to
the Silver Spoke Awards Banquet on

Saturday night, it was clear to the
nearly 1,100 conventioners that this
really was the best one ever!

But, as Bish pointed out during his
keynote speech at the banquet, "The funny
thing is, that's what we hear every
year!"

Aside from the record attendance, full
agenda and thought-provoking seminars,
one of the things that made this year's
Convention special was that we got to
help ABATE of Florida and the
Confederations of Clubs of Florida, our
Convention Hosts, celebrate their newly
won Freedom of Choice on helmets!

"Celebrate Freedom" was the theme for the
Convention, and Florida now makes the
fifth state to repeal their mandatory
adult helmet law in the five years since
bikers from across the country worked
together to repeal the federal helmet law
mandates.

But Freedom isn't just about helmets, and
Convention seminars focused on other
proactive, pro-motorcycle legislation,
such as equal access (biker anti-
discrimination), handlebar height
repeals, blue dot tail light laws,
multiple bike parking and other ideas
that would benefit motorcycle riders.

"Freedom TO" also means "Freedom FROM,"
and the 2001 Convention featured
discussions about legislation and
regulations that we must address in order
to maintain our rights to ride free, such
as universal construction standards that
could impact the way our motorcycles are
made, and impending environmental
regulations that could choke the life out
of motorcycling.

At the A.I.M. Attorney Conference,
convention-goers learned about legal
efforts by our Aid to Injured
Motorcyclists attorneys such as
protecting our First Amendment right of
free speech regarding wearing club
colors, and fighting biker discrimination
and police harassment through the courts.
From the rousing Pledge of Allegiance led
by Wisconsin State Senator Dave Zien
during the Opening Ceremonies, to the
life-saving "Accident Scene Management"
seminar by Slider Gilmore that concluded
the conference, the 2001 NCOM Convention
provided attendees with the knowledge,
information and motivation to lead the
motorcycle rights movement onward and
upward.

Recipients of this year's Silver Spoke Awards were:

GOVERNMENT - Florida State Representative Nancy Argenziano;

COMMERCE - Rey Sotelo, Founder of Indian Motorcycle;

MEDIA - Lee Love, founder of Motorcycle NewsWire;

LEGAL - Minnesota A.I.M. Attorney Stephen O'Brien;

The year 2001 RON ROLOFF LIFETIME ACHIEVEMENT AWARD was presented to James "Doc" Reichenbach II, President and Lobbyist for ABATE of Florida, Inc., and Chairman of the Board for the National Coalition of Motorcyclists; and

SPECIAL RECOGNITION - "Rotten Roger" Hendricks, ABATE of Oregon.

SPECIAL AWARDS were presented to Florida State Senator Burt Saunders and Florida State Representative Dave Russell, who were instrumental in getting Florida's helmet modification bill enacted, and to the Kentucky Motorcycle Association/KBA for their successful efforts to remove motorcyclists from the state's anti-gang law.

Next year's NCOM Convention will be held at the Downtown Radisson in New Orleans, Louisiana, May 9-11, 2002. Call NCOM at (800) 525-5355 for more details.

HEALTH CARE DISCRIMINATION AGAINST MOTORCYCLISTS LEGALIZED In one of his first official acts as new Secretary of Health & Human Services under President George W. Bush, former Wisconsin State Governor Tommy Thompson, an avid motorcyclist himself, revealed that after personally reviewing the interim final rules for nondiscrimination in health care coverage, his office cannot find legal justification to modify or disallow the new regulations.

In effect, this revelation revokes the efforts of multitudes of motorcyclists who successfully lobbied Congress in 1996 to guarantee access to medical benefits for employees injured in motorcycle accidents. The new rules, which went into effect May 8, 2001, basically say that motorcycle riders and participants in other recreational activities cannot be excluded from health care coverage, but benefits can be denied if the employee is injured while participating in those activities.

The root of the problem is the McCarren-Ferguson Act, passed in the 1940's to ensure that insurance benefits shall be regulated at the state, not federal, level.

So, its back to the drawing board for bikers' rights advocates, who are already busy preparing the next legislative plan to protect riders' right to medical benefits...whether it be in Congress or State Houses across the Nation.

SUPREME COURT ALLOWS ARREST FOR TRAFFIC OFFENSE

A divided U.S. Supreme Court ruled on Tuesday, April 24, 2001, that police may arrest individuals for minor traffic violations or other misdemeanor offenses normally punishable only by a fine, such as unbuckled seat belts or public littering.

By a 5-4 vote, the high court declared that the Fourth Amendment, which bans unreasonable arrests and searches, does not prevent police from making such arrests without a warrant.

The case in question involved a Texas woman who was arrested for driving without her seat belt fastened. After being pulled over by an officer who noticed the violation, she told him she did not have her license and insurance information because her purse had been stolen the day before.

She was then handcuffed and taken to the local jail, where she spend about one hour being processed and having bail set. She pleaded no contest to the misdemeanor seat belt offense and paid the fine, but then sued the city alleging they had violated her constitutional rights and seeking compensatory and punitive damages.

The court rejected her historical argument that the common law dating back to the founding of the country barred peace officers from making warrantless misdemeanor arrests, except in cases of "breach of the peace" involving violence. Timothy Lynch, director of the Project on Criminal Justice at the Cato Institute think-tank said, "The practical effect of the ruling is that police officers can exercise 'extremely poor judgment' and harass citizens for pointless reasons - and those citizens are without legal redress."

Lynch added, "The Framers of our Constitution would frankly be startled by the Supreme Court's cavalier treatment of the legal threshold by which citizens can be deprived of their liberty and thrown in jail."

TEXAS POLITICIAN DONS LEATHERS FOR BIKERS' RIGHTS

El Paso State Representative Norma ChÃavez wore a black leather vest with "Legislative Warrior"

embroidered on the back when she passed legislation to enhance the rights of motorcyclists on April 20, 2001.

As she introduced the bill on the House Floor, she pulled her hair back to help give her a "biker look," according to the Capitol Notebook written by Gary Scharrer in the El Paso Times.

"That is tough!" House Higher Education Chairwoman Irma Rangel, D-Kingsville, said in assessing ChÁvez's motorcycle look.

ChÁvez's bill breezed to passage without discussion and without a single "no" vote. Part of it is intended to stop police harassment of motorcyclists who don't wear helmets. Only motorcyclists younger than 21 are required to wear helmets. ChÁvez's bill allows police to stop helmet-less motorcyclists only if they appear younger than 21 and they cannot stop a rider to check if their helmet meets DOT specifications.

The bill also provides greater accountability for a motorcycle education and safety fund and attempts to reduce the waiting period for people trying to enroll in the course.

"She truly is a Legislative Warrior," said Sputnik of the Texas Motorcycle Rights Association and member of the National Coalition of Motorcyclists Legislative Task Force, as he explained that in order to make her point, she flaunted protocol by not wearing a suit jacket while introducing the bill.

ChÁvez wore her Harley-Davidson earrings, but she did not ride her Sportster to the Capitol. "I left my Harley in El Paso," she said.

"With the help of other Legislative Warriors like Norma ChÁvez, we expect to get all of our bills through this year," said Sputnik at the recent NCOM Convention, "and we're well on track to become the next state to enact Equal Access legislation."

ARIZONA ENACTS PRO-MOTORCYCLE LEGISLATION

"As our Arizona Lobbying Team waited in the gallery for our bill to come up, it became apparent that the bills we were listening to had significant social impact and that ours was important enough to have made it this far," recalls Roger "Priest" Hurm of the day their motorcycle safety bill passed the House and was eventually signed into law by Governor Hull, allocating \$1 per motorcycle registration to be spent on programs that benefit motorcycle riders.

When SB1037 was called for vote and the green lights started showing up on the big board, with only 6 red lights, we knew we had a winner," continued Priest, who is Chairman of the MMA of Arizona and member of the board of the National Coalition of Motorcyclists. "We were then introduced by the Speaker, who made the comment that he assumed we wouldn't be down there after today, well Mr. Speaker, nothing could be further from the truth. There were a lot of bills we heard that could have used some 'Biker Logic' attached to them, so I believe our Team will be back down there a whole lot. Heck, we were just getting to know where the johns are."

VIETNAM DELAYS HELMET LAW Bowing to public pressure in a country where millions use motorbikes to get around, Vietnam's government has shelved a plan to fine urban riders who do not wear helmets.

With accidents on the rise in chaotic streets crowded by millions of motorbikes -- the chief means of transport in Vietnam, where one in ten people ride -- the government had planned to begin fining violators of a helmet law \$1.40 starting June 1, 2001.

But according to an Associated Press article written by David Thurber, many people complained that helmets would be uncomfortable in the heat and humidity of the Southeast Asian nation and said it would be impractical for hundreds at a time to carry them into movie theaters, restaurants or wedding receptions.

Therefore, the government decided to indefinitely postpone the planned fines in most cases, the Prime Minister's office announced. "It is the third time Vietnam's Communist leadership has backed down on enforcing the helmet law," reported the AP article.

Under a new proposal, fines would be imposed only on motorcyclists traveling without helmets on highways, while those in cities would be encouraged -- but not required -- to wear protective headgear, it said.

There are 7 million motorbikes in Vietnam, whose population is 78 million. Vietnam's Communist government has had to modify or withdraw decisions on a number of occasions because of popular opposition. Last year, the Ministry of Trade imposed a customs inspection fee but abolished it four months later after companies protested it was too high and refused to pay.

ISLE OF MAN MOTORCYCLE RACES CANCELED OVER LIVESTOCK DISEASE

The Isle of Man TT motorcycle races became the latest sporting event to fall victim to Britain's foot-and-mouth epidemic, as the island's ministers have called off the world-famous races for the first time since wartime because of fears that 40,000 visiting race fans could spread the livestock infection.

The Isle of Man has so far remained free of the disease that has affected more than 1,450 farms in mainland Britain. The TT races attract huge international interest, partly because of the danger of the two-week race.

Since 1907, almost 200 riders have died on the island's perilous 37-mile "Mountain Circuit."

QUOTE OF THE DAY: "We were free until we stopped fighting, now no one has freedom. Chief Tawonka"

Inscription on Cigar Store wooden Indian

NOTE: If you would like to subscribe to the AIM/NCOM Motorcycle E-News Service, simply send a SUBSCRIBE message to aimncom@aimncom.com.

Successful outcome from the Third International Riders' Public Policy Conference

Last week-end (27-29th April), over 100 representatives of riders' organisations from all around the world gathered in Pickerington (Ohio, USA) to discuss the main issues affecting motorcyclists worldwide. The Globalisation of motorcycle technical regulations and Intelligent Transport Systems were the main items on the agenda.

The International Riders' Public Policy Conference was organised for the third time by the Federation Internationale de Motocyclisme (FIM), co-ordinated this year by its American affiliate, the American Motorcyclist Association (AMA), with the co-operation of the Federation of European Motorcyclists' Associations (FEMA) and the Motorcycle Riders Foundation (MRF).

Introducing the subject of Global harmonisation of motorcycle standards, the FEMA's Acting General Secretary Bob

Tomlins presented the riders' perspective. European and American senior officials Julie Abraham, of the American Safety Institute NHTSA, and Wolfgang Schneider of the European Commission's Directorate-General for Enterprise, gave their contribution on the approach taken by their respective authorities.

IMMA's Secretary General Nick Rogers (International Motorcycle Manufacturers' Association) briefly explained the industry's view on the matter.

The subject of Intelligent Transport Systems (ITS) was also covered, with legitimate concerns being expressed on the integration of motorcycles in the concept. Riders think that these systems can in any way not remove control of a vehicle from the driver, neither attack on citizens' private life.

This was followed by a presentation of the Swedish "Vision Zero" by Roger Johansson of the Swedish Traffic Safety Administration. Surprisingly, the position of the Swedish authorities seemed to have changed towards motorcycles. Mr. Johansson said that motorcyclists' organisations should be fully involved in the scheme as official partners responsible of achieving the aims of Vision Zero by educating motorcyclists in order to reduce fatalities among these road users. In the light of the information received on the subject, FEMA will discuss further the matter and take a position at its next Board meeting later this month.

Road safety issues were also on the agenda, including a presentation by Federico Galliano of ACEM (European Motorcycle Industry Association) of the MAIDS project (Motorcycle Accidents In-Depth Study), the most comprehensive research which aims are to reach a clear analysis of the causes and consequences of motorcycle accidents in order to propose relevant measures to reduce injuries. Hans Hammarlund, Vice-President of the FIM's Commission for Mobility, Transport, Road Safety and Public Policy, presented an overview of the functioning of the UN's Working Party 1 dealing with road safety.

FEMA's President Erwin Renette said: "This third conference has been a success with important achievements, particularly the co-operation between the riders' organisations in the representation of motorcyclists' interests at the International level". He added: "The best chance we have of ensuring that the globally harmonised bike will be a bike

that we will want to buy and ride, is through ensuring that when the representatives of the United States go to Geneva, when the representatives of the European Commission go to Geneva and the member states of the European Union go to Geneva, their positions will be the same, or be very similar to, the position of the representatives of the International riders' organisations". Prior to the Conference, discussions took place with the aim of uniting the riders' groups efforts in the creation of the "International Steering Committee" monitoring the developments of the worldwide harmonisation of motorcycle standards. AMA President Robert Rasor announced at the Conference that AMA, FEMA and MRF have already committed to give financial support to this Committee, and expressed his hope to bring FIM to the table as well.
ENDS

FEMA wins its case on a more democratic process for Globalisation

At a meeting with the European Commission's (EC) Directorate General for Enterprise held yesterday (23rd April), FEMA was informed that the Commission will fully involve the European Parliament and ensure greater democratic approval in the global harmonisation process.

