

**DEDICATED TO THE
FREEDOM OF THE ROAD!**

**LET THOSE WHO RIDE
DECIDE!**



A.B.A.T.E. OF OREGON, INC.

A Brotherhood Against Totalitarian Enactments



MAY 2001

Readers; Be advised that although A.B.A.T.E. of Oregon supports it's advertisers, it does not guarantee the service of those advertisers. 1/98

WHAT IS ABATE?

ABATE, is legally known as A.B.A.T.E. of Oregon, Inc. which stands for:

**A
BROTHERHOOD
AGAINST
TOTALITARIAN
ENACTMENTS.**

MISSION STATEMENT

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

This Newsletter is a publication of A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208. All rights reserved. Portions may be reprinted with attribution.

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WHY ADVERTISE

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

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

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

SIZE:	
BUSINESS CARD	
3 months	\$50.00
6 months	\$75.00
12 months	\$100.00
1/4 PAGE:	
3 months	\$75.00
6 months	\$125.00
12 months	\$175.00
1/2 PAGE:	
3 months	\$100.00
6 months	\$175.00
12 months	\$300.00
FULL PAGE:	
3 months	\$175.00
6 months	\$300.00
12 months	\$500.00

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 10TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208
Please make checks payable to A.B.A.T.E. of Oregon, Inc.

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ABATE OF OREGON

STATE OFFICERS AS OF JANUARY 1, 2001

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FAX 503-286-5830

RUN COORDINATOR 2

Kurt Spears

HISTORIAN

Iris Yeager
541-967-1286
Mrsyeag@AOL.com

CREED FOR ABATE MEMBERS

I will keep myself informed on the affairs, problems and methods of ABATE, so as to be an intelligent and constructive member.

I will exert my influence to see that ABATE has the best possible officers and directors in term of general competence and integrity.

I will faithfully support ABATE with my patronage and encourage my friends to do so.

I will build and maintain ABATE by contributing my share of physical support, labor and capital.

I will insist that full information be provided to me on the operations and financial conditions of ABATE.

I will take pride in ABATE and use my influence to see that it assumes its fair share of community responsibilities.

I will stand by ABATE in its days of adversity and help protect it from weakness which come from prosperity.

I will always remember that ABATE is me, as well as others like me and its behaviors is a reflection of our behavior.

WEB PAGE ADDRESS:

<http://www.abateoforegon.org>

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

Chapter Meeting Places - Where & When

1 st SUNDAY	DOUGLAS COUNTY	1:00 PM Round Table Pizza, Roseburg
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
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
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
2 nd & 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, Spooky's Pizza on West 6th Street, The Dalles
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
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 Rest 4740 Main St, Springfield, Or
1 st & 3 rd FRIDAY	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport

ATTN: Members

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

Revised: December 1998

ABATE PRODUCTS ORDER FORM - PRICE LIST

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE PINS				
_____	ALAN	ABATE Anniversary Pin.....	4.00	_____
_____	ALPIG	ABATE Logo Pin - gold.....	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver.....	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, silver.....	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold.....	5.00	_____
_____	AWP	ABATE Wing Pin - silver.....	5.00	_____
_____	AWPG	ABATE Wing Pin - gold.....	5.00	_____
_____	ASP	ABATE Supporter Pin.....	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color.....	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold.....	4.00	_____
_____	AFP	Fossil Pin.....	3.75	_____
_____	A#1P	ABATE #1 Pin - small, 3 color.....	2.25	_____
_____	ACWP	ABATE Uplifted wing-5 color on White.....	4.00	_____
_____	MUG	ABATE Logo on Mug.....	5.00	_____
_____	A#1ER	Earrings (post or Hoop).....	4.00	_____
_____		Bandana.....	6.00	_____

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE T-SHIRTS				
_____	AFRTS	ABATE T-shirts.....	10.00	_____
_____	AFRTL	ABATE Sweatshirts.....	17.50-20.00	_____
_____		NOTE: Assorted Colors.....X-Lg. and LARGER add \$2.00 Chapter Logo setup		
_____		Fee with each order (One time charge).....	9.50	_____
(In order to be able to obtain shirts at this price, Orders must be a minimum of 12 shirts or more.)				

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available.....)	1.50	_____
_____	CLOTH	Year Bars (indicate year _____) Small.....	1.00	_____
_____	CLOTH	Year Bars (indicate year _____) Large.....	1.50	_____
_____		License Plate Frames - Cars w/Let Those Who Ride Decide.....	5.00	_____
_____		License Plate Frames - Motorcycles w/Let Those Who Ride Decide.....	5.00	_____
_____	SUBTOTAL		_____
_____	Shipping Charge		_____
_____		UNDER \$25.00=\$5.00		
_____		\$25.01-\$100.00=\$6.00		
_____	T-SHIRTS	= \$8.00		
_____	SHIPPING CHARGE		_____
_____		TOTAL		_____

ABATE PRODUCTS
P.O. Box 4504
Portland, Oregon 97208
Products Director
Nancy Brooker
PHONE: 503-232-4686 FAX 503-235-5658

PREPAID _____ DATE _____

NAME _____

PHONE NUMBER _____

ADDRESS _____ CITY _____

STATE _____

ZIP CODE _____

Please use street address
 We ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!

ABATE OF OREGON INC.



A Brotherhood Against Totalitarian Enactments

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:
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)

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)

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.

Sam Hochberg & Associates

ATTORNEYS AT LAW

We Are Your Motorcycle Accident Lawyers

Free Consultation • No Recovery = No Fee

Experienced Lawyers & Dedicated Motorcyclists

My Goal Is Always Your Prompt Cash Settlement

We Specialize in Auto, Truck and Other Injury Accidents

Downtown Portland Law Offices Serving You Statewide

We Are Dedicated Members Of These Organizations:

Aid To Injured Motorcyclists (AIM) of Oregon

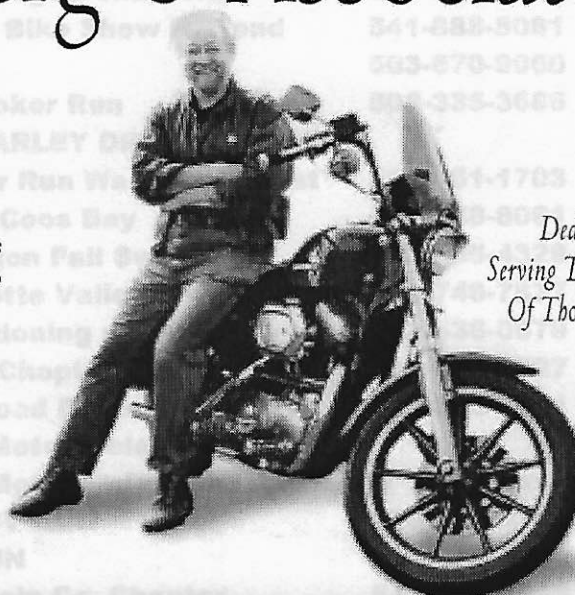
Life Member of ABATE of Oregon

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

Call 24 Hours Through A.I.M



1-800-531-2424



*Dedicated To
Serving The Legal Needs
Of Those Who Ride.*

SamBikeLaw@aol.com

720 SW Washington Street • Portland, Oregon 97205

2001 RUN CALENDAR

ABATE OF OREGON

May 5th Motorcycle Awareness Rally and FREEDOM RALLY STATE CAPITOL		
May 12th	Oregon 500	503-641-4734
May 12th - 13th	Pony Mall Show	541-888-8081
May 18th	Open HOG Brown Bag	503-335-3686
May 19th	Willamette Valley Rhody Fest Poker Run	541-485-2352
May 19th	Joker Poker Run Salem Area	503-304-1178 Simon
May 19th	Law Enforcement Poker Run	503-585-5114
May 20th	Wash Co Poker Run	503-357-1727
May 20th	Dual Sport Poker Run	503-670-9060
May 25th -28th	FOSSIL Campout	503-285-4329
June 2nd	SE Portland Poker Run	503-760-9015
June 2nd	GAY 90's Parade	541-888-8081
June 2nd	Western States 1000	503-641-4734
June 16th	Wash Co Roll-N-Ride	503-357-1727
June 15th - 17th	Washington Spring Opener	253-473-2276
June 23rd	Angie's Run Columbia River	503-282-4604
June 30th	N. Coast Around Saddle Mt Poker Run	360-665-6513
July 1st	Hair Scrambles ??? Eugene	541-688-6352
July 4th	Willamette Valley Chap Independence Day Run	541-485-2352
July 8th	Salem HOG Poker Run	503-829-7005
July 20th -21st -22nd	Coos River Run	541-888-8081
July 20th -21st -22nd	Cow Chip Boogie	
July 27th - 29th	Run 21 SE Portland Chapter	503-760-9015
July 27th - 29th	Ocean Shores Rally	
July 28th	BikePAC at the Sea	503-469-0662 Deb
July 29th	Flying M Dual Sport Race	503-656-5801
August 10th - 12th	Beaver Creek Lincoln Co	541-563-6526
August 17th - 19th	Summer Run Portland Chapters	503-777-5121
August 24th - 26th	SOS Run So. Oregon Chapters	541-821-1487
August 25th	Rotary Air and Bike Show N. Bend	541-888-8081
August 26th	Dual Sport	503-670-9060
September 2nd	Sunset HOG Poker Run	503-335-3686
September 8th - 9th	AHDRA ALL HARLEY DRAGS Woodburn	
September 14th - 16th	End of Summer Run Wa Co/ N. Coast	503-861-1703
September 16th	Show-N-Shine Coos Bay	541-888-8081
September 23rd	ABATE of Oregon Fall Swap Meet	503-285-4329
October 14th	Casino Night Willamette Valley Chapter	541-746-7837 Rick
November 4th	AMA run sanctioning meeting	503-538-0979
November 17th	Wash. County Chapter TOY RUN	503-357-1727
November 18th	South Coast Food Drive	541-888-8081 Charlie
November 30th	International Motorcycle Show	
December 1st	International Motorcycle Show	
DECEMBER 1st	SHRINER'S TOY RUN	503-771-0188
December 9th	Salem TOY RUN	503-791-1640
December 15th	TOY RUN Lincoln Co. Chapter	541-365-6850

MEMORIAL DAY WEEKEND

with A.B.A.T.E. of Oregon at the 24th Annual
FOSSIL CAMPOUT 2001

MAY 25, 26, 27 & 28

Gates open at 3:00 p.m. on Friday, May 25

The Best in Live Music

DUFFY BISHOP

Advance Tickets

Deadline is May 5, 2001

Money Orders Only

Advance Member - \$15.00

Advance Non-member - \$20.00

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

P.O. Box 4504

Portland, OR 97208

At Gate

Members with MRO Card - \$20.00

All Others - \$25.00

Under 14 - Free

Non-members get \$5.00 discount
toward A.B.A.T.E. membership

Camping included in Gate Fee

For information call:

Roger (503) 285-4329

**MAP and PARK RULES
ON REVERSE**

**Biker
Rodeo &
Bike Show**
at Fossil Fair Grounds
Saturday and Sunday

Information available
at the A.B.A.T.E.
Info Booth

Dunk Tank

Mudwrestling

Strongman Contest

Tattoo Contest

Adult Entertainment

Leather Accessories

Beer Belly Contest

Parts, T-Shirts

Game Tent

Bike Games

Food Concessions

**Beverages will be sold by the
Condon American Legion**

*Sign in at the information
booth to win . . .*

Door Prizes

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

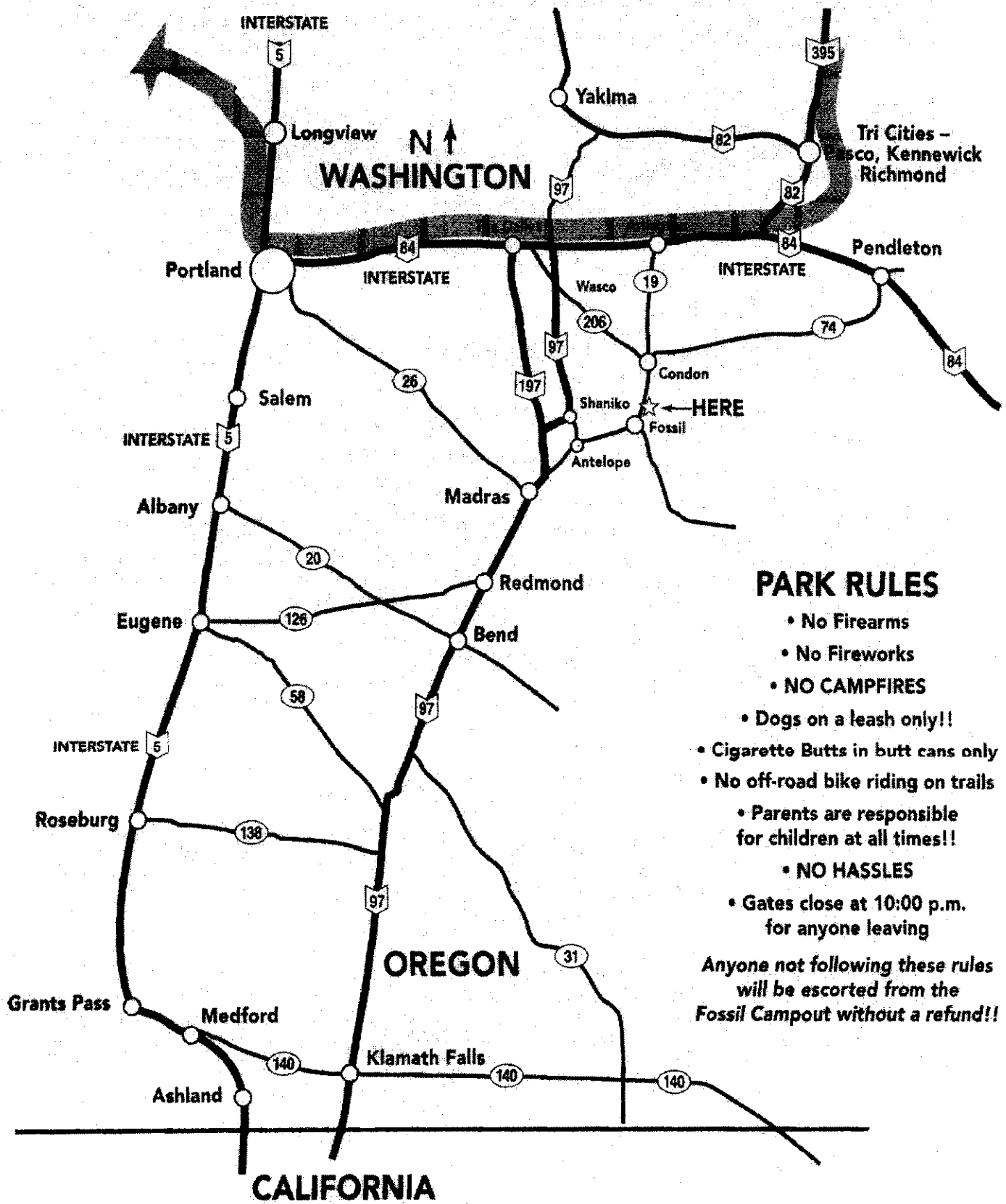
**Trophy for the largest participating
A.B.A.T.E. Chapter and M/C
Organization from Oregon**

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

Proceeds go to Motorcycle Rights and Education

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

HOW TO GET THERE



PARK RULES

- No Firearms
- No Fireworks
- NO CAMPFIRES
- Dogs on a leash!!
- Cigarette Butts in butt cans only
- No off-road bike riding on trails
- Parents are responsible for children at all times!!
- NO HASSLES
- Gates close at 10:00 p.m. for anyone leaving

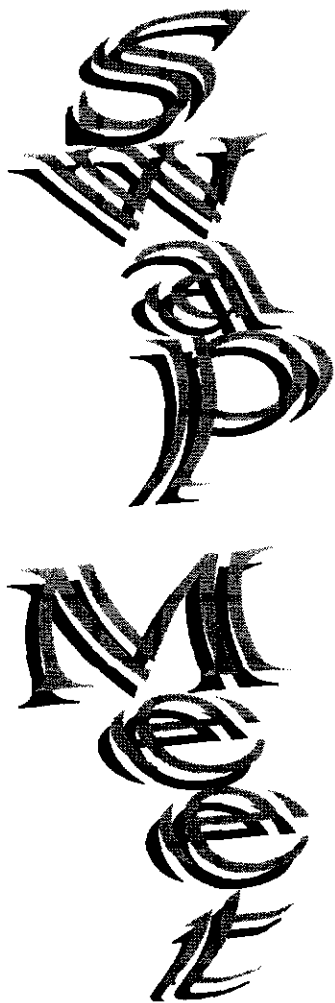
Anyone not following these rules will be escorted from the Fossil Campout without a refund!!

