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FREEDOM OF THE ROAD!**



**LET THOSE WHO RIDE
DECIDE!**

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

A Brotherhood Against Totalitarian Enactments

NOVEMBER 2001

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**A
BROTHERHOOD
AGAINST
TOTALITARIAN
ENACTMENTS.**

MISSION STATEMENT

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

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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>

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RUN SANCTIONING

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ronaldb@jewell.k12.or.us

Chapter Meeting Places - Where & When

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



Coordinator's Corner

Hi Everyone:

Hope you're enjoying these fine fall days. Around Hillsboro, we have been getting some nice riding in.

"Loud Pipes save lives" or is it "Loud pipes risk rights"? I am thinking we need a compromise, or am I just getting old? I recently sold my Fatboy that I had equipped with Python 3 pipes. Dang, those puppies were loud! Maybe too loud. On the last 2 summer trips, I hated how loud they were. Nobody would ride on my right side, and my riding companions made me ride at the rear of the pack...because my pipes were so loud. My ears would ring for hours after we parked for the night. An elderly couple held their hands to their ears in Scappoose one day! My new bike is as quiet as can be. I am thinking of leaving it this way. At the store, I pulled up next to another elderly couple as they loaded their car. They gave me big smiles.

Let's not forget that we have to wear helmets because of the "will of the people". Back in 1988 the voters voted in a mandatory helmet law. A majority of the complaints against bikes is because of noise. Road bans in Europe have come about because of "noise problems". The infamous Lake Shore Drive motorcycle ban in Chicago was because of excessive noise.

If we want to quit alienating the voting public, we need to find a good solution. We all want to be able to customize our bikes, but saying that loud pipes prevent accidents maybe a bit of a stretch. We know that noise from the exhaust system goes towards the rear of the bike... And the car that is most likely to hit you comes from in front of you. A loud horn might be a better solution to the problem.

Nominations for all State Officer positions will be accepted at the November and December Board meetings. We need YOU to step up and run. Shake things up! You know you want to! Anyway, think about it. We all have abilities that would be of value and service to this organization.

With the holidays coming up, maybe our paths will cross at a Toy Run or two.
Ride Safe,
Ted



Editor's Environment

So here it is November and the leaves have turned from green to slippery in the streets. I was thinking of going for a ride one day when the fact of dangerous conditions made me think, is it worth it? Well the obvious answer was yes with a few choice words surrounding it! Well now you and I both know that when it comes to going for a ride, all it takes is some tight nuts and a few gallons of gas and the old Harley is out in the snow for all we care. This time I choose the (wife's) Honda cause it has a sidecar, (and besides my other bike with a sidecar is still in pieces next door) so with sidecar full of my children off we went to the store for milk, (yeah right). Luck has nothing to do with safe riding and if you think other than that, well good luck to you. Anyway back on the road to the store, I turned a corner and hit a patch of wet leaves. The sidecar slide completely sideways and almost completely around. If it had not been for time proven methods and pure experience (besides the sidecar) I would have been up over keester and feeling a lot of pain (let alone what the wife would have to say)! After the kids simmered down and I figured out which way I was going we were on the road again.

Lesson: Never under estimate the power of water, leaves, nature, and rubber that spins.

To say the least, I had a great time scaring the crap out of the kids, and the lady behind me, but without time tried methods of avoidance and ample experience, I would have been just another statistic.

There is another lesson I learned this month, and that is stopping distance and attention span differ by about four feet, (you know what I mean?) and it pays to have a lot of insurance!

G

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, STATE Board ACTION REQUIRED.

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

Jimbo, Julie, Janet, and I were the chapter members who attended the presentation at the Shriner's Hospital in September. It was an emotional event to see the children get items like wheelchairs and communication devices that will improve their mobility and their lives, all through the dedicated efforts of bikers. The committee members and all those who have supported this effort deserve all the thanks in the world; I know we received the thanks of the children.

Related to my Summer Run report, I forgot to mention the assistance that the Portland chapters received from the Douglas County group who helped in providing security for the run. Thanks for your help, guys.

Chapter elections are coming up soon. Please consider making a greater contribution to the chapter.

Finally, in these trying times, we must be ever vigilant to the government's efforts to limit our freedoms and take away our liberty all in the name of security. Being a patriot does not mean being a sheep and blindly obeying government edicts that are wrong.

Spike

Douglas County

Meets the 2nd Wednesday @ 7:00 PM

Round Table Pizza, Roseburg

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

Chapter Contact: Geno Reed (541) 679-7831

September was a quite month here in Douglas County. We had a show & shine at the Melon Festival and a couple of our members got married there. Congrats to the now Mr. & Mrs. Lonnie Ledbetter. After this it was just do stuff on your own. Coming up in Oct. however we will have a big weekend on the 12th and 13th. There is a show and shine and Poker Run on Saturday and a major swap meet on Sunday. ABATE will have a booth at the swap meet. We're trying to get casino nights going but it's hard to get everyone together right now to plan it. That's all for now from Douglas County.

Joe Brumbach Chapter Secretary

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

NO REPORT, FIRST TIME.

N.E. Portland

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

Well, summer is most likely almost gone by the time you read this. Now we are getting into the season of Toy Runs and other fun fall and winter stuff. We had a great time at the Shriner's Wheelchair presentation. I missed many of you although I know some of you were meeting with the Democrats. Officer elections are coming up soon. WE NEED OFFICERS!!! Rusty said he will not run as coordinator again if he doesn't have enough people to run a chapter. This could be it for us folks. These last few meetings we have this year can either be the beginning of new era for Northeast or the final conclusion. It is your choice.
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

NO REPORT, FIRST TIME

River City

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

A strange meeting tonight. The restaurant thought we weren't going to be there because the manager saw our card from Sunday saying we were riding to Kah-Nee-Ta and assumed without looking at the date on the card that we were canceling the meeting. Dinner was unsuccessful, it got dark while we met (ahhh, the changing of the seasons), and the lighting was poor. We had a good discussion about insurance with everyone sharing their info, prices, companies and observations. I think this is a useful discussion to have in any chapter, as it was very informative and helpful. Try it in your chapter, and see.

French brought cookies to celebrate his new bike. He's been bugging me to get my Ducati tuned up so he could ride it and he just couldn't wait. He bought a midnight blue and white, 1998, Suzuki GSXR1100. I no longer have the fastest bike in the Chapter. This is a race replica model and very fast!

The membership drawing would have been won by Vahid Shahzada if he had been at the meeting. Lynne Kadlec won the 50/50 at \$8/\$9 and donated her winnings back to the Chapter. Thank you, Lynne.

We had a big group at the Oct. 2 meeting, 18 people all told including two guests and one new member - welcome, David! We had cookies again (this is how we celebrate someone getting a new bike) - last meeting it was French's '98 Suzuki GSXR1100; this time it was Ellon's '82 Honda Ascot 500. Very different motorcycles for very different people -- ain't motorcycling great!? Teresa talked about some of the things discussed at Meeting of the Minds that threaten to limit what we buy or do in coming years: emissions regulations from the Environmental Protection Agency; NHTSA's continued focus on "safe crashing" instead of "safe riding"; and health insurance plans that class motorcycles as "recreation" and refuse to cover injuries sustained in motorcycle-related activities. It's time for America to recognize that the motorcycle can reduce our dependence on foreign oil supplies, reduce wear & tear on our roads, and help alleviate congestion and air pollution WITHOUT any new emission standards. We had a nice small short meeting. The main items were the PO Box rental, Board report and Run Committee stuff. Our Sunday rides continue in beautiful eastern Oregon. Come on out and join us! Jim Middleton could have won the \$45 for the membership drawing if he'd been at the meeting. Greg Kadlec won the 50/50 at 7/7 and donated his share back to the Chapter.

Thank you Greg.

Brian

Salem

Meets 4th Tuesday, 7:00 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 Michelle and Morris at (503)-3717550

It's kinda easy to get so caught up in day-to-day livin' and survivin' that a person begins to overlook how quietly wonderful other folks can be, especially in an all-volunteer group like A.B.A.T.E. This is a particularly appropriate time of year to pause and consider all the things, large and small, that others do for our organization and us. When next you encounter those people, simply thanking them for their contributions goes a long ways towards making them feel even better about what they're doing.

To each and every member and supporter of A.B.A.T.E. of Oregon, Inc.: "Thank you. Yer doing great!"

Things be happening down (or up or over) Salem way. Okay, the September meeting ran a bit longer than promised but we got a lot accomplished. (And remember, we're meeting on 4th Tuesdays now at 1900 ((7:00 pm)), still at Pietro's Pizza.) Mainly we've been planning a Toy/Food Run over to Stayton and Silverton fer December instead of the usual Salem run.

"Why?" you may ask.

Well, mainly because fer years we've been holding Biker Nights in those towns to generate funds and gifts fer the Salem Toy Run. So now we're gonna give something back to those communities instead of just being takers.

Matter of fact, you've already missed the first Biker Night in support of this worthy endeavor. It was at the Bottle Factory in Stayton on 26 October. But don't gettin' all emotional an' start crying in yer beer. There's another Biker Night coming up.

The next event will be on Tuesday, 20 November 2001 at the Wooden Nickel in Silverton. The fun starts at 1900 (7:00 pm fer you 12 hour-types) so start rearranging yer life so ya don't miss this one.

We'll get word out about the date/time fer the Toy/Food Run itself in the next issue of this rag.

Had another group ride on the Sunday after the September Chapter meetin'. Got no idea where they went on accounta Rot Path had something forgettable to do and missed the ride. But by all reports, folks had a great time.

As we putt along life's roadways, we often encounter turning points that, for the rest of our lives, change us fundamentally, either in our direction or in our outlook. Sometimes these events are individual and personal; other times they are national; on rare occasions they affect most of the human world.

It's been nearly two months since the events of 11 September began unfolding to our disbelieving senses. Bombing and infiltration started early last month.

Sometimes a stretch of pavement reminds a rider of a similar road they've ridden elsewhere. But it's still a new adventure. However, when you ride the same road repeatedly it begins to lose its luster. It no longer holds the same excitement. And a little quiet voice in yer mind observes: "We've been down this road before."

Our lives are being changed by the events unfolding around us. How these events affect us personally is up to each individual. What direction are you going to ride?

As Elvis would say: "Thank-you, thank-you-very-much",
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

Hello from the South Coast

Not a lot to say except it's great to be an American and to everyone uniting together for a cause. Isn't that ABATE. GOD BLESS AMERICA. And for our fallen comrades our hearts will forever be with you. God Bless.

This month we will be doing our food drive and the toy run will be coming up in December. We have a little Dirt Bike to raffle off this year. The tickets are \$1. each and monies collected will be used to purchase toys for our toy run.

Later

Southern Oregon

Meets 3rd, Sunday, 2 PM

Oregano's Pizza, Gold Hill

Chapter Address: P.O. Box 877 Phoenix, OR 97535

Chapter Contact: Tom Orsini (541)-479-8635

Tim Rohde 541-821-1487

That Indian summer died right out and everybody is scrambling for their chaps and liners, though it is a welcome relief to some of us sweat-hawgs.