Prior to this meeting, FEMA had started to campaign in the European Parliament (EP) on the democratic deficit in the legislative process of worldwide harmonisation of regulations, particularly on new issues under the United Nations' 1998 Agreement.

FEMA is very satisfied with the statement from the EC in favour of the Parliament's involvement through the co-decision procedure for regulations developed by the United Nations (UN), allowing Europe's democratic body to have a real influence in these proposals.

At the same meeting, FEMA argued that users should be involved in the development of a European perspective. We proposed that the Commission should establish arrangements, which would allow issues to be considered jointly by the EP, consumers/users, industry and the Commission, while they are being developed in Geneva.

The Commission said that they would be pleased to receive FEMA's views on any issue at anytime. They would however, have to refer the proposal for a more

developed and inclusive arrangement for consideration within the European Commission.

FEMA is very satisfied with these developments that will really make a difference and lead to a more democratic input in regulations that will affect consumers worldwide.
ENDS

From The

GUNNY'S SACK

On the National Enquirer's syndicated TV show, our Oregon A.I.M. biker-lawyer, Sam Hochberg, saw a reporter run a piece about how popular Vespas are getting again, and that all these stars, like actor Dennis Franz (NYPD BLUE), hockey great Wayne Gretzky, and some other celebrities have them. Seems they can run \$3,000 and up! I'm afraid those things are a little small for large economy-sized folks like me. Top speed is like 30mph.

But "hitting a little road bump is like finding religion," sez the TV host while riding one! Sam says he's ridden them on vacations a few times, and never could get the feel of the things. Says his Sporty is small enough. And big enough. You can STILL find a running old Ironhead Sporty for not much more than \$3k in the Northwest, and there are lots of other makes around for even less that still have a lot of good miles in them.

NEWS BITS'N PIECES:

NEW YORK: Those of us that have been around the block two or three times will remember the pop group The Village People. They did songs like "YMCA" and "MACHO MAN." The Biker of the group, Glen Hughes, has succumbed to lung cancer at the tender age of 50. They had a good show but faded by the nineties. The biker character was a pretty good imitation, although I kinda doubt what I think was his "orientation" is real common among bikers, at least the guys I know.

DHAKA, Bangladesh: There are a few times when a cage is best. Try riding a bike through a war zone. Sometimes you're better off on a bike, if you're TRAINED for it by your military. A young journalist in Bangladesh was taken off his bike and set upon by some folks unhappy with his writing. He was worked over with baseball bats, iron bars, and boots then his writing arm was slashed. The moral here is BE CAREFUL what you print. I sure as hell am.

BERLIN: Now here's a fine tradition from a town in Germany that I wouldn't mind seeing here in the US of A. Every year since 1988, bikers in Niedersachsen, Germany have a parade to remember bikers killed on the road during the previous year. This year, 10,000 bikers joined in. This story came halfway around the globe to reach us -- it's from a copyrighted story from China's Xinhua news agency. These people even had a mourning service to remember those brothers and sisters.

NEW YORK: Harley-Davidson is getting an award for the marketing of their products -- they've been elected to the prestigious Marketing Hall of Fame, sponsored by New York's American Marketing Association. Hey, how many other products have their names tattooed on people? Even products that have become synonymous with their brand -- when's the last time y'saw a guy with "Kleenex" or "Xerox" tattooed on 'em? Man I could go on and on with this one.

NEW YORK AGAIN: Even the Liner Queen Elizabeth II is getting on the "I love Bikers" list. Now you can stow your scooter along with you. The QE-II has a garage to haul cars and motorcycles. Talk to the Cunard line for more.

Bet it would be fun if I had the bucks to do it. I understand they have a two-for-one deal right now. You have to call the Carnival cruise guys for more. I got this number for a Julie Davis: 305-463-3388.

I guess Cunard owns the QE-II now. Not only can guests attend lectures by ambassadors, authors, historians and oceanographers, but they also can play with computers, play bridge, and take art and dance lessons. They've got sporting activities and drama classes. I can see it now.

Representatives of all the Confederations of Clubs in the USA taking this trip in their standard black leather on this ship with some of the MONEYED SET. WOW! WHAT A HOOT!

COLD SPRING, Minn: Now here's a story about some "stone bikers." As millions pay their respects this Memorial Day, Mel Lommel, general manager of Royal Melrose Granites, a division of Cold Spring Granite Company here, says they notice the increasing numbers of unusual tombstones that show a trend:

People want to leave a more declarative stamp on their lives than just their names and date carved on stone. Some are doing it with bikes. Guitars, pianos, cars, motorcycles, snowmobiles, bicycles, cats, dogs, footballs, wildlife, and

hunting scenes are among the stuff carved in stone. Sounds just like what a real rich biker might do. Just give my scooter to some poor guy that needs it and can't afford to buy one cause he's feedin' kids and pour a bottle of good old "Gentleman Jack" over me. Just, PLEASE don't run it through yer kidneys first.

ALBANY, N.Y. here's help for some downed bros from a different kind of HOG. Fetal pig cells were injected into the spine of a 50-year-old quadriplegic biker in an experimental procedure that hospital officials say was the first of its kind. Should work. Bikers are one of a kind too. In an Associated Press story, the biker was quoted as saying "If it doesn't work, it doesn't work, but it's something. I'm not getting any younger." If it was me, I'd do it in a minute.

If it works, the cells will grow and create a new connection in the biker's spine. If electric impulses can again flow from his brain, they could send signals to the muscles and maybe let him to walk again. Eleven days after the procedure, the biker said he still felt nothing in his arms and legs. Maybe pigs are good for something besides Ham and Bacon. Let's hope it works, the good it can do is limitless.

ENGLAND: Another biker chased to death. We've seen it before, folks. This time, in England. This isn't just a U.S. problem brothers and sisters.

It's worldwide.

At least in this case, the officer in the accident was suspended from driving duties during the investigation. I just hope investigations in England are more open minded than they are sometimes in the USA.

Here's how it went down: The death of a motorcyclist happened when he was being followed by a patrol car. The biker, believed to be a man in his forties from Fareham, Hampshire, died after coming off his trail bike in Swivelton Lane, Fareham, as he was being followed by police after he failed to stop in nearby Portchester. The biker was dead at the scene.

Deputy Chief Constable Ian Readhead said: "We would like to express our sincerest condolences to the family of the man who died." I would think that's the very least they could do.

Another BIKER BOOK CORNER: I'll have more on this next month from Sam Hochberg, but I want to let people know that a good guy here in Portland, Jim Redden, wrote "SNITCH CULTURE," from

Feral Press. Just came out in paperback. Gotta be a must-read. If you read it and can give me a short review, email me at AIMGunny@aol.com, or ship it to Sam, SamBikeLaw@aol.com.

We'll try to Sack it.

GUNNY AGAIN: I'll report on the National Coalition of Motorcyclists (NCOM) Convention in next month's issue. Remember our A.I.M. (Aid To Injured Motorcyclists) attorneys are always as close as a telephone if, God forbid, you go down. They are here to help us and they ride too. They know what's going on our roads. Nationally, call toll free 1-800-ON-A-BIKE. In Oregon, Call Sam Hochberg at 503/224-1106 or 1-800-347-1106. Avoid the wreck and Ride Safe, okay?

Keep the round side on the bottom.

Gunny, Oregon AIM Chief of Staff

RESCUE MOTORCYCLE SAFETY FOLLOWING NHTSA/NBC NEWS ATTACK!

Washington, D.C. ... The joint Motorcycle Riders Foundation/State Motorcyclists' Rights Organization (SMRO) campaign to advance motorcycle safety through the 107th Congress hit full steam last week, only to suffer damage when a torpedo hit was leveled by the National Highway Traffic Safety Administration (NHTSA) and "NBC Nightly News with Tom Brokaw." You may have missed the broadcast that millions watched, so here are the details and an urgent call to action. On Thursday, May 17, ABATE of Colorado became the ninth SMRO to visit Washington, D.C., in concert with MRF, to advance, among other initiatives, a meaningful, no-strings resource injection to help eradicate the waiting period for safety training for all riders. The motorcycle safety component of the joint MRF-SMRO agenda calls also for the first-ever national campaign of Motorist Awareness of Motorcycles to wake up clueless motorists who continue to be at fault for most serious accidents involving cars and bikes. Colorado's intervention on Capitol Hill came at a pivotal time and brought the total to nearly 100 Members of Congress who've heard our pro-safety/pro-freedom message. Thursday evening, as your brothers and sisters returned to Colorado after a job

well done, NHTSA and NBC News launched an agenda of their own: mandatory training and, of course, a bid for more and more research. Not content with lobbying state legislatures to restrict motorcyclists' freedom, NHTSA came to the aid of NBC News last week to point out that there has been an increase in fatalities among older riders. Armed with what NHTSA later confessed to an MRF member as "a power point presentation" based on "raw data," NBC News took aim at all motorcyclists and wrote a prescription for disaster: mandatory training for older riders and a scare campaign aimed at large motorcycles. A news organization that has never seen a regulation it didn't like (absent First Amendment restrictions), NBC pointed with concern to only two states that mandated training for "older" riders. "Thousands of injured and dead riders," the network broadcast to millions. "Is it worth the ride?" To which MRF responds: --- "Millions of misinformed Americans. Is it worth the airtime?" "Mandatory training of motorcyclists -- particularly of riders of certain age groups -- is a solution in search of a problem," observed MRF President Tom Pauley. "When it comes to rider training, there is overwhelming demand, insufficient supply and absolutely no need for any mandate. In state after state, riders must wait upwards of ten months to a year for the life saving training they demand. Meanwhile, SMROs are still pushing for laws as rudimentary as protecting rider-training funds from the raids they've sustained by other elements of state government. That's the story NBC News should have targeted." "The solution is simple," said Tom Wyld, MRF's Vice-President of Government Relations: "a no-strings resource injection to states to kill the deadly waiting period, bolster rider training, and establish, for the first time ever, a national program of Motorist Awareness of Motorcycles. Think of the people we could save, because if the motorist can't or won't see a motorcyclist, they won't see the bicyclist, the woman in a wheel chair or the child crossing the street." And how did NBC balance the May 17th piece against the call for new mandates? By talking to dealers and riders who speak only for themselves and rely on best guess and anecdote. Had NBC bothered to talk to national advocates of motorcyclists' rights and safety, the network would have learned the truth: .

As the average age of any road users increase -- or, for that matter, decreases -- the incidence of all behaviors will increase or decrease accordingly. If average age goes up, so will fatalities and injuries -- and the incidence of trouble-free riding as well. As noted in letters to various media outlets by Kathy Gill, a certified (by the Motorcycle Safety Foundation) instructor with the Evergreen Safety Council in Washington state, "fatalities and accidents are not increasing at the same rate as ownership, suggesting that riders are practicing defensive riding skills [and that] courses like the Motorcycle Safety Foundation's new and experienced rider courses are well worth the time and money." In states like Arkansas and Texas, which modified their mandatory helmet laws to allow rider choice with some restrictions, motorcyclist fatalities went down as a function of the number of motorcycles registered before and after the laws took effect.

The constant danger is motorists, not motorcyclists. In 6 out of 10 two-vehicle crashes, it is the car driver's fault. Not the size of the motorcycle. Not the age of the rider. And, evidently, not a matter of interest for NBC, if not NHTSA itself. In virtually every state, motorists who injure or kill motorcyclists because they happen not to see us will get little more than a fine. In all but one state, motorists who injure or kill motorcyclists because they happen not to see us will get little more than a fine. In Washington, motorists will now be subject to various felony charges, thanks to the WA. Roadriders Association, who worked with a coalition of interests, to ensure passage of a "Vehicular Assault" law; signed by the Governor on May 14th of this year. The call to action: YOUR SAFETY IS ON THE LINE! CONGRESSMEN AND SENATORS WATCH NBC NEWS AND THEY ARE JUST AS LIKELY AS OTHER AMERICANS TO TAKE NHTSA-SPUN RAW DATA AS GOSPEL -- UNLESS YOU ACT NOW.

1. Write to your Congressman and U.S. Senators and object to NHTSA lobbying the media about the dangers of motorcycling with "raw data." You can find email addresses for your Members of Congress by entering <http://thomas.loc.gov/> on your browser. You can also telephone your Congressman and Senators by calling the U.S. Capitol Switchboard at 202-224-3121. Phone calls are preferred.

2. Explain to your Senators and Congressman that the key to safety is the joint MRF/SMRO agenda: a resource injection to the states to satisfy the overwhelming need for voluntary training of motorcyclists -- and the training of car and truck drivers with the first-ever national program of Motorist Awareness of Motorcycles.

3. Pick up the TELEPHONE and CALL the STATION MANAGER of your LOCAL NBC TELEVISION AFFILIATE. You can find the number of your local NBC affiliate under "television stations" in your local Yellow Pages:

A. Emphasize the miles you put on your motorcycle.

B. Emphasize the years you've worked for motorcyclists' safety.

C. Tell the station manager that you, your SMRO, and the MRF are working hard to advance the safety of motorcyclists and all road users, and YOU don't appreciate YOUR station airing the biased May 17th news report from "NBC Nightly News with Tom Brokaw" that sets back our agenda of safety on the road. D. Ask your local NBC affiliate how they will respond to correct the error from NBC News headquarters in New York and ask how they will help you in the local community and on Capitol Hill to advance road safety for all road users. Tell them you are not interested in calling NBC headquarters: you are interested in what they will do to correct the network feed.