Love Leathers Outpost

6101 NE St Johns Rd.
Vancouver, Wa 98661
360-693-3812

WWW.loveleathers.com

Email: leather@loveleathers.com



Bike Parts
Live Bands Barbecue
Garage & Swap items!

May 12th & 13th

June 9th & 10th

July 14th & 15th

August 25th & 26th

Saturday 9 A.M. - 7 P.M.

Sunday 9 A.M. - 5 P.M.

Call for Details

360-693-3812

Wendy Loves Leather and seeing you!
Come on by and sit a spell.

From The

GUNNY'S SACK

Well folks, I'm a bit tardy this month because my ABATE of Oregon, Washington County Chapter decided (democratically, of course) that I should represent them at this year's annual western conference for the Motorcycle Riders Foundation (MRF), the "Best of the West" in Phoenix, AZ. I am honored that my people have the kind of faith that makes them willing to spend good money for me to represent them.

These conferences, whether it's the MRF or NCOM who puts them together, are very important for us because it's how we refuel our energies for the continuous fight to keep the freedoms we have and regain those we have lost.

For many years we have "Preached to the Choir" (ourselves) but we have done little to insert ourselves into academia to educate them. Having attended the BOTW, the theme that stood out was our need to get to these folks or we will always be the unintelligent little brothers and sisters they feel the need to protect. Big brother is watching every move we make, except when we are on the road and we are then invisible.

We've made great strides getting involved in politics and we are ever widening the scope of our influence in the schools with motorcycle awareness programs around the country. Now, we need to expand into the general population and get our message to the public. Let's pick each others brains and get it done. We are the losers if we don't.

NATIONAL COALITION OF MOTORCYCLISTS (NCOM) Conference: LAST CHANCE, LAST ANNOUNCEMENT! The 16th annual NCOM conference will be in Orlando, Fla. May 10-12, 2001. Don't miss this one folks. It's gonna be the biggest and best yet. We're expecting about 1200 bikers from motorcycle rights organizations from ALL over the US and the world, from ABATE'S to Confederations of Clubs. Rotten Roger of ABATE of Oregon will receive a special recognition award for his lifetime of service in bikers rights. He is one of our special people (anyone ever heard of "ABATE of Roger?") and richly deserves to be honored. Phone Bill Bish at NCOM, at 1-800-On-A-Bike for info and reservations. If you can't make it, talk to someone who does! I'll report here in the next Sack. NCOM is made up of hundreds of motorcycle rights organizations around the US and the world, and is fully funded by the Aid to Injured Motorcyclists Program (AIM).

NEWS BITS 'N PIECES: RENO, NV: From the Reno Gazette-Journal, Mary Thompson says: The American Civil Liberties Union of Nevada has offered to help Northern Nevada AIM Attorney, Kevin Karp, and a group of Reno motorcycle club members who are contesting Carson City courthouse rules that ban them from wearing swastika-decorated vests in the public building.

The line where the judge's power starts and where First Amendment rights stop is a point of debate. "But the swastika isn't the issue here," Karp said. "Some of the people who were cited weren't even wearing a swastika. And it's not about what's allowed in the courtroom, because they never even got there.

It's a first amendment issue, whether there's a swastika on the vest or not -- it's the government regulating speech and expression in it's own buildings. Here in Oregon our AIM attorney Sam Hochberg is involved in similar issues for the Oregon Confederation of Clubs.

DAYTONA BEACH, FLA: Bikers are riding without helmets, but bike-related fatalities have dropped after the helmet law was repealed! The numbers from Daytona's Bike Week are a real vindication to all the Florida bikers who fought so hard to undo their helmet law. Bike Week was under particular scrutiny to gauge the impact of repealing the lid law last July 1. The fear was more motorcyclists would die, but instead deaths actually dropped sharply. *I'll bet those figures didn't come from The National Highway Transportation Safety Authority, (NHTSA)!* In 2000, 15 deaths were attributed to scooters and this year we lost only 6. Any loss is too many, but reductions are always welcome.

Statewide in Florida, bike-related fatalities fell from 110 during the first six months of last year to 86 during the last six months, the period when helmets were no longer mandatory in Florida. It's a WIN - WIN!

BITS ABOUT BIKERS: According to a May 1999 survey conducted by Progressive Insurance (a group founded in 1937 that bills itself as the largest insurer of motorcyclists and their bikes): Lawyers who ride motorcycles dedicate four times as many days to charitable causes (eight per year), compared to lawyers who don't ride (two days per year). They also found that lawyers who ride motorcycles were the group least likely to say that they need money for happiness! Sounds like our crew of AIM Attorneys to me. You don't find a more dedicated bunch-and here's proof, even from an insurance company!

BIKER'S BOOK CORNER: A new must read book is "Wild Ride" - the book explores motorcycle "outlaws." The blurb for the books says "They are everywhere. The big bikes, the long hair, the leather jackets. There is a certain distinction that follows motorcycles and the people who ride them." In "Wild Ride," Tom Reynolds explores the myths, fact and fiction of motorcycle outlaws. Beginning with the Boozefighters in the 1940s, he explores how several of the modern-day cliches came to be through movies like "The Wild One," starring Marlon Brando, based loosely, if not inaccurately, on a weekend in Hollister, Cal. During the event, a group of clubbers supposedly took over the town, got drunk, and generally caused havoc. I thought the town was ecstatic over all the money it made during the weekend, although the book perhaps doesn't make that point.

If you can't go for a ride this is a good read brothers and sisters. Send me your comments on the book and I'll print 'em. Email me at AIMGunny@aol.com, or FAX them to my boss, Oregon AIM Attorney Sam Hochberg, at 503-224-3869, and he'll get them to me. **From PA NEWS comes this nice little worry for ya. (AIRBAG VEST FOR MOTORCYCLISTS TO GO ON SALE)** A motorcycle clothing manufacturer in Italy has dreamed up this device that supposedly instantly inflates all three of its "PROTECTIVE" bags in the event of a crash and envelopes the rider in a cocoon of safety thereby saving the life about to be lost.

Just maybe, if PROPERLY TESTED, this thing might be of some value. My fear would be the thing would go off just because and there I'd be all wrapped up and no where to go with my scooter going on without me to God knows where. The thing is monitored by miniature computers on the bike and the rider. Oh my God! Computer reliability too! Count me out.

ENGLAND: A pro boxer was arrested for riding without a helmet. He said he thought it was a "gray area" on a small scooter, whether he needed a helmet, since he figured it was technically not a "motorcycle," but a moped. Hooray for him! Don't try it in Oregon -- Sam Hochberg, AIM lawyer, says the statute here specifically mentions mopeds. This boxer is either a real freedom fighter or has taken too many pokes in the beak.

Keep the round side on the bottom.

Gunny,

Oregon AIM Chief of Staff.

Tennessee Incidents raise concern among motorcyclists

PICKERINGTON, Ohio -- Two recent incidents in Blount County, Tennessee, have motorcyclists concerned about the relationship between riders and police in the area, the American Motorcyclist Association (AMA) reports.

On March 10, Philip M. Laton, 27, a corrections officer from Knoxville, Tenn., was killed when his motorcycle apparently hit a guard rail and then collided with a police car driven by Rockford Police Sgt. James R. Johnson.

Witnesses alleged that Johnson's car swerved into the motorcycle, which was passing it from behind.

The Tennessee Highway Patrol, which is investigating the fatality, has stated that videotape from a camera mounted in Johnson's cruiser indicates "the witnesses' account is accurate." Johnson has been placed on paid leave and faces possible criminal charges.

Five weeks earlier, another motorcyclist, James B. Riddle, 19, of Maryville, Tenn., suffered near-fatal injuries in a crash following a high-speed chase involving another Rockford police officer in the same area. Riddle reportedly was hospitalized for 29 days before being released.

The AMA notes that in both cases, the motorcyclists involved apparently were breaking traffic laws, resulting in the police response. But the Association is concerned that the actions of the officers may have played some part in turning a traffic violation into something far worse. The Association is looking into these incidents and plans a report in the June issue of American Motorcyclist magazine, the journal of the AMA.

Riders Need to Act Now to Protect Their Health Benefits

PICKERINGTON, Ohio -- As motorcyclists and others involved in recreational activities face a serious threat to their continued health-insurance coverage under new proposed federal regulations, the American Motorcyclist Association (AMA) is urging people to contact their members of Congress to support an effort to protect those health benefits.

Republican U.S. Rep. Mark Green of Wisconsin is asking his colleagues to sign a letter addressed to U.S. Health and Human Services Secretary Tommy Thompson, urging him to rewrite the rules so that motorcyclists and others who engage in legal recreational activities don't face health-insurance discrimination. The AMA wants motorcyclists and others to contact

their representatives in Congress to support Green's letter.

You can contact your representatives quickly by going to the AMA website at www.AMADirectlink.com and clicking on the "Rapid Response Center" icon in the "Protecting Your Right to Ride" area to send an e-mail.

You can also use the AMA Rapid Response Center to let federal administration officials know that you oppose health-insurance discrimination against motorcyclists and others who enjoy legal recreational activities. The public-comment period ends April 9.

The new regulations, issued jointly by three federal agencies, are the culmination of a rulemaking process that dragged on for nearly five years after Congress passed the Health Insurance Portability and Accountability Act (HIPAA) of 1996. The proposed final version of the regulations appears to directly contradict the will of Congress in passing that 1996 law, Green notes in a letter to his colleagues.

The purpose of the original legislation was to protect workers from discrimination in the health insurance they receive through their employers. As written by Congress, the bill would have prohibited employers from denying health coverage based a worker's pre-existing medical conditions or participation in legal recreational activities.

"While the new rule prohibits employers from refusing coverage based simply on an employee's participation in legal recreational activities, it essentially legalized the denial of benefits for any injuries sustained while participating in these activities," Green wrote.

"Clearly, Congress did not include specific language to provide coverage for people who engage in these activities, only to be denied coverage in the event they sustain an injury," Green wrote.

The new rules, written by the outgoing Clinton administration, were to take effect March 9. But President Bush put the regulations on hold until May 8 so they could be reviewed.

AMA Government Relations State Activity Bulletin--Missouri

PICKERINGTON, Ohio--In a call for across the board budget cutting measures by Governor Bob Holden, legislation has been introduced that omits a much needed \$225,000 annual appropriation for the Missouri Motorcycle Safety Program's 2001-2002 budget cycle. Without this appropriation the program is basically dead in the water.

Missouri House Bill 8, the legislative vehicle for Department of Public Safety

appropriations, has passed the House of Representatives and the Senate Appropriations Committee. While the House did reinstate a \$150,000 appropriation for the Missouri Motorcycle Safety Program, the Senate Appropriations Committee subsequently removed it, taking the program back to ZERO! An opportunity does remain to reinstate the appropriation when a conference committee is assembled for HB-8, which is expected late next week.

AMA Government Relations has e-mailed an alert to AMA Community Councils and activists within Missouri; mailed approximately 4,000 Missouri AMA members; posted an alert to AMA StateWatch; and will be writing the members of the conference committee and Governor Holden. AMA is urging all concerned to Save Missouri's Motorcycle Safety Program by supporting an appropriation of at least \$150,000 for the 2001-2002 budget cycle.

AMA Rapid Response Center Popular with Motorcyclists

PICKERINGTON, Ohio -- In just its first two months of operation, motorcyclists have used the new AMA Rapid Response Center to send more than 12,400 e-mail messages on important issues, the American Motorcyclist Association (AMA) reports.

The AMA Rapid Response Center is a special service of the AMA's website at www.AMADirectlink.com. The Center, which was launched in mid-February, allows motorcyclists to express their feelings on issues important to them.

"The Rapid Response Center is already proving to be a valuable tool in our efforts to protect motorcycling's future," said Edward Moreland, AMA vice president of government relations. "And as more people learn about the Rapid Response Center, motorcyclists will have a greater voice in shaping the policies and laws that affect us."

The AMA Rapid Response Center can be reached by going to the AMA website at www.AMADirectlink.com, then clicking on the AMA Rapid Response Center button.

Whenever a new issue arises affecting motorcyclists, the AMA's Government Relations Department will post an action alert in the AMA Rapid Response Center.

Each alert also includes a prewritten response directed at federal officials, lawmakers, or the news media.

To make their voices heard, motorcyclists can e-mail the response by simply clicking a button.

The AMA Rapid Response Center is currently asking motorcyclists to respond to two issues -- the federal Environmental Protection Agency's plan to set new, strict standards for emissions from dirt bikes,

all-terrain vehicles and probably streetbikes; and new regulations released by federal agencies that essentially legalize discrimination against motorcyclists in employer-provided health-insurance coverage.

While action alerts are a key component of the AMA Rapid Response Center, the Center also provides other valuable services. For example, it can quickly tell motorcyclists the names of their U.S. senators and representatives after they type in their postal ZIP codes.

The service also gives motorcyclists detailed information about their federal lawmakers, including what committees they sit on and how to reach them.

Plus, the service provides the names and titles of key legislative staff, and names motorcycling's friends in Congress.

The AMA Rapid Response Center complements AMA StateWatch, another service on the AMA website that keeps motorcyclists up-to-date on motorcycling issues in their states.

New U.S. Forest Service Chief Named

PICKERINGTON, Ohio -- Dale Bosworth, a career U.S. Forest Service employee who worked his way up from ranger to regional forester, has been named chief of the U.S. Forest Service by the Bush administration, the American Motorcyclist Association (AMA) reported.

Agriculture Secretary Ann Veneman, whose department oversees the Forest Service, made the announcement April 12.

Edward Moreland, AMA vice president for government relations, said Bosworth is known as a man of integrity who has been a friend of responsible off-highway recreation and multiple uses of forestland during his 30-year career.

"We're looking forward to an open dialogue with the new Forest Service chief," Moreland added.

Bosworth most recently served as regional forester for the Forest Service's Northern Region, which includes northern Idaho, northeastern Washington, Montana, North Dakota, and northwestern South Dakota. Bosworth also has served as regional forester in the Intermountain Region that primarily includes southern Idaho, western Wyoming, Utah and Nevada, and deputy regional forester in the Pacific Southwest region, which covers California, Hawaii, Guam and the Trust Territories in the Pacific.

A second-generation forester and Forest Service employee, Bosworth also has worked as a forest supervisor and district ranger. He earned his bachelor's degree in forestry from the University of Idaho in 1966.

He succeeds Mike Dombeck, who retired as Forest Service chief March 31.

The U.S. Forest Service manages public lands in the national forests and grasslands. The agency has more than 30,000 employees and a budget of \$4.6 billion. It manages about 191 million acres of public land nationwide, an area equal to the state of Texas.

Oregon House of Representatives passes Helmet Reform Bill HB2808

Today, March 26th, at the Oregon State Capitol in Salem the House passed HB2808, the helmet reform bill. This bill would give adults 21 and over freedom of choice on helmet use. The bill, carried by Rep. Carl Wilson R-49 (Grants Pass), passed with 35 votes, with 22 against and 2 excused.

Several Representatives spoke in favor of the bill including Wilson, Jeff Kropf R-37, Jeff Merkely D-16, Bill Witt R-7, and Jeff Kruse R-45. There were about 25 motorcyclists in the gallery to witness the floor session and vote. The next step in the helmet bill is the Senate where it should be assigned to committee very soon. BikePAC this session has two bills that are being heard in the Oregon legislature. Our other bill is the Assisted Fuel Serve bill, HB3885. This bill would allow motorcyclists the option to assist in the fueling process by doing the actual dispensing into the motorcycle tank. Oregon's law against self-service currently makes this a violation. This bill is in the House Transportation committee and we expect a hearing and action on it soon.

For more information, contact:

Ken Ray Executive Director 503 351 8193

Education Director's Report

Greetings from Geoff White And Terry Schafer,

Spring has sprung in the Northwest and it's not one second too early as far as I'm concerned. Time for rides, romps, runs, shows, shines, shenanigans, friends, fun, and freewheelin'! (Whew). For some of us it's time to pull out, dust off, tune up, and prepare for a full summer of two wheeled travels. For others, like me, it's looking forward to being a little drier and warmer at the end of the ride. I have to thank my bike now for being such a trooper through the winter months. I've been pretty insistent upon riding to all the classes for the motorcycle awareness program no matter how nasty the sky looked. Many times "Piglet's" been rolled wet and dripping back into the garage at the end of

the day with a promise of "I'll clean us up tomorrow.

Tonight I'm too tired, busy, lazy, or any number of other excuses. I'll fix that little problem later or someday."

The bike this year has been a rather trustworthy and uncomplaining partner in my quest to bring motorcycle awareness to the Portland area high schools.