The Fall swap meet at Roseburg is upon us already and after we do that in the morning we are going to Tom Pierce Park for the Jefferson State Run picnic/BBQ. Hope you were there...

We hope you go to those meetings once a month, for an hour or so, so you know where and when to go ??? to hang out with your fellow Riders. Most of them are just like you & I; they're not "joiners" either. It seems that they realized that if they don't get involved that there are people out there who are really pleased about that and would be very happy to do away with "that whole Biker Scene", one little law at a time, until it's all gone. Then it'll be, "Oh, shucky-darn, I shoulda, coulda, woulda..." TOO LITTLE, TOO LATE.

Those gals & guys that ride Foreign bikes? You probably did too! Now you're so wealthy and cool you don't have to. Most of those Foreign bike Riders are wealthy and cool too, but they don't choose to ride what you might ride and they think, that you think, you are so different that you all couldn't possibly ride together.

They're Riders and Bikers just like you are. Dismount and talk with them. Let them know that they are Welcome in ABATE, and every voice, voter, and Rider counts.

KLDR had a run to the Coast several months back for a free lunch. Approximately FIVE hundred Riders were fed that day and I couldn't help thinkin' what an ABATE presence that would be. They were on Trikes, Wings, Hawgs, Beemers, Beezers, Crotch Rockets, Triumphs and Enduros; Indians, old and new, and every brand was riding together! Sharing the same Wind, the same restaurant, and the same Ride.

United we can stand strong like a bale of hay in a windstorm. Divided we are just chaff blowing across the landscape.

Please pray for our Country, our G.I.'s, our lost and suffering Brothers and Sisters and get up now and get involved in something for America or American Riders, because you and the people you meet will make a difference.

Beware the terminally unaware.

Mikey

Southern Oregon Chapter ABATE Secretary

S.E. Portland

Meets 1st & 3rd Sundays, 12 Noon

M/M Restaurant & Lounge 137 N. Main, Gresham

Chapter Address: P.O. Box 90233, Portland, OR 97290

Chapter Contact: Lee Austin 503-760-9015

FAX 503-760-9013 E-Mail la44@qcsn.com

The family picnic was a big success. We're sorry to have missed those of you who were at the Democratic convention. We hope to see you at the picnic next year. The weather was beautiful and everyone enjoyed themselves. We had a total of 110 adults and numerous amounts of children. We would like to thank everyone who helped out and of course everyone who showed up. Those that also need to be thanked are; SE Portland, Columbia River NE Portland, and Washington County Chapters for all their help with door prizes and the cost of food and supplies. Thanks also to the people that donated extra prizes.

Southeast Chapter is still growing strong. We are up to 352 members now. Our current membership drawing is up to \$50.00 again!!!!!!!!!!!!!! DOUG ATHERTON lost out on \$50.00 at the last meeting (you would think that with 352 members we would have one there to win)! May be next time. You all show up and win.....

Hope everyone is finally enjoying the rain !?!??? Think its finally here for the season.

Stay warm and ride safe,

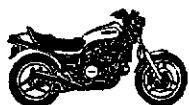
Live Free,

God Bless You,

And,

Justice for All.

MAMMY TAMI



Washington County

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

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

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

Chapter Contact: Ted Tracy (503) 640-5766

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

Between the end of S.O.S. and the slow to start fall and winter run of events, there has been little happening except rest and rejuvenation.

Joe Dershon, with the help of Dawn Ferren's phone tree and "leader of the pack" Matt Swartz, managed to get a successful Remembrance Run together, joining AMA's national effort, in honor of those who suffered/sacrificed after the September 11th attack. About 30 bikers participated in a quiet, easy ride to Siuslaw Falls where Coyote lead an honor circle of sharing for us all. One nation, indivisible.... and it begins right here with our brothers on the road, in our chapters, our communities, and across this country. "Ride Free" has a whole lot more in its intent than most of us had ever consciously realized.... until now. Can't report on the results since this needs in before they happen, but coming up is the fall Casino Night, the S.O.S. follow-up meeting, the state planning session and the Veteran's Day Parade. Our chapter will provide some kind of grub for the planning session folks and we're still putting together all the participating clubs and groups for the Veteran's Day Parade kickoff. Our Christmas benefit at the Eugene Mission will be Sunday December 9th, starting out at Quackers and may include a little ride before hitting the mission with donations and serving the meal. Keep an eye open for flyers and/or call me for details.

Nominations for officers and a readjustment of positions should be underway by now, looking ahead to the 2002 agenda. Our chapter has pretty much got its pace and system worked out. Should be pretty smooth going now. Thanks to everybody for getting us on track and keeping us there.

Ride Safe, RIDE FREE.....

Michael

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AMA comments on motorcycle fatality figures

PICKERINGTON, Ohio -- Figures released by the National Highway Traffic Safety Administration (NHTSA) indicate that 2,862 motorcyclists were killed on the nation's roads in 2000, up from 2,483 the previous year, the American Motorcyclist Association (AMA) reports. Meanwhile, overall traffic deaths rose from 41,717 to 41,821.

The AMA expressed concern over the increase in motorcycle fatalities, but noted that the raw numbers don't offer any clear explanation as to why there were more motorcyclist fatalities in 2000 than in 1999.

NHTSA figures indicate that motorcycle-related fatalities were up for the third straight year, following 17 consecutive years of declines. From 1990 through 1999 alone, motorcycle-related fatalities dropped by 48 percent.

The AMA noted that one significant reason for those fluctuations in motorcycle-related fatalities is that the number of Americans riding motorcycles varies considerably over time. While the number of car drivers in the United States tends to grow at a steady rate, motorcycle use is less predictable. In fact, the past several years have seen an enormous increase in motorcycling popularity, with sales of new street bikes up 76 percent since 1997.

"Any death of a motorcyclist is one too many," said Edward Moreland, the AMA's vice president for government relations. "But it's clear that as motorcycling has increased in popularity, with more riders on the road, there is a greater probability of accidents involving motorcycles."

The AMA has long supported motorcycle rider training, stricter licensing laws, appropriate riding gear and motorist-awareness campaigns as effective ways of reducing motorcycle accident and injury rates. The AMA recently launched a program called "Motorcyclists Matter," which seeks to make car drivers more responsible for injuries they inflict upon motorcyclists, bicyclists, pedestrians, and other vulnerable road users.

In addition, the AMA wants NHTSA officials to conduct a nationwide study of motorcycle accidents that would help identify elements that can improve rider safety.

"We don't know the reasons for motorcycle accidents because there's no recent comprehensive research," Moreland said. "The last comprehensive federal study of motorcycle accident data was published in 1980, and dealt with accidents only in Southern California.

"It's imperative that the NHTSA conduct comprehensive research to define the reasons for motorcycle accidents so that effective programs can be put together to reduce crashes," he said.

New Off-Road Emissions

Standards May End Two-Stroke

PICKERINGTON, Ohio -- The federal government has sent a clear signal that it wants an end to two-stroke off-highway motorcycles and all-terrain vehicles by 2006, the American Motorcyclist Association (AMA) reports.

In its recently released proposal for national emissions standards covering off-highway motorcycles and ATVs, the Environmental Protection Agency has set requirements only slightly less stringent than those in place in California, which have severely restricted two-stroke off-highway machines there. Currently, there are no national emissions standards governing off-road motorcycles and ATVs. However, there are requirements for road motorcycles that have been in place for 20 years, and those will be revised in November.

Under the EPA proposal, which is scheduled to be published in the Federal Register early next month, new off-highway motorcycles and ATVs would be subject to strict emissions requirements that would be partially phased-in in 2006 and require 100 percent compliance in 2007. In addition, ATVs would be required to meet even tougher standards beginning in 2009.

The requirements wouldn't affect machines built through 2005, but would apply to machines built in 2006 and thereafter. The EPA said it expects that manufacturers will meet these new, stringent off-highway standards by using four-stroke engines.

The EPA has decided to allow exemptions for off-road competition-only machines, described as vehicles lacking lights or a spark arrester, having suspension travel of more than 10 inches, and having an engine displacement larger than 50cc.

"Vehicles not meeting the applicable criteria would be excluded (from the emissions requirements) only in cases where the manufacturer has clear and convincing evidence that the vehicles for which the exemption is being sought will be used solely for competition," the EPA rules note.

During the initial comment period on the proposal, the AMA asked the EPA to avoid regulations that would eliminate two-stroke machines, favored by many off-highway riders for their light weight and power characteristics.

The AMA told the agency that it shouldn't mandate the use of fuel injection, catalytic converters, or other means to meet the new emissions requirements. Instead, the AMA said, manufacturers should be given the opportunity to meet performance-based standards through research and development. The Association suggested the EPA establish separate emissions standards for two-stroke and four-stroke motors, and then let the manufacturers work to meet those standards.

"We'll oppose any efforts to do away with two-stroke off-road motorcycles and ATVs," said Edward Moreland, the AMA vice president for government relations. "Enthusiasts should be able to choose whether to use two-stroke or four-stroke machines."

The EPA had planned to propose new emissions standards for highway motorcycles alongside the off-highway standards, but now says the streetbike proposal will be made separately in November.

The AMA urges motorcyclists to write to the EPA and ask that the agency create separate emissions standards for four-stroke and two-stroke motorcycles and ATVs. Tell the agency that officials need to consider safety, cost, and performance in creating the new standards.

The comment deadline is Dec. 19.

The easiest way to let the EPA know how you feel is by using the AMA's Rapid Response Center at the AMA website at www.AMADirectlink.com. There, you will find a letter that you can send with a click of the mouse.

Or write to: Margaret Borushko (Docket No. A-2000-01), U.S. Environmental Protection Agency, Office of Transportation and Air Quality, 2000 Traverwood Drive, Ann Arbor, MI 48105.

You may also submit comments by e-mail to nranprm@epa.gov. The EPA plans to hold public hearings on the proposed rules on

Oct. 24 in Washington, D.C., and Oct. 30 in Denver.

The off-highway emissions proposal and related developments can be read at the EPA website at www.epa.gov/otaq.

**News & Notes for the Politically
Motivated Motorcyclists is a
monthly service compiled and
edited by the AMA Government
Relations Staff.**

Figures released by the National Highway Traffic Safety Administration (NHTSA) indicate that 2,862 motorcyclists were killed on the nation's roads in 2000, up from 2,483 the previous year. Meanwhile, overall traffic deaths rose from 41,717 to 41,821.

The AMA expressed concern over the increase in motorcycle fatalities, but noted that the raw numbers don't offer any clear explanation as to why there were more motorcyclist fatalities in 2000 than in 1999.

NHTSA figures indicate that motorcycle-related fatalities were up for the third straight year, following 17 consecutive years of declines. From 1990 through 1999 alone, motorcycle-related fatalities dropped by 48 percent.