4. As always, pass this MRF RIDERS' ALERT along to at least 3 other riders who value our safety on the road. <<30 The first motorcyclists' rights organization to establish a full-time presence in Washington, the Motorcycle Riders Foundation is the only Washington voice devoted exclusively to the street rider. MRF established MRFPAC in the early 1990s to advocate the election of candidates who would champion the cause of rider safety and rider freedom. MRF proudly claims state motorcyclists' rights organizations and the very founders of the American rider rights movement among its leading members. Motorcyclists worldwide can thumb-start their search for rider rights and safety on the web at www.mrf.org. MRF: My Ride is Freedom For further information contact Tom Wyld at 202-546-0983 or by e-mail at wyld@mrf.org © All information contained in this release is copyrighted. Reproduction permitted with attribution. The Motorcycle Riders Foundation, incorporated in 1987, is a membership

based national motorcyclists' rights organization headquartered in Washington D.C. The MRF is involved in federal and state legislation and regulations, motorcycling safety education, training, licensing, and public awareness. The MRF provides members and state motorcyclists' rights organizations with direction and information to protect motorcyclists' rights and motorcycling. The MRF sponsors annual regional and national educational seminars for motorcyclists' rights activists and publishes a bi-monthly newsletter, THE MRF REPORTS. Voice: 202-546-0983, Fax: 202-546-0986, E-Mail: wyld@mrf.org, website: <<http://www.mrf.org/>>
eudora="autourl"http://www.mrf.org
Brian

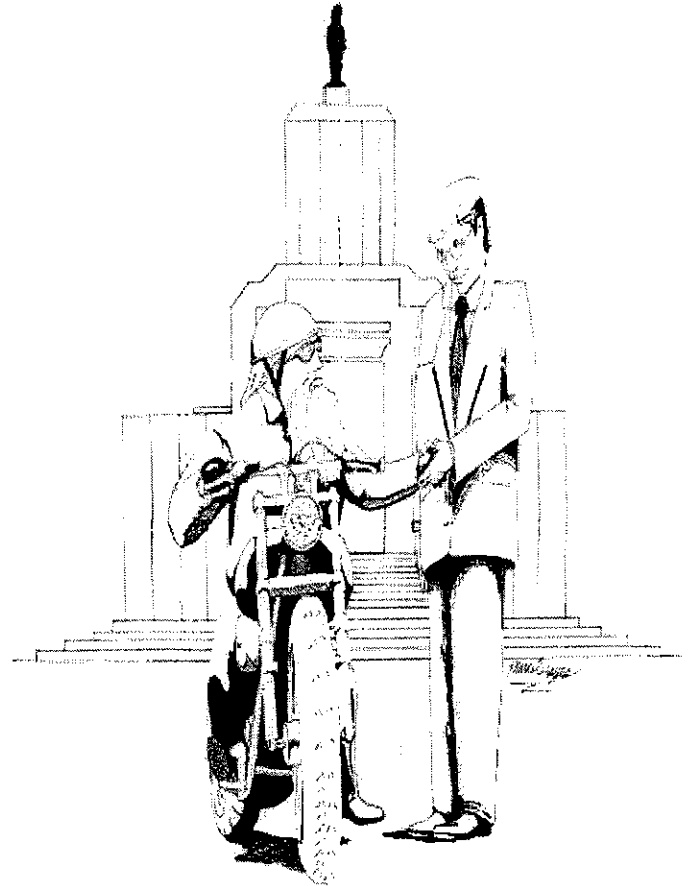
handlebar height restrictions. And this year it looks like we have won the right to pour our own gas, or at least to take away the penalty to a station owner who lets us fill our own. I know we haven't gotten everything we wanted. But for now, I don't want us to focus on the battles we've lost, lets focus on battles we've won. I am proud of the motorcyclists of Oregon for making a difference. We have a lot of work to do in the coming elections. Not only the race for Governor, the Oregon Senate is at a crucial point. If we want any helmet reform we must pick up 6 or 7 votes in the Senate. That will take some hard work in campaigns and in the political parties. I know we can do it. Look at how much we have already done together."

Monday May 21

In an unexpected long session, the Oregon State Senate passed HB 3885 Monday, May 21. This bill, sponsored by Rep. Bruce Starr and requested by BikePAC, gives motorcyclists the ability to dispense their own fuel in a motorcycle tank. Lyle Irons, chief lobbyist for BikePAC, witnessed the vote. Senator Randy Miller carried the bill for us and the final vote was 24 yes, 4 voting no and 2 absent. The no votes were Ginny Burdick, Margaret Carter, Verne Duncan, and Joan Dukes. The next step is the Governor's office and our early indication is that the Governor has no problem with the bill and will likely sign it when he receives it.

Assuming the Governor does sign it, it will go into effect January 1, 2002.

Note from Ken: "I just want to point out a few things that we all need to remember. There are literally hundreds of groups down at the state capitol lobbying for this and that. Most of them get a few things they want; none of them get all they want. Very few of them manage to get a bill passed every single session that improves things for their client groups. There are groups down there who spend \$200,000 that don't get as much done as BikePAC does with donations from all of you and a mostly volunteer activist crew. In 1995 we passed a helmet definition law, the only state in the nation to do so. In 1997 we got Team Oregon rider training funding significantly increased. In 1999 we were the first state to repeal



The Pentagon's People Zapper

New electromagnetic weapon for crowd control

by Martin A. Lee

Published on Monday, April 2, 2001
San Francisco Bay Guardian

Good-bye nasty tear gas. So long risky rubber bullets. Welcome to the wonderful world of electromagnetic weaponry. Last month the PR-conscious Pentagon proudly unveiled what is supposed to be the perfect nonlethal crowd control device - a high-powered energy beam that can disperse an unruly mob without killing, maiming, or harming anyone. Military brass are touting it as the biggest breakthrough in war technology since the nuclear bomb. Known officially as a "Vehicle-Mounted Active Denial System," this new weapon is said to be more humane and more effective than other methods of controlling a large crowd or stopping aggressive intruders dead in their tracks.

Here's how it works. A special transmitter fires two-second bursts of focused microwave energy that causes burning sensations on the skin of people up to 700 yards away. But no one gets fried and no telltale burn marks linger on the body because the beam only penetrates just beneath the skin's surface at a depth of 1/64th of an inch. Targets of this concentrated electromagnetic pulse briefly experience intense pain and confusion, prompting them to leave the area in hurry. "It's safe, absolutely safe. You walk out of the beam and the pain goes away. There are no lasting effects," said Colonel George Fenton, who demonstrated the new gadget last month at the Pentagon's nonlethal weapons center in Quantico, Virginia.

The actual zapper, which looks something like a backyard satellite dish mounted on top of an armored car, is still in the experimental phase. Handheld and aircraft-mounted applications are also on the drawing board.

Thus far, ten years of research and \$40 million have been devoted to this project, which critics have likened to a militarized version of a microwave oven. Developed by the Raytheon Corporation and several other Defense Department contractors, it is currently being field-tested on soldiers at the Kirkland Air Force Base in New Mexico. But it is not expected to be ready for deployment by troops for at least five years. Zap-happy Pentagon strategists envision

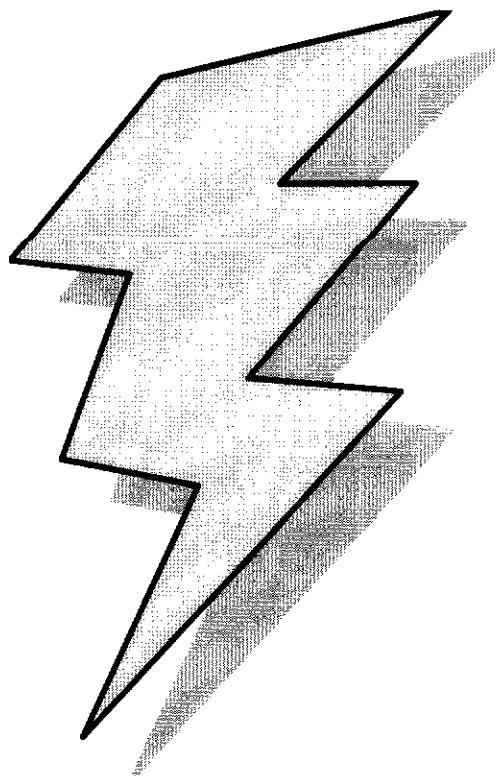
using the "Active Denial System" in various operational settings where a small number of American troops or military police might be confronted by a horde of angry civilians. Border patrols, "peacekeeping" missions, urban riots, and domestic disturbances have been flagged as situations in which such a device could prove handy.

Best of all, it won't result in bloody television images of people shot and mutilated by conventional arms.

Comment: Expect this new weapon to be used at future protestor-obstructor demonstrations?

Consider also these words extracted from the article A History of the New World Order:

At their 1992 meeting, the group discussed the possibility of "conditioning the public to accept the idea of a UN army that could, by force, impose its will on the internal affairs of any nation," Henry Kissinger, who attended the meeting, said: "Today, Americans would be outraged if UN forces entered Los Angeles to restore order. Tomorrow, they will be grateful."





Chronicles from the Corn No Dogs Allowed ?

(observations from a run)

This is the view of one run participant.

The trip to the site was calming, full of sun, and friendships new and old ones. Just the type of adventure we run seekers are looking for. I for one was looking forward to the run, a chance to see old friends and of course show off all the hard work and dedication that went into my scoot .

A chance to brag about all the talented people who made it possible for me to ride my scoot . THE KERNAL my 72 Shovelhead . So here are my thanks in print. For all the technical support I've received . All the wrenches I've known . Rotten Roger who help me get home when my brakes locked up. Rogerwann who fixed the brake problem. Weepy who welded my inner primary cover and for ordering most of the new parts used in this project. Oppy who rewired my brake lights. Barney and Hawgman for ongoing anything support. My painter Clem. Without all your love and support none of this could have been possible. I've learned a lot from all of you. After all the wrenches, wiring and paint was put away. The Kernel has never run, looked or sounded better. I Love You One And All. I know what it's like to have true Friends and be part of a family.

Our arrival into camp was full of festivity. The usual hugs and kisses everything that we look for and travel hundreds of miles to receive. Shortly after my arrival into camp while going to the chase rig full of my gear was (the camp mascot ?) a dog tied to the vehicle. This is the same dog that the night before the run , in the middle of the night, while the owner was in bed. Allowed me to open the front door to his house and pet him , while dropping off my gear. The dog I believed I had made friends with. Still happy and excited to

be at one of my favorite run Fossil . (Also the very first run I ever went to in 1995 and have only missed one since the first one.) I said hello to the dog. Listening to all the authorities on dogs from Good Morning America ,The View and 20/20 put my hand down in an unthreatening way so to be reacquainted with the dog I visited not 24hour ago. He Bit Me!!!! I know some of you are saying to yourself that I deserved to be bitten. I should have stayed clear of the dog and gave him a wide birth and just got my gear out of the trailer. I wish I had ! Nursing a sore clutch hand all weekend was no fun !

Pee Wee , Barb and Nancy Brooker were awesome nurses and aided me in keeping the infection and swelling out of the wound. Many others showed great concern for my health and well being. I Thank you.

With the above story in mind, I was to say the least a little fearful of any dog after that. And I seemed to observe many different breeds of dogs and types of owners. There were owners who tied there dogs whining and barking to a secure and very hot spot in there camp and left to party , much to the displeasure of other campers around them . Owners who didn't observe the have your dog on a leash rule. Or tied a plastic bag to there collar while letting them run loose. And when asked by security to leash the animal used the trash bag as a leash which tells me they didn't even bother to bring a leash. This particular rule was printed on all the flyers printed in the news letter , posted in business and handed out. I know because I helped post the flyers with Rotten Roger two weeks before the run. When we made a PR run traveling the same route my party traveled to get to the run.

Don't get me wrong I also saw dog owners with there dogs leashed carrying plastic bags with them, not to use as a leash, but to pick up the deposits there pooch left behind. To them I would like to say thank-you. I guess all a really wanted to say . It would be a shame to loose a friendship of many years, or possibly not make a new friend out of frustration. From fellow campers, dog owners and the dogs themselves . Because the run site with all the noise, people and stimulation. Is too much for some dogs and people to handle. It's not fair for anyone. Most of all be responsible. Think before you bring an animal and if something does happen unforeseen please

value human life before any animal. There are plenty of kennels to board your animal, leave it with a family member. If you do need to bring your dog be responsible. If you see a dog be cautious.

Don't get angry at the bite victim, the neighbor camper trying to sleep, who can't because your dog is barking. Any other camper asking about a brother or sisters well being or the discomfort they maybe feeling because of a dog . That is the true reason we all ride hundreds of miles to gather together. United we stand divided we fall, We have battles enough to fight without fighting each other. This is just one view from one member. With Love and Affection,
Kornfed



July BikePAC Report

Well, the legislative session is over, pretty much and we have again made some headway. We had 2 bills which we worked with heavily, 1 which was given to us as a gift and 1 which was submitted by an individual which would have been to our advantage.

HB 3885, which dealt with assisted service fueling has passed both the House and Senate with major support and has gone to the Governors' desk. At the time of this writing, he had not signed it, but we expect him to do so. His office had not expressed major opposition to this and it will make legal, something we have been doing for years.

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Don't forget the upcoming *annual meeting* of BikePAC, this year to beheld just outside of Albany, on July 28, 2001. This will be held at the home of **Bob and Julie Ingrams**, and is being sponsored by AMO and we are going to be looking at the next couple of year's agenda for BikePAC and where we are going and what we want to accomplish. A meal will be furnished and will cost \$8.00. This is roughly the same amount we have paid when we were in the Spouting Horn, down at the coast and this time, it will be "home-made" instead of restaurant food. Also, if you want to bring your tent and sleeping gear, they have said there is room to camp out for the evening. Bring your own style of refreshments. Come on out and help us with your ideas of where we need to be going with our legislative processes. Hope to see you there.