Only a couple of times have we not seen eye to eye on the necessity to make an appearance, and out of those two times, only once was it a complete surprise. (Came out, loaded up the class materials, jumped on... hit starter button...hit starter button...hit starter button harder ...checked to see if starter button has decided to trade places with any other button on the bike...figured out that starting, or any other electrical function was not on the agenda for the day...momentarily panicked...tried a few desperate tests...failed...yanked all the class materials off the bike...told quiet motorcycle that the metal recycler will be it's next owner...threw class materials in car and roared off to the high school...apologizing to the bike on the way out of the garage, with a promise that "we'll make it all better when I get back.") I have kept the promise. Thanks Piglet. And so goes the love hate relationship of owning a little older motorcycle. New rides will come and go, but Piglet will not go to the recycler as long as I have any say in the matter. We've been a team for about eighteen years now. Sorry, I got a little mushy there for a bit, didn't I. Hey, anyone who has enjoyed riding, and motorcycles as much as I have gets this way sometimes.

We are in an exciting time right now people. This Motorcycle Awareness Program is really becoming something to talk about. Mel and Iris Yeager attended the Best of the West conference in Phoenix, Arizona on April 6th, 7th, and 8th. They reported that the program is getting recognition and interest from many different directions. Mel has passed on names and contact points of people that want to know what we're up to here with this thing. I knew that this program was something special, and with a little exposure, will be something that we will be recognized and sought out for information. Training riders to ride safely teamed up with educating the driving public on motorcyclist ways and needs is a very effective approach to creating a safe and pleasurable environment on the road. I hope that you will all join with me and feel the pride that we have earned by placing this goal within our sights. We are truly in the foreground of a valuable contribution to A.B.A.T.E. and a motoring community. Let's do our best to show that

rider's are interested in helping these new drivers to become responsible safe automobile operators. This will also show the world that crash prevention is really the topic we should be focusing on. Our bodies will be much better off with this type of protection. (Attitude conditioning). Thanks to the efforts and representation provided by Mel and Iris at Best of the West this year, I feel that we have quite a bit of great publicity here. I also feel that we have many opportunities to provide a model for other motorcycle organizations to use to create awareness programs of their own. I hope that with your help we can provide a valuable tool for the growth of motorcycle awareness throughout the world. I will contact all the interested parties that I possibly can to help this program spread.

As a team we can definitely (uh oh here it comes) spread the awareness. Thank you for all your contributions people.

I was interested in communicating with anyone who is a certified instructor and will be attending the Fossil Run this year. I met a really nice lady and her family who lives in Fossil, and they are involved with some of the festivities there during the run. She was incredibly kind, and said how they loved so much that we came to their community to have our celebration.

When I told her that I was involved with the Motorcycle Awareness Program for A.B.A.T.E. she seemed very interested. She asked if we might be able to put on a demonstration for the town of a motorcycle awareness presentation like we do in the Driver's Education classes.

This could be a great opportunity for us to showcase our program to a crowd that is already "one of our biggest fans." Due to my work obligations I am not able to go to Fossil this year.

I told her that I would be happy to see if there was a chance that a team of instructors and riders could give this presentation. I think that the town would really get a charge out of this offering. It would be a neat way to express our appreciation to them for their hospitality and kindness. Please contact me if you would be interested in providing this presentation. Any rider attending would be welcome, but I would like to be able to have two certified instructors give the regular presentation that is provided to the schools. All riders attending are usually asked to join in answering questions that the observers might have during the question and answer period. This makes a rather interesting and fun session. I hope that this is something that sounds interesting and possible. Please let me know (Geoff White).

Naturally, I would like to know as soon as possible to be able to make the necessary arrangements.

If there is a team of certified instructors in the North Coast area please contact me. If there are not any certified instructors in this area, but there are some members that wish to become certified, I will try to schedule a training session. Scott McCulloch is a member of the North Coast Chapter that wishes to establish a program in this area. Scott, I will be in touch, and one way or another, we'll get something arranged soon. Thank you for your interest.

I hope that you are having a good Spring so far and remember, Summer is "just gettin' warmed up." Lots of great things are planned. Here in Portland we are still having Summer Driver's Education classes so I'll try to keep you posted on the dates as soon as I get them.

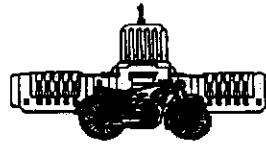
Thanks Maddog for getting them on the education section in the web page.

Keep those reports coming, and definitely contact me if there is anything that I can do to help. Also, please let me know if there is anything that you would like to go in the newsletter with my correspondence. This education gig isn't something that I own. I just help a great group of people bring it all together. Your input is always appreciated.

Bring it on! Ya'll have a terrific summer and remember that the road less traveled can be a motorcycling dream. Try that road and spread the awareness.

Geoff White Education Director I
Terry Schafer Education Director II

BikePAC of Oregon, Inc.



PO Box 5612
Salem, OR 97304

MEMBERSHIP APPLICATION

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News & Notes for the Politically

Motivated Motorcyclist is a monthly service compiled and edited by the AMA Government Relations Staff to keep motorcyclists informed of happenings around the world. We welcome your news & views. Please submit all material to Terry Lee Cook, Government Relations Specialist, 13515 Yarmouth Drive, Pickerington, OH 43147; fax 614-856-1920 or e-mail to tcCook@ama-cycle.org.

Emerging Infectious Diseases, a journal of the Centers For Disease Control and Prevention, has accepted an article for publication from biology student Rachel Mackelprang purporting that Off-highway vehicles (OHVs) could cause the spread of the potentially deadly hantavirus. That is the hypothesis of a team of researchers led by University of Utah biology professor Denise Dearing.

Dearing is seeking additional funding to investigate the possible role of OHVs in spreading the germ. If the initial findings are validated, it could add fuel to the already fiery debate over the exploding popularity of OHV recreation in the West. Anti-access groups are campaigning to restrict OHVs, arguing they devegetate the land, destroy wildlife habitat, cause erosion, and now spread disease.

"We propose that the high level of [hantavirus] prevalence could be due to disturbance by humans, primarily intensive use of all-terrain vehicles," wrote Mackelprang.

Britain's last three-wheeled car, whose devotees needed only a motorcycle license to drive, rolled off the assembly line, bringing to a close 65 years of motoring tradition. The Reliant Robin, which features a single wheel up front, of fiberglass and lateral instability that brought motoring pleasure to thousands, finally succumbed to a new generation of inexpensive four-wheel microcars.

Reliant Motors produced 300 a week in its three-wheeled 1960s heyday, but that number slumped to only 10 a week. Some 44,000 still grind along British roads and enthusiasm has spawned a number of Reliant owners' clubs and rallies.

The US Bureau of Transportation Statistics has just produced the new Pocket Guide to Transportation. The small publication is published annually and divided into five sections and a glossary that cover the extent and use of the transportation system and its impacts on safety, the economy, energy use, and the environment. Much of the information is based on data from the Bureau's publications, National Transportation Statistics 2000 and Transportation Statistics Annual Report

2000 which will also be available soon. You can order your free copy on-line at: http://206.4.84.245/btsproducts/moreinfo.cfm?Product_ID=1172

Highway Statistics latest edition is finished and available on the Federal Highway Administration's web site, www.fhwa.dot.gov/ohim. The publication contains a wide range of information on America's roads and highway users.

Maryland Delegate Jean Cryor's attempt to ban children from riding as passenger on motorcycles (HB739) was defeated by a vote of 21-0 in committee.

Maine Senate Bill 446 would make it illegal to operate a snowmobile or all-terrain vehicle (ATV) without proof of health care insurance. Introduced by Senator Jill Goldthwait (Ind - Hancock County), the bill requires that operators of ATVs and snowmobiles maintain a health insurance policy and carry proof of health insurance for inspection on demand by a law enforcement officer. Failure to provide proof would result in a fine of \$100 to \$500.

States including Florida, Georgia, Indiana, Iowa, Massachusetts, Michigan, Missouri, Nevada, New Hampshire, New York, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Utah, Washington and Wyoming have all had their governors proclaim the month of May as Motorcycle Awareness and You month.

Congratulations to the various state motorcycle rights organizations and motorcycling activists for their work in getting this consequential affair performed again this year and for helping protect motorcyclists on our nation's roadways.

Utah's Rocky Mountain ATV Jamboree is in danger because of extremist anti-access groups, led by Southern Utah Wilderness Alliance (SUWA), have reached an agreement with the US Forest Service to have an Environmental Assessment (EA) completed before the 2001 event.

The Forest Service has completed the EA regarding group use of OHV trails in south central Utah and is now available for public comment. The permits for two major ATV events for this year and future years are at stake. The document is available at www.fs.fed.us/r4/fishlake/gis/gis_index.htm This document describes and analyzes two alternatives for organized OHV events proposed to be held on three national forests and two BLM districts in south central Utah. One alternative is "no events." The other is to permit such events and allow controlled use of public lands. In summary, the study indicates that neither alternative "would create significant impacts to the natural environment."

The anti-access opposition will undoubtedly mount a letter writing campaign from their membership. It is critical to OHV activities on public lands that you respond to: Max Reid, EA Team Leader, Fishlake NF, 115 East 900 North, Richfield, Utah 84701.

Guilderland, New York Town Board is considering a change to the zoning law that would limit what uses are permitted on owner-occupied land and owner-operated farms with 10 or more acres. While continuing to permit parks, hiking trails and cross-country skiing, the amended code would ban motorized riding trails.

For several years, about a dozen neighbors around some farmland near the Watervliet Reservoir have complained about what they call a loud and dusty, half-mile racing track. Town officials have been unable to take action, however, because the use is permitted in the zoning code. An exception to the proposed law would be allowed for "tracks or trails used exclusively by the property owner and/or their family or a persons residing on the property for their enjoyment."

The law would also allow special uses permitted in agricultural zones, provided the applicant obtains a special use permit. Among those uses are playgrounds, conservation clubs, hunting clubs and driving ranges. Miniature golf, amusement parks, and tracks would be forbidden.

The Clinton administration's roadless rule, dubbed "Wilderness Lite" by the AMA, encountered a new challenge when the Bush administration proposed additional delays in implementing the program while a court case opposing the plan is heard in Idaho. The Bush Administration said it will file a notice to suspend the rule pending a decision on a preliminary injunction in two lawsuits, one filed by the State of Idaho and the other filed by the Idaho based timber company, Boise Cascade Corporation. After the most extensive public rulemaking in history, drawing a record breaking 1.6 million public comments, the US Forest Service issued the forest protection policy in January 2001. The rule was scheduled for implementation March 13, but was put on hold by the White House almost immediately after President Bush took office.

California Assembly Bill 723 would extend the repeal date of the Off-Highway Motor Vehicle Recreation Act of 1988, which provides for the operation and funding of the state's off-highway vehicle recreation areas and trails. Introduced by Assemblyman Juan Vargas (D - Golden Hill) and referred to the Assembly Committee on Transportation, AB 723 extends the sunset provision of the act from January 1, 2003 to January 1, 2007. The extension of the Off-Highway Motor Vehicle Recreation Act is necessary to give the Stakeholders

Roundtable advisory group more time to accomplish their charge of drafting a new motorized recreation program. In particular, the stakeholders need the results of a yet to be completed fuel usage study to answer several key questions.

New York Assemblyman David Gantt (Monroe County), Chairman of the Assembly Transportation Committee, has introduced A-6885 which makes changes to approved helmet requirements and limits to 10 (currently there is no limit) the number of motorcycle riders that can be exempted from wearing helmets during parades. Assemblyman Gantt can be reached at LOB 830, Albany, NY 12248 or 518-455-5606

State Senator Wright has introduced S-3217 which prohibits passengers under the age of 7 from riding on a motorcycle. It is cosponsored by Senators Maltese, Marchi and Seward.

Kids Back on Track in Connecticut

PICKERINGTON, Ohio -- A Connecticut state's attorney who threatened to prosecute adults for allowing kids to ride at a club-owned motocross track has issued a "clarification" to her previous statements, now indicating that letting a kid ride a dirt bike isn't a crime, the American Motorcyclist Association (AMA) reports.

The Milford Riders Motorcycle Club in Milford, Conn., had put a stop to anyone under 16 riding at the club track after receiving a warning letter from State's Attorney Mary Galvin in January. At that time, Galvin said she had received several complaints about minors operating motorcycles and all-terrain vehicles (ATVs) at the track. And she enclosed a copy of a state law that apparently was passed to punish those who engage in child molesting and the selling of children, but also includes a clause concerning risk of injury to a minor.

"The felony crime of Risk of Injury occurs if there has been a willful creation of a situation that places minors in risk of physical injury," Galvin wrote. "You should have your attorney review this statute because it could be applicable to people who allow minors to operate on your track." The AMA publicized the controversy in the May issue of American Motorcyclist magazine, the journal of the 270,000-member AMA. Within days after the issue reached AMA members, letters and e-mails were being sent to Galvin and other Connecticut officials opposing the hard-line stance against kids on bikes.

The AMA wrote to Galvin's boss, Chief State's Attorney John Bailey, asking whether parents statewide faced criminal prosecution for letting their kids ride. The AMA also notified almost 80 news media

outlets that cover Connecticut, ranging from the Milford (Conn.) Mirror to the New York Times.

Soon after, Milford Riders President Randy Simpson said, Galvin contacted him and they reached an agreement on the issue.

"The threat has passed," Simpson said. "The only way she would prosecute would be if a parent drops off a kid unsupervised or who isn't wearing proper gear."

Simpson said the agreement requires no changes in the operation of the track, since that would violate existing club rules.

Motorcycle incidents may prompt city to disband police department

PICKERINGTON, Ohio -- A Tennessee police department with a recent history of run-ins with motorcyclists may soon be out of business as a result of those tragic incidents, the American Motorcyclist Association (AMA) reports.

The city commission of Rockford, a town of 650 residents in Blount County about 15 miles south of Knoxville, is expected to decide May 3 whether to disband its four-member police force following two incidents that left one motorcyclist seriously injured and another dead.

Those cases already have left one Rockford police officer under investigation for possible criminal charges and have prompted the Blount County Sheriff's Department, which covers the area around Rockford, to end its mutual-aid agreement with the Rockford Police Department as of May 20. In addition, the sheriff's department and the Rockford police face civil lawsuits over the actions of the city's officers, and Rockford commissioners have been told that the city will lose its liability insurance when the policy expires June 30.

The most recent incident involving a motorcyclist and a Rockford police officer occurred March 10. Rockford Police Sgt. James R. Johnson was on old Knoxville Highway when he got a report from a Blount County deputy that a speeding motorcyclist was coming up behind him.

Johnson told investigators he turned on his emergency lights when he saw the motorcycle approaching, hoping to get the rider to slow down. Instead, Johnson said, the rider lost control of his machine, hit a guardrail, and then slid into the police cruiser.

The motorcyclist, Philip Laton, 27, a father of three and a corrections officer at the Juvenile Detention Center in Knoxville, was killed instantly.

Based on Johnson's report, it appeared to be a tragic accident. But then a witness came forward to say that the police cruiser had swerved into the path of the approaching motorcycle, killing Laton. A

Highway Patrol trooper investigating the fatality said videotape from a camera mounted on Johnson's cruiser confirmed the witness' account.

Johnson was immediately placed on paid leave and faces possible criminal prosecution. Meanwhile, a \$3 million wrongful death lawsuit has been filed against the Blount County Sheriff's Department and the Rockford Police Department.

Just five weeks earlier, a motorcyclist was seriously injured following a high-speed chase involving another Rockford police officer. James B. Riddle, 19, of Maryville, Tenn., suffered near-fatal injuries in a crash after he was pursued along Old Knoxville Highway.

Those incidents followed a crash in May of last year in which Jennifer L. Bean of Rockford was killed when her car was hit by a Rockford police vehicle.

The officer driving the vehicle was on his way to assist a Blount County deputy sheriff.

That crash led to a \$5 million lawsuit against the Blount County Sheriff's Department and the Rockford Police Department.

German Government rejects Intelligent Speed Adaptation systems

In its official paper circulated to the meeting of the United Nations' Working Group on Road Safety held last week (3-5th April) in Geneva, the German government clearly stated its objection to external intervention in the speed of vehicles. The "Intelligent Speed Adaptation" (ISA) system aims to ensure enforced compliance with imposed maximum speeds by taking the control of a vehicle from its driver. The technology uses GPS (Global Positioning System) which is connected to the electronic engine management system of the vehicle.

The opposition of Germany is based on three main arguments.