The AMA noted that one significant reason for those fluctuations in motorcycle-related fatalities is that the number of Americans riding motorcycles varies considerably over time. While the number of car drivers in the United States tends to grow at a steady rate, motorcycle use is less predictable. In fact, the past several years have seen an enormous increase in motorcycling popularity, with sales of new street bikes up 76 percent since 1997.

The AMA has long supported motorcycle rider training, stricter licensing laws, appropriate riding gear and motorist-awareness campaigns as effective ways of reducing motorcycle accident and injury rates. The AMA recently launched a program called "Motorcyclists Matter," which seeks to hold car drivers accountable for injuries they inflict upon motorcyclists, bicyclists, pedestrians, and other vulnerable road users.

In addition, the AMA wants NHTSA officials to conduct a nationwide study of motorcycle accidents that would help identify elements that can improve rider safety.

Nearly 300 tickets for drivers running red lights were dismissed by a San Diego County Superior Court judge. The drivers were caught on camera then ticketed.

Judge Robert Styn said the camera evidence was inadmissible because a private corporation's role in the system operation and collection of fees violated state law. The corporation collected about \$70 from the \$271 fine for each ticket issued.

Nationwide, there are approximately 345 cameras at intersections in 30 cities. The US Department of Transportation reports that 19 states are planning to install red-light cameras, while 11 states prohibit their use.

Louisiana joins the growing number of states that now have Veteran's Plates for Motorcycles after Governor Mike Foster, Jr. signed HB186 on June 25, 2001.

Intersections and vehicle design changes could enhance safety for the older driving population (and would have some repercussions for motorcyclists - Editor), according to the Insurance Institute for Highway Safety (IIHS).

The IIHS and Johns Hopkins University research notes that problems for older drivers may involve age-related declines in sensory function heightened fragility and declining vision.

Findings included that most senior-involved accidents occur at intersections and are recommending: converting two-way stop intersections into four-way stops to reduce crashes by 50 percent, creating roundabouts, using short all-red signal phase to reduce crashes by clearing intersections of late-crossing traffic, creating longer walk signals for pedestrians, adding turn lanes to reduce left-turn and rear-end crashes and green arrows to permit turning only when other traffic is stopped.

As for vehicle safety, there are some newer technologies that promise to offer older occupants better protection. Belt force limiters, new types of safety belts and driver or occupant identifier could be used to let a vehicle's air bag control module sense the presence of an older occupant.

For a copy of Exploring the High Driver Death Rates per Vehicle-Mile of Travel in Older Drivers: Fragility Versus Excessive Crash Involvement, call IIHS at 703-247-1500.

With the new academic year beginning, watch out for eco-indoctrination in government schools. "Environmental dogma has invaded the classroom," observed Jeff

Stier, of the American Council on Science and Health. "There is a lack of scientific method in place for [these environmental activism] textbooks themselves. They don't go through a proper period of being processed. ...To have a healthy environment, we need to have better-educated students today. Promoting an environmental agenda does not promote science education. Rather, it promotes a political agenda.... Whenever you have activist groups appealing to educators to promote an agenda, there should be cause for concern."

British Association of Chief Police Officers' (ACPO) traffic committee chairman Ken Williams, who is also chief constable of Norfolk, has called for stationary speed cameras throughout the country to be brightly colored to make them more visible? and his calls have been echoed by some of the country's other influential police.

It's a response to growing anger over hidden gray Gatsos skulking behind road signs and catching people by stealth. It is also a recognition that these devices are meant to be a deterrent, not a tax collector.

Williams reckons cameras should only be in place in accident prone locations and could use his influence to get them taken down if they don't fit the criteria. He insists cameras should not be hidden and road users should be able to tell where they are.

The cameras' potential new colors are undecided. - www.MCN.com

Holland: A motorcycle rider who dresses in shining armor on a bike made to look like a horse has been ordered off the road. Police seized the 41-year-old "knight" and impounded his steed after complaints from shoppers in Zwijndrecht about his bizarre mode of transport. - www.MCN.com

Idaho Congressman C.L. "Butch" Otter joined Congressman George Radanovitch (CA-19) and The Capital Research Center (CRC), a leading philanthropy watchdog organization, in announcing the launch of Green-Watch.Com. The web-site is a free online interactive database and information clearinghouse that monitors the leadership, activities, and funding of over 500 nonprofit "environmental" groups.

Green-Watch.Com enables citizens, policy-makers, and the press to locate accurate information about environmental policy and activist organizations. For each profiled group, Green-Watch.Com provides

the organization's location, activities, and sources of funding, including government, foundation, and corporate grants.

A recent Harris Poll from www.saferoads.org, the web site of Advocates for Highway and Auto Safety, entitled The American Public Wants Motorcycle Helmet Requirement states, "By an overwhelming majority (81%), Americans favor state laws requiring motorcyclists to wear helmets. At a time when states are completely repealing or limiting the helmet requirement to youths, the public sentiment is contrary to this political action. People do not want the current trend of increasing motorcyclist deaths to continue nor do they want to be the ones to pay the bills for preventable injuries."

To this, AMA Director of State Affairs Sean Maher, replied, "This poll is extremely misleading because it's drawing conclusions that simply can't be drawn from the question that was asked. For example, the question had nothing to do with medical bills. This is the type of propaganda that nonriders are subjected to that we need to debunk."

The US Forest Service (USFS) has agreed to ban ATVs and motorcycles in grizzly bear habitat of Montana's Gallatin National Forest. The USFS has agreed to bar the vehicles from the bears' core habitat, and strictly regulate their use in forest areas where bear populations are recovering.

This is in response to a lawsuit filed by groups that challenged the agency's policy on user-created off-road vehicle trails that aren't on official Forest Service maps.

According to the US Forest Service, 75 percent of all Gallatin National Forest trails, and 91 percent of forest trails outside wilderness boundaries are open to ORVs. Many of the Gallatin lands at issue are in an official grizzly bear recovery zone.

The Gallatin has traditionally managed grizzly habitat by limiting the number and density of roads and motorized trails. The Forest Service has begun a biological assessment of the effects of snowmobiles on grizzly bears, the results of which will govern its future policy on snowmobile use on the Gallatin. The agency will ban all roads and trails - and therefore all ORV use - in the bears' secured habitat, as designated by the US Fish and Wildlife Service.

The groups bringing suit were Sierra Club, Predator Conservation Alliance, Park County Environmental Council, and Biodiversity Legal Foundation.

Georgia AMA Activist Joe Klug has qualified for the general election to be held on November 6, 2001 as the Ward 2 Candidate for Temple City Council.

Visit the campaign web site at <http://KlugForCityCouncil.home.att.net> to show your support for Klug.

The AMA designated Sunday, September 30th as "Motorcyclists United in Remembrance Day." We asked motorcyclists to gather and remember those who lost their lives in the terrorist attacks of Sept. 11, support the survivors and relief efforts, and honor America.

Here are just a few examples of how American motorcyclists "remembered":

In western Washington, the promoter of an off-road event collected money for the American Red Cross, while the owner of a motorcycle-towing company organized a "Ride for America" to benefit the Twin Towers Fund.

Wiregrass H.O.G. and the Southern Cruisers organized the "Circle of American Unity" in Dothan, Alabama, and another H.O.G chapter from Pomona, New York joined an estimated 15,000 riders at Marcus Dairy in Danbury, Connecticut.

At its "Ride to the Guggenheim" event in Las Vegas, BMW Motorcycles collected (and matched) donations from demo-ride participants, and a representative of BMW read a statement of remembrance from AMA President Robert Rasor.

Clubs like GSA Sunday Riders of Fort Worth, Texas, Tilted Horizon of Kansas City, Kansas, and North Coast ABATE of Oregon gathered for simple "remembrance rides."

In groups large and small, motorcyclists made a difference last weekend.

"In the whole scheme of things it wasn't much, but it sure helped me, and all of us DO something!" said R.L. Reagle, a GWRRA chaplain and CMA member from Erie, Pennsylvania. "And isn't that what we all want -- to participate, to help, to care for, to assist, to work, to defend?"

To further help those affected by the tragic events of September 11, 2001, the AMA has launched a campaign to raise funds for disaster-relief efforts.

The AMA will donate the net proceeds from the sale of specially designed T-shirts to two agencies: the Uniformed Firefighter's Association's "Widows' and Children's Fund"; and the New York State Fraternal Order of Police Foundation's

"World Trade Center Police Disaster Fund."

A large American flag is emblazoned on the back of the white shirt, along with the words, "American Motorcyclists, United in Remembrance." On the left breast of the shirt is the AMA logo, surrounded by the words, "Supporting Freedom."

The shirts sell for \$15.00 each, plus \$4.00 shipping. Credit-card orders can be placed online (AMADirectlink.com) or by calling 1-800-AMA-JOIN. If ordering by mail, supporters should send a check or money order for \$19.00 to Remembrance Shirt, c/o AMA, 13515 Yarmouth Drive, Pickerington, OH 43147.

The Danger of Crash Barriers for Motorcyclists

Commissioner Loyola De Palacio wants actions in Spain and Europe "The continuous work starts now to show very positive results. Finally, the European Commission admitted that crash barriers are very dangerous for motorcyclists. Now we start seeing adequate lateral protections for "every" road user. Besides, the sector is aware of the problematic and seems to be supporting our initiative. This feeling gives us energy to continue our work. From now on, let's open the throttle towards a design standard and the fitting of crash barrier protectors on European roads."

This declaration from Mr Carlos Bautista Ojeda MEP followed a meeting held with the Vice-President for Transport and Energy last July.

This meeting was organised at the initiative of Mr Carlos Bautista in order to express the widespread concerns of motorcyclists about the danger of existing crash barriers. This was organised following a demonstration held last June in Madrid, and supported by thousands of riders, in protest against these dangerous devices.

In the course of the meeting, FEMA reminded the Commissioner of the project that had been undertaken by FEMA with the support of the European Commission in 1999 "Crash Barriers and Motorcyclists". The final report of this project proposes alternatives to existing devices that could be promoted in all countries of Europe.

Mrs De Palacio was concerned about the problem and assured that immediate actions would be advised to the Spanish

authorities. A correspondence would also be sent to all Member States. FEMA offered its assistance in the drafting of these letters.

On the European front, the Commissioner declared that a point referring to the need of improving the safety of crash barriers would be included in the EU Road Safety Programme 2002-2010. Another commitment made by Mrs De Palacio was that, during the Spanish Presidency of the European Union, particular attention would be given to the matter, by setting up a Working Group (WG) with all interested parties, including representatives of the European Commission, FEMA representing European Motorcyclists and the CEN (Committee of European Standardisation). One of the main objectives of this WG will be to define a crash barriers' standard in order to make them safer for all road users, motorcyclists included!

FEMA welcomes this commitment and sees it as a very good opportunity to continue with its work on making crash barriers safer for riders.

Campaigns are already underway in Austria, France, Germany, Luxembourg and Portugal where FEMA's national organisations are promoting and fixing protectors to make crash barriers safer for riders.