Randy Phipps

State Board Rep to BikePAC Exec. Comm.

E-mail: neportabate@yahoo.com

INSURANCE ADVOCATES SLAM EDUCATION AS RISKY

Also, New Report on Dangers of NHTSA Culture of "Passive Safety" Washington, D.C. -- At a time when State Motorcyclists' Rights Organizations (SMROs) are in the midst of lobbying Washington to advance safety training for motorists and motorcyclists, the nation's leading insurance association promoting its version of "highway safety" is telling the Congress and the President, "Why bother?"

The Insurance Institute for Highway Safety in a special report issued May 19th attacks the value of motorist and motorcyclist training and education. That special report is in the hands of Washington policy makers now -- the very time when motorcyclists are lobbying for a resource injection to help state-run

rider training and a national program of motorist awareness of motorcycles).

If you are a motorcycle safety instructor if you value vehicle operator training of any kind -- prepare to be shocked.

"Education can be risky," IIHS warns. "[A]n education, persuasion or training program might make things worse, either by increasing exposure, engendering overconfidence, or somehow rewarding risky behavior."

There is no question that this attack on education is in direct response to the training component of the joint MRF-SMRO legislative agenda that has found support in both the White House and the Congress. There is also no question that you and motorcyclists nationwide must counter this attack on one of our bedrock principles.

The IIHS report cites select literature that, if heeded, all but suggests that rider and driver training be labeled as hazardous to your health, if not banned outright. "There's no evidence that high school driver education reduces motor vehicle crash involvement rates for young drivers," states one researcher quoted by IIHS. On rider education, another researcher finds "no compelling evidence that rider training is associated with reductions in collisions."

For a copy of this special report, go to <http://www.highwaysafety.org/> and click on "Status Reports Online."

To counter this assault effectively, it helps to understand the origins of the arrogance. For that, turn to the June 11, 2001, edition of "The New Yorker" which takes a fresh look at the culture and policy direction of NHTSA (available at newsstands and most public libraries). (To order the June 11 issue, call The New Yorker at 1-800-753-7276.)

In a cover story titled "Wrong Turn," the June 11th New Yorker Magazine examines the true believers behind a culture, if not a cult, that has dominated the self-styled "highway safety" movement and its creation, the National Highway Traffic Safety Administration, for over 3 decades. Written by Malcolm Gladwell, former science reporter for the Washington Post, "Wrong Turn" is a must-read for anyone who values accident prevention in general and motorcycle safety in particular.

The story of NHTSA begins with a man named William Haddon who, Mr. Gladwell relates, "changed forever the way Americans think about car accidents.

Haddon was, by training, a medical doctor and an epidemiologist...convinced that what the field of traffic safety needed was the rigor of epidemiology."

For 35 years, epidemiology has ruled the agency. Dr. Jeffrey Runge, an emergency room physician from North Carolina, is rumored to be the Bush Administration nominee to lead NHTSA, although, at present, the Administration has made no announcement. Runge would follow psychiatrist

Sue Bailey and trauma surgeon Ricardo Martinez. All are devotees of a public health approach to traffic safety that emphasizes injury and fatality reduction to the exclusion of accident prevention. This is due, in part, to the fact that they do not believe in accidents.

"Traffic crashes are predictable and preventable and therefore are not accidents," Dr. Runge and other physicians wrote in September 1999. "We should treat motor vehicle crash injury like any other disease."

The focus away from operators -- and on to vehicles, air bags and helmets -- began in the 1950s when William Haddon captured the interest of Daniel Patrick Moynihan, then a staffer with the Governor of New York. To Haddon, the focus on vehicle operators and education made no sense. "His goal was to reduce the injuries that accidents caused," Mr. Gladwell writes. "In particular, he did not believe in safety measures that depended on changing the behavior of the driver, since he considered the driver unreliable, hard to educate, and prone to error. Haddon believed the best safety measures were passive."

Later, while serving in the Department of Labor under President Johnson, Moynihan "hired a young lawyer named Ralph Nader to work on traffic-safety issues. Nader, too, was a devotee of Haddon's ideas, and he converted a young Congressional aide named Joan Claybrook...[I]n 1966 the Haddon crusade swept Washington...and a regulatory body, which eventually became the National Highway Traffic Safety Administration, was established. Haddon was made its commissioner, Claybrook his special assistant...

"There is no question," Mr. Gladwell continues, "that the improvements in auto design which Haddon and his disciples pushed for saved countless lives... What they did not do, however, is make American highways the safest in the world. In fact and this is the puzzling thing about the Haddon crusade the

opposite happened. United States auto-fatality rates were the lowest in the world before Haddon came along. But, since the late nineteen-seventies, just as the original set of NHTSA safety standards were having their biggest impact, America's safety record has fallen to eleventh place. According to calculations by Leonard Evans, a longtime General Motors researcher and one of the world's leading experts on traffic safety, if American traffic fatalities had declined at the same rate as Canada's or Australia's between 1979 and 1997, there would have been somewhere in the vicinity of a hundred and sixty thousand fewer traffic deaths in that span.

This is not to suggest, of course, that Haddon's crusade is responsible for a hundred and sixty thousand highway deaths," the writer warns, noting the complexities of traffic safety. "Still, Evan's figures raise a number of troubling questions."

"Joan Claybrook left the NHTSA in 1980 and went on to run Ralph Nader's advocacy group, Public Citizen," Mr. Gladwell relates. Haddon continued his activism after leaving NHTSA. "From the time he left government until his death [in 1985], he headed an influential research group called the Insurance Institute for Highway Safety."

What's next at NHTSA? More of the same, especially if the nominee to head the agency is a follower of the agency's 35-year romance with the public health approach to traffic safety. The focus will be on vehicles, not operators. Gadgets, not education. And despite the fact that TEA-21 made accident prevention job one for NHTSA, the focus will be on injury reduction to the exclusion of accident prevention.

Business Week Magazine (June 7, 2001) predicts more tire failures ahead on hot summer roads. Major auto and tire companies are slugging it out in the press. Pressure is mounting on the White House to make the NHTSA decision sooner rather than later, especially by so-called "highway safety" advocates who believe they have another trauma surgeon in the bag.

MRF and the SMROs call for a NHTSA chief committed to accident prevention.

We advocate a problem-solving engineer to tackle the technically complex issues of vehicle and tire recall. We recommend a motorcyclist to help shape an effective accident prevention strategy in partnership with the states and end

NHTSA's pastime of lobbying state legislatures. We are making our case to the White House and to our Champions of Motorcyclists' Rights & Safety on Capitol Hill.

Weighing in against us is a small but potent army of lobbyists demanding that the 35-year reign of "passive safety" continue at NHTSA. Clearly, our opponents want a NHTSA Administrator from the public health field. Someone active on the "passive" approach to safety. In short, a charter member of the Haddon Cult.

The stakes could not be higher for our safety and that of motorists nationwide. Mr. Gladwell's conclusion should send chills throughout Washington: "Haddon and Nader and Claybrook told us, after all, that the best way to combat the epidemic on the highways was to shift attention from the driver to the vehicle. No other country pursued the passive strategy as vigorously, and no other country had such high expectations for its success. But America's slipping record on auto safety suggests that somewhere in the logic of that approach there was a mistake. And, if so, it necessarily changes the way we think about car crashes..."

In April, we urged you to add your voice to the throng of motorcyclists advocating for a new direction at NHTSA. There have been reports that the White House has made a decision. Yet, there has been no announcement, official or otherwise.

We view that as still more time for you to make a difference. With the outrage of a direct attack on education and training and with the expose of the risks of NHTSA's "passive" approach to safety, it's time to make your voice count once more. Here's how:

FIRST, call (202-456-1414), fax (202-456-2461) or email the President of the United States (president@whitehouse.gov). Include your name, address, and SMRO affiliation. Feel free to use the information in this e-mail in your letters and faxes.

With traditional rider respect and courtesy, explain that you want a NHTSA Administrator with the engineering know-how to tackle the recall problem, someone who is open to your freedom and safety concerns and someone committed to accident prevention under TEA-21.

Inform the President that you are aware that the radical Insurance Institute for Highway Safety might oppose training for riders and motorists as ineffective even "risky" but, like the President did in

Texas, YOU SUPPORT THE JOINT MRF/SMRO TRAINING AND EDUCATION AGENDA.

Inform the President you are aware that the June 11th issue of The New Yorker exposes NHTSA's "passive approach" to traffic safety and concludes, "somewhere in the logic of that approach there was a mistake." Tell him that, for safety's sake, NHTSA should NOT be led by another doctor.

SECOND, write to or call your U.S. Senators and urge them to read "Wrong Turn" by Malcolm Gladwell in the June 11th issue of The New Yorker Magazine. Tell your U.S. Senators that, for safety's sake, NHTSA should NOT be led by another doctor. Call the Capitol Switchboard at 202-224-3121 or go to www.senate.gov to find you're the e-mail addresses of your Senators.

THIRD, review the list of corporate sponsors of the Insurance Institute for Highway Safety (available at www.highwaysafety.org/support.htm). If your insurer is a corporate sponsor of the Institute, go to your company's website (or consult your insurance papers at home) to obtain a list of your company's Board of Directors. Write to the Directors of the outrage you feel at the direct attack on training and education mounted by the Insurance Institute for Highway Safety. Explain that most insurers wisely provide discounts for rider and driver training. In light of this, urge the Board of Directors of your insurance company to reevaluate its support of the Insurance Institute for Highway Safety and state its formal opposition to the Institute's radical anti-training policy at the Institute's next Board meeting in September, 2001.

FOURTH AND FOREMOST, SHARE THIS MRF RIDERS' ALERT WITH AT LEAST 3 OTHER RIDERS WHO WILL TAKE ACTION.

Appointing the new leader of NHTSA is the President's call. Confirming the nominee is the U.S. Senate's call. Influencing the President's decision and informing your Senators of these major developments is your call. Make it today.

How else can you help?

Stay in the loop. As the strategy unfolds, motorcyclists will be kept informed through MRF RIDERS' ALERTS. If you don't already subscribe, click on this link [link <http://www.mrf.org/subscribe.php>](http://www.mrf.org/subscribe.php) so you can receive these alerts as they are broadcast. When action is called for -- phone calls, emails, faxes and personal

visits to Members of Congress -- it is likely that action will be required IN A MATTER OF DAYS IF NOT HOURS.

WHAT NEXT?

Greetings from Geoff White and Terry Schafer,

What a great month! "Motorcycle Awareness Month". This is truly our time to reach out and show the public that we are here sharing and enjoying the freedom of the open road.

It's also the perfect opportunity for us to show the people that we are intending to continue striving to make our activity and lifestyle enjoyable. We are the ones who experience the freedom and challenges of motorcycling. I will always continue to express that motorcycling has enhanced my life in many ways. I've seen places that I might have missed if I hadn't been out exploring on two wheels, or taking that alternate route (a practice usually enjoyed by riders).

I've learned how to cope with various challenges that can arise while out riding. These challenges have included mechanical issues, Mother Nature's many moods, interaction with fellow motorists, navigational confusions, supply and demand issues (fuel), and sometimes just dealing with people and personalities (most often very pleasant and friendly). These factors have been summed up by a friend and fellow instructor Jud Whitcher as all in the "adventure" of the ride.

I don't think I could think of a better description of the experience. Through these adventures I've gained confidence and valuable experience that that can be applied to most of my daily dealings. In a way, I believe that motorcycling has definitely enhanced many other portions of my life, or at least helped me to deal with it more effectively. Last but definitely not least, I've met people that I really have enjoyed getting to know. I feel that through motorcycling, I've found a group of people that I will always enjoy spending time with, and look forward to running into. This is what motorcycle awareness is also about. Our passion runs deeper than just a mere affection for a particular machine.

What is Motorcycle Awareness to you? This is question that has many answers and many angles. In A.B.A.T.E. we have opportunities to pick numerous agendas

that fill a motorcycle awareness criteria. There are people in our organization that have spent countless hours and vast amounts of energy to protect our rights and freedoms. Members of our group are constantly on surveillance to ensure that acts of totalitarian decision making are questioned and challenged when they jeopardize our freedom, rights, or enjoyment of our activity. I'm incredibly impressed by the expertise, knowledge, dedication, and finesse that these folks display. We are all needed to stand and be counted when there is a need to show support to the efforts to preserve our motorcycling life. Thanks to the people that work to coordinate our political efforts, we are truly an effective voice in the campaign for freedom. Some people have taken on the role of coordinators of our various chapters and functions. They ensure that our talents are directed towards the most positive and effective uses for the organization.

The coordinators and directors help motivate and steer our energy to achieve the goals that we are proud of today and build upon for the future. With this guidance, A.B.A.T.E. will be able to take our wide variety of qualities, and create an organization that will appeal to a large and diverse group of motorcycle enthusiasts, kind of a one stop shopping approach so to speak. "There's something in it for everybody, here."

We have people that have taken on specific roles in the offerings that we provide to the community around us. We are known for our charity and generosity because of these offerings.

Whether we see it as a main factor or not, these programs are showing the public a certain form of motorcycle awareness. The community sees that this organization is interested in the welfare of the people around it. This type of motorcycle awareness in my opinion goes a very long way.

There are members of the group that have taken time to go out into the community to spread the word of "let's all play like good kids on the playground."