They consider that the principles of ISA are in contradiction with those of the Road Traffic Regulations contained in the 1968 Vienna Convention, which clearly stipulates as one of its fundamental principles, that the control of the vehicle can not be taken from its driver. (*see text below). Germany also refutes the common argument that ISA and speed limiters, such as fitted to heavy goods vehicles, are similar technologies. Speed limiters are regulated to a specific final speed value but still give the possibility to the driver to adapt his way of driving, while the ISA system reduces the speed in accordance with local speed limits by allowing external control of the vehicle. Last but not least, ISA can put

traffic safety at risk, by making impossible for the driver to accelerate out of trouble. Motorcyclists have all experienced a situation where accelerating was the only option they had to avoid an accident.

FEMA totally agrees with this position. In 1999 the International Riders' Public Conference held in Mulhouse (France), adopted a joint resolution setting out a similar position which was endorsed by the International motorcycling community.

We shall soon know if this position obtains support from other governments at the United Nations. FEMA will be monitoring and seeking to influence the developments on this important issue.

ENDS

Issued by Christina Gesios

* Text of the relevant articles in the Vienna Convention on Road Traffic of 8/11/1968

- Article 8, §5: "Every driver shall at all times be able to control his vehicle and to guide it".

- Article 13: "Every driver of a vehicle shall in all circumstances have his vehicle under control so as to be able to exercise due and proper care and to be at all times in a position to perform all manoeuvres required of him. He shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction."

Christina Gesios

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COAST TO COAST BIKER NEWS

Compiled and Edited by BILL BISH,
National Coalition of Motorcyclists

"BEST BIKE WEEK EVER!" Despite the gloom and doom predictions of the medical and insurance industries, and some politicians hoping for any justification to reinstate Florida's recently repealed helmet law, this year's Bike Week resulted in only six official traffic fatalities, almost a third of last year's record number of 15 traffic deaths.

"Authorities had worried that this Bike Week would be deadlier than usual because it's the first one since Florida repealed its helmet law", noted the St. Petersburg Times.

Two of the six fatalities were pedestrians -- one was a drunk homeless person struck by a motorcycle when he staggered into the street, even though the biker laid the bike down trying to avoid hitting him, and the other was struck by a car; at least two of the other four motorcyclists was wearing a helmet; and one rider was killed while passing tractor-trailers on Interstate 4 and was run over by two trucks, and it was reported that he wasn't wearing a helmet. Two of the deaths occurred on the final Sunday of Bike Week, which ran from Friday, March 2 through Sunday, March 11, 2001.

In addition to an all time high 15 deaths last year, there were 281 crashes involving 570 people, according to the Associated Press (AP). This year the St. Petersburg Times reported that during the nine days of Bike Week there were 49 people admitted to the Halifax Medical Center in Daytona Beach.

Twenty-five wore helmets and 15 didn't. It's unknown whether six others were wearing helmets, and three patients weren't injured on motorcycles.

An estimated 500,000 bikers poured into the Daytona, Florida area for the 64th Annual Bike Week, and many of them took advantage of Florida's newly won right to decide on helmet use.

ABATE of Florida, Inc. succeeded in modifying their 31-year old mandatory helmet law to allow Freedom of Choice for riders 21 and older who can show proof of medical insurance coverage. The law became effective July 1st 2000, making Florida the fifth state in five years to repeal their helmet law. "It was an excellent Bike Week," said "Doc" Reichenbach, President and Lobbyist for ABATE of Florida, who spearheaded the helmet repeal effort.

"At least one TV station proclaimed that this was the 'Best Bike Week Ever!'"

"Hopefully this will take the wind out of the sails of those who want to put helmets back on our heads, at least for now," said Doc, who also serves as Chairman of the Board for the National Coalition of

Motorcyclists (NCOM), "and we'd like to thank everybody who stayed at our ABATE Campground during Bike Week for helping ABATE of Florida raise the money we need to keep our state free."

NATIONAL COALITION OF MOTORCYCLISTS (NCOM)
MASSACHUSETTS BILL WOULD REQUIRE

EVERYONE TO WEAR A HELMET as reported here last month, the Commonwealth of Massachusetts has a bill introduced to require the use of protective headgear for drivers and passengers of all motor vehicles. Motorcyclists rights activists are pushing H1263 to draw attention to the Commonwealth's current mandatory motorcycle helmet law, and they want legislators to be aware of the fact that over ninety percent of all automobile crashes result in a head injury, and that the state could save untold millions of dollars in public burden by requiring all vehicle occupants to wear a DOT-approved helmet.

OREGON UPDATE "Our Oregon helmet bill I believe is about to pass our House," reports Oregon AIM Attorney Sam Hochberg, "but we're holding it in committee in the Senate until we're sure we have the votes. Problem is, the same Governor who vetoed it in the last two sessions has come out and said he would veto it AGAIN."

"So," says Sam, "BikePAC is really focusing more on three other bills: One would allow lane-splitting, another would allow motorcyclists to fill their own gas tanks, which we USUALLY do now anyway, in spite of our law that says NO self-serve. We're one of two states -- the other is New Jersey -- that forbid self-serve." According to Hochberg, the new bill would allow bikers to "assist" in filling their own tanks.

"The attendant would still have to hand the biker the pump handle -- which is what ordinarily happens now anyway. Problem is that the state Fire Marshall has started a crackdown, so more stations are refusing to allow us to pump our own. Our third bill is an anti-discrimination bill, for bikers in public accommodations, modeled after both the Minnesota law and Arizona's attempted one, and written by our civil rights lawyer, Spencer "Spike" Neal. It's in committee now."

ILLINOIS CONSIDERS HELMET LAW Although no state has enacted a motorcycle helmet law since Maryland in 1992, Illinois lawmakers are considering a bill to require riders under the age of 18 to wear a helmet. Illinois is one of only three states that have no helmet law covering younger riders. Colorado and Iowa are the other two that have no helmet law on the books.

Two Chicago area legislators are reportedly pushing the helmet law in retaliation for ABATE of Illinois heading off a City Council attempt to ban motorcycles on

certain Chicago streets, primarily Lake Shore Drive.

Rep. Julie Hamos (D-Chicago) introduced HB3084, which passed 7-0 in committee and will now go to the House Floor. Senator Donne Trotter (D-Chicago) is carrying a similar bill in the State Senate.

"Don't expect this to go anywhere, though," predicted Rich Miller in the political insider publication "CAPITOL FAX" on March 5, 2001; "But, it will be a lot of fun to watch the ABATE folks go at it again. If you've hung around the Statehouse long enough, you know when ABATE's in town because all of a sudden a bunch of blue jeans-wearing bearded guys with leather vests, long hair and tattoos show up (OK, they don't all look like that, but enough do that it's impossible to miss noticing an ABATE lobby day)."

"Needless to say, they don't exactly fit in with the suit and tie Statehouse crowd, but they are probably the most well-organized grass roots organization in the state. The best evidence of this is Illinois has foregone millions of dollars in federal highway money because it won't pass even a watered-down helmet law. Just about every group is forced to compromise in Springfield, but ABATE keeps winning on its own terms."

Miller goes on to write; "They are a class outfit. Back when Senator Cullerton's helmet bill was an annual ritual, ABATE would flood House and Senate offices with phone calls before a committee vote. After the vote, the group would send flowers to the secretaries as thanks for all the trouble."

"And, as I've told you before, the group has found a niche that allows it to be a player in the campaign game. ABATE constructs and then places thousands of political yard signs before every election - and then picks them up when the election is over. They don't have a lot of money, but they have become a force to be reckoned with."

A couple of years ago, Senator John Cullerton (D-Chicago) decided to give up his years-long quest for a mandatory motorcycle helmet law, saying publicly at the time that he was tired of losing year after year, and admitting that his persistence had allowed the other side to become incredibly well organized.

"Like I said, they never lose," said Miller in closing.

NEW MEXICO REPEALS HANDLEBAR HEIGHT LAW

Governor Gary Johnson signed a bill into law on March 12 that repeals sections of the vehicle code that restrict the height of motorcycle handlebars, making New Mexico the fifth state to repeal or amend their handlebar height law. The other four states are Iowa, Arizona, Oregon and

Washington. The repeal becomes effective July 1, 2001.

Most states enacted handlebar height laws in the sixties to give law enforcement officers justification to stop and harass bikers because of the high handlebars on their choppers.

Representative Rick Miera, a long time rider and member of the National Coalition of Motorcyclists' Legislative Task Force, introduced and carried the bill. Miera also introduced a bill to allow special motorcycle license plates for veterans and disabled veterans, which he said he expects to pass, and a biker anti-discrimination bill, which is still being heard.

Rick was a bikers' rights activist long before he became a politician, and is a perfect example of what can be accomplished when we elect our own people to public office.

"Around the State Capital they call me 'the motorcycle guy'," says Rep. Miera with a chuckle, "But when anybody even thinks about introducing a helmet law here, they come to me and I tell them 'Hell No!' and they go away."

**NATIONAL COALITION OF MOTORCYCLISTS (NCOM)
DISC JOCKEYS SUSPENDED FOR ENDANGERING**

BIKERS "A pair of San Jose afternoon radio deejays who said on the air that motorists should open car doors or run over motorcyclists and bicyclists were suspended from KSJO-FM," reported the San Jose Mercury News on February 21, 2001.

"Kramer and Twitch" were the subject of several angry complaints from bicycle and motorcycle organizations, including the NATIONAL COALITION OF MOTORCYCLISTS, who said in a letter from executive director Bill Bish; "This type of behavior is inexcusable, particularly when broadcast to thousands of listeners who were probably driving their cars at the time they heard you!" said Bish, continuing, "Motorcyclists are licensed vehicles, just like your car, and are subject to the same rules of the road and also to the same courtesy and respect."

In a press release announcing the suspension of the two on-air personalities, station manager John Sutherland said the pair made "an error of judgment and missed the mark" in an attempt at humor. He said the disc jockeys would be indefinitely suspended, pending an investigation.

SENATOR BEN CAMPBELL TO TAKE HILLARY CLINTON ON A HARLEY RIDE

Just when she may need it most, Sen. Hillary Rodham Clinton could get a new image: biker babe. It's all thanks to U.S. Senator Ben Nighthorse Campbell (R-CO), America's No. 1 motorcycle advocate, Campbell recently told of his plans to transform the former first lady into a biker.

Clinton, now a Democratic Senator from New York, is all for riding around Washington on one of Campbell's Harley-Davidson motorcycles. She will do so "as soon as the weather gets warm," she told reporters. Campbell (who serves on the NCOM Legislative Task Force and is a champion of bikers' rights in Congress), was originally elected to the U.S. Senate as a Democrat, BUT later switched parties and was re-elected as a Republican.

Clinton said she had been on a bike years ago, when she was in college.

And she said she plans to take Campbell up on a promise he first made to her about five years ago when she was in the White House.

"It would be good for her. It's a perfect way to relax," Campbell told the NEW YORK POST. "But I can't do anything for her Secret Service (detail), with all their wires and guns."

Senator Barbara Boxer (D-CA), cautioned Clinton to be careful because the Senate is tied 50-50 between Democrats and Republicans. To which Clinton replied: "If we have an accident, it will be 49-49."

EASY BITER By devising "The Easy Biter," an invention that incorporates a set of motorcycle handlebar grips that make revving sounds while corn lovers nibble on their ears more easily, young Nicholas Kretschmer of Hales Corner, WI was crowned the winner of the National Veggie Eating Invention Contest held at the U.S. Patent and Trademark Museum last year.

NOW BOARDING Explaining luggage regulations to passengers can be aggravating for flight attendants. One day a woman tried to board with an enormous bag. The lead flight attendant told her why it would not fit, but the woman argued that her bag was a "carry-on" because it had wheels and a handle. Without blinking, the attendant said, "My Honda has wheels and a handle, but that doesn't make it a carry-on."

READERS DIGEST, Contributed by Analyse Davis

NOTE: If you would like to receive "Coast to Coast Biker News" and other important motorcycle information each month, simply e-mail a "SUBSCRIBE" message to aimncom@aimncom.com.

THOUGHT FOR THE DAY: "A plan to save humanity is almost always a false front for the urge to rule." H. L. Mencken

Not all laws ensure freedom of choice.
To the Editor
Oh, the glorious feeling, being a free man in a free country!
As long as I obey the laws and do nothing to harm my fellow citizens, I am left alone to pursue happiness as I see fit. I am free to climb rock face without a harness. I am free to swim the ocean without a lifeguard. Nobody tells me I can't fly a plane without a parachute or go fly fishing without a life vest. And nothing compares to the freedom I feel when I leave the gym after a heated workout, hop on my motorcycle, and drive the mile to my house with the warm air blow-drying my face and hair.
Wait! I can't do that. Our governor- who chooses to fly fish without a life vest, shoot rapids without a helmet, and climb without a safety harness- doesn't believe I should have the freedom to decide if and when it's OK to ride my motorcycle without a helmet!
Not only doesn't he believe I shouldn't have that freedom, he believes he has the moral authority to squelch it. In a

letter to the (state) Attorney General - after he last vetoed a repeal of the helmet law - he says that "motorcycle helmets save lives, prevent injuries, and save public dollars".
Mr. Kitzhaber, helmets worn by car drivers would also save lives. Skiers suffer head injuries that could be prevented by helmets. If people wouldn't swim in the ocean, they wouldn't be killed by rolling logs. And, if we took away the freedom to fly fish without a vest or raft without a helmet, think of the money the state would save in it's health plan.
Wait, let's take the reasoning one step further. Imagine we outlawed fatty foods. We could eliminate the biggest causes of serious health problems that easily! The state would save billions. Oregon would be a great place to live!
Mr. Kitzhaber, give me back the dignity I deserve: the right to decide for myself when I should put something on my head.
David Arndt
Dallas, Or

Kitzhaber still thinks this is ok



DOT	Releases	Preliminary	Estimates
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Of 2000 Highway Fatalities

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced that, according to preliminary estimates, traffic fatality rates increased in 2000 after hitting a record low the previous year. The percentage of alcohol-related deaths in 2000 remained steady at 38 percent, an all-time low

The fatality rate per 100 million vehicle miles (VMT) was 1.6, up from the record low of 1.5 in 1999. The total number of people killed in highway crashes was up from 41,611 in 1999 to 41,800 in 2000. Though the percentage remained constant, the number of people who died in alcohol-related crashes increased from 15,786 in 1999 to 16,068 in 2000.

"These statistics underscore the challenges facing this country in highway safety," said U.S. Transportation Secretary Norman Y. Mineta. "Safety is an individual as well as government responsibility, and we must work together to improve it."

While overall fatalities were up, deaths of child passengers aged four and under dropped 2.3 percent from 555 in 1999 to 542 in 2000. Pedestrian deaths also declined from 4,906 in 1999 to 4,727 in 2000, a reduction of 3.6 percent.

According to NHTSA's early assessment of 2000 crash data, the number of people injured remained about the same at 3.2 million.

The 2000 statistics also reflect the risks vehicle occupants take when they do not wear seat belts: 61 percent of those killed in crashes last year were not belted.

"We've been saying it for years and it's still true: Using your seat belt can save your life," said Secretary Mineta.

NHTSA's Fatality Analysis Reporting System (FARS) also shows that:

- Motorcycle crashes killed 2,680 riders in 2000 compared to 2,472 in 1999, an increase of over eight percent.
- Fatalities involving large truck crashes dropped from 5,362 in 1999 to 5,307 in 2000.
- The number of young drivers (16-20) who died was up from 3,481 in 1999 to 3,570 in 2000.
- Passenger vehicle deaths in rollover crashes declined from 10,133 to 10,108 in 2000. However, for occupants of sport utility vehicles (SUVs), rollover deaths increased 2.8 percent from 1,898 in 1999 to 1,951 in 2000.

NHTSA annually collects crash statistics from 50 states and the District of Columbia to produce the annual report on traffic fatality trends. The final 2000 report, pending completion of data collection and quality control verification, will be available in July.

Summaries of the preliminary report are available on the NHTSA website at <http://www.nhtsa.dot.gov>

<http://www.nhtsa.dot.gov/nhtsa/announce/press/pressdisplay.dbm?year=2001&filename=pr18-01.html>

Motorcycle deaths accelerate during year, estimates show

Traffic: Federal data for 2000 show significant ups and downs in mayhem on the nation's roads.

By The Associated Press

WASHINGTON -- The number of people killed in traffic accidents increased slightly last year, partly due to yet another jump in fatal motorcycle accidents.

Federal estimates released Thursday show that after many years of decline, motorcycle deaths steadily increased from 1997 to 2000, growing 27 percent in the three-year period.

Last year, there were 2,680 motorcycle deaths, according to estimates by the National Highway Traffic Safety Administration.

That's 208 more than in 1999, while traffic deaths overall increased 188 last year.