FEMA is looking forward to the beginning of next year, when Spain will hold the EU Presidency, and to the co-operation with the European authorities to coordinate actions all over Europe.

ENDS

Issued by Christina Gesios

From The GUNNY'S SACK

NYC, NY: All right folks, the world situation has hit the fan, and it's hard for this old biker to keep his trap shut about it, even in this column that's by, for, and about bikers. That's because being a biker is also about brotherhood, sisterhood, and living and doing what's right. I hope by the time this Sack hits your mailbox, we'll be done with our job overseas, and pray we're not hit again at home.

Our Oregon A.I.M. Attorney, Sam Hochberg, grew up in the Bronx, in New York City, and he told me a horror story or two. His nephew was 4 blocks from the World Trade Center when it was hit, and that boy had to skeedaddle pretty quick. This

is the time we all need to get behind our President, and support our young men and women in uniform. Semper Fi from the Gunny to you all.

NEW YORK, NY: There is SOME news from NYC that isn't about the WTC: Patch holders there won another battle. An agreement says the NYC Police will pay 14 Hells Angels nearly \$200,000.00 plus attorney fees and other costs, and in return the Angels will drop their legal action.

All this stemmed from the alleged illegal forced entry into the clubhouse and apartments searching for suspects in another matter without a search warrant by New York police. New York already has paid this club \$565,000.00 for raiding them once before and ignoring warrant instructions. This time I guess they didn't even bother with a warrant.

Now I just KNOW, based on recent events in NYC that New York's finest is made of better stuff than that. Maybe they just don't learn very well when it comes to bikers.

KANSAS CITY, MO: Harley-Davidson is moving their Dyna assembly line on out to Kansas City, Missouri. They already are doing some fabrication and painting there. Guess this move will make manufacture of the Dyna bikes more cost effective. Wonder if they will reflect that in purchase prices?

They are building the "Sportster" line there now, and they expect to build the new V-Rod bike there too.

GILROY, CA: Indian Motorcycle Co is on the mend with new top leadership joining ranks to pull the company together with a new influx of dough.

"The strength of the Indian brand is unquestionable," said Frank O'Connell, CEO. "With [new] financial backing... and a dedicated, enthusiastic management team, we are well prepared to allow Indian Motorcycle to live up to the public's high expectations."

Now lets wait and see what happens. I wish Indian all the best. Years ago it was a fine scoot, and I was lucky enough to own one.

NIGERIA: There's a place in Nigeria fighting poverty with motorcycles!

Now, I've heard about all sorts of government handouts that I didn't care for much over the years, but HERE'S one I'll support: In the state of Imo, in Nigeria, they started this motorcycle loan program -- they picked 54 poor but deserving people from around the state to get a motorcycle, just to help stimulate

their economy. They'll give out 100 when it's all done. They will have to pay it back eventually. Man, what a deal. I'm moving there, so I can get my next bike! Oops. I'm not broke enough.

PRAGUE, CZECH REPUBLIC: From the "Czech A.M." news folk comes this happy news: Bike sales in the Czech Republic are up 23% through August this year.

That amounts to about 8,000 new bikes sold there. I've heard tell Prague is a beautiful city. Maybe I'll get my old butt over there someday.

Probably not, but I can dream can't I?

TULSA, OK: Williams Travel Center Co Employees from all over North America will return to Tulsa after riding their motorcycles more than 2,000 miles, approximately 200 miles per day, to raise money and awareness for local United Way agencies. Forty-four riders departed Tulsa on Sept. 11 and were scheduled to return to Tulsa in time for a parade. I took a peek at their website, and it turns out they went forward with the ride, in spite of what ELSE happened that day!

Jamie McMurray, in the No. 27 Williams Travel Center NASCAR racecar, was scheduled to lead the return parade, along with high school bands, Tulsa firefighters, and local dignitaries.

Two Williams' employees started this fund-raiser, known as Riding the Line, in 1999 as a way to ride their bicycles to raise money for the United Way.

Last year, 80 Williams' employees raised \$16 million. Because of that success, a motorcycle ride was added this year and the bicycle tour expanded.

Williams will match all new contributions dollar-for-dollar. For additional information about Riding the Line or to make a donation, visit the official ride Internet site, accessible from www.williams.com. If you click on the "motorcycle ride" section, turn on your speakers for continuous loud pipes!

BOLOGNA, ITALY: Ducati is introducing their Multistrada1000, a new generation sport bike with some hot performance, at least as long as there is pavement. The Multistrada is a high-spec bike with Superbike goodies, but that still offers some of the conveniences, flexibility, and storage of the big enduros.

This thing sounds like the ultimate sport bike that will run the twisties, but still carry saddlebags for old farts like me. I like to take junk on trips and still be comfortable after a long day. Might have to look this critter over.

PARIS, FRANCE: According to the British news service, PA News, the first organized motorcycle race wasn't in the USA, and it wasn't in Germany; it happened in France, in 1896! It was just eight riders on a 476-mile course from Paris to Nantes and back. I guess the Americans had to play catch-up back then. And we Americans think we're so smart.

MIDDLETOWN, PA: A seventy-three year old Pennsylvania resident won herself a brand new Harley "1200 Sportster" in a second chance drawing.

Pauline Gutshall recently won her prize through the Lottery's HARLEY-DAVIDSON instant ticket second-chance promotion. Pauline gets her motorcycle during a special presentation at Susquehanna Valley Harley-Davidson/Buell, in Harrisburg.

"I never dreamed I'd ever win a motorcycle she said. I don't expect I'll ride it but I've got some two sons and some grandchildren that probably will." Hey, do you want another grandkid, Pauline?

GUNNY AGAIN: Our Aid to Injured Motorcyclists (A.I.M.) attorneys across the country takes very good care of us, even when we don't. If you have an accident please do yourself a favor and call your nearest A.I.M. Attorney.

They will talk to you free, and if you hire them, they don't get paid if you don't. That's real incentive to work extra hard in your behalf. Not to mention they network with each other all across the nation so yer gettin' lots of brain power. You can reach them nationwide at 1-800 ON-A-BIKE. Sam Hochberg here in Oregon is available at 1-800-347-1106 or if its a local call 503/224-1106.

Next month, I'll have a report on the NCOM West Coast Regional Meeting, up in Federal Way, Washington. Remember that the NCOM (NATIONAL COALITION OF MOTORCYCLISTS) International Convention is in New Orleans the 9th thru the 11th of May 2002. This will be the biggest and the best yet. I'll be there, so don't miss it. I'll buy you a drink if you mention the SACK to me when we talk. Details coming.

Keep the round side on the bottom.
Gunny, Oregon A.I.M. Chief of Staff

We have all heard about the loss, what about the survivors?

Thought you all might be interested in the other half of the story.

"Somewhere, something incredible is waiting to be known."

--Carl Sagan

Subject: The Survivors of September 11....

By now everyone has been hearing the death toll rise and reports of the destruction from the terrorist attacks on the US. These were deplorable acts that we will never forget. But now is a time to look at the other side of the numbers coming out of New York, Washington and Pennsylvania.

The sad but somewhat uplifting side that the mainstream media has not reported yet - the SURVIVAL rates and some positive news about the attacks.

*** The Buildings ***

*The World Trade Center -

The twin towers of the World Trade Center were places of employment for some 50,000 people. With the missing list of just over 5,000 people, that means 90% of the people targeted survived the attack. A 90% on a test is an 'A.'

* The Pentagon -

Some 23,000 people were the target of a third plane aimed at the Pentagon. The latest count shows that only 123 lost their lives. That is an amazing 99.5% survival rate, in addition, the plane seems to have come in too low, too early to affect a large portion of the building.

On top of that, the section that was hit was the first of five sections to undergo renovations that would help protect the Pentagon from terrorist attacks. It had recently completed straightening and blast proofing, saving untold lives. This attack was sad, but a statistical failure.

*** The Planes ***

* American Airlines Flight 77.

This Boeing 757 that was flown into the outside of the Pentagon could have carried up to 289 people, yet only 64 were aboard. Luckily 78% of the seats were empty.

* American Airlines Flight 11.

This Boeing 767 could have had up to 351 people aboard, but only carried 92. Thankfully 74% of the seats were unfilled.



* United Airlines Flight 175
Another Boeing 767 that could have seated 351 people only had 65 people on board. Fortunately it was 81% empty.

* United Airlines Flight 93
This Boeing 757 was one of the most uplifting stories yet. The smallest flight to be hijacked with only 45 people aboard out of a possible 289 had 84% of its capacity unused. Yet these people stood up to the attackers and thwarted a fourth attempted destruction of a national landmark, saving untold numbers of lives in the process.

*** In Summary ***

Out of potentially 74,280 Americans directly targeted by these inept cowards, 93% survived or avoided the attacks. That's a higher survival rate than heart attacks, breast cancer, kidney transplants, and liver transplant - all common, survivable illnesses.

The Hijacked planes were mostly empty, the Pentagon was hit at it's strongest point, the overwhelming majority of people in the World Trade Center buildings escaped, and a handful of passengers gave the ultimate sacrifice to save even more lives.

Pass this information on to those in fear and the media. Don't fear these terrorists. The odds are against them.

Education

Greetings from
Geoff White and Terry
Schafer,

I must admit that I've had some difficulties focusing on some of my motorcycle education issues this past month. September 11th has been very unsettling. The desire to make sense of much of this has kept me rather intellectually as well as emotionally preoccupied. I understand completely that it is important for us to keep moving and proceeding on with our normal lives, but there is part of me that still insists on keeping in touch with the most current data regarding our involvement in world affairs. I'm a bit of an "information junkie" and this new experience seems to be able to sidetrack me very easily. I find myself listening

or watching news reports that I've already heard or seen previously "just in case I've missed something." I'm sure that I'll find balance in all of this in due time. I have asked myself "how can I use my feelings and knowledge to benefit some of my functions within A.B.A.T.E. and the Motorcycle Awareness Program?" Here's something that has emerged from this question.

When we travel to the various schools or organizations to offer our Motorcycle Awareness presentations we bring more than a mere message about motorist cooperation and interaction. We really bring a message that somewhat parallels society in general. We're all traveling on the same rather narrow two-lane highway (our planet). We move at many different speeds with different methods of transportation (our lifestyles and ethnic diversities). Many times we pass one another with very limited physical clearance (our necessity to share the space). We all wish to feel that this road is free for anyone to travel at all times without major restrictions (our freedoms and benefits). We wish to feel that traveling on this road not going to endanger our lives (our feelings of security). There are beliefs, methods, and organizations that are activated to ensure that this highway remains an effective means of travel and benefit. First of all we must believe that the only way to use this resource is to share it with all the other travelers equally. A threatening or hostile action will not be accepted by any of the other travelers.