A.B.A.T.E. is doing its part to educate drivers to the topic that we need to be aware of one another no matter what our mode of transportation may be. We must give each other the respect that we all deserve. Our instructors are a group of people that see motorcycle awareness as a major contributor toward saving a life

some day. There are members of A.B.A.T.E. who put much effort into ensuring that the organization has a proper balance of recreational outlets for its members. This is a form of awareness for fellow riders throughout the motorcycling community. We work hard at A.B.A.T.E. We deserve to have a good time when the workday is through. Thanks to some dedicated people here, We will always be known as a fun organization to become a member of. Now that we have all these functions offerings and agendas, we need a way to get the word out to the people. Our members that are involved in communications and public relations are handed this enormous and essential task. Thanks to their talents and technology, we are able to get the word out to our members and the public on where we are, what we're doing, and where we want to go tomorrow.

This newsletter is living proof that we have built a truly "class act". I look at our publication and I feel proud to be a member of this organization. Thank you to all the people that are working to keep us public. Awareness works very well through this format. Now, one of the most important facts about motorcycle awareness is the point that whether we wish to or not, we're really all agents of motorcycle awareness business. Everytime we get on our bike and head out into the world we are appointed the position of a representative of motorcyclists. How we choose to spread the awareness is up to us. The public is always watching. Sometimes I feel that they might be watching us a little more, when they see us, merely because there are fewer of us and the curiosity factor is bound to be a bit higher. This is a great opportunity to practice motorcycle awareness. Remember what we do; they will see, and they will probably remember.

This can be a double-edged sword. Use good judgement here. Above all, have fun with it.

Motorcycle awareness can be a pleasurable experience for both you and the person you are able to share it with. Now that I have illustrated what motorcycle awareness can encompass, see what part or parts of it might appeal to you. Remember that A.B.A.T.E. is successful because its members get involved. There are many hats to try on, and each one is important to us. When more people participate, the work load is less burdening on each individual. It's a

basic weight distribution thing. I hope that you had a great Motorcycle Awareness month.

I was told that there were over 200 motorcycles at the capital building on the first Saturday in May for the May Motorcycle Awareness Rally. That is an excellent turnout for a very important event. I enjoyed thoroughly being there and getting to see all of you that came up to say "hey". Thank you to all of you that planned the event, and thank you to all of you that showed up to make this rally a great success. Motorcycling can certainly benefit from functions such as this. Great participation!

I would like to welcome, thank, and congratulate Roger Yarnell on his appointment as the Washington County Education Director. Roger will be a valuable person to coordinate and organize the growing Washington County education program. What I've seen so far in that area shows great potential with a good number of schools along with an excellent chapter of people interested in the Motorcycle Awareness Program. Thank you Roger. I know that it will be very successful for you.

I hope that everyone that went to Fossil had a great time. I will get some of the class tallies and student comments in the next report. Here in Portland, it looks like there are a good number of schools that have Driver's Education classes in the summer, so I imagine that We'll be pretty busy. Keep those reports coming from your classes. If you have any interesting stories or comments from your Motorcycle Awareness presentations please let me know if you wish for me to include them in with my report. I'd love to hear from you. Have a great warm summer of riding.

There's something therapeutic about a perfectly executed turn on a winding road. Find that turn, and spread the awareness. Take care Ya'll
Geoffrey White



BikePAC of Oregon, Inc.



PO Box 5612
Salem, OR 97304

MEMBERSHIP APPLICATION

Circle Type of Membership

	Individual	Club/Group	Corporate		
Associate	\$10	General	\$50	Sponsor	\$10
Full	\$25	Supporting	\$100	Supporting	\$25
Couple	\$35	MAB *	\$200	MAB *	\$1,0

Family \$50
* Member of the Advisory Board

My Voter Registration Card says

State Senate District: _____
House District: _____

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist fund, unless you specify the following:
Put \$ _____ of my contribution into a dedicated fund that will only be used to support a candidate running for office in my legislative district.

Name(s) _____

Address _____

City _____

State _____

ZIP _____

Phone _____

E-mail _____

Ken Ray
Executive Director
(503) 351-8193
ken@consultken.com

BikePAC plannin' & picnikin'

Saturday July 28th

Hosted by AMO, Albany, OR

See directions and map on back.

Planning Session runs 10:00 to 5:00, picnic afterwards (\$8.00 suggested donation) by the Association for Motorcyclists of Oregon.

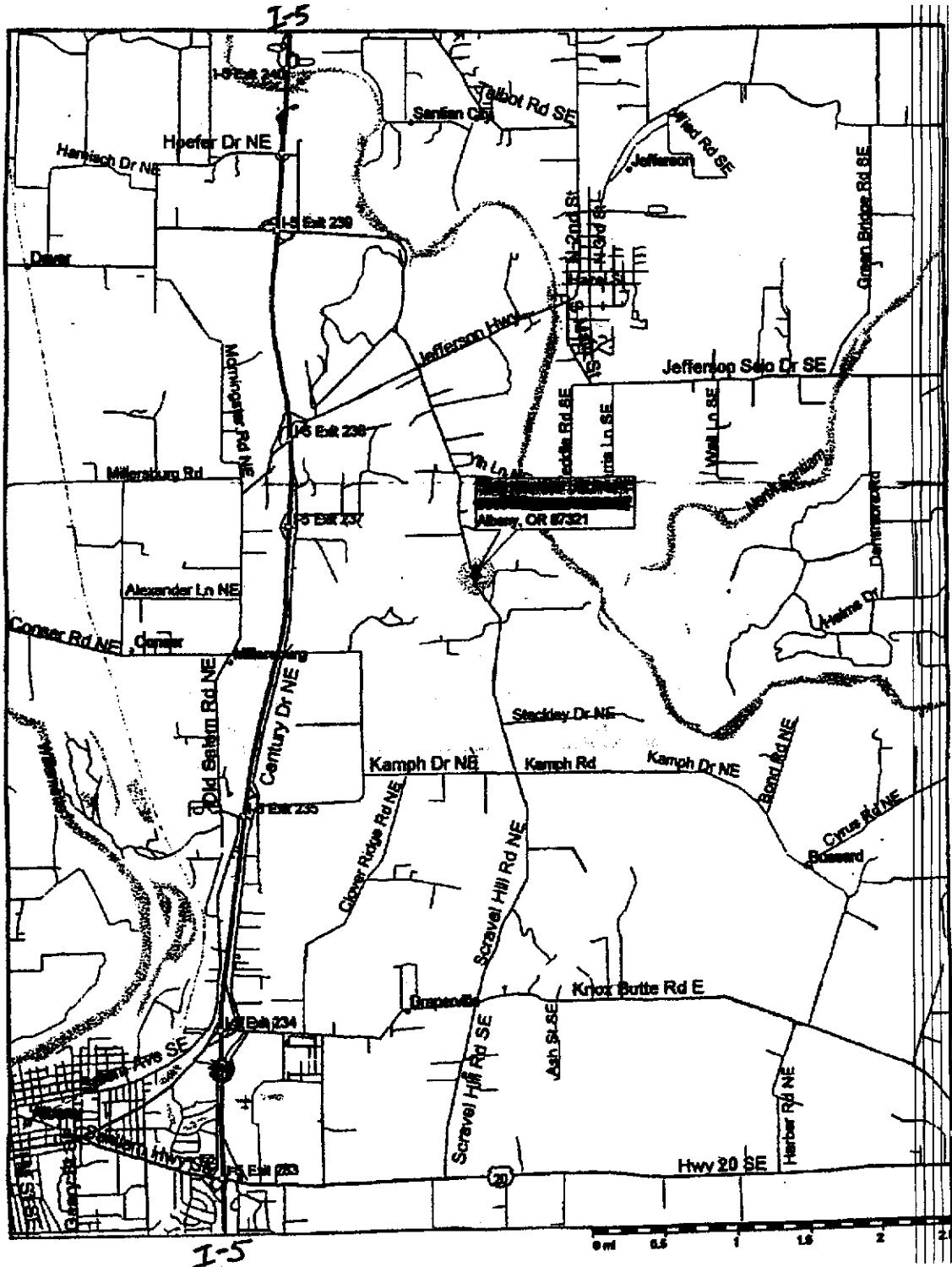
Plenty of camping spots (pets on leash only), food and pop. BYOB anything else.

Awards presented during barbecue.

Your input sets the agenda

As we plan our next work for all Oregon's motorcyclists.

Questions or RSVP? Call Ken at 503 351 8193 or ken@consultken.com.



Northbound I-5 take exit 234. At the stop sign turn right and go 1.7 miles to Scrael Hill Rd. Turn left and go 2.4 miles to 38001 Scrael Hill Rd. on the right.
 Southbound I-5 take exit 238. At the stop sign turn left and go 1.1 miles to Scrael Hill Rd. Turn right and go 2.1 miles to 38001 Scrael Hill Rd on the left.

Watch for Orange A.M.O. signs!!!!!!

July BikePAC Report

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Randy Phipps
State Board Rep to BikePAC
Exec. Comm.
e-mail:
neportabate@yahoo.com



POSITION ANNOUNCEMENT

May 1, 2001

Position open until filled

BikePAC of Oregon is seeking a knowledgeable and determined individual with leadership experience for the volunteer position of Secretary/Treasurer.

The By Laws describe the position as follows:

The Secretary/Treasurer shall have custody of all books, records, and papers of BikePAC of Oregon, except as designated by the Executive Board. The Secretary/Treasurer shall record the proceedings of all meetings personally or by an appointee of the Secretary/Treasurer, and provide notice of all such meetings. The Secretary/Treasurer shall have custody of the corporate funds, shall keep full and accurate accounts of all receipts and disbursements, and shall account for all his/her transactions as Treasurer and for the financial condition of BikePAC of Oregon at all meetings. The Secretary/Treasurer shall be responsible for any other duties designated by the Executive Board.

In addition to the above, the Secretary/Treasurer is responsible for understanding and predicting changes relating to corporation laws and advising the Executive Board of necessary adjustments to keep the organization consistent with the law. Computer literacy is a must. The ability to spend time in Salem, periodically, is also important.

Applicants should submit a cover letter and resume' describing their experience and abilities. The BikePAC of Oregon Executive Board will make the appointment.

TO APPLY OR FOR MORE INFORMATION CONTACT:

Ken Ray

503-351-8193

ken@consultken.com



DUH WHERE DO I APPLY?

ABATE State Board of Directors

Meeting Minutes

April 14, 2001

The meeting was called to order by Ted at 12:10 with 13 of the 13 chapters represented, all chapters present were eligible to vote. Pledge of Allegiance was recited. Reading of the minutes from the March meeting was waived.

Coordinator's Comments: The State rockers have been ordered. Team Oregon Brochures are available at the table. Ted noted that 8 people from Oregon were in Phoenix for Best of the West, Gunny was impressed. Tom Wild gave a fantastic talk. It was also Arizona bike week and all were riding with no helmets. California had no rep there. Ted felt good about our Oregon Reps.

Correspondence: Article to the Editor of Primeville written by David Art of Dallas OR regarding the helmet bill was read and an article written by Michael, Coordinator for Willamette that was printed in the Eugene Register Guard was read, Ted commented on what a great job Michael did writing it.

OFFICERS REPORTS

Legislative Director: Cherie wasn't present. Theresa recapped from her written report.

1. BikePAC meeting had 4 people present, others were on the radio, and some were in Phoenix. Iris and Lyle have done a great job helping.

2. Need to work harder as the Senate appears to be going with the Governor on the Helmet Bill issue.

3. We have educated all the new House members.

4. The Anti Discrimination bill that BikePAC introduced seems to be at a stand still due to the Grants Pass Rep who refuses to move the bill. We will have to work on this bill for next session.

5. Lane Splitting bill died in committee. Rick suggests we work on this bill too. Theresa noted that lane splitting is not illegal but it's also not legal.

6. May 5th is Motorcycle Awareness Rally.

ABATE's BikePAC Representative: Randy Phipps reports that Diesel Dave, Brian and himself were on talk radio regarding the helmet bill issues. Victor Bott invited Diesel Dave to be on live radio. Randy had a binder of stats from BikePAC, ABATE and Arizona for reference. This was a first for ABATE and BikePAC to do talk radio. Ted also mentioned that if you are going to be interviewed, DON'T do it alone and be prepared because they will cut a lot of your interview out and use only what they want.

Confederation of Clubs Representative: Clark reports all are concerned with the bill issues like the fuel bill. Clark will report back to them the status of said bill.

Education Director: Geoff has been busy. He thanked Mel & Iris for exposure of the MAPs class at Best of the West, other states have been calling to find out about our program. Lots of new instructors generated from STEAM. Certificates were passed out. Fossil wants a MAP's course taught at the High School for 1 hour. Mel brought back several cards from people interested from Best of the West wanting info on the class. Geoff wants to hear from other chapters regarding their classes.

Education Director II: Terry was not present.

Membership Secretary: Jill reports we have 1600 members, membership forms are available. Need ABATE Membership Secretary's to help at the Motorcycle Awareness Rally.

Newsletter Editor: Gordon was not present.

Products: Brad reported 50/50 available 3 for \$1.

Public Relations: Melinda was not present. No report.

State Run Coordinator: Need EMT and Nurses for Fossil. Fossil money and tickets to be turned in by next board meeting. Posters available to be put up everywhere you can and send out of state if possible. Roger reminds all chapters they are responsible to bring 3 door prizes and 3 can of gas, be sure to check in at the booth with Nancy. Plywood is needed 5/8 or better. Be sure when you sign up for work at the run that you list your chapter and that your name is legible so Jill can make certificates.

State Run Coordinator II: Kurt reports that the schedule is done.