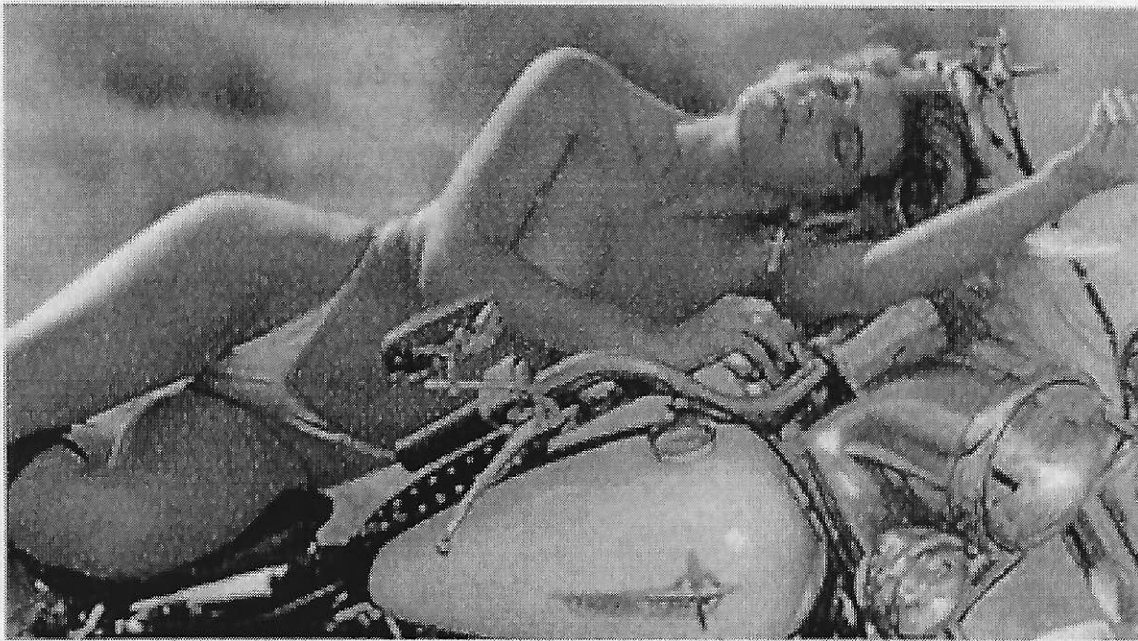
The rate of death per miles traveled on the nation's highways increased slightly last

year for the first time since 1977. There were 41,800 fatalities, or 1.6 deaths per million miles traveled, compared with 1.5 in 1999 and 3.3 in 1977. Besides motorcycle fatalities, there were increases in deaths of teen drivers. Alcohol-related fatalities rose from 15,786 to 16,068, but remained at 38 percent of total traffic deaths - an all-time low.

There were drops in the deaths of children younger than 5, pedestrians, people involved in crashes with large trucks and occupants of vehicles that rollover. However, for occupants of less-stable sport utility vehicles, rollover deaths increased 2.8 percent.

NHTSA uses the statistics to plan public awareness campaigns, set funding priorities and focus its energies on at-risk populations.

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Give motorcyclists freedom to decide

By MICHAEL TAYLOR

YES! WE'RE BACK!

As The Register-Guard declares, a newspaper is a "citizen of its community," and the editors endeavor to be "fair and helpful." I found The Register-Guard's March 14 editorial regarding the helmet law reform bill not only unfair but ill-informed and, by virtue of the newspaper's vast readership, far more influential than a mere "citizen" of the community could ever be. Unfortunately, the editorial's bias against, and obvious dismissal of, motorcyclists as a class was loud and clear and irresponsible.

I will grant that helmets have saved lives. But I would call phony The Register-Guard's attempt to trivialize the real concern of neck injuries caused by helmets. They, too, have resulted in death or lifelong disability. Add to this the issues of visibility and discomfort, and one has facts suggesting that the Use of helmets involves risks.

The Oregon Department of Transportation statistics that the editorial so confidently provided are not only inaccurate but do not reflect the changing demographics of those who choose to ride. Nor do they reflect the highly successful effect of motorcycle awareness training and education that ABATE (A Brotherhood Against Totalitarian Enactment's) and its political action committee, BikePAC, have heavily promoted for many years.

According to ODOT's Transportation Data Section, there were an average of 4.5

deaths per 100 accidents in the three years before the helmet law being passed in 1988, but an average of 6.5 deaths per 100 accidents in the nine years after the helmet law was enacted. That's an increase in the death rate, not a decrease, as the editorial (claimed. Can The Register-Guard imagine how much higher the rate would have gone had there been no such safety, education and awareness programs available'?

According to Keith Ball a one-time national director of ABATE, head injuries make up only 20 percent of serious injuries to motorcyclists, but they account for 90 percent of all serious injuries to car operators. If helmets are to be required at all, it is car drivers who should be wearing them! Unfortunately, it would make little difference, because helmets are of real value in only a few types of very direct impacts and at extremely low speeds (less than 14 mph).

As for the theory that motorcycle injuries impose a financial burden on society, the University of North Carolina's Highway Safety Research Center revealed that the average cost for motorcycle accident victims was \$15,801, compared with \$17,892 for victims of other types of motor vehicle accidents. A look at other statistics related to this theory also shows that there has been literally no difference in the cost of medical treatment for helmeted and non-helmeted motorcycle riders.

The notion that insurance cost increases are a result of uninsured or underinsured bikers being injured is not only wrong (the costs to insurance companies for motorcycle-related accidents are minuscule



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compared with their overall claims budget), but are also a wanton slander against motorcyclists as being irresponsible slackers in the transportation world.

The American Motorcyclist Association reports that motorcycles account for only 0.9 percent of all the crashes involving vehicles in the country, the smallest recorded category. And the costs, however slight, are actually incurred by car drivers, not motorcyclists. According to the International Congress on Automobile Safety, the car driver is at fault in 70 percent of all car-motorcycle collisions. And since there are far more uninsured car drivers on the road than uninsured motorcyclists, is it not clear whose "boo-boo" the insurance ratepayers are paying for?

It's always a hope that death and tragedy might be avoided in our lives, and I understand the suffering experienced by family, friends and community support personnel as they deal with these unexpected horrors. Unfortunately, as is the case with Gov. John Kitzhaber, who has seen the appalling results as an emergency room physician, most of those demanding the use of helmets are reacting out of fear and intolerance rather than reason and respect for the life choices made by others.

I'm a university graduate, I have worked at the same business for 27 years, I have raised two families, and for 25 years I have been an active citizen in the Eugene community. I also ride a motorcycle. You will find the rest of the bikers in this area to be no less responsible as a whole than the community at large. None of us desire to be singled out with bias and scorn for choosing a motorcyclist's way of life.

Those who oppose reforming the helmet law continually present issues of dollars and safety. The cost is obviously debatable, but safety is tantamount. Motorcycle awareness education for riders and non-riders alike has promoted safety far more effectively than all the "protection" in the world.

The real issue is freedom to choose for ourselves, something our country has cherished from its inception. Don't let those who react out of ignorance of the motorcycling experience make that choice for us.

Let those who ride, decide.

Michael Taylor of Eugene is coordinator of the Willamette Valley Chapter of ABATE (A Brotherhood Against Totalitarian Enactment's) of Oregon Inc.

LETTER TO THE EDITOR

In the Friday edition of the Statesman-Journal, it was indicated that the helmet bill had passed in a house committee at the legislature. That actually happened because the legislators are hearing both sides of the issue and making decisions based on the facts provided by both sides of the issue.

This was presented in the paper as a LOSER. Let's take a look at the "Public Burden theory". The 2000 census reports that over 4,000,000 people live in Oregon. Of all of the accidents that happen during a year, less than 5 percent of all victims wind up in a trauma center instead of an emergency room or at a doctor's office.

Based on that five percent, 20 percent have no insurance or insufficient insurance to cover the enormous costs of the treatment. This figure is true for all who wind up in trauma centers regardless of the reason, (slip in bathtub, fall at playground, or medical problems, or traffic accident).

Compare that figure to the number of victims, you will note that about 1/2 half of one percent of those are motorcyclists unable to cover their costs compared to all other drivers, and all other accident victims that show up there. We motorcyclists believe that 1/2 of one percent does not constitute a public burden. A trauma center is where the "public burden" theory originated, based on that small 1/2 of one percent.

Our contention remains that we ARE well employed and well insured. We can and do cover our expenses as motorcyclists just as you do driving your car.

Most of all, we applaud our legislators for studying data and listening to both sides before voting for or against the bills that are presented to them.

We enjoy working with them on common issues that affect Oregonians. And we motorcyclists don't feel that they are LOSERS for voting to amend the helmet bill, HB-2808.

To return the "Right To Choose" was a political plank in both major parties. Lets listen to the people this time instead of personal rhetoric.

Mel Yeager
Secretary -Treasurer
921 SW 12th Ave.
BikePAC of Oregon
Albany, Or 97321
(541) 967-1286, eves



**MY REPORT FROM
BEST OF THE WEST
Phoenix, Arizona,
April 6-8, 2001**

First of all, I would like to thank Ken Ray for arranging the registration, travel, and lodging for Iris and me to attend the Best of the West. We traveled via America West Airlines from Portland to Phoenix on Friday afternoon accompanied by Lyle Irons. We were delayed getting out of Portland by about an hour. There was a FAA inspector on board and was apparently grilling and testing our pilot. The plane was late getting to Portland. Slow unloading, and reloading of the passengers added to the problem. The flight was delayed by about an hour but was nice and we landed safely. Upon arriving in Phoenix, we went to the phone and called Ted Tracy's cell phone to notify him that we had arrived. He had been circling the Airport terminal for over an hour because he didn't know we were going to be late.

After loading picking up Lyle, Iris, Barb, and me, we were off the Embassy Suites Hotel, located about twenty miles away from the airport.

The Embassy Suites building and grounds are immaculate, and HUGE. We had a great time walking throughout the complex. There is a great swimming pool, Jacuzzi, and kids pool for the guests to enjoy all day and night. The complex consists of about ten three-story apartment buildings. Each building has about twenty suites per floor. The suites are that, Suites.

When you enter the door to your room, you have a living room with a couch and 2 easy chairs, coffee table and TV. The room also consists of a small kitchenette with coffee maker, microwave, and refrigerator.

Go through a door to the side of the room and you are in the bedroom. This has a king-size bed, night stands, furniture, and another TV. The bathroom is attached to the bedroom and has an alcove for dressing and makeup. The Company offers many complimentary items if asked. We enjoyed our stay there.

Friday evening, we enjoyed meeting old friends from all over the Northwest and attended opening exercises by Tom Pauley, who welcomed everyone to the conference and then introduced the MRF staff persons present and invited each of them to speak on their area of responsibility. After hearing from them we hung it up for the night and returned to visiting with our friends, Then to bed.

Next morning, Saturday, the Hotel offered a complimentary breakfast for all guests. It was an "all you can eat" breakfast. There was nothing cheap about it. The offerings

were good, substantial, and breakfast items, well prepared. I believe we all dined well.

The morning session started at 8:30 A.M. Tom Pauley introduced Pam Piacenti, activities coordinator, who then reported on the Best of the West and updated us on the activities planned for the session and encouraged us to select the classes of interest to us. State reps from the attendees reported on legislative activities ongoing in their states at this time.

Bills under consideration include, but are not limited to Helmet law, License size, Vehicle assault, Emissions standards, Anti-discrimination, etc. Other items of interest brought up were Motorcycle Awareness funding and efforts, Rider education, Public education, and The power of law enforcement in the Capitol.

It was suggested that we contact the State Treasurer's office to obtain a report of the actual amount of taxpayer money that is being spent each year on indigent, brain-damaged people who were made that way because of not wearing a helmet in a motorcycle accident. What are the qualifications to receive public funds? What is the maximum amount a person can receive from general funds? How much money is budgeted each year to cover the projected costs? The results will NOT surprise you. Who wants to ask for that information? Any volunteers?

I was contacted by several people from other states who wanted more information about our Motorcycle Awareness Program. That information has been forwarded to Geoff White for follow up contact. I have also contacted the same people so that we both have their addresses locked into our computers. Since there is so much interest still being shown about the MAP I intend to contact Rosemary Curtin to offer to put on a class during the next Best of the West to bring out the importance of our program, and how it best serves all riders.

Tom Wyld, our MRF rep in Washington, D.C., was the next speaker. He told us of the ongoing legislative efforts in Washington. He told us how great it was that Oregon was one of the first states to respond to the call to come to the capitol and visit their Representatives and Senators. How gratifying it is to see how serious we are in Oregon to protect our rights as motorcyclists. He recognized Ted, mentioned Joe, and told of their visit in March. Since then several more states have arranged visits to our nation's capitol. Tom spoke on "Is your ride for freedom, or is my ride finished?" I have the speech in its entirety.

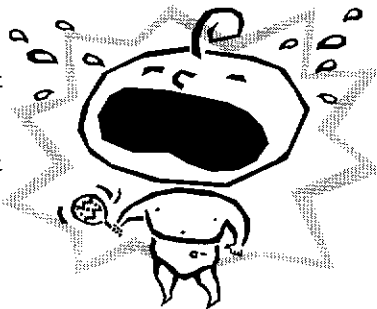
Following lunch, We went to the classes we had pre selected and I picked "Computer

Workshop" by David Holm of ABATE of Arizona. He gave us access to his wisdom in avoiding problems with Internet communications, such as viruses, worms, and Trojan horses. He showed us the proper protocol when using a list and why we should not forward any messages received from the net to a list. If forwarding a message we should clean up and delete any unnecessary text or file information. He also explained the need to keep email as brief as possible. And to never advertise your business on a list not appropriate for it. Have respect for all on the internet and don't get into a pi***ng contest online. Just ignore derogatory language. And delete the mail. Be respectful of all persons using the internet and be aware that not everyone will agree with you. Following the break, I attended the class given by Deb Buttita and Tom Wyld entitled "SMRO Activities". This was a discussion about the bills being considered in many States' Senates and Houses at this time. There was a thorough discussion as to how the bill came to be, and what action was being taken to push it through the process of becoming a law. The list above are the ones we rehashed and space denies full description of each one. (See top of page 2).

We then took a break till the Dinner and Silent Auction at 7:00. The food was delicious and there was plenty on the plate to satisfy everyone. After dessert, the silent auction was held and the amount of money raised for MRF was \$693.00. Our Fearless Leader, Ted Tracy was able to bid successfully on a package of Hot Sauces, and the donated items from Oregon helped bring up the total. I don't know how much our stuff generated, but it helped.

Next morning, Sunday, we again partook of the complimentary breakfast then, at 9:00; those who were still around attended the wrap up and goodbye session. There Tom Pauley told us that the next Best of the West would probably be held in the Northwest, probably in the Seattle area. We were reminded once again to attend the Meeting of the Minds in Topeka, Kansas September 27 - 30, 2001. I wanna go! I WANNA GO. IIIIII WWWAAAAAANNNNNNAAAAA

GGG0000ooooo!!!!!!
The flight back was on time and uneventful. We got home at 10:00 PM after dropping Lyle off in Salem. It was a great time as usual.
Mel Yeager



BEST OF THE WEST Report

Iris Yeager

April 6-8, 2001,
Phoenix, AZ

Embassy Suites Phoenix West

Mel and I picked up Lyle Irons at 9 am, in Salem, Friday morning and arrived at the Portland Airport in plenty of time for our 11:29 flight. There was some waiting around do to the plane being some late, but not bad. I had not flown for quite a while so didn't know if all was perfect or not...I just know we arrived safely. I am thankful for that!

Our Ted Tracy picked us up in a rented car and whisked us off to the motel.

A real fancy place; expensive; pleasant staff...and of course, other guests dressed and had hair dos much like ours...so we were right at home.

Embassy Suites is a very large and sprawled out facility. Meeting rooms required going outside and around to find the area needed. That was good since it was about 70 degrees during the day.

The host chapter was very helpful getting all from and to the airport. They were also friendly and made the visit there enjoyable.

The courses offered by MRF were very much as before, but since we tend to need reminders and clarification, it was helpful.

The USA government is planning to put up some rules on emissions and changes done by individuals on their own motorcycles.

Motorcycles are already within the emissions limits and we surely do not want to have our rights to put our own individual likes on our bikes taken away.

We were given a sample letter, with facts we each need to write in our own words, and send to Christine Todd Whitman, an administrator at the capital.

It is suggested that hand written, if legible, is good. Mel and I plan to have copies of this sample letter, and the address to send it to, for the State ABATE Officers meeting this coming Sat. 14, 2001. Hopefully each Chapter Rep will take it to his or her Chapter meeting with copies for all that may attend. There is much information in this letter that will help you understand the concern here.

If you read this, and do not have a sample letter to use, please call your Chapter Rep. and asked for one. If that does not work for you call on us here. Our phone number is in the newsletter.