We do not have to drive the same vehicle at the same speed to be accepted. Knowingly endangering or resorting to acts of violence to obtain a goal is not accepted on the road. Rules and facilities are put in place to ensure that no one is permitted to take away any drivers rights or feelings of security while traveling on our highway. If rules are not obeyed or innocent people are endangered, then certain measures must be enacted to restore the environment to a safe and acceptable position. The keepers of the peace will use whatever methods necessary to obtain peace and if necessary punish or restrict the threatening element. We will all play a part in setting the rules and appointing the proper facilities to ensure the peace. We should always attempt to understand why the other driver has chosen their particular means of

Historian

transportation along with the direction and speed of travel. Try to keep our highway a friendly and respectful environment. So, now that's how I can apply my desire to deal with world affairs and motorcycle / driver awareness simultaneously in these turbulent days. Please do not misinterpret this passage as an attempt to make light or lessen the severity of our situation. I'm merely using some of my experiences and desires to help me deal with some of my confusion and concern. I do feel that our leaders are performing the necessary tasks to ensure that our world is made safe for innocent people while still enabling other world powers to play an equal role in the development of a better road. Thanks for letting me release a bit.

We are having a good start for another school year. I anticipate another very successful series of Motorcycle Awareness presentations. When visiting the schools, remember that the students have a need to see that we are still strong and dedicated to seeing a safer road. Cooperation and respect are something that can always be very effectively practiced on the road. Remember to get those reports in.

Our tallies from this last school year are actually a little higher than I originally reported. I received some more reports. Terrific work instructors. There was quite a substantial growth this year. I will be very proud to share this information along with our program at the Oregon Department Of Transportation's annual conference. Thank you.

S.T.E.A.M. is swiftly heading our way. Please get in touch with me if you wish to present a topic, or if you just have questions. Please plan on attending this one day seminar to learn how motorcycling can benefit from your participation in many different areas. S.T.E.A.M. this year is held on February 16, 2002.

We hope to see you there.

I have a Group Riding Program Kit (Video and Text) if your chapter is interested.

I thought that it was a very interesting and valid program when I saw it at the Motorcycle Safety Foundation's conference in Florida. Contact me to check it out.

Keep riding proud to be in a country that has the freedom to travel and speak their mind.

We will still be free even if others don't agree with us. Express the freedom, and Spread the awareness, Ya'll.

Geoff White

Thank you
ABATE for
the opportunity
to attend the
Democratic Party Summit, in
Bend Oregon. This experience let
me meet three people hoping to be the
governor of Oregon.

Hearing each speak of individual qualities, which would make choosing him or her a good thing for our state.

We motorcyclist were most impressed by Jim Hill. He seemed opened to learning the truth about issues concerning motorcyclists and was willing to spend a fair amount of time discussing said issues with a fairly small group. He did make it clear that it is important to be able to show him facts to refute the false impressions left by current state officials and the media programs. He is for adults making decisions where possible and is looking for the facts to help him understand our position on the helmet or no helmet issue.

I look forward to meeting the Republican candidates, as well. We all know it is important to choose wisely in this part of our lives, as in all aspects of our lives.

It was really neat to have legislative aides come up to me with big smiles on their faces, glad to see me, remembering our talks at the state capital.

Also, some state legislators remembered having discussed issues with me this last year. They were very positive in our greetings at this conference.

I have already let you all know that the office of State Historian is going to need another member starting in January of 2002.

It is my intent to free what time I have to learn more about the ins and outs of the state politics and facilities. Becoming more familiar with the steps involved in getting bills started, keeping them going, and getting them finished. I want to spend the time wisely next legislative session, as Lyle Irons did this last one.

It is also my hope that more motorcyclists will be able to come to the capital on Biker Days and to our May Motorcycle Awareness Rally the first Sat of May. A strong attendance makes a good impression. We really do receive many good comments about our actions as a group. Our willingness to go by the rules and keep a polite, but steady

effort at helping them to understand our needs as motorcyclists. We are respected by most, even if not yet agreed with.

Thank you to all those who were able to help with a picture of two about events this past couple of years. Life has not let me be in as many fun places as I would have liked. If there are any more pictures, just a few, with a word or two explaining the event, I will be happy to place them in our state record. Well, picture album.

Thanks again, I think of those of you that I know quite often.

May the Lord bless you, keep you, and help you keep rolling forward.

The Road to Topeka

To start with, I want to thank ABATE of Oregon for, again, sending me to MRF's Meeting of the Minds. Aside from the direct information available, this conference rekindles my spirit to keep working toward our common goals here in the state.

I recently bought a new (to me) bike and didn't know how many miles a day my aging body could stand on it. Last year I had a lot of difficulty doing high mileage days. So, I allowed myself five days to get to Topeka in time for the MRF Board of Directors meeting on Thursday, 9/27/01. I started on Saturday, 9/22 with the idea that I would try for about one third of my projected mileage. I estimated 1700 miles and therefor was trying for about 565 miles the first several days to test my stamina.

I left town about 8:30 AM and made good time across Oregon on I-84. I lost an hour to the time zone between Baker City and Ontario and stopped just across the Idaho border to take off my helmet. Other than Nebraska, I now had no helmet law states in my way. There are times and reasons for me to wear a helmet and I will report those here. Initially, it was good to get it off for a while.

My new bike (bright red, 1999 BMW R1100R) currently has only a small, low windshield and it dumps a lot of air right in my face, so I needed some good eye protection. I had bought some new goggles last week and had been using them all day with my half helmet. When I took off the helmet and put on my leather cap, I found that the goggles wouldn't work because of the bill of the cap. So I turned the cap around and went along my way.

This Rest Area was the first place that someone spoke to me asking where I was from, where I was going and why. I always take these opportunities to educate people about biker's rights and motorcycle awareness. People are very friendly and I often get to hear stories about their riding experiences. This one was a friendly woman from a car I had passed or been passed by of and on for the last several hundred miles. She had waved at me each time.

At Mountain Home, I left the freeway and got on a secondary that would take me east into Wyoming near Jackson (tomorrow). A few places on this highway were posted 55, but most of it is set at 65 and this is a comfortable speed for sightseeing/cruising. I passed a sign saying I was entering the Boise National Forest????? There must be some other part of it where the trees are. Oh, there were a few in the draws, but no more.

All day I had been making frequent stops (50 to 60 miles) to walk around for just two or three minutes to keep my arthritic hips loose and moving.

After a few hours, I found the backward cap to be giving me a headache, so I changed to a bandana and this was an improvement. Late in the afternoon, I came to a valley, which was moister than I had been passing through and full of hay farming. It was full of bugs, too! I took about ten pounds of them away with me. I had to get down low behind the windshield because they were so many, big, and painful.

I happily came out of the valley, over a ridge and shortly into the lava fields called Craters of the Moon. We are all used to lava fields in Oregon, but these are different in that they stretch unbroken for many miles. I rode along wondering about the first pioneers to cross this area.

I rolled into Arco, Idaho, (the first city in the US to be powered by atomic power) about dusk and got a room for the night, a burger in the local café and some mixer for an after dinner drink. In my room, I reviewed the weather channel prediction, checked mileage, wrote in my journal, and relaxed. Looks good all the way! I traveled 556 miles today.

Up early (my body is still on Pacific Time) and off towards Jackson. I made good time and had an awesome ride through the Rockies. I turned south after a while and headed back to I-84 at Rock Springs on the high plateau. If you have never been there, this feature of rolling

barren hills between sections of the Rockies crosses all of Wyoming and the Continental Divide and tops out at over 7,000 feet.

I have developed a habit of counting antelope on the plains and today I counted 207 on the way to my landing spot in Laramie, Wyoming. Near the end of the day, I passed along line of wind generators on a long ridge. There must have been over a hundred of them turning steadily in the breeze. By the way, all across this plateau are signs (every seven miles) saying:

"Caution! Possible high winds next seven miles." I made 551 miles today. I like this new bike and I think I now have time to spare for more sightseeing.

Monday morning was beautiful, but cold at the start. I decided to follow I-84 into Nebraska to go the Cabela store in Sydney. I've been there before, but never with time to kill. It is a hunter's showplace. I put on my helmet this morning to take advantage of the sun visor while travelling into the rising sun and to be ready for Nebraska law. After "shopping till I dropped" (one shirt and one candy bar), I headed south into Colorado, where I took off the helmet again. I worked my way east to Wray, CO where I stayed the night. I had a good steak dinner and a good night's sleep. I only went 295 miles today.

I started a little later and went south to get on Hwy. 34 which would take me to fifty miles north of Topeka. The next five hours were spent going into a wind that hit me steadily in the right nostril and made my eye water constantly in spite of having goggles on. Maybe I should have brought that full-face helmet along; it would have been handy in this situation. I came out of the wind in the afternoon and was much more comfortable. I stopped at a couple of bike shops - one custom HD called Two Mikes (father and son) and a Yamaha dealer with thick layers of dust on everything except the new bikes. I got my last gas for the day in a very motorcycle friendly gas station in Belleville, KS. The woman there complained (friendly) that there were so many MC magazines in the place that her husband could look up any bike built in the last ten years. Of course, I said something about that being normal and just like my house.

I ended the day down the road in Marysville, KS in a real dive motel. I went 348 miles today.

Wednesday I cruised into Topeka and easily found the hotel. I got my room and put me stuff away, then went out to get gas, wash the bike, get liquor and mixer and explore. Topeka is about the size of Eugene and very easy to get around in. I felt at home here. I went 124 miles, including running around.

The Conference

Wednesday night was spent greeting old friends and making new ones. I sold MRF coins (Teresa's and my personal fundraiser for the MRF. See me for details of how to get a coin) and helped try to drink the bar dry.

Thursday was MRF Board meeting all day and a Board/public meeting that evening. I made some serious attempts to try and revive the MRF Reps Program and, as a result, will now be doing a newsletter for that group, again. Budget shortfall was a big concern and everyone is trying to keep costs down. The EPA regulations were discussed at length, as were the health care (HIPAA) topic and national rider training issues.

The EPA will soon publish proposed rules for street bikes and set a 60 to 90 day window for public comment. These proposed regulations will likely be very restrictive and unrealistic and we all should be ready to send in letters of comment as quickly as possible. Watch this publication, email alerts and list en for information at your local meetings in the near future to be able to act quickly and effectively on this.

The health care issue is being addressed through legislative means in DC, but it is evident that research and legislation in all states would greatly help the situation. Check your health care policy (the actual policy, not just the booklet) and ask as many questions as necessary to find out if your benefits are being denied because you ride a motorcycle or take part in other so-called high-risk activities. Please be clear that coverage and benefits are two different things. The federal rules protect your right to coverage (that means you get to pay for your insurance) but allow benefits (benefits are what they pay you when you are sick or injured) to be excluded for selected activities. Make sure you are covered and will get benefits. Let the ABATE legislative officer or BikePAC know what you find out.

There is a lot of controversy arising in the rider education circles about the Motorcycle Safety Foundation's (MSF's) recent curriculum changes. Many

instructors are concerned that the quality of the training may be in jeopardy. If, for any reason, new riders are being endorsed who are not truly ready to ride safely, then our whole long term premise that education is superior to mandated equipment use becomes weaker. We created and have always supported Team Oregon, but we must also make sure its quality remains high.