Treasurer: Clark reports balances as of March 31 are: Insurance \$3,479.00, Bulk Mail \$2,419.16 Checking, \$7,611.70, Savings \$33,890.07 for a grand total of \$47,399.93. The

collective Swap Meet profit was \$12,916.70 but there are a few more expenses so the estimated profit will be around \$12,700.00

Chapter Auditor: Carla was not present. Ted reports that Carla is doing a good job.

Historian: Iris has sent a written report in to Gordon. She also thanked those who have submitted pictures to her.

WebPage Editor: Maddog was not in attendance.

Vice-Coordinator North: Jim Niece will give his report under New Business.

Vice-Coordinator South: Bob Avery emphasized on being involved with campaigns. Rick Watkins, EMT is doing well after his liver transplant.

Vice-Coordinator East: Bob Hadley, no report.

Sergeant at Arms North: Bob Earl, wants list from chapters who are going to help at Fossil, Bob also reintegrated the need for an EMT, try to get on to be a State Officer, Theresa suggest running an ad for one.

Sergeant at Arms South: Cole Hembree Nothing more to report.

Sergeant at Arms East: OPEN

Committee Reports:

1. Sanctioning Committee: Jill reminded all that you don't need to send in revised flyers. Also, an event can be sanctioned in a couple of hours provided insurance is not needed. Deb suggested putting ABATE Web Page on flyers.

2. Run Committee: Fossil is a go. The Fall swap meet didn't do as well as the collective swap meet, but were committed with OMRA for another year. The committee is already working on Fossil 2002. Please email Randy @ NEPORTABATE@Yahoo.com

3. PIT Committee: Didn't meet.

Unfinished Business:

1. Fossil Museum Display: Deb has lots of pictures to go through. There is a bench in memory of Angie to be put in down town Fossil.

2. Chapter Flag: The people that were going to make these are not doing as they said, they are not getting anywhere. Ted will pursue other sign shops.

3. International Motorcycle Safety Conference: Theresa has a written report in the packets, articles are available on CD and if you want she can email them to you. Europe and Australia spend more time on more important issues other than helmet bills, wearing a helmet there is a way of life, they spend more time on more serious issues. The conference was set up so it was done in General Session so that no one missed anything. Lots of technology was provided for motorcycle safety.

New Business:

1. Motion made by Cole Hembree, Seconded by Bob Earl to reimburse Lincoln County \$100 for fossil Game and supplies. Vote: 13 aye. Motion carried.

2. Motion by Shirley Huff, Seconded by Cole Hembree for the State to pay for online service for Roger. Vote: 11 aye. Motion carries.

3. Motion made by Barb Cooley, Seconded by Randy Phipps for SE Chapter to use the State equipment trailer, stage, radios and any other items previously used to use again for Run 21. Roger wants all items signed out and returned in proper order. 10 Aye. Motion carried.

4. By Law Revisions The first revised drafts of the State Officer Guidelines and the Guidelines for forming a new chapter were passed out to the state reps for their viewing and recommendations as necessary. The State Reps will take the drafts to the chapters for their viewing and recommendations as necessary. Jim wants the state and chapter officers to look over the officer position descriptions and let him know if they are accurate descriptions.

5. Iris reported that Tom Wyld, MRF Vice President, Government Relations is alerting us that the EPA is planning to adopt California's Emission Standards which are the strictest in the country, motorcycles already meet the standard or are better. Iris passed out sample letters to be written to Christine Todd Whitman EPA and email the President.

Meeting adjourned at 2:50 p.m.

Minutes taken & submitted by Charlie Hill, State Recording Secretary

ABATE State Board of Directors Meeting Minutes for May 12, 2001

The meeting was called to order by Ted at 12:12 with 11 of the 13 chapters represented. All chapters present were eligible to vote. Pledge of Allegiance was recited. Reading of the minutes from the March meeting was waived.

Corrections for March Minutes: Page 1, Officers Reports, Legislative Director item #4 should read; The Anti Discrimination bill that Spencer "Spike" Neal introduced seems to be at a stand still due to the Grants Pass Rep who refuses to move the bill. We will have to work on this bill for next session. Page 3, New Business, item #4 should read; The first revised drafts of the State Officer Guidelines and the Guidelines for forming a new chapter were passed out to the state reps for their viewing and recommendations as necessary. The state reps will take the drafts to the chapters for their viewing and recommendations as necessary. Jim wants the state and chapter officers to look over the officer position descriptions and let him know if they are accurate descriptions.

Coordinator's Comments: Ted presented a picture of himself, Joe Huff and Senator Gordon Smith which was also on the cover of MRF. Ted noted that it was good press by going to DC. Also Ted requested that all officers give their full report before any questions are asked of them.

Correspondence: All bikers please ride your motorcycle to work July 18 as this is "Ride to Work Day," NCOM Newsletters, Bumper Stickers and Tri Folds available at the table.

OFFICERS REPORTS

Legislative Director: Cherie was present. Iris gave a short report. Iris, Lyle, and all are in favor of bill 3885, which is in the rule's committee. Once out of committee it takes about 3 days for the next process. Please remember to use the word assisted not self-serve. Biker day is Monday, meet in the house meeting room on the first floor for biker day instead of the basement. Great May Awareness Rally with 200 bikes. CMA had a booth as well as BikePAC who picked up 15 new members.

ABATE's BikePAC Representative: Randy Phipps not here.

Confederation of Clubs Representative: Clark is in Florida. Ted read the minutes from the Confederation of Clubs meeting.

Education Director: Geoff was not present. Ted read a note from Geoff that read he is still working on the MAP's Class to be given at Fossil, contact Geoff if you would like to help with that. The class is scheduled for Friday afternoon. One of the instructors from Team Oregon wants to become a MAPs instructor.

Education Director II: Terry was not present.

Membership Secretary: Jill not here, Ted reports we have 1626 members.

Newsletter Editor: Gordon was not present.

Products: Brad and Nancy not here. Ted reported that they are not doing Products Director after Fossil. Rick Maise has someone interested and we will take nominations at the next board meeting. Rockers are still not here. Brad and the products will be at Fossil.

Public Relations: Melinda was not present. No report.

State Run Coordinator: Roger not here, he is in Florida receiving the Silver Spoke award.

State Run Coordinator II: Kurt reports a new game on the schedule for Fossil. 4 games a day instead of 5. Awards are wood with a silver dinosaur on it. Reminder for all chapters to bring 3 cans of gas and 3 door prizes.

Treasurer: Clark in Florida, Ted reports balances as of April 30 are: Insurance \$1,556.00, Bulk Mail \$2,419.00, Checking, \$6,700.00, Savings \$33,961.00 for a grand total of \$44,636.00.

Chapter Auditor: Carla reported to Ted that all chapters were in compliance.

Historian: Iris reports they had 2 proclamations from Linn County that were read at the Capitol during Motorcycle Awareness Rally. Get with your Mayor, City Council and/or County Commissioner before Motorcycle Awareness Rally day for the Proclamations to be read at the Rally for next year.

WebPage Editor: Maddog was not in attendance.

Vice-Coordinator North: Jim Niece not here.

Vice-Coordinator South: Bob Avery not here. Ted read a letter from Oregon Association for Safe Highways. TEA-21 is coming up for re-authorization in 2003 to keep single tractor trucks from operating any heavier than 80,000 lbs. Contacts for this is Wyden, Smith, Bloomenhauer and Defazio.

Vice-Coordinator East: Bob Hadley, no report.

Sergeant at Arms North: Bob Earl, not here.

Sergeant at Arms South: Cole Hembree needs help at Fossil, please sign up.

Sergeant at Arms East: OPEN

Committee Reports:

1. **Sanctioning Committee:** Jill has resigned, anyone interested we will be accepting nominations at the next State Board of Directors Meeting.
2. **Run Committee:**
3. **PIT Committee:**

Unfinished Business:

1. **Fossil Museum Display:** Deb reports they have gone through pictures, but still need more. Also, they are taking bids from museum display people to mount the pictures.
2. **By-Laws:** State Officer Guidelines were made to coexist with the by laws. 8 were in favor to adopt, motion carried. Copies of all corporate papers will be available for chapter notebooks at the next State Board of Directors Meeting.

New Business:

Ted reminds all chapters to let their recording secretary know to please copy and paste the minutes to their email as some attachments can't be opened or come out as hieroglyphics. Central Oregon is almost 60 days past due on reporting their minutes, they are on probation. After 90 days, their charter may be revoked.

Ted will be gone for the June State Board of Directors Meeting doing a "fact-finding mission" to the Redwoods.

Motion made by Deb Jones, Seconded by Shirley for the State to pay all expenses to send up to 4 people to Meeting of the Minds in Topeka, KS at the end of Sept. (27-29). All were in favor, motion carried. Come to the next State Board of Directors Meeting if you would like to be nominated to go and tell why you think you should go.

Announcements:

Lincoln County changed their meeting times to; 1st and 3rd Tuesday 7:00 p.m. At Moby Dicks in Newport. **Douglas County changed their meeting times to;** 2nd Wednesday 7:00 p.m. at Round Table Pizza. SOS flyers, tri folds and holders available. *SE Portland Run* 21 has a mistake on the flyer, it should be \$20 & \$25 due to the band Fried Brothers.

Washington County Poker Run, Rhody Run next weekend.

Meeting adjourned at 1:55 p.m.

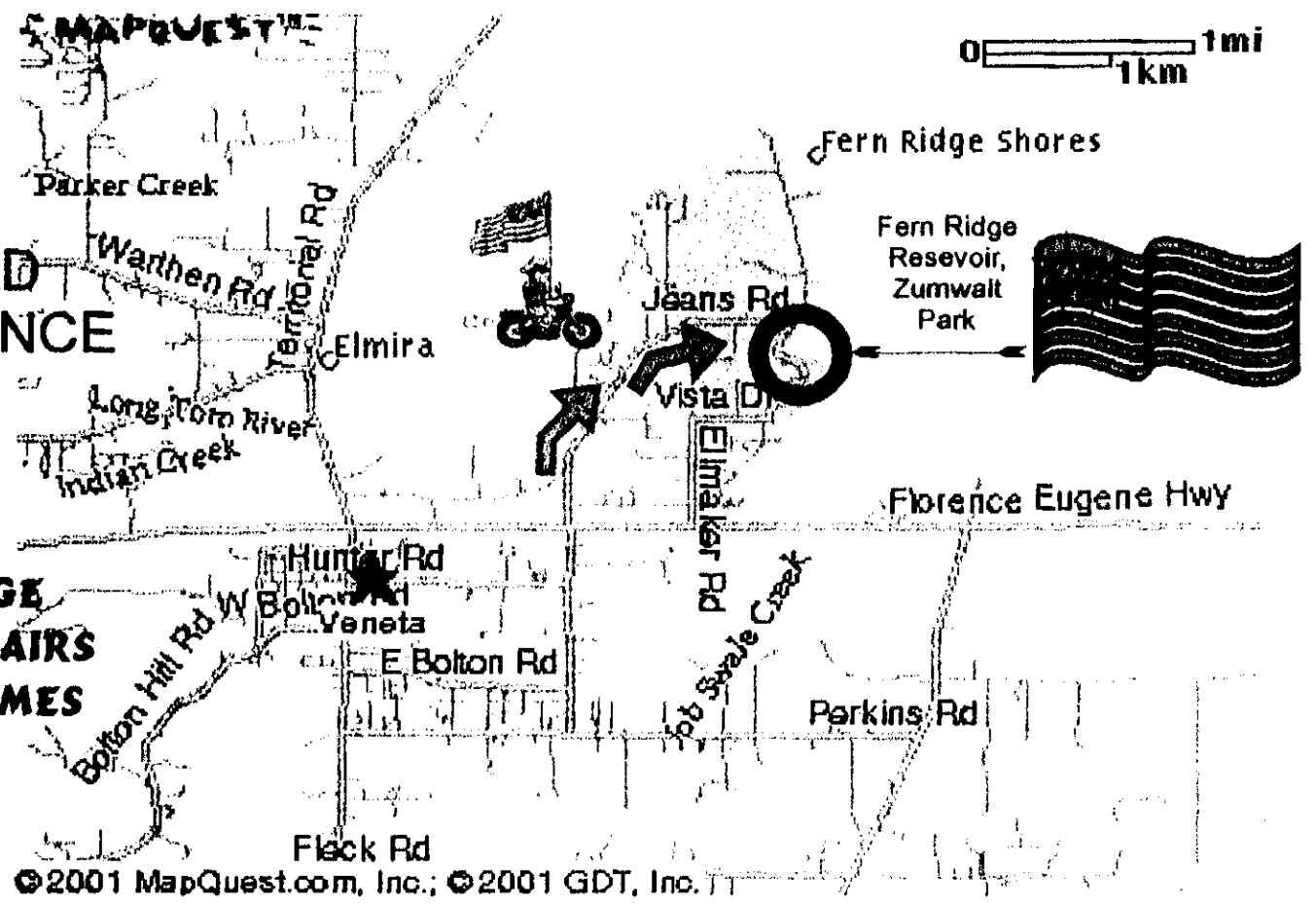
Minutes taken & submitted by Charlie Hill, State Recording Secretary

JUNE MINUTES IN NEXT MONTH'S ISSUE

WILLAMETTE VALLEY A.B.A.T.E. INDEPENDENCE DAY SOCIAL 4TH OF JULY, 2001

NW OF EUGENE
ON FERN RIDGE
RESERVOIR
USE JEANS ROAD
TO GATE ENTRANCE

- BRING YOUR BIKE**
- BRING YOUR FAMILY**
- BRING YOUR FRIENDS**
- BRING YOUR BEVERAGE**
- BRING YOUR LAWN CHAIRS**
- BRING YOUR GOOD TIMES**
- BRING YOUR FLAG**