Our Motorcycle awareness class is very famous in several states. We had many thanks for that program. They talked about Nick Oliver and his getting it started strong in Arizona. Also Nick mentioned Mel, giving him credit for the program,

too. Anyway, it made Mel famous already. That was nice for him. The cyclists were truly very excited about the Motorcycle Awareness Program and also love going into the schools. It is a fun and rewarding thing to do. It is fun to see the excitement the kids show. We had a great flight home. Again I thanked the Lord and the pilot for getting us safely home. Thanks to you all, Iris Yeager

The Register-Guard

An Independent Newspaper

The Register-Guard's policy is the impartial publication in its news pages of all news and statements on news. On this page, the editors offer their opinions on events of the day and matters of importance, endeavoring to be candid but fair and helpful in the development of constructive community policy. A newspaper is a *CITIZEN OF ITS COMMUNITY*.

Wednesday, March 14, 2001

The Register-Guard News

They're baaaaack!

Another run at dumping helmet law

There are dozens of important public policy questions that deserve the Legislature's attention. Repealing Oregon's motorcycle helmet law is not one of them.

The latest attempt to undo the law that Oregon voters approved in 1988 unfortunately has been given a green light by the House Transportation Committee and now heads to the full House for a vote. That's the bad news. The good news is that Gov. John Kitzhaber, a former emergency room physician who has dealt extensively with motorcycle injuries, has said he will veto House Bill 2808 if it passes both chambers of the Legislature.

In an attempt to soften the irresponsibility of repealing a law that has saved lives, prevented debilitating head injuries and saved taxpayers money, the sponsors of HB 2808 wrote it to apply only to motorcycle riders 21 or older. It's a retread argument that simply isn't valid. Bikers older than 21 are just as likely - some would argue more likely - to suffer serious injury if they don't wear helmets.

Another argument is equally spurious. The bill's supporters told the Transportation Committee that there is "virtually no difference" between the number of fatalities in states with helmet laws and those without them. Not true, the Oregon Department of Transportation says. Motorcycle related fatalities, ODOT says, have dropped 50 percent in Oregon since the helmet law was adopted 13 years ago.

Another phony ploy: The bill's proponents contend that helmets cause neck injuries. Excuse us? A proven safety device is more likely to cause injury than it is to save lives or prevent serious injury? That's a reach even for the most ardent of biking enthusiasts.

The bottom line is inescapable: Mandatory helmet laws save

lives. **ODOT's figures don't lie.** The helmets also prevent serious, often permanently disabling injuries. That, in turn, saves taxpayers money by holding down medical and hospital insurance costs, which often rise when an underinsured or uninsured biker is seriously injured in a crash and requires lengthy, and sometimes lifelong, care at public expense. This battle was fought 13 years ago and the voters of Oregon - by a margin of better than 2-to-1 - spoke loudly and clearly: Motorcyclists, whatever age, must wear protective helmets.

LETTERS in the Editors Mailbag

Thursday, March 20, 2001 The Register-Guard News

Helmet law restricts freedom

As a native Oregonian who has ridden motorcycles in this state for more than 30 years, I had to respond to the editorial (Register-Guard, March 14) concerning House Bill 2808 to repeal the mandatory helmet law.

I have seen mandatory helmet laws come and go, and I have ridden in other states that do not have helmet requirements. A key element of this debate that the non-motorcycling public fails to grasp is freedom of choice. Proponents of mandatory helmet laws drone on and on about saving lives and money. They don't seem to understand that the reason many people ride motorcycles is because of the sense of freedom it imparts.

Motorcyclists are a minority, and are at the mercy of voters. If some safety-crat could convince legislators that seat belts on motorcycles would save lives and save money: we would likely be tied to our motorcycles as well. If saving lives and money were all that mattered, then automobile drivers should also be wearing helmets. This issue is not wholly about safety or dollars. It's about the right to choose, and the right to be responsible for your own safety and well being. Government mandates have never been popular with advocates of freedom. Motorcyclists as a group are freedom lovers. Motorcycling is an inherently risky sport, and the benefit of wearing a helmet is debatable, wearing a helmet gives a false sense of security. Consequently, a helmeted rider may take risks that an unhelmeted rider would not. As an adult, I am qualified to make this choice for myself. Should the helmet law be repealed, I would not discard my helmet. I would choose not to wear it on occasion.

As for Gov. John Kitzhaber's promise to veto HB 2808 should it pass, his past as a doctor doesn't give him the right to impose his prejudices. However, should he veto HB 2808, I would not think any less of him than I do now.

RON BRISTER
Cheshire,
Oregon



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

No report, first time.

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 April meeting was the biggest chapter meeting I have ever attended. We had nearly forty members, including some new members and some long time members who have recently been able to rejoin us as well as several guests including Rotten Roger, Rusty, Rena (sounds like a band or something) and Mike Friend. Way to go, people!! Thanks to Jimbo and Julie for the door prizes. Ways and Means is another important but frequently thankless job.

We need a replacement for Beth who is our membership secretary. Please contact me if you are interested in the job.

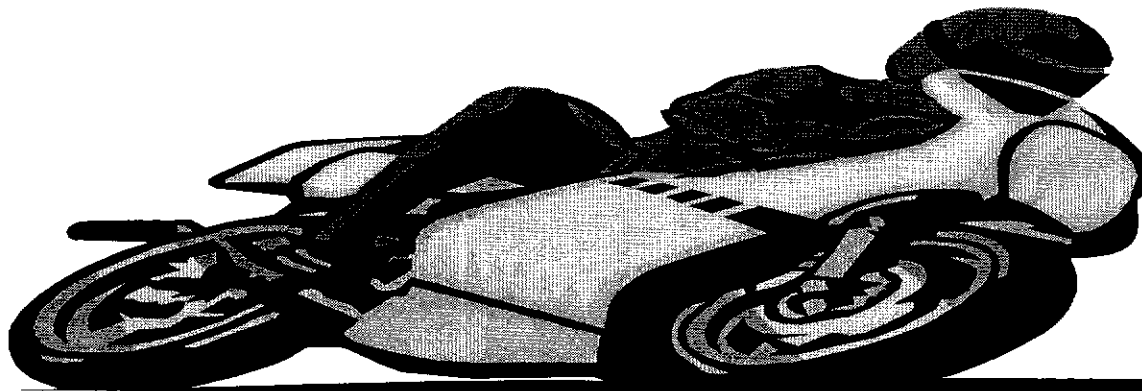
With the growth of our chapter, we probably need to look for a new meeting place. There is also now a strong likelihood that our host is losing his lease so we have another reason for locating another home. Any suggestions will be appreciated. The Loading Zone is a possibility.

We are finally getting somewhere with the Angie Jensen Memorial. I now have sitting in my garage two wooden wagon wheels, 3" by 42" that need their old paint removed. Damon Camp from White Salmon and Rusty Taylor from the NE Chapter are building a bench using the wheels. We hope to have installed in Fossil this year on Memorial Day.

Don't forget Angie's Run that is coming up in June. Each year our chapter has a run in memory of Angie instead of the Run to the Sun that she started when she was chapter coordinator. It is a day run, this year probably out towards St. Helens like last year and back to a park in North Portland where we will have a picnic. We invite all ABATE members to join us as well as anyone interested in joining ABATE.

I received bad news from Rep. Carl Wilson regarding the biker anti-discrimination bill that I have proposed for passage; he chairs the House Rules Committee where the bill has been sent. Although he is sympathetic to the problem, he has declined to give the bill a hearing. He believes that private business owners can decide whom they will serve. I will be trying again in two years. Rep. Wilson, by the way, is the sponsor of our helmet amendment bill. Finally, we are working on the Summer Run with the SE and NE Chapters. It is in August. Be there or be square.

Spike



Douglas County

Meets the 1st Sunday 1 pm

Arby's Restaurant, Winston

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

Chapter Contact: Geno Reed (541) 679-7331

Holy Cow! We have 56 members now. We just all wish it would quit raining so we could go ride. Not much happened chapter wise since I last reported. Right now we are trying to get a handle on all the old chapter property that is stored at Reston Reds Tavern. Some members say we have to have permission from the state officers to even go and inventory the stuff and others want to go and inventory and then tell the state what there is and go from there. It makes a difference on whether or not we buy Douglas County Rockers for our patches and other things that the ways and means officer needs to know so we can get our treasury up.

We had a pleasant surprise at our April 1st meeting. Our State Senator, Bill Fisher, came and talked with us. He is a current ABATE member that dates back to the old chapter. He believes in the causes of personal freedom that we all are working for. How about we make him Governor.

2nd Sundays are our chapter rides, (without meetings), and our first one had 8 riders that went down to Wolf Creek to inspect the SOS Run site. We need to get more of our 56 members on these rides.

Some of our members attended Riders Day in March. Hopefully when the weather finally breaks we will get a big turnout for this.

Well I guess the rain isn't all-bad, I'm sitting indoors typing this newsletter instead of being out on the road. You may have to chase me down with a portable computer from here on out though. See ya on the road.

Chapter Secretary,
Joe Brumbach

Lincoln County

Meets the 1st & 3rd Friday, 7 PM

Moby Dick's Restaurant, Newport

Chapter Address: P.O. Box 614, Waldport, OR 97

Chapter Contact: Ralph Janes (541)265-6850

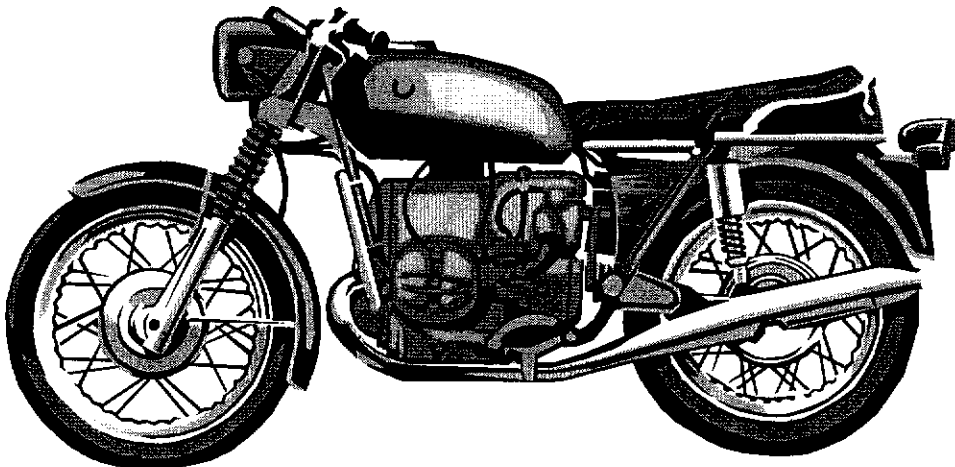
Hi Everybody!

Our 20th Anniversary Party & Long John Poker Run was a GREAT time! Our friend Phil came all the way from Yakima to help us celebrate! Ruth had the best Poker hand, though we all had fun on the Poker Run. Wanda hats off to you for a wonderful dinner! Cherie and Darla really cleaned house on the door prizes. So sorry that most of you that wanted to come couldn't make it.

May is here already!!! Then came the last days of May and we'll be at Fossil!!! Hope to see you all there!

RIDE SAFE!

Shirley



N.E. Portland

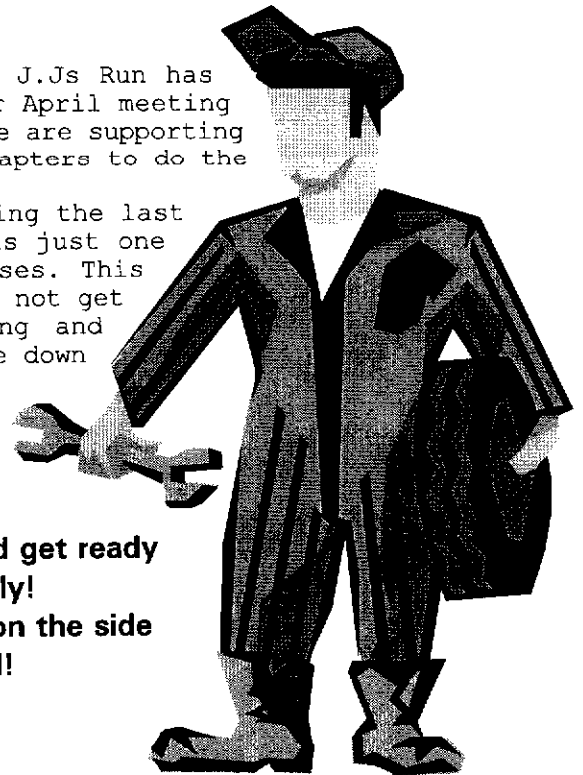
Meets 1st & 3rd Wednesday, 7:30 PM
Round Table Pizza, 4141 NE 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Rusty Taylor 503-777-5121

Hello again! Our meeting attendance is improving. At our last meeting we had 13 members and two guests show up. We all had a good time with someone winning a little money from the raffle of a toy Harley - IT PAYS TO COME TO AN ABATE MEETING!!! Over 50 reminder cards were sent and phone calls were made to remind people of upcoming meetings. Why are these meetings important? It is our time to inform you of the hot and pressing issues facing motorcyclists today/NOW. Believe me, you cannot afford to wait for your newsletter to get your legislative news. By the time you get legislative information it's a month old and you have missed out. Things are happening quickly and they are changing by the hour. Diesel Dave had a shot at the House District 19 seat (Jo Anne Bowman who resigned for a County Commission position). Apparently one of Dave's opponents signed up 26 PCP's which helped stack the deck in his favor. This is why we need more PCP involvement. Had we had more people and support for Dave he could have made a good run for it. Not all is lost. Dave did get some good support and finished in mid-pack. Good job Dave!! The Assisted Fuel Bill (HB3885) is in committee and there will be a hearing this month. Hopefully by the time you read this it is law and we can fuel our own machines. The Helmet Bill (HB2808) passed the House. Come to a meeting and find out more!!! Our next potluck is on Sunday, May 6th at the Loading Zone Tavern, 4037 NE Culley. Come on out and meet new and old friends, listen to some great music, and have some good food, too. Remember the Motorcycle Awareness Rally at the State Capitol - 12:00 Noon. Bring a friend. We have changed our meeting times to twice a month - the 1st and 3rd Wednesdays at 7:30 PM, at Round Table Pizza on NE 122nd. Ride Safe,
Mike

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

Hello from the North Coast.
Well not much happening up here, as it is Mays report J.Js Run has already happened. Hope everyone had a good time. At our April meeting we wrote letters to the state reps. for our bills that we are supporting in an effort to get their vote. I challenge all other chapters to do the same. It only takes a few minutes to do this. I want to thank Ron Bloker for going to the State meeting the last couple of months we need more members to step up. It is just one Sat. of the month and the chapter will pay your expenses. This volunteer state rep. position will not work if we all do not get involved. So if you have the time come to a meeting and volunteer. Well enough said for now. Keep the round side down and as it is springtime be careful out there.
Your Coordinator
Panhead



**Get out the tools and get ready
to ride. Safely!
Or we will see you on the side
of the road!**

River City

Meets 1st & 3rd Tuesdays, 7:00 PM

Spooky's Pizza on West 6th Street, The Dalles

Chapter Address: P.O. Box 1422, The Dalles, OR 97058

Chapter Contact: Lee Eikanas, (509) 773-5076, or Mike Farmer (541) 386-8744

We had a good meeting turnout tonight with 17 people, 14 members, and three visitors. New to our meeting were Dennis Botts and his daughter Darci. Ian Eikanas made a return visit. We had lots of high spirits with members Johnna and Sue getting their licenses and we hear that Sue bought a 500 Shadow. We talked about the recent ERC and there were very mixed reviews, with several liking it and several not liking it at all. Nobody had received his or her completion certificates yet. Dale Ruff won the member drawing at 45 and Cathy Ruff won the 50/50 at \$8/8. Cathy, it is good to see you out and about.

Our regular leaders were not present tonight, so Johnna led the meeting and did very well. We had 16 people at the meeting including three guests, Seth, Delbert and Joy Nicholson. She's leadership material! Sue Wiebalk brought cookies to our meeting in honor of her newly acquired Honda 500 Shadow. We talked some more about the recent ERC and will be having Bill Spencer of Team Oregon out to meet with us about our training. Dave Wiebalk won the 50/50 at \$9/\$9. Mike Morin missed the member drawing at \$5.

Cindy led the meeting and did very well. We had 10 people at the meeting including three guests, Delbert and Joy Nicholson and Bill Spencer. It was very noisy in the parlor so we did some regular business while we ate, then moved the meeting to Mid Columbia Child & Family Center to watch the group riding video and talk with Bill Spencer about our recent ERC experience. But the discussion were good. The one about group riding centered around safe/unsafe riding of group members. Feelings were aired, though no solutions were found. Bill heard our comments about the ERC and talked about the agenda in training. He offered to do a review session with us if we wish to. We didn't do our usual drawings due to time constraints.