Friday morning was a panel presentation (general session) about the HIPAA topic. Colorado has successfully passed legislation putting the real intent of HIPAA into state law. We tried it here, but failed. We need to try again, harder. During the Board meeting, Teresa and I got drafted to do a workshop for new attendees in place of Rick and Gail Gray (who could not attend because of problems stemming from the 9/11 disasters in NY and DC). We did that on Friday after having come up with a workshop plan on a one-day notice. Both Kurt and Cole attended our workshop.

In the evening there was a fundraiser for the MRF PAC. There were three comedians whom I found way too crude for my taste, so I left and spent some time in the atrium talking to folks from around the country. This is an activity that takes place constantly throughout the MOTM and is every bit as valuable as the workshops. It is often these conversations that rebuild a person's resolve and energy for our struggle. Just as often, key relationships develop between people from different parts of the country (world, these days) that eventually lead to resources, improvements, and successes undreamed before. It is always a two way street in which we offer as much as we get, freely. Oregon's Motorcycle Awareness Program has been spread around the country in just this way. We got our Biker Buddy format this way from folks in Maine, years ago. Saturday began with a complimentary breakfast sponsored by Harley Davidson. Following were speakers including another panel and a presentation by Bob Tomlinson from Europe (he's from Britain, but works for all of us in Geneva dealing with the UN). Bob told us about a thing called the World Testing Cycle. In this case cycle does not mean motorcycle. The word is used like our word procedure and describes the sequence of testing that a bike must go through to pass emission standards. The World Testing Cycle is still in development and other earlier versions are currently in use. However,

it is inevitable that a World Testing Cycle will be implemented in the near future and this could spell trouble for all motorcycle manufacturing. The latest version is not usable because the bikes cannot be kept on the dynamometer at the level of acceleration and deceleration the World Testing Cycle calls for. Yes, it is an extreme requirement, and that is the problem. It will be impossible to pass, if used. Bob is our avenue to work on this problem and he is hard at work. The panel presentation (general session) was about the EPA topic and presented multiple interpretations of the problem and ideas about areas of need to resolve things equitably. There are no easy solutions, only hard work, and a need for vigilance.

Next was an entertaining presentation by Simon Milward who is in the midst of a round the world fundraising ride for several international medical charities (ABATE of Oregon is one of his sponsors). Simon's stories and pictures were great. He will be in the US for a number of months and may be out west again during that time. Perhaps we can get him to Oregon during his stay.

After lunch was a set of workshops. I went to the one on arguing the helmet law, given by Vince Piacenti of Michigan. He had new data from Arkansas supporting our usual claims about helmet laws. It appears that the death rate in Arkansas since the helmet law repeal is decreasing. He did not have copies of this data to hand out, but I know where to find him and will get it.

Late in the afternoon we listened to Erwin Renette, another European, who works for the Federation of European Motorcyclist Associations (FEMA) in Brussels. He did an excellent job of describing how the European government works and how some of the accomplishments there have come about. Following Erwin, Bob Tomlinson briefed us on the workings in Geneva. This was the last presentation of the conference. Due to transportation problems, Sunday morning's schedule was eliminated.

Saturday night was the big banquet, auctions and support pledges or presentations for the MRF. Kurt presented ABATE of Oregon's check during this time. Money raised that evening for the MRF totaled nearly \$120,000.

The Road Home

I left for home on Sunday morning at 9:30 Central Time on I-70. I took an easy pace at 65 to 70 and crossed into Colorado in

the late afternoon (singing Melanie's song about not being in Kansas anymore). I was getting sleepy and dozing off as I sometimes do in the afternoon, when I looked in my mirror and saw four bikes coming up on me, fast. It was John and Karen Bolin, Wayne Thomas and James Wege from Washington Road Riders Association.

I joined right up and woke up, too. At a gas stop, we sorted out that Wayne and James were continuing on and John and Karen were planning to stay in Limon, CO, where I planned to stop, too, so I tagged along with them. We had a good evening of more discussion from the conference and planned to ride together tomorrow. Today totaled 469 miles. Not bad.

John and Karen run faster than I usually do - 80 to 90 mph., but they take longer stops. I take more stops. Together that kept our total mileage for the day down to 561 miles. It didn't speed things up any when I ran out of gas about 15 miles short of the next gas. John sacrificed his drinking system tube as a siphon hose and we got it taken care of. I predicted wrong due to increased speed and a head wind. Won't do that again (ha! just wait) We landed in Evanston, WY (on I-80). The motel proprietor told me the bikes were very safe in front of the motel because they don't have any crime in their town??? I asked him what they had instead of crime. He said they didn't have anything. Instead they just don't have any crime.

John left before light the next morning, to make it home for work that day (about 900 miles). Karen and I split up and she went north while I followed I-80 to the west across Utah and into Nevada. I decided to stay in Winnemucca since I didn't have enough daylight to reach Burns. The day's ride totaled 454. Around Elko, I put the helmet back on, mostly for the visor travelling into the sun.

I started Wednesday before sunup in the cold. I made it to Oregon before 8:00 AM and stopped 55 miles later in Burns Junction to warm up and have some food. They really put on the feed bag here. I'm a big eater and I couldn't finish the omelet, hashbrowns, gravy, and toast. It was beginning to warm up now. I stopped when I saw the sign that said next gas 63 miles.

I already had 138 on the tank. Oh well, it will be okay. I'm getting 50 mpg and I have 4.5 gallons. WRONG! For whatever reason, I sputtered to a stop ten miles short! After finding nobody home at the nearby house, I tried to start the bike

(I could hear gas sloshing in the tank). It started, I shrugged and went for it. I made it into the gas stop at Crane still running. Regular only at 1.890 per gallon, and the pump said it put in 4.8 (4.5 gallon tank, remember?). I didn't argue the point, I just went on.

In order to avoid further gaslessness, I topped off at Brothers with the most expensive gas I'd seen yet - \$2.399 for premium. Checking my mileage, I was back to getting 50 mpg. I did that again in Redmond and blasted on home with one short rest stop at Criterion summit. Home at 5:00 PM. Total miles was 3859. Gallons of gas used was 84.2 at average cost of \$174.4 per gallon and 45.8 mpg average. Motel costs for travel time was \$251.18 for eight nights. Total travel cost for ABATE came to \$397.99. Room at MOTM for four nights (two people) was 313.04.

Brian

BikePAC Rep.

Ok folks, here we go with what may be the final BikePAC letter of this year, at least from me. As of last Saturday, during the monthly BikePAC meeting. There were several changes in personnel and job titles. We had almost a 3-hour meeting and at the end of it, the following had resulted.

We have elected a new Sec./Treas., Mel Yeager.

We have appointed a new Membership Director, Pat Ryan.

We accepted a resignation from the position of Legislative Director, Teresa Hepker.

We appointed a new Legislative Director to fulfill the duration of her term, Randy Phipps.

AMO has a new Rep to BikePAC, James Brassfield.

We talked about what is happening in Europe, with as sorted testing for motos that would basically, destroy the machine in the process of testing. Check out the MRF website for more information on how that happens. It is not the test that hurts, it is the way they want to do the test. How many of us can hold the throttle wide open, while the computer counts your exhaust content. How many of us, want to? The testing needs to be more realistic and less of the idealistic.

Who remembers when we first hit the State House, in force, and the suits panicked?

They didn't know how to act, but then, neither did we. WE were polite, but to the point. WE had our facts and figures straight, due to BikePAC having done the groundwork, and having fact sheets for us to use, and give copies to our legislators. WE didn't wonder what the hell was going on. WE knew what we were there for. To fight for our rights, just like the Constitution says WE CAN.

How would those fine folks down in Salem react, if all 700+ Riders showed upon one day, and had APPOINTMENTS (dare we say it?) with their Senator and House Representative? Could they handle us? Could they find a nice place in the garage to hangout? (Note: I didn't say hide).

What are we doing to help get bike-friendly folks elected to office this next time around? Are you involved in a campaign for your Local House Representative?

At one time, (way back When???) we had over 700 folks on our membership rolls. This had died off to around 217 or so. Where did everyone go? Have they moved? Did they lose interest? Did they get elected to office? I don't know. I can't answer that, but I would like to see them comeback. Hey, we need them to continue the fight with "Big Brother (or Sister)." Stop and look at what we have accomplished over the last decade, or so. Helmet laws. Where have we heard that, before?

More name recognition with our legislator(s), due to increased activity by Bikers, Riders, Motorcyclist Enthusiasts, or whatever name you use to describe yourself.

Helmet description (a legal one, for officer friendly to use, for his ((and our)) betterment).

No more dumb handlebar restriction. Now you don't have to move your bars going up and down Mt. Hood, to stay with in the "letter of the law".

Coming soon to a gas station near you (or not), "assisted serve" gas service. No more having fuel spilled on your good looking scooter, motor (where's the fire, officer?), or yourself as you sit there trying to get a little heat off the motor, in January.

An increase in license fees (yeah, I know) to help fund Team Oregon. After all, education saves lives, not a local person?

How many more things do I need to list? The May Awareness Rally draws between 150-250 machines and people on one day,

per year. What if all of those former members were still active, what could we accomplish?

ARE YOU A Precinct Committee Person (PCP) for your block, or neighborhood? If so, good on you. If not, why not? It doesn't take that much time, it doesn't take that much effort or expense. And it might even help get some motorcycle people in the statehouse. Wouldn't that be a kick in the backside. The Gov likes to wear Jeans and boots. How about seeing some leather in there, instead?

Could it be possible? After all, we already have some friends who ride, and didn't Carl Wilson (among others) wear his leather to work one day, just to prove a point? Have you volunteered to spend an afternoon pounding in lawn signs, manning a phone bank, etc.

Maybe one evening a month, or a couple of hours that you don't really have anything set up to do. How about helping those who might help you with what you want. After all, 10 of us just went to the Oregon Summit, and learned about how to deal with fundraising, how to use the Internet to help our party (and ourselves) get things done. Where to find information about many subjects and how to get people (that we like) elected. That also works the other way around. Helping to defeat those we "don't like". Where else will you get this kind of training? Dr. Kitz, isn't going to mail you a self-help course, anytime soon. Not unless you're a salmon or the rivers in Eastern Oregon. Then you might stand a chance of getting one.

Geoff White talked about STEAM and how planning for that is progressing. Mark your calendar for Feb, 2002, at Chemeketa College in Salem. Good stuff Maynard. More details as they progress, and watch for the flyers in the ABATE newsletters to come.

Possible Regional Planning Session coming next year for several Western States, March(?)2002. Keep an eye out for further details. Watch for your BikePAC newsletter. (Shure am glad I have S[pell] checjk.)

Ok, enuf for now.

As far as a replacement for me, why not Brian Stovall. Who else has worked the BikePAC scene for so long? Yes I can think of several whom walked these trails before I did. Hey, Rotten Roger, Luke Metcalf, Teresa, and too many others to list?