WILLAMETTE VALLEY A.B.A.T.E. INDEPENDENCE DAYS SOCIETY CELEBRATE AMERICA & YOUR FREEDOM TO RIDE 4TH OF July

ZUMWALT PARK/VENETA-ON FERN RIDGE RESERVOIR

\$5 ENTRANCE FEE PER PERSON, CHILDREN UNDER 12 ARE FREE
GATES OPEN AT NOON-CLOSE HOUR AFTER FIRE WORKS

SEE MAP ON BACK OF FLYER FOR DIRECTIONS

BYOB

**DOOR PRIZES
50/50 TICKETS
LIVE MUSIC
HORSESHOES
VOLLEYBALL
FAMILY GAMES**

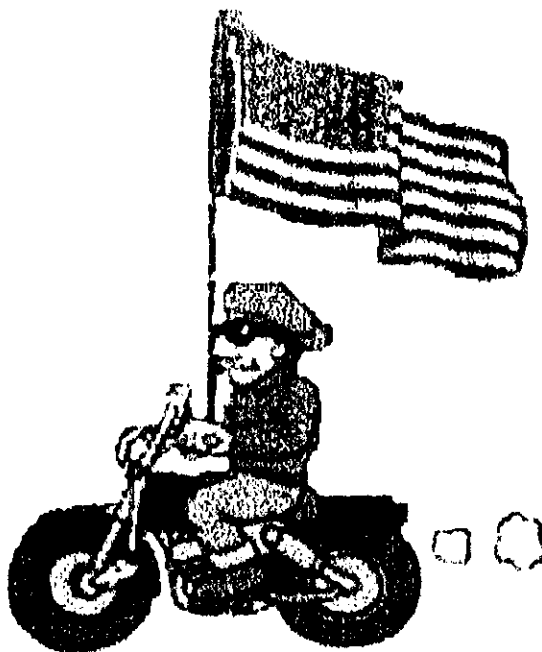
For More Information Contact:

Mike: 541-485-2352

Rob: 541-747-3007

Rich: 541-746-7837

Hal: 541-688-4268



**BURGERS/HOT DOGS
PAVED PARKING
LARGE GRASSY AREAS
PICNIC TABLES
WATER FRONT PARK
VIEW OF FIRE WORKS**

★ **HAPPY BIRTH DAY** ★
America ★

This Event Is Sanctioned By A.B.A.T.E. of Oregon Inc. Funds Raised Will Be Used To Support Our Activities
Defending YOUR RIGHT TO RIDE FREE. Contributions To A.B.A.T.E. of Oregon Inc. Are Not Tax Deductible.

ABATE OF OREGON, INC.
SOUTH COAST CHAPTER
INVITES YOU TO JOIN US

JULY
20, 21, & 22

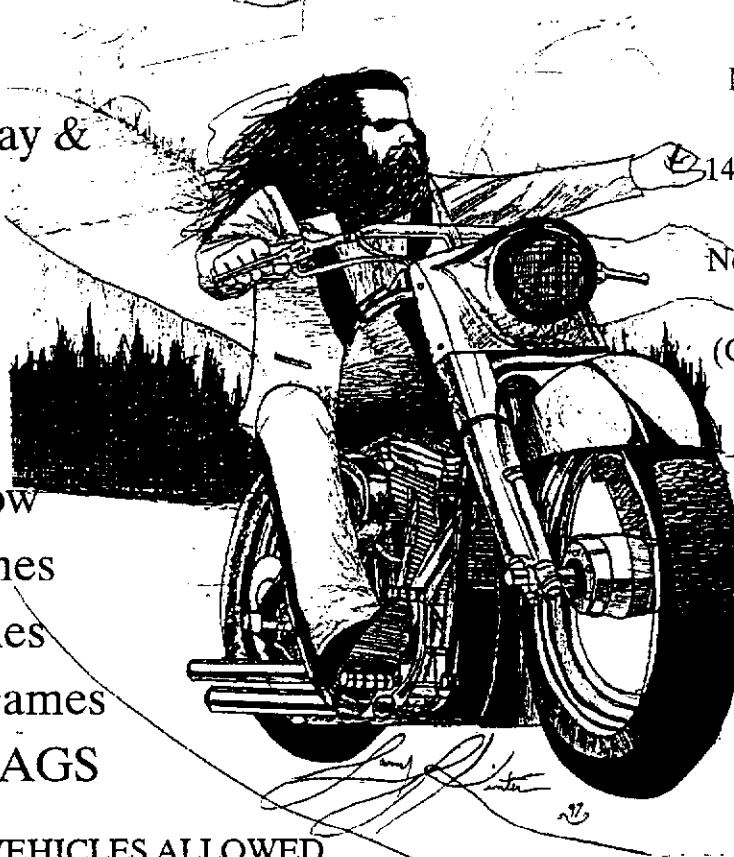
West Fork
Alegany-Coos Bay

Coos River Run 2001

Live Music Friday &
Saturday Night

Door Prizes
Concessions
Food & Beverages
Vendors

Bike Show
Bike Games
Kid Games
Non Bike Games
DUCK DRAGS



TICKETS
Members with MRO CARD -
\$15.00
14 & Under Free with Paid Adult
All Others \$20.00
Non-Members get \$5.00 discount
toward ABATE Membership
(Camping included in Gate Fee)

Mail Money Orders to:
A.B.A.T.E. of Oregon, Inc
South Coast Chapter
P. O. Box 4175
Coos Bay, OR 97420

**NO
FIREARMS
FIRES
FIREWORKS
PETS OR
ATTITUDES
NO EXCEPTIONS!**

**NO VEHICLES ALLOWED
IN THE CAMPING AREA**

**Gates Open at 3:00 P.M. on Friday
FOR INFORMATION CALL**

Charlie (541) 888-8081 or email southcoastabate@yahoo.com
Jeff (541) 266-8609 or Mary (541) 888-9003

**GATES
CLOSED TO
OUTBOUND
TRAFFIC AT 10:00 PM**

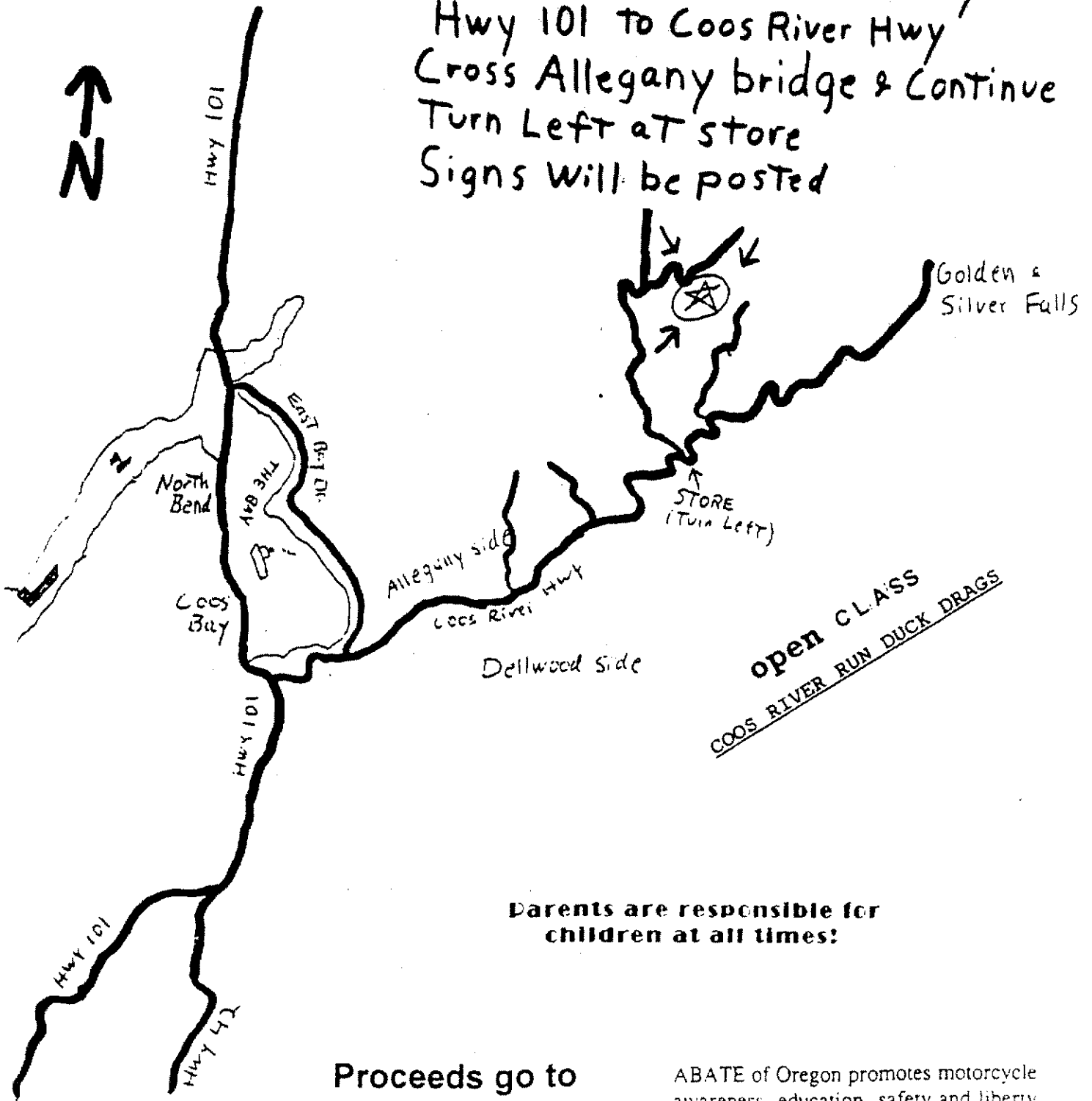
All bikes - All riders - All NON Riders Welcome
Proceeds go to Motorcycle Rights & Education
Sanctioned by ABATE of Oregon, Inc.

Contributions or gifts to ABATE of Oregon, Inc. are not deductible as
charitable contributions for federal income tax purposes

ABATE of Oregon promotes motorcycle awareness, education, safety and
liberty through community involvement and legislative action.

Map
On Back

15 Miles East of Coos Bay
 Hwy 101 to Coos River Hwy
 Cross Allegany bridge & Continue
 Turn Left at store
 Signs will be posted



open CLASS
COOS RIVER RUN DUCK DRAGS

Parents are responsible for children at all times!

**Proceeds go to
 Motorcycle Rights
 & Education**

ABATE of Oregon promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.

Sanctioned by ABATE of Oregon, Inc.
 Contributions or gifts to ABATE Of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.

**250
FREE
RUN 21
PINS!***



**250
FREE
RUN 21
PINS!***

Who: Hosted by ABATE SE Portland Chapter
When: July 27, 28 & 29

Where: 6360 Miller Road, Mount Hood, Oregon
(See map on back of this flyer.)

ABATE members: \$20.00; Non-members: \$25.00
(An ABATE member may bring one non-member guest at a member price.)

Music: Friday Night-JR Simms/Saturday Night-Troy Spence Project &....

THE FRYED BROTHERS BAND

Rip Rose from Easy Riders Magazine called the band, "The Epitome of Biker Bands".
Billy Idol dubbed them, "The Most Dangerous Band In The World".
Bottom Line: If you haven't seen The Fryed Brothers-its about time you did!

Excitement all weekend long!

- BYOB Only
- ADULT Games
- Bike Games
- Saturday Surprise
- Non-Rider Games
- Ride In Bike Show
- Beer Belly Contest
- Burnout Contest
- Fashion Show

Run 21 is an ALL Adult Run. No one under 21 will be admitted.

No ID! No admittance! Gates close at 10:00 PM

No fires. No firearms. No attitudes. No day passes. No pets.