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

Greetin's y'all,

Well, Salem Chapter's cook trailer has new rubber under thanks to the good folks at Les Schwab's of Silverton. If the tread on yer cage tires is getting a mite on the non-existent side, ya might want to tool on over to Silverton an' let L.S. mount some new ones in gratitude fer the kindness they've done us. Now all we need to do to get the cook trailer in order is weld up a shackle and find the key for the door padlock. (Or a hefty set of bolt cutters.)

Rot Path dodged rain showers and chased a patch of blue sky over to Salem on 26 March fer Rider Day at the Capitol. If ya made it over as well, you'll know that it wasn't clear sailing getting out helmet amendment outta the House on its third reading. Fer some reason, Rot Path thought it was gonna breeze right through the house, but then all kinds of folks started getting up and voicing their opposition to the bill using the same ol' tired, lame disinformation that we've been fighting in committee hearings. (Rot Path couldn't help yawnin' when *that* Jim Hill stated his usual unimaginative line about pavement and heads. Surely the man's smart enough to realize that at highway speeds, a rider hitting the road is gonna be in a world of hurt and that all a helmet does is ensure that an open coffin can be used. Wonder what kind of sound 300 pounds of fat human makes hitting the dashboard from 55 mph?) Anyway, Rep Wilson's closing summation was very intelligently stated and made Rot Path want to vote for the helmet amendment . . . wait a sec, Rot Path *already* supports it. Wow! That guy is *good*. (Glad he's on our side.)

Now it's on to the Senate with our helmet amendment. Yeah, yeah, we know the doctor (or is he a Governor?) is threatening to veto the bill again, but we still gotta make the effort to get it through. We're Oregonian bikers, damnit!

We don't give up and stick our scoots in the garage just because it rains a bit.

We're out on the highways and byways, showers or sunshine, and we're gonna weather this political climate just like we weather our roads.

At any rate, at least HB-3885 (assisted service) seems to be makin' progress. Rot Path stopped by a station to fill up the Rot Cycle on the way over to Rider Day in March. This is

a station that's been pretty good about the concept of assisted service fer motorcyclists. But this time they did the filling while Rot Path straddled the bike. (Must be what it feels like to have someone else hold yer willie while pissin'.) Ferget lane-splitting. Rot Path wants to hold his own nozzle while dispersin' liquids.

Clean out yer storage units an' pry open yer wallets because Salem Chapter's looking to put on garage sale 3-5 August (or thereabouts) to help raise monies fer our Toy Run in December. This'll be a good time to unload yerselves of all that loot ya mightta accumulated over the pervious holiday. (And maybe pick up some more at bargain basement prices.) We're still working out the details of the venture, so keep yer eye on this Chapter report in future issues fer updates.

All reports indicate that our Chapter's food run out to Silverton after the March meetin' went really well, even if kinda wet. Thanks to Marlene and Lew and Sheryl fer helping set it up.

Cliff won the 50-50 drawing at our March meeting an' graciously donated the staggering sum back to the Chapter. Thanks Cliff. By the way, the next day we learned that Cliff's son is gonna be a legislative aid or some such thing. (Just think, we'll have someone on the inside.) Good going, son-of-Cliff.

May all yer roads be smooth and clear,
Rot Path

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

Hi From the South Coast,

We here are gearing up for our Pony Village Mall Show. Lot's of exciting stuff happening. Come on up or down, whichever way you travel, and show off your bikes, or just come on out and check out what we are doing. The Optimus club will be joining us this year; they will be collecting coats for kids and selling smiles for miles. We are going to have a blast! Don't forget May 12th & 13th.

How about the Rhody Fest.? The date is May 19th and 20th. And we all know what fun that is. See old friends and meet new friends. I know a lot of us here on the South Coast will be there. Hope to see you there.

And then we already have had a few Coos River Run Committee meetings. That run is set for July 20th, 21st, & 22nd. More information to come later. We do need vendors, if anyone knows of anyone who would be interested. We know this year is going to be even better then the last, they always get better with age. And we have had some really good times and meet really good people.

Well, Spring is In The Wind! Lot's of riding going on these beautiful days.
Ride Safe be Cool....

Oh and last months Questions:

- 1) In the late 1920's it was the thing to have full dressers, they called it fashionable, well after World War II many West Coast riders eliminated at least 5 essential items, for the strip down look. What were these items?
- 2) Who is the ex-Milwaukee engineer whose handcrafted motorcycles are built in Mukwonago, Wisconsin?
- 3) Who did Peter Fonda and Dennis Hopper portray in the movie Easy Rider?
- 4) Honda began in the U.S. in what year?

The answers:

1. Windshields, saddlebags, large seats, crash bars, and front fenders.
2. Erik Buell
3. Captain America and Billy
4. 1959

LATER, Judy

Do you know when Motorcycle Awareness Week was proclaimed and at Who's request?
Answer next time.



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

Greetings and Salutations,

Our membership is still growing and with all the new blood there is definitely more enthusiasm and interest in ABATE activities than we had 6-8 months ago. GO Team...

Fairly good riding weather is hangin' out down here and my bike just went in for the 2500-mile service last week. Gene, Michelle and Mike at D&S H-D worked their magic and it's snappier than ever. Too bad that Hwy 101 H-D is so danged far off cuz Danny, Barb, Serena and Lincoln are great people too!

No word on lane splitting or the Helmet Grenade just yet, so hang in there...

The SOS run in August has been State sanctioned, as has the State of Jefferson run. First Poker Run on April 28th; should be great fun and more on that later. Big bike swap meet in Provolt at the Store on May 5th & 6th and, yes, we plan on signing up new Members to any Chapter that they live by...

I've heard that we lost one of our own to heart failure early in April and have not been able to substantiate that as fact. If it IS true then we have lost a true Brother, a biker, a master mechanic and painter, a story weaver and a real happy guy. He will be missed by all of us. Ride upright... and beware of the terminally unaware...and Soap Box preachers.

C~ya,

Mikey

S.E. Portland

Meets 1" & 3" 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

Hello All,

Wasn't last month a fun one? STEAM was great. Everyone including myself really enjoyed the classes they chose and felt they came away more informed. It was also fun to meet those from far away chapters and hear how; their chapters are doing and also exchange tips and idea's with them. Hey didn't the Swap Meet turn out great? Everyone who pitched in made it an enormous success. I'll have to admit though after parking bikes from the onset till mid-afternoon, then taking over for Melinda in the ticket booth till closing it surely did feel sooooooo....good to sit down! Guess maybe I'm getting old! Wish I could let you all know how the Canned Food Delivery and the Anniversary Party went but Gordon needs this submission before both events occur. That leaves us something for next time though!

Our chapter membership has grown to 331! WOW!!! We got 19 new chapter members at the Swap Meet and even got to meet some of them at our last meeting, and now on to more member "stuff".

No one has won our membership drawing the past three meetings. Those who lost out on the last two drawings were: Ed Spellman Jr. for \$10.00 and Jason Doherty for \$15.00. Should'a been there!!!

Talk at ya all next time,

Mammy Tami

A Big Hi There To Everyone!

Well everything went great for our chapter in March.

The Canned Food Delivery went well. We had a good showing of 16 Bikes and a couple of cages and 2 trucks loads of food. The people at the Mission seemed surprised though! Even with Maddog's hard work it seemed we weren't expected. Thank you to all of your hard work everyone and to Channel 6 (KOIN), for the media coverage. Wasn't Stephan eloquent on camera? Hey? Did you all have a "Kick-Butt" time at the Anniversary Party? I wish that I could say a personal Thank You to each and everyone that volunteered they're time but, I'll do it this way. Thank you to the Sgt. Of Arms for the security, to Anna, Vicki and Bev for coordinating all the volunteers at the gate and the bookkeeping. To "Pee-wee" and everyone at the ABATE booth, and to all those that helped Barb with "Door-Prize" donations. Barb had a table full of prizes and did a great job. Wyoming has a thank-you for the great display of photo's and memories. I am sure there will be even more for next year, as I saw several cameras at his table during the evening. Thank You to Lincoln County for their members support, you guys

gave us a great show. We hope your Party was a great success too!!! Thank You to the owners, managers, bartenders and waitresses at the M&M Restaurant and Lounge, you helped make our Party the successes it was. Last but very least Thank You to the band and their special guest. "Marquee and J.R. Simms" you guy's ROCKED!!!!!!!

Now. On to our meeting notes, the turn out at the meetings is going great. Lee is working on some numbers on the attendance so I'll let you all know later about the numbers.

The membership drawing is getting bigger each time. Last name drawn was something named 'Buddy-Dog' and that was for \$25.00 (Woof, Woof). The time before was for Jay Grayson for \$20.00. The pot is growing again! Turn out (just kidding). Show up and win it!!!

Have a good one people,

To the person that left a rather spendy looking pair of prescription eye-glasses on a table at the Anniversary Party; see the Bartender at the M&M, they are safe and sound and waiting for you.

I'm looking for some help. I am in need for suggestions for Adult-non-Rider Games for SE Chapters Run 21. It will be hot so the 'wetter the better'. We want everyone to have fun and I would appreciate any suggestions. Contact me at: papawayno@uswest.net or, mammytami666@hotmail.com or, (503)408-9069.

Thanks,

"T"

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

No report, first time.

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

We're in a kind of limbo space at this writing, stuck between the meetings and planning sessions of the winter and the actual production and participation this spring and summer. The CMA bike blessing will be over by the time you read this but the Rhody Fest Poker run will be coming up soon. All is covered and we're looking forward to another great weekend for the chapter. The Independence Day Social has taken a back burner to the SOS plans but is still coming around. Looks like a band will be available along with the games and fun we've planned. The site has been contracted and paid for in Wolf Creek for the SOS run and plans/responsibilities are becoming more clear for everyone. All I ask is that everyone put this event on their schedule to help out as well as have lots of fun. We're planning to get as many in the four chapters to pre-register to get commitment and seed money. This being the first attempt, we want to be sure it has good participation and plenty of help. With the weather improving, we are working up some nice Friday night rides and hope to get some early Saturday rides together for the chapter. Keep in touch with Rob Thompson (747-3007) and postings at Greg Coen's Motorworks for updates.

There has been a flurry of public discourse around the helmet law reform bill in the legislature. A slanderous Register-Guard editorial, and an ABATE response to it, have spurred letters back to the mailbag from supporters and detractors alike. It was nice to see the interest on the part of the public. In Salem, however, the reform bill isn't expected to get through the Gov's office so a lot of attention is being put on the assisted serve bill and the non-discrimination bill. Call or write your reps with your input, and it wouldn't hurt to keep sending those letters to the newspaper just to keep the public aware and the discourse going.

Membership is up to an all time high, and they're still coming in!

Thanks for all your work getting the word out and welcome to all those who've chosen to join us on our mission: protect biker rights, educate the public, promote safety and HAVE FUN!!! See you all at the next meeting.

Ride Safe, Ride Free

Michael

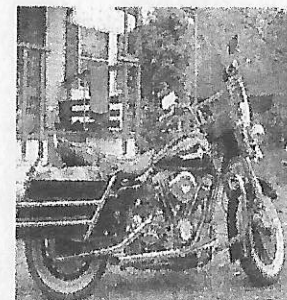
ABATE OF OREGON, INC. - SOUTH COAST CHAPTER

INVITES YOU TO JOIN US

May 12th & 13th

Motorcycle Awareness Month

"The Many Faces of Motorcycling"

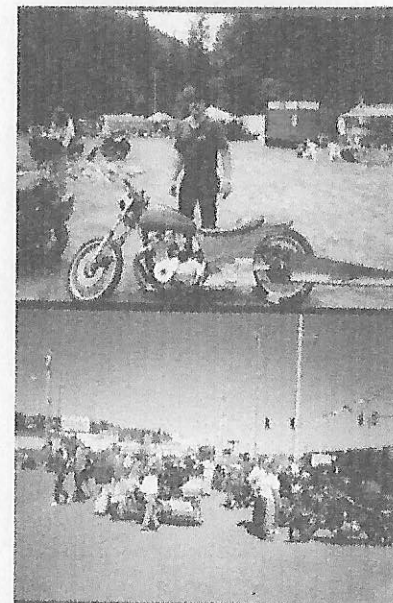


All types of Motorcycles on Display
Off Road - All Terrain Vehicles - Dual Purpose
Custom - Antique - Touring - Sport

Special Exhibits By:

Bay Area Yamaha - Honda World - Far West Cycle, Inc.

Coos Cycle - Hwy. 101 Harley Davidson - Parkers ATV



Pony Village Mall

1611 Virginia Avenue, North Bend

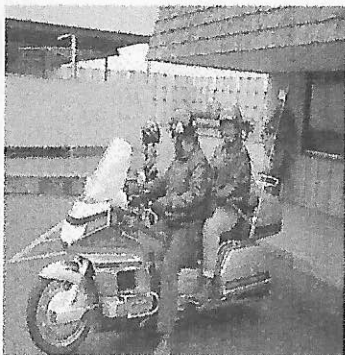
10:00 AM - 8:00 PM Saturday

12:00 PM - 6:00 PM Sunday

ANY QUESTIONS, PLEASE CALL

Charlie Hill (541) 759-2388

JD Shore (541) 266-8609



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

Sactioned by ABATE of Oregon, Inc.

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

Please Come:

Oregon Motorcycle Riders' Day

Monday, May 14, 2001

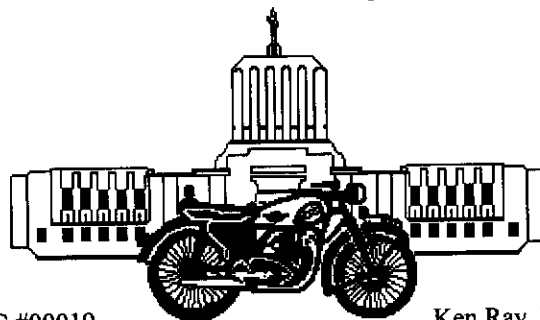
Ride if you can — Drive if you can't!

It's illegal for you to put gas in your own motorcycle tank.

Help change that. Come to the Capitol.

**It takes MANY PEOPLE to convince the legislature
that what we are asking for is the right thing to do.
Your presence in the Capitol is what we need
to get the message across!**

9:00 AM • Oregon State Capitol
Salem, Oregon



Sponsored by
BikePAC of Oregon, Inc. • PAC #00019
PO Box 5612
Salem, OR 97304

More Information:
Ken Ray, Executive Director • 503-351-8193
Teresa Hepker, Legislative Director • 541-298-1317
Lyle Irons, Lobbyist • 503-588-3042 (Salem)

JOKER POKER

MAY 19TH

ALL RIDERS

SIGN IN
10AM - NOON

NO BODYZ BENEFIT
NO BODYZ CHARITY

AT THE SALEM
CLUBHOUSE
3397 RIVER RD
KEIZER, OR

LIVE MUSIC, FOOD
AND RUN PINS

2007

FOR MORE INFO E-MAIL SSTAT2@HOME.COM or REDMANTHEJOKER@HOME.COM or CALL (SIMON) (503) 304-1178

STATE OF JEFFERSON TOUR 2001

The State of Jefferson Tour is a self-guided vehicle tour of the historical and semi-fictional State of Jefferson. Back in the 1850's when the Federal Government was trying to decide how to divide up the Oregon Territory, one plan called for the northern third of the current State of California and the southern half of Oregon to be combined into a new state called Jefferson. However, due to a variety of circumstances, the territory was divided into three states (Oregon, Washington, and Idaho) instead of four. This tour is designed to take the participants through the scenic sections of the area that would have been the State of Jefferson. The tour is set up so that you can complete the tour while you are traveling to other events. For instance, if you are planning to go to Reno for Hot August Nights, you would look at your tour packet and see what tour stops are along your route. All you do then is plan to make your coffee or gas stops in those towns. For those who want to complete the tour as a tour, there are (4) routes provided in the tour packet that will take you through the majority of the tour stops. The remaining stops, due to their distance off of the selected routes, should be planned as side trips.

In 2001, the State of Jefferson Tour will include 50 tour stops; (25) in Northern California and (25) in Southern Oregon. The tour will encompass the area from Eugene, Oregon to Red Bluff, California and from the ocean to the Nevada state line. The competitors will have from May 1st through September 30th to visit as many of the 50 tour stops as they wish. At each stop, they should pick up some sort of souvenir from the location to show that they were there. The souvenir can be a photograph, matchbook, business card, cash register receipt, or even a postmark-- anything that shows the name of a town designated as one of this year's tour stops. Those individuals who complete all 50 stops this year will have traveled at least 2000 miles of scenic highways and visited 15 different counties during the five month period.