Randy



Our FEARLESS Leader



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	_____

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_____	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	_____
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_____	A#1ER	Earrings (post or Hoop).....	4.00	_____
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<p style="text-align: center;">ABATE OF OREGON IS NOT RESPONSIBLE FOR ANYTHING SOLD THRU THESE ADS. THESE ARE THINGS THAT INDIVIDUALS ARE SELLING</p> <p style="text-align: center;"><u>NOT ABATE OF OREGON.</u> (EXCEPT MEMBERSHIP TO ABATE) The Editor 1/1/2001</p>	<p style="text-align: center;">FOR THE HOME Craftsman 20" 4.5 H.P. Lawnmower Rear bagger, electronic Ign. Good condition, \$50.00 OBO 503-257-7390</p>	<p style="text-align: center;">For Sale 1979 PINTO "SUPREME" Estate vehicle Ford Pinto Hatch back sports coupe Custom paint combo Ps, auto, good tires, and tags. Sunroof, factory sports wheels \$800.00 O.B.O. See to appreciate this fine automobile LOW MILES</p>
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<p style="text-align: center;">WANTED PEOPLE TO RUN ABATE OF OREGON BOTH STATE LEVEL AND CHAPTER LEVEL APPLY IN PERSON!</p>		<p style="text-align: center;">WANTED PEACE TRANQUILITY AND A SOLID RIDE. OK MAYBE I'LL SETTLE FOR A SOLID RIDE. OR SHOULD I?</p>

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.



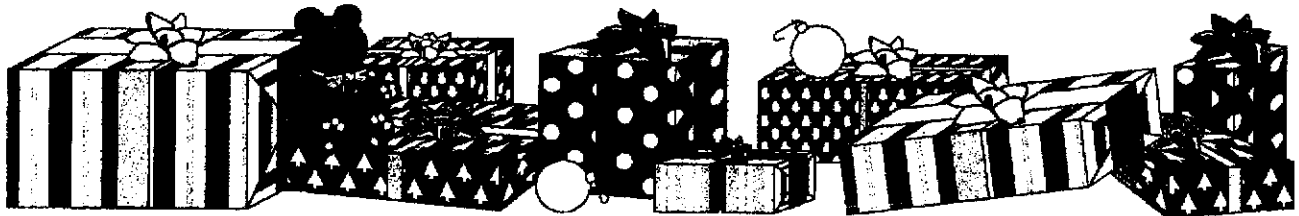
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Presents our 19th annual

Christmas Toy Run

**A Benefit for the Hillsboro Fire and Rescue's
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Saturday, November 17th



**Meet at Stocker's House of Power, 417 SW Bailey Ave, Hillsboro
at 11 AM. Parade begins at 12:30. Please bring new toys and
games unwrapped.**

**ALL PROCEEDS BENEFIT
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**Join us at The Copperstone for Fun and
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Win a Custom Bike Lift! (value \$200!)
Questions? call Gary Watson, (503) 620-3103**

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A.B.A.T.E. of Oregon, Inc.
South Coast Chapter**

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Auction & Raffle

**Raffle Tickets
\$1 each or 6 for \$5**

**Adults \$5
Children 12 & under \$3**

**Bring your friends!
All proceeds go to
Toys for Tots**

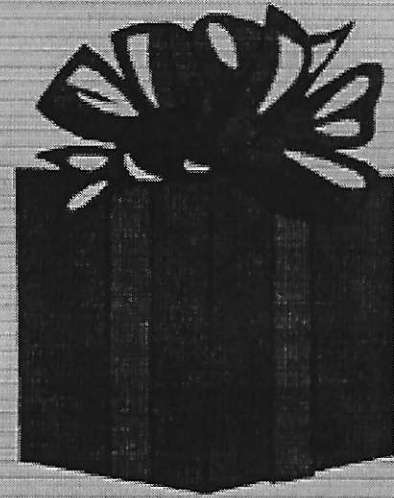
For more information call:
Jamy (360) 665-6513 or
Betty (503) 325-1073

This event sanctioned by ABATE of Oregon, Inc.
Contributions to ABATE of Oregon, Inc. are not deductible as charitable contributions for federal income tax purposes.

BIKER NIGHT

Tuesday Nov. 20th

Wooden Nickel
1610 Pine St.
Silverton, Oregon
7:00 p.m.



Donation at door: \$2 per
Person or \$3 per Couple

Bring a TOY & Can of FOOD

Raffle for Door Prizes: \$1 each or 6/\$5

Gifts and/or contributions are not tax deductible as
charitable donations for income tax purposes.

Sanctioned by A.B.A.T.E. of Oregon, Inc.
and Hosted by Salem Chapter


For Information call:

Sheryl (503) 393-2342


Marlene (503) 873-2492

Raffle proceeds, food, & toys benefit local community!

Toy Run Sunday Dec. 9th, 10am, K-Mart at Mission & 25th, Salem

A.B.A.T.E. of  OREGON, Inc.
Portland Chapters

Present the 22nd Annual
SHRINERS TOY RUN

To  The
Shriners Hospital

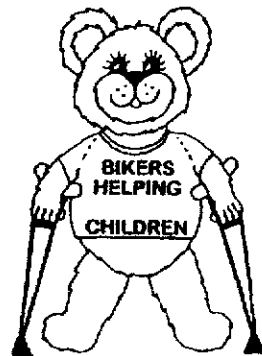
DECEMBER 1, 2001

Starting from Tri-Met, 4012 SE 17th.

Raffle drawing at NOON!

We leave for the Hospital at 12:30 PM

Donations are not tax deductible.



All proceeds benefit the children of the Shriners Hospital.

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

Questions? Edd-503-771-0188, Dick-503-654-9498, Jimbo-503-777-6955, Mike-503-255-5415
Janet-503-282-4604, Gary-503-556-1133, Chris-503-282-4158

Free Spaghetti Feed

After The Toy Run

**All you can eat Spaghetti and
meatballs**

December 1, 2001

Brother Speed M/C Clubhouse

2800 SE 92nd Ave., Portland,



WILLAMETTE VALLEY

A.B.A.T.E.'S

EUGENE MISSION

CHRISTMAS

BENEFIT RUN



EVERYONE WELCOME

TO JOIN US.

BRING USABLE

CLOTHING:

SOCKS, COATS,

GLOVES...ETC.

DECEMBER 2

LEAVING QUACKERS

TAVERN: 2 PM

OR MEET AT

EUGENE MISSION: 2:30 PM

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

CONTACT Rich Maish (503) 746-7837



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ONE NATION
UNDER GOD!

Sam Hochberg & Associates

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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

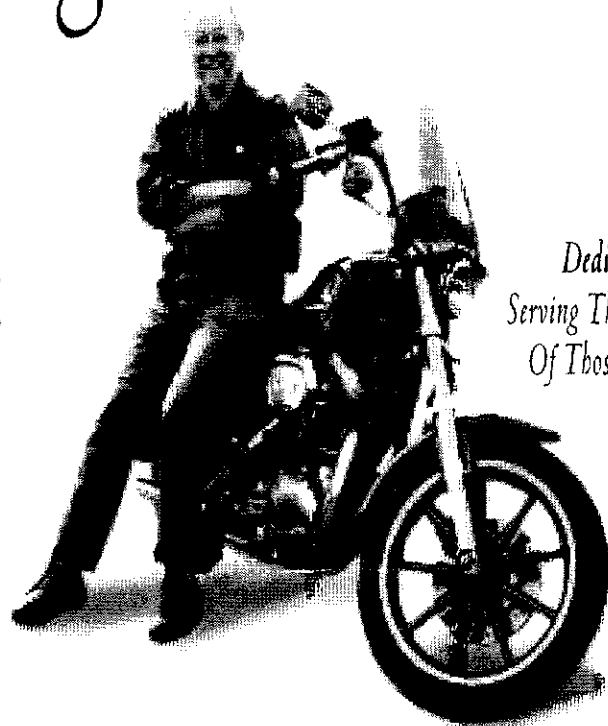
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*Authorized Oregon Representative for
the Law Offices of Richard M. Lester*

Call 24 Hours Through A.I.M



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Of Those Who Ride.*

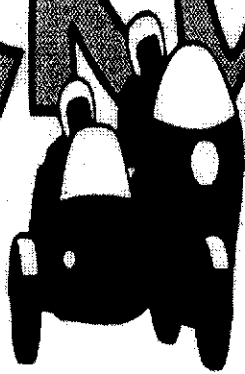
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720 SW Washington Street • Portland, Oregon 97205

hack'd

THE MAGAZINE
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SIDECARISTS

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(541) 673-6120**

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SERVICE SHOP.**

**TUES - FRI SATURDAY
10 - 6 10 - 5**

BikePAC of Oregon, Inc.



PO Box 5612
Salem, OR 97304

MEMBERSHIP APPLICATION

Circle Type of Membership

	Individual	Club/Group	Corporate
Associate	\$10	General \$50	Sponsor \$ 100
Full	\$25	Supporting \$100	Supporting \$ 250
Couple	\$35	MAB * \$200	MAB * \$1,000
Family	\$50		

* Member of the Advisory Board

My Voter Registration Card says

State Senate District: ____ House District: ____

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist fund, unless you specify the following:

Put \$ ____ of my contribution into a dedicated fund that will only be used to support a candidate running for office in my legislative district.

Name(s) _____

Address _____

City _____

State _____

ZIP _____

Phone _____

E-Mail _____

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

ABATE State Board of Directors

Meeting Minutes

October 13, 2001

The meeting was called to order by Ted at 12:11 with 12 of the 14 chapters represented. All chapters present were eligible to vote. One chapter not in attendance is Central Oregon who is on suspension due to not turning in their minutes.

Pledge of Allegiance was recited.

Reading of the minutes from the September 8, 2001 were waived, 1st by Mel, Seconded by Art.

Coordinator's Comments: Meeting of the minds was great.

Correspondence: Paul of MA Modified Motorcycle Association met Ted and gave him a packet, which Ted will give to Randy who will give it to Ken Ray. Meeting of the Minds, "Ride With the Leaders" AWARD to ABATE of Oregon, Inc. \$200 was sent to MRF.

OFFICERS REPORTS

Legislative Director: Cherie Hembree. Not here.

ABATE's BikePAC Representative: Randy Phipps - Randy reports Theresa has resigned as Legislative Director and Randy was nominated and accepted to fulfill the duration of her term. He will have to resign on this board but will continue to come to our board meetings for any questions we may have. In the board packets is a report. Randy also attended the DPO conference and spoke with Ted Lagowski, Bev Stein and Jim Hill who are running for Governor.

Confederation of Clubs Representative: Clark gone to NCOM conference.

Education Director: Geoff White - Geoff thanked Tom, Tim and Nora for coming in early today for MAP's tune-up. Getting lots of response for STEAM, this will be held February 16. Geoff is also working on a menu of information.

Education Director II: Terry was not present.

Membership Secretary: Jill reports several chapters show gains. Please allow 6 to 8 weeks for processing of new members.

Newsletter Editor: Gordon not here.

Products: Brad & Nancy. Not here.

Public Relations: Melinda -Not here.

State Run Coordinator: Roger reports Swap Meet the 27th, need help Friday night 4-10 and Saturday morning 6-8:30. Roger talked with the mayor of Fossil for a parade from the ranch to the fairgrounds. Also need from chapters their schedule of events for next year and bike shop addresses, phone numbers and especially email addresses for those bike shops in your area.

State Run Coordinator II: Kurt wants all to try and come to the swap meet and help.

Treasurer: Clark not here but his report is Insurance \$1,556.00, Bulk Mail \$4,374.02, Checking Account (\$2,421.74), Savings Account \$55,868.23 for a total of \$59,376.51.

Chapter Auditor: Carla reported to Ted that all chapters are doing okay.

Historian: Iris thanked all for letting her go to the DPO. Jim Hill who is running for Governor was the most impressive and open to motorcycle riders. Although we cannot endorse any one candidate as ABATE but as individuals we can. Also looking forward to meeting the Republican side. Need new historian for next year.

WebPage Editor: Maddog was not in attendance.

Vice-Coordinator North: Jim Niece reports that he will be calling chapters for their minutes if they are not turned in on time. Also attended the Shriners distribution.

Vice-Coordinator South: Bob Avery was not here.

Vice-Coordinator East: Bob Hadley not here.

Sergeant at Arms North: Bob Earl not here.

Sergeant at Arms South: Cole Hembree not here.

Sergeant at Arms East: OPEN

Committee Reports:

- 1. Sanctioning Committee:** Ron had 6 events sanctioned. You can also get sanctioning forms from the web as he has a link at www.northcoastabate.org. Also, keep sanctioning forms in your Chapter Notebooks. The events sanctioned were, Oct 26, Biker Night Salem Chapter, Oct 26, Masquerade for Mrs. Clause, Lincoln County Chapter, Nov 20, Biker Night Salem Chapter, Nov 24, Spaghetti Feed, in Astoria, Dec 2, Eugene Mission Benefit Run, Willamette Chapter and Jan 5 Washington County Ice Cycle Run.
- 2. Run Committee:** Covered by Roger.
- 3. PIT Committee:** On hold.

Unfinished Business:

- 1. Fossil Museum Display:** Jim reports this display is still in progress. Roger suggest media be present and notify the paper.
- 2. Oregon DPO Training Session.** Mel reported that ABATE of Oregon was well represented. Our organization impressed all candidates. Mel handed out 100 newsletters. Ken Davis is running for Senate and Jim Hill who is running for Governor stood out the most. Mel has requested from the Governors office for proof of burden information.
- 3. Republican Leadership Conference.** This was cancelled and is to be rescheduled.
- 4. Safety Conference** - Theresa can't attend, needs someone to take her place.
- 5. Planning Session** - Will begin 9:00 a.m. on Saturday at the VFW hall. We have rented the building for the weekend beginning on Friday for \$120 and Willamette Chapter is handling the food.
- 6. Mike Taylor** met with Vicki Walker and she would like to meet with ABATE and BikePAC.
- 7. Meeting of the Minds-** Kurt reported 37 states and 8 Countries were represented. Kurt also thanked all for letting him go. Kurt said Ted introduced him to several people. They attended several classes and absorbed lots of information. Kurt noticed that in debating the helmet laws, how well Oregon debates due to experience. Brian rode there and back, and has turned in a 4-page report. Brian also thanked all for allowing him to go. Brian also mentioned that MRF doesn't have a Non Governmental Official but would like to get one. UN European language International Testing Cycle (not motorcycle) (this is a process). Brain explained how the test cycle works and that no motorcycle could ever meet the requirements. Brain also said we need to help MRF get new members.

New Business:

Motion made by Deb Jones, seconded by Art to lease a postage meter for \$18 a month for the State Membership Secretary, all were in favor, motion carried.

Theresa nominated Brian to be the BikePAC Representative, seconded by Randy. All were in favor.

Nominations for State Board of Directors to be done at the next State Board of Directors Meeting and individuals must be present or submit a written acceptance.

Announcements:

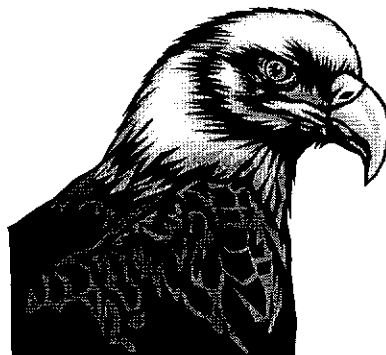
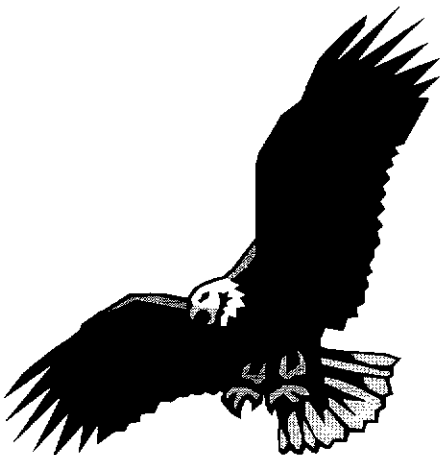
Theresa wanted Ted to know that Best of the West June 7, 8 & 9 conflicts with our Board Meeting that month.

Randy wants anyone interested in taking Theresa's place to email him your information.

October Thunder press has a letter written by Ruth Trombetta, Lincoln County.

Meeting adjourned at 2:15 p.m.

Minutes taken & submitted by Charlie Hill, State Recording Secretary



THE BILL OF RIGHTS

Article I

Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or of the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

Article II

A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.

Article III

No Soldier shall, in time of peace be quartered in any house, without the consent of the Owner, nor in time of war, but in a manner to be prescribed by law.

Article IV

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

Article V

No person shall be held to answer for a capital, or otherwise infamous crime, unless in a presentment or indictment of a Grand Jury, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger; nor shall any person be subject for the same offence to be twice put in jeopardy of life or limb; nor shall he compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use without just compensation.

Article VI

In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining witnesses in his favor, and to have the assistance of Counsel for his defence.

Article VII

In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury shall be otherwise re-examined in any Court of the United States, than according to the rules of the common law.

Article VIII

Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

Article IX

The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

Article X

The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

Don't let it happen here!

Love Leathers Outpost

HEY YOU! YEAH YOU!

**HAVE YOU TRIED THE JERKY HERE?
HEY WHEN YOU COME UP TO TRY ON THE LEATHER
YOU SHOULD TRY OUT THE JERKY!
QUALITY UNSURPASSED!
RECOMMENDED BY THE STAFF
AT THE OREGON ABATE NEWSLETTER!
Come have fun. If it rains, we'll simply use our big tents
to keep warm! BRING YOUR FRIENDS!**



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WWW.loveleathers.com

Email: leather@loveleathers.com



HELMET / INFRACTION / STOP REPORT FORM

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

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

NAME: _____ ADDRESS: _____ CITY: _____
STATE: _____ ZIP: _____ PHONE: work _____ home _____

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

WHAT HAPPENED WHEN YOU WERE STOPPED?

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

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET / OTHER (specify) _____

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

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

COURT LOCATION: city / county: _____

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

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

You should *IMMEDIATELY* obtain LEGAL ADVICE if you were charged with a crime.

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

If no explain: _____

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

Was your helmet confiscated? YES / NO Explain: _____

Were you given an explanation on legal or illegal helmets? YES / NO

If YES was the explanation? WRITTEN VERBAL BOTH

If verbal, describe: _____

WHAT HAPPENED IN COURT?

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

YES: How did you plead?

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

If you pled NOT GUILTY, have you gone to trial? _____ NO: When is your court date? _____ YES: What was the

verdict? GUILTY NOT GUILTY

If guilty, what was the sentence? _____

FINE: \$ _____ ASSESSMENT: STATE, \$ _____ COUNTY, \$ _____

CITY, \$ _____ WORK TIME LOSS HRS: _____ LOST WAGES: \$ _____

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

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: _____ MODEL: _____

When you bought the helmet did it have a DOT sticker on the outside? YES NO

Label permanently fastened inside? YES NO

Was helmet modified? YES NO

If modified describe: _____

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

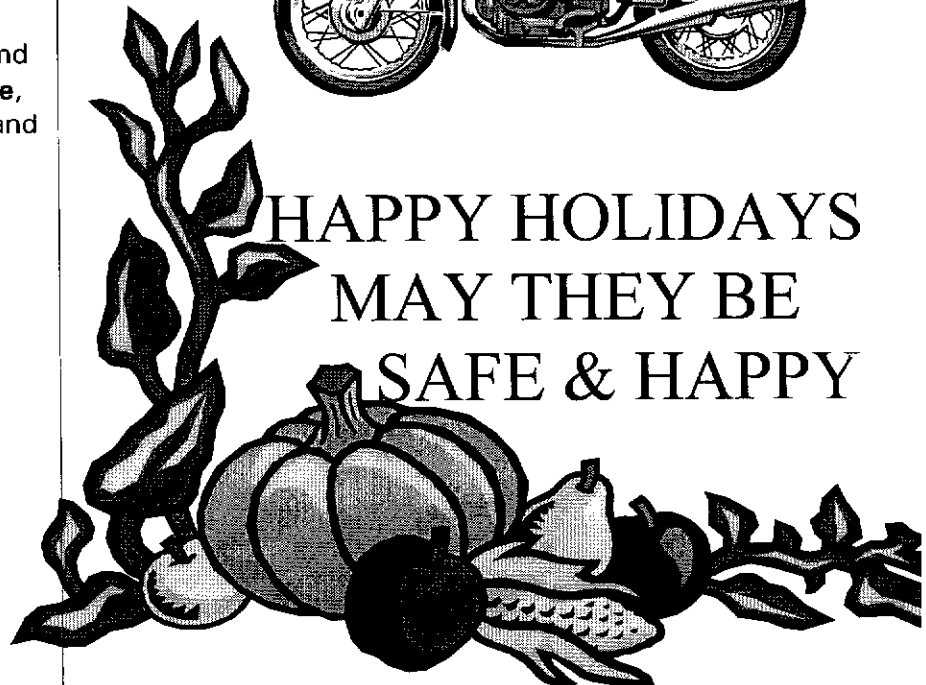
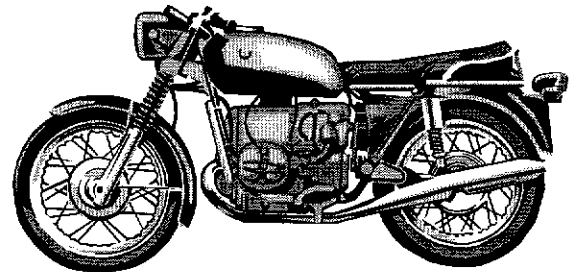
NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____



HAPPY HOLIDAYS
MAY THEY BE
SAFE & HAPPY