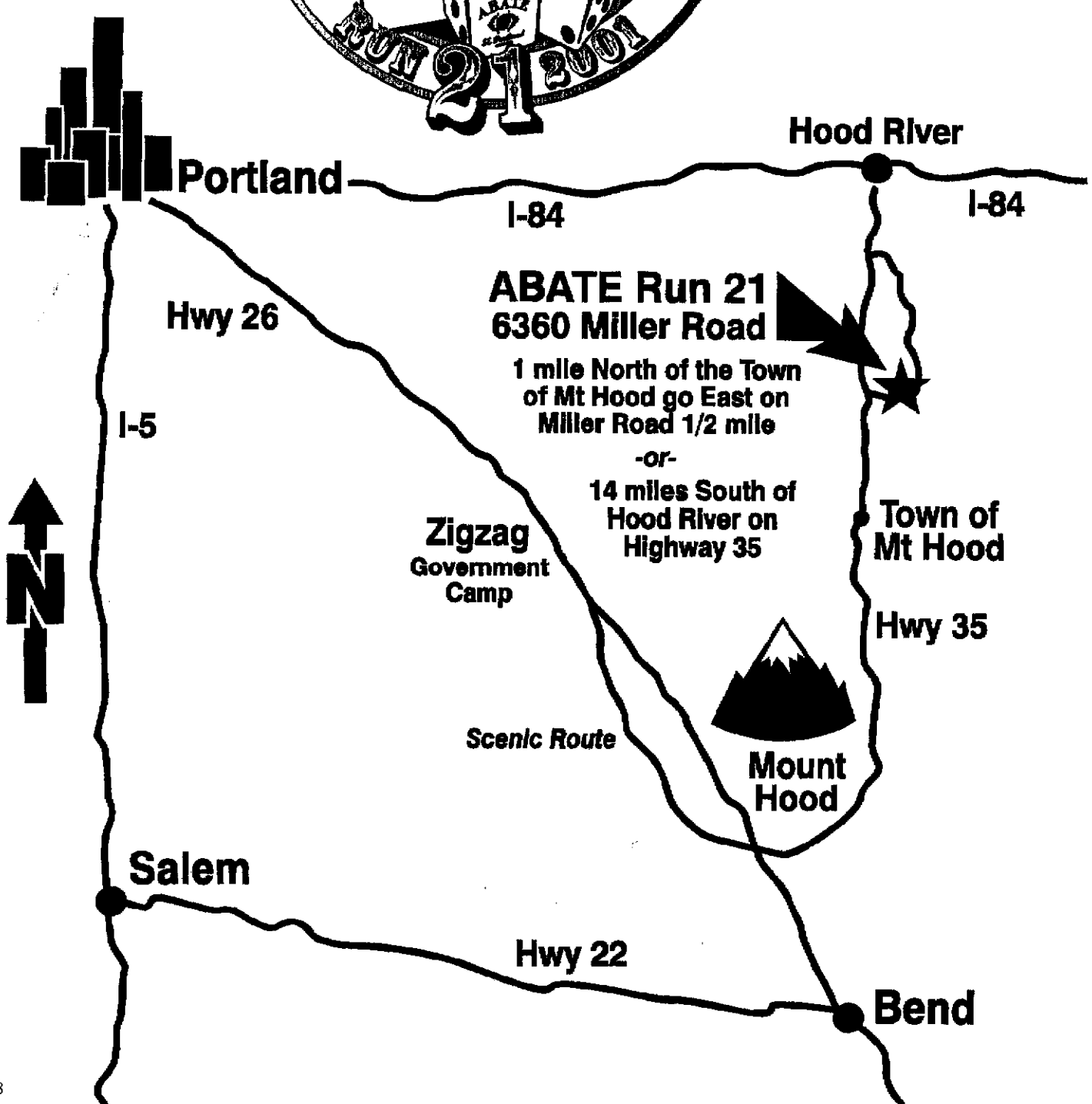
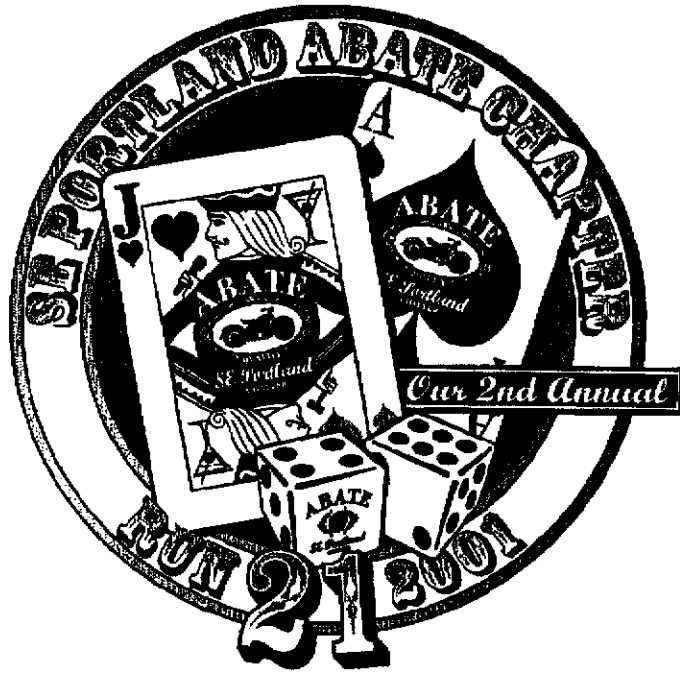
No advanced tickets. Tickets available at the gate only!

Sanctioned by ABATE of Oregon Sanctioning Committee.

All proceeds to benefit motorcycle rights, education and legislation.

Contributions and/or donations are not tax deductible for tax purposes.

* First 250 people with paid admission thru the gate.



Portland

Hood River

I-84

I-84

Hwy 26

ABATE Run 21
6360 Miller Road

1 mile North of the Town
of Mt Hood go East on
Miller Road 1/2 mile

-or-

14 miles South of
Hood River on
Highway 35

Zigzag
Government
Camp

Town of
Mt Hood

Hwy 35



Scenic Route



Mount
Hood

Salem

Hwy 22

Bend

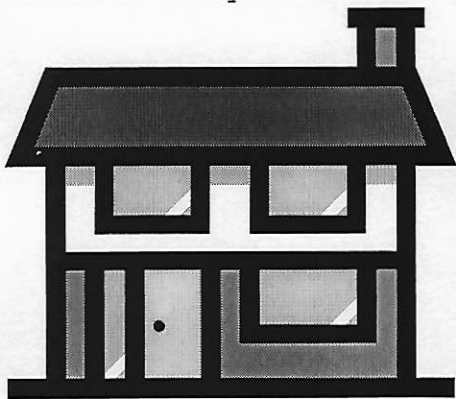
A.B.A.T.E. of Oregon's MEMBERSHIP CLASSIFIED'S

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

ABATE OF OREGON IS NOT RESPONSIBLE FOR ANYTHING SOLD THRU THESE ADS. THESE ARE THINGS THAT INDIVIDUALS ARE SELLING
NOT ABATE OF OREGON.
 (EXCEPT MEMBERSHIP TO ABATE)
 The Editor 1/1/2001

94 FLHTC w/TLE Ultra Sidecar
HAS REVERSE
 Black, lots of extra chrome
 10k miles
 Crane Cam,
 Chromemoly adjustable pushrods,
 Kerker Performance Exhaust w/tuning kit
 KN Screaming Eagle Air cleaner
 Dyno Jet Kit
 Full Bike and Sidecar Covers
 \$22,500.00
 May trade for Softtail(FX or Fatboy)
 541-336-1640
 (7/01)

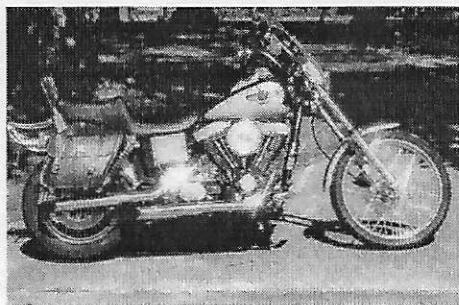
WANTED: Two bedroom house or duplex (with w/d hookups preferred) to rent to 2 ABATE of Oregon members within Multnomah Co. Both have steady income and references. \$500-\$600 mo. By Aug/Sept
 Please call
 Barb 360-891-8867
 or email
 Misdameanor54@yahoo.com



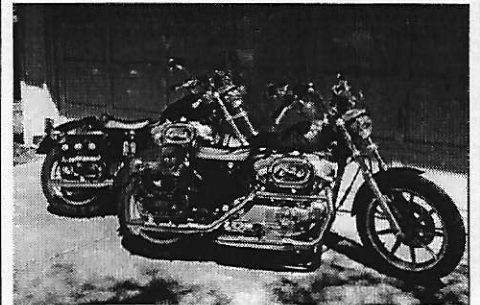
Wanted:
 Donation of working Windows based computer. Needed for South Coast Chapter's new treasurer. Must be at least a 486 or better and running Windows 95 or better. A modem would be nice. I know that there are plenty of Geeks in ABATE that have a discarded computer available. Lets get all our chapters into the electronic age (the 80's!)
 Call Carla at:
 503 357-0245 hm or
 503-520-0356 wk 10-4
 (7/01)

Wanted:
 Tour Pack and mounting stuff to fit 2000 FLHT(BLK would be nice) with back rest to make her happy
 Ron 503-654-9578
 (7/01)

FOR SALE
 95th Anniversary
 1998 FXWD wide glide
 6500 miles, luggage rack, saddle bags, windshield, carb jets & mufflers changed. RUNS GREAT
 \$17,000.00 FIRM
 503*510*1834
 Rich
 (9/01)

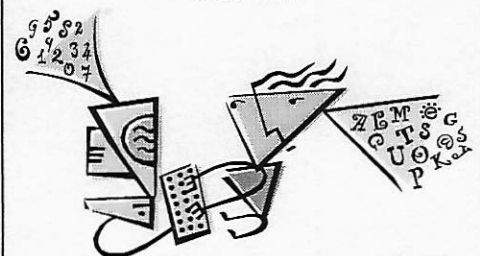


1994 XLH883 Sportster Hugger
 2289 miles, beautiful-always garaged, Aqua paint, Buck horn bars, soft Willie-G bags, perfect companion bike. It's a shame that it's gathering dust! Now is the time to get your Gal out on the road with you. \$7500.00
 Call Carla
 503 520-0356 wk 10-4
 503 357-0245 hm



(7/01)

WANTED:
NEWSLETTER EDITOR!
THE STATE NEWSLETTER EDITOR IS RESIGNING AT THE END OF THIS CALENDAR YEAR.
 If you would like to have the honor of the position contact Gordon @ 503-674-7500
 I need someone to step up and learn or just take over so that this rag.
 If no one steps up soon there will be no rag in the coming year. Not a threat just a reality!
 Love hugs and kisses...
 G and Tribe.



ATTENTION ALL FAITHFUL READERS: The classified ads are for personal items only. If you have a business or service, please be honest enough to place a commercial ad with the NEWSLETTER. Page two (2) has all the info you need to place an ad that sells.

FREE SOULS

MC

7th Annual

SPOKES & WHEELS RODEO
July 20, 21, 22, 2001

LIVE MUSIC

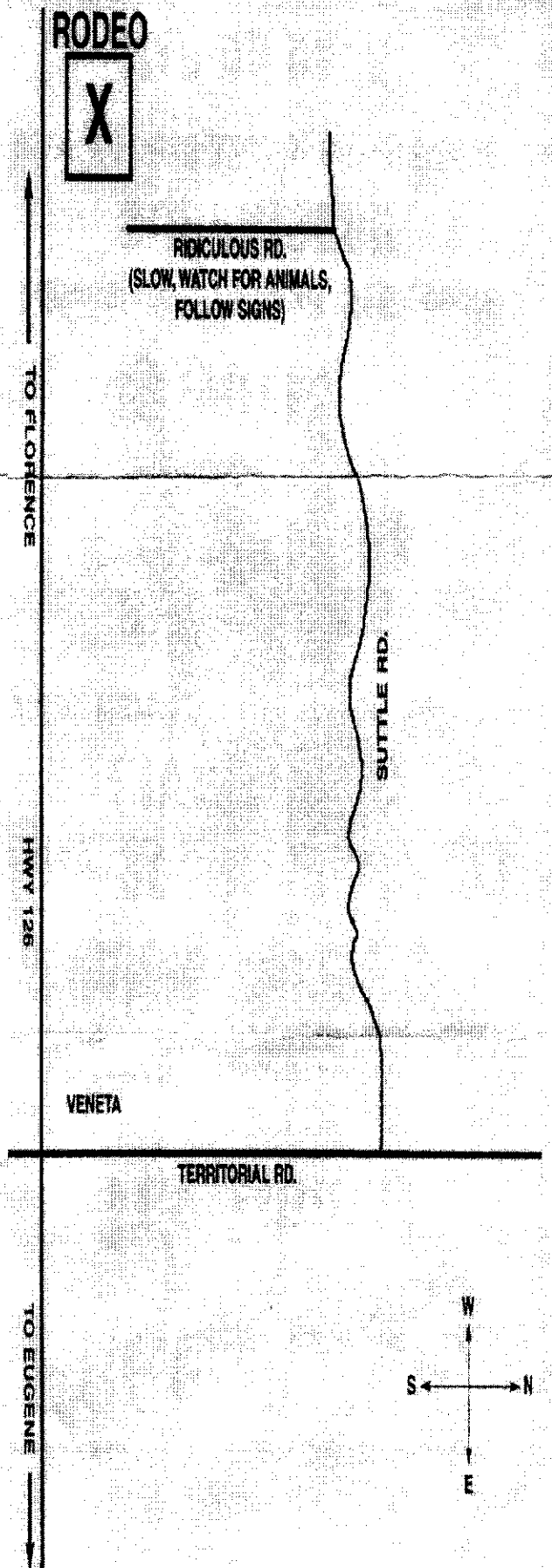
by Jet Harris & the Hooded Hellcats

BIKE GAMES
FOOD & DRINK
CAMPING
PRIZES

Admission: \$10 head \$15 couple

SURPRISES!!

Info: 541-688-3263 or 541-685-9489



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

"ADDRESS SERVICE REQUESTED"

PRESORTED STANDARD
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

Legislative Session is now over.

**DID YOU GIVE IT ALL YOU HAD?
HAPPY BIRTHDAY AMERICA!
RIDE SAFE AND SOBER...
NOW GO AND DO THE RIGHT THING.**

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, M/M Restaurant & Lounge 137 N. Main Gresham
2 nd SUNDAY	CENTRAL OREGON	2:00 PM Wild Wind Motorcycle & Diner, N. Hwy 97, Bend
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
3 rd SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	SOUTHERN OREGON	2:00 PM, Oregano's Pizza, Gold Hill
4 th SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 st & 3 rd TUESDAYS	RIVER CITY	7:00 PM, Lone Pine Restaurant 335 Lone Pine Dr., The Dalles
	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport
2 nd Wednesday	DOUGLAS COUNTY	1:00 Round Table Pizza in Roseburg
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, PrimeTimeSportsBar&Rest, 4202PacificAv, ForestGrove
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
1 st & 3 rd WEDNESDAY	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 nd , Portland
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, Foxfire Restaurant 4740 Main St., Springfield