Since many people are actively involved in their chapter which takes up some of their riding time, this year there are (5) different activities that can be used as a substitute for tourstops that you are unable to reach due to other Abate commitments. An individual may substitute proof of: (a) Attendance at the May 5th, 2001 Biker Rally at the State Capital; (b) Attendance of a State Board Meeting in Junction City; (c) Attendance at a Biker Day in Salem during this legislative session; (d) Working a full shift at a Chapter or State Event; or (e) Spending the day lobbying at the State Capital for Abate Sponsored Legislation. Each substitution can be used only once.

On October 14th, All the participants will gather at a location in Southern Oregon for a Bar-be-que and plaques will be awarded to those who have completed the most number of tour stops. Each participant will also receive a free door prize ticket for each tourstop that they complete and will compete for a number of nice door prizes. Guests are allowed to attend the Bar-be-que at a cost of \$5.00 each to cover the meal and soft drinks provided. For additional information contact: Tim Rohde at (541) 821-1487 or Tom Orsini at (541) 479-8635.



American Bikers Aiming Towards Education
A.B.A.T.E. of North Idaho
12th Annual Spring Opener
June 1, 2, & 3, 2001

Rodeo, Bike Show, Chicken Bingo
RV Sites, Camping
All Motorcyclists Welcome!

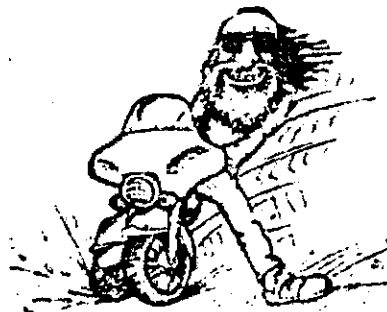
Coeur d Alene River Campground
Interstate 90 to Exit 40
Cataldo, Idaho

Live Music
Friday: *Laughing Bones*
Saturday: *Too Cooked to Book*

A fun-filled weekend for all!

**Food, Beverage, &
Merchandise
Vendors**

For more information, call Moose at
208/245-2320 or
Glenn at 208/667-3668



TICKETS:

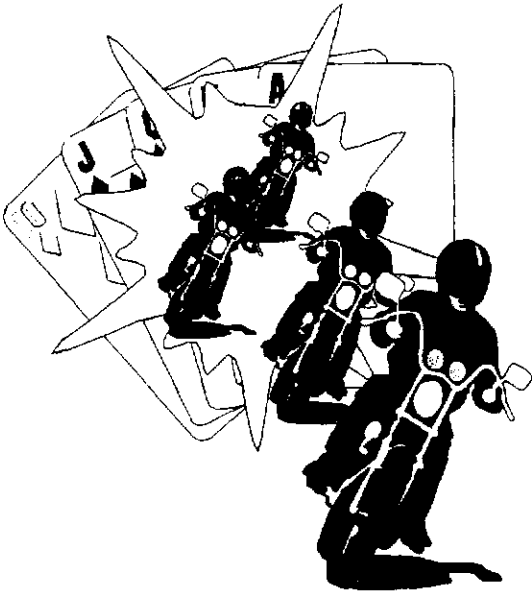
**\$20 Members holding
current MRO Card**

**Non-members \$25
Includes Run Pin**

**SATURDAY ONLY
Day Pass \$10
Expires at 9 PM**

No one under 21
No Firearms!
No Pyrotechnics!
No Animals!
No Attitudes!

WILLAMETTE VALLEY CHAPTER A.B.A.T.E. OF OREGON, Inc.



INVITES YOU TO JOIN
US ON OUR ANNUAL
RIDE TO FLORENCE
RHODODENDRON FESTIVAL
POKER RUN
SATURDAY - MAY 19, 2001
ALL BIKES,
ALL RIDERS WELCOME

**Start at Any Point
in the Ride.**

SEE MAP ON BACK SIDE OF THIS FLYER

Unlimited Hands @ \$5.00 for each hand

**Pay For HIGHEST & LOWEST HANDS
50 / 50 DRAWING**



Coen's Motor Company

8:00 am to 10:00 am
151 Main St., Springfield



Big's Hi-Yu-Hee-Hee

9:00 am to 11:00 am
3815 Territorial Road, Veneta



Noti Pub

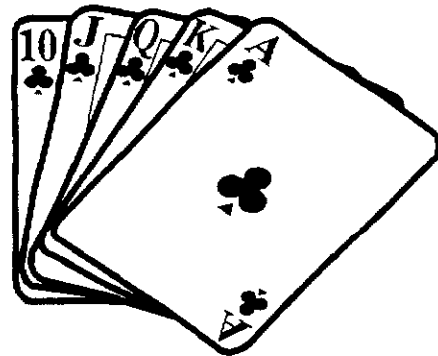
10:00 am to 12:00 pm
Hwy 126, Noti



Frank's Place

11:00 am to 1:00 pm
10788 Highway 126,
Mapleton

For Information Call Michael @ 541-485-2352



Last Stop
Beachcomber, Florence
12 Noon to 2:00 pm
Awards & Drawings
2:45 pm

This Event is Sanctioned by ABATE of Oregon. Funds raised will be used to support our activities defending YOUR RIGHT to RIDE FREE. Contributions to ABATE of Oregon, Inc. are not tax deductible.

ABATE OF OREGON, INC Washington Co. Chapter **POKER RUN**

Sunday, May 20th

**Destination Harley-Davidson
10770 SW Cascade Blvd., Beaverton**



**Sign in starts at 10,
\$10 per hand, or 2 hands for \$18,
\$1 per mileage guess**

Poker Run starts at 11

Route to be announced. Need more info?

Contact: Ted Tracy (503) 615-3101

1-800-55-ABATE

50/50 drawing, door prizes, refreshments and lots of fun

Some Proceeds benefit the Washington County

Women's Resource Center

This event is Sanctioned by ABATE of Oregon, Inc.

Contributions or gifts to ABATE of Oregon are not deductible as charitable contributions for Federal Income Tax purposes

**6th
ANNUAL**

**A.B.A.T.E. OF OREGON, INC.
North Coast Chapter**

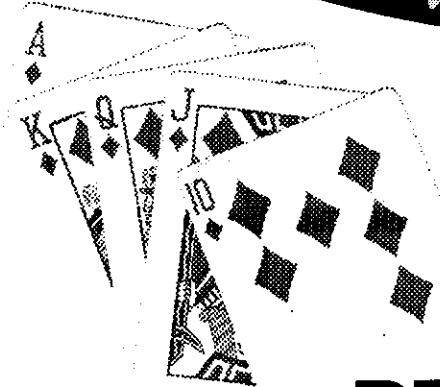
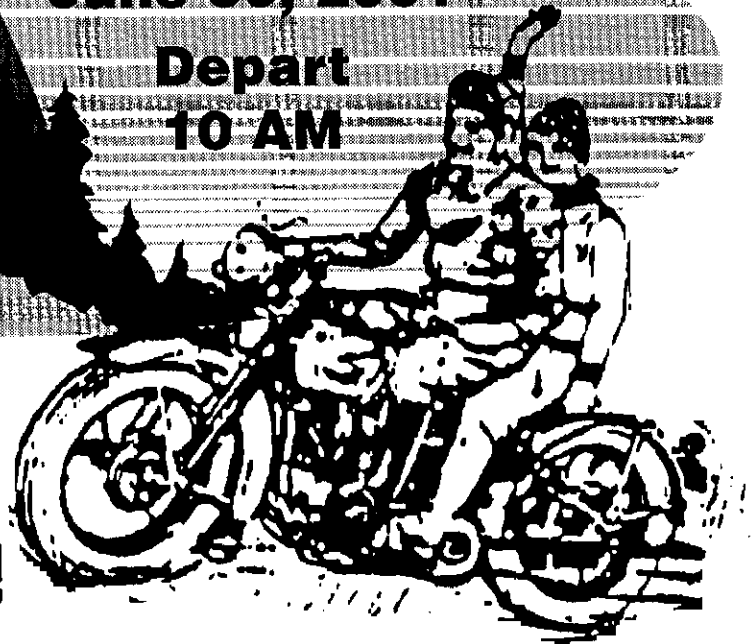
— presents —

Around Saddle Mountain Run

**Saturday
June 30, 2001**

**Depart
10 AM**

**Rain
or
Shine
Let's Ride!**



PRIZES • RAFFLE • 50/50

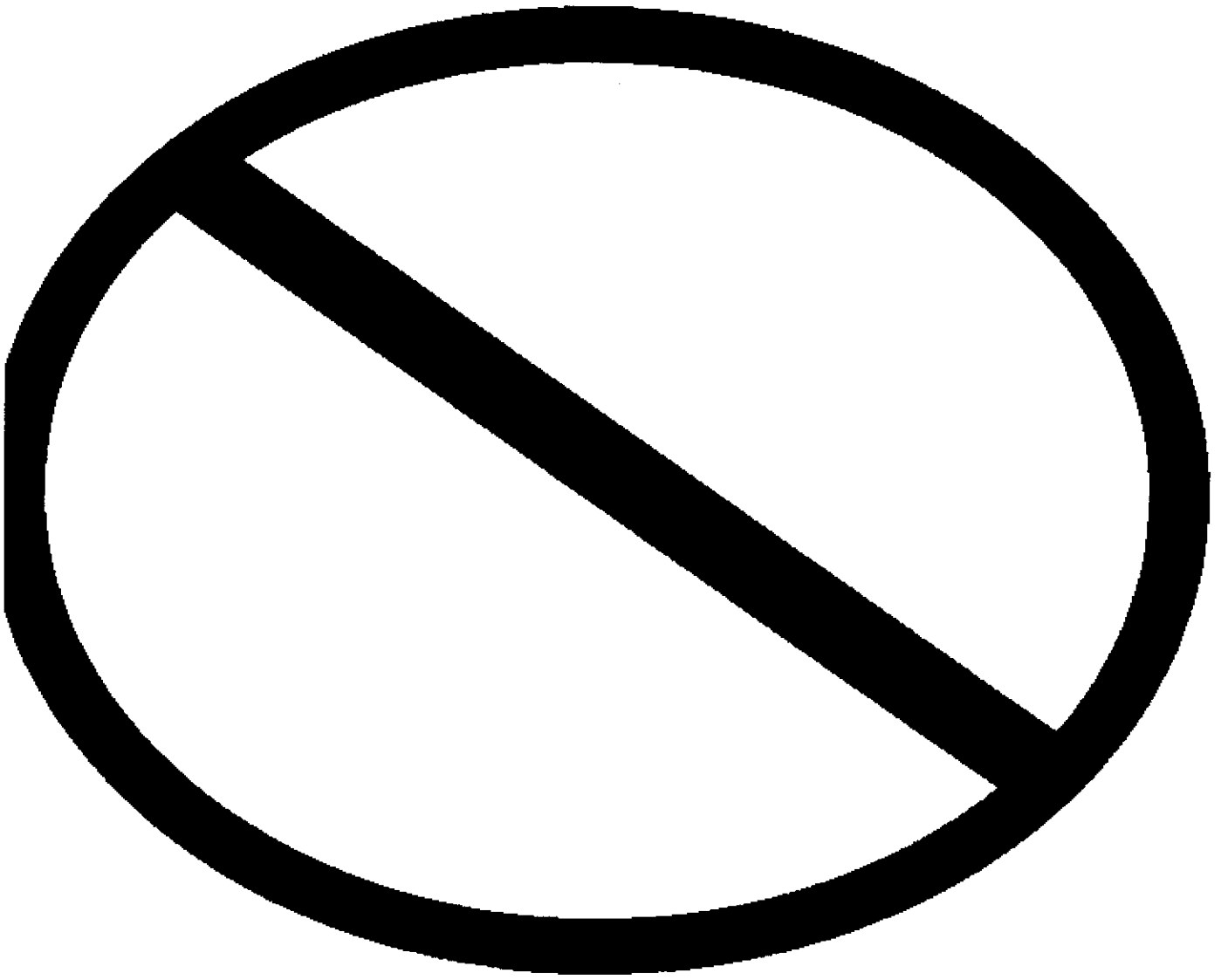
START•REGISTRATION	SEASIDE—DEPART 10 AM	ROB'S RESTAURANT 1815 S. Holladay Drive
First Card Draw	14 miles—ASTORIA	Eagles Lodge, 894 Commercial
Second Card Draw	26 miles—CLATSKANIE	Colvin's Pub & Grill, 135 Nehalem
Third Card Draw	28 miles—VERNONIA	Lion's Den, Bridge Street
Fourth Card Draw	30 miles—ELSIE	Oney's Restaurant & Bar, Hwy 26
Fifth Card Draw—Party Time	22 miles—SEASIDE	Relief Pitcher, Hwy 101

THANK YOU TO OUR SPONSORS!

Colvin's Pub & Grill • Cedar Side Inn
Relief Pitcher • Rob's Restaurant • Oney's • Eagles Lodge • North Coast Leathers

For Information Call: Jamye (360) 665-6513 or Jeff Gee (503) 861-1703

*Sanctioned by and all proceeds go to North Coast Chapter of ABATE of Oregon, Inc.
Contributions or gifts to ABATE of Oregon, Inc. are not deductible as charitable contributions for Federal income tax purposes.*



Kitzhaber's Idea
of your freedoms.
What are you gonna
do?

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

E-MAIL ADDRESS _____

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

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

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

VOTER INFORMATION:

CONGRESSIONAL _____ **SENATORIAL** _____ **REPRESENTATIVE** _____

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

YOUR CANCELLED CHECK OR MONEY ORDER RECEIPT IS YOUR PROOF OF PAYMENT

CHANGE OF ADDRESS?

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

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

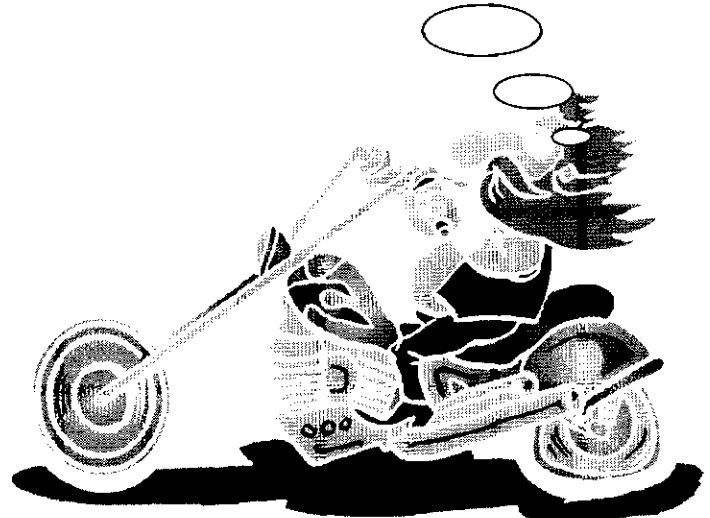
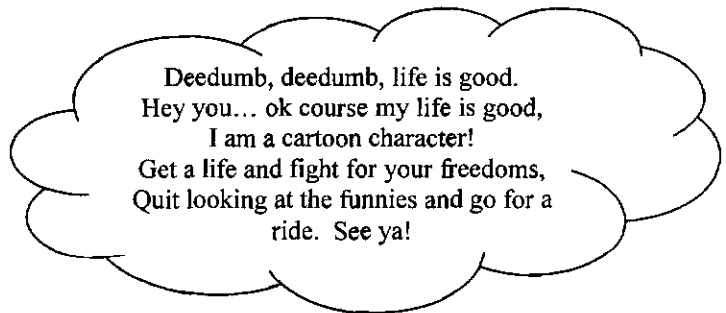
NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

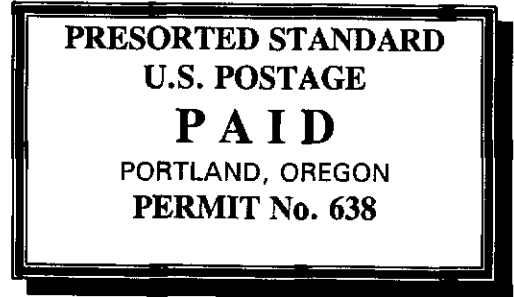
MEMBERSHIP NUMBER _____

SIGNATURE _____



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

"ADDRESS SERVICE REQUESTED"



**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

Legislative Session is now in progress.

**May flowers are nice,
But watch out for the bees they attract.
Now give it all ya got!**

Chapter Meeting Places - Where & When

1 st SUNDAY	DOUGLAS COUNTY	1:00 Round Table Pizza in Roseburg
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
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
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
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, Spooky's Pizza on West 6th Street, The Dalles
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
1 st & 3 rd FRIDAY	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport