

A.B.A.T.E. of
*Dedicated to
Freedom of the Road!*



Oregon, Inc.
*Let Those Who
Ride Decide!*

September 1993 NEWSLETTER — edited by Gordon W. Hieronimus N.E. Portland Chapter



10th Annual BEAVER CREEK RUN, 1993
(SEE PAGE 20 FOR MORE PHOTOS OF THIS RUN)

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

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

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

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

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ABATE OF OREGON STATE OFFICERS AS OF JANUARY 1, 1993

COORDINATOR Rich Benson 287-8674	SGT-AT-ARMS NORTH
VICE-COORDINATOR NORTH	SGT-AT-ARMS SOUTH Honda Bob Skolaski 935-0403
VICE-COORDINATOR SOUTH Dennis Deaton 839-4368	NEWSLETTER EDITOR Gordon Hieronimus 249-8548
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TREASURER Joy Hoover 673-1304	PUBLIC RELATIONS DIR. Rich Benson 287-8674
MEMBERSHIP SECRETARY Carolyn "Mother" Meerzo 255-7793	RUN COORDINATOR Roger Hendricks 285-4329
LEGISLATIVE DIRECTOR Edd Dahl 771-0188	HISTORIAN Larry Burrows 735-0265
EDUCATION DIRECTOR Mel Yeager 363-1697	WAYS & MEANS DIR. Frank Way 779-3646

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From The Coordinator

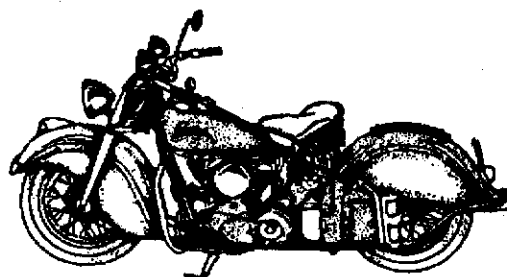
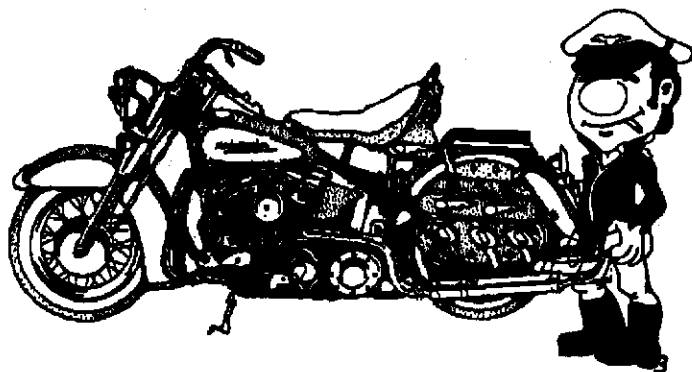
Hello again. I hope that you've all been out enjoying the run season. I know that I have. I'll cut the small talk and get to catching all of you up on all of the latest happenings.

On August 6th Ponderosa Video Productions came to Portland and filmed our public service announcements. They should be airing right around the time you're reading this. No, not this very minute, but they are in the hands of the television stations. This job gave me quite an insight to what a lot of work producing something for film is. The end result is something that we can be proud of.

I would urge all of you to be sure and read the State Board Meeting Minutes and the new Bylaws recommendations. If you don't stay informed you can't bitch. When you see this new issue of the newsletter take note of the eagle on the cover. Compare it to an old issue and note the difference. It's the same logo just cleaned up a bunch.

Since last month I've been traveling the state to visit with several chapters and attend their runs. S.O.S. was as good as always. I want to thank Jackson County for a great time and Lawn for the nice words in their newsletter. note: Ask Roger about the elders. After that I was able to make it down to Fox Creek. Unfortunately prior commitments didn't allow for me to stay overnight, but it was a very relaxed and mellow time. It's greatly appreciated when in the course of being out amongst my peers that I can be treated as just another biker and not the coordinator. Thanks to Little Jeff and all of the fine people of the Salem chapter. After the State Board meeting on Aug. 14th, I headed down to Lincoln County's Beaver Creek Run. That became quite an eventful trip. On the way there from Eugene I was stopped by a Lane County Deputy supposedly for my taillight which was working of course. In short order he was backed up by a State Trooper and another Lane County squad car with two officers. Maybe that taillight had a machine gun inside and I was James Bond or something. I don't think that I look like a Mideastern terrorist, at least I hope not. Anyway I came out of it with a helmet ticket and my picture taken. You should have seen the officer's face when I asked him for a copy of the picture. Then you should have seen the look on mine when he gave me one! Actually it was kind of silly but what the heck, you have to make the best out of a crappy situation. Well I finally made it to Beaver Creek and all I can say is wow! Gary and Vicky, what a fantastic place you have there. It seemed like alot of people only wanted to talk A.B.A.T.E. business but that's okay. At least I know that they care about what's happening in our organization. And afterall it comes with the territory of being coordinator. note: B Bear you did great with that mouthy jerk Sunday morning. Thanks alot from all of us there. Gary, you can be sure that I'm gonna take you up on that offer before summer is over. Thanks a million. Sunday morning I left and went down to Coos Bay for South Coast's chapter meeting. Sorry it took so long for me to make it down there but I finally made it. There's only two more chapters that I haven't been to a meeting of yet, but soon I'll be getting there. The South Coast chapter is our youngest chapter and although I've heard some members gripe, the ones at the meeting seemed very involved. Their interest in what was going on was genuine. I especially appreciated the phone call after the meeting thanking me for being there and the kind words of support for the organization. Thanks to Terry Kepl and his wife Dori for their hospitality. It's not often that I feel so comfortable in someone's home that I so easily nod out in an easychair.

To all of my friends and members who have treated me so fine let me say, your support and gracious hospitality wherever I've gone has made this hard work much easier. Thank you all very much. Till next month, ride safe and I hope to be seeing and meeting alot more of you. Rich ☐



What's The Medical Profession

Up To ???

The Hippocratic Oath defined the doctors of old and medical malpractice lawsuits define the doctors of today. Not all of today's doctors fall into the medical malpractice classification, but all of them are finding malpractice insurance rates are very high. This is an indication that malpractice is a widespread problem in our country.

From recent hearings on mandatory helmet laws, we see the medical profession well represented as siding with the government rather than with the individual citizens. In some cases private hearings were offered the doctors so that they wouldn't have to answer to the public. Why? The vast majority of hospitals in this country are funded to one degree or another by federal and state tax dollars which they rely upon to exist.

If you've ever heard the term, "having their cake and eat it too.", then you have an idea of what they're up to. An industry that wants the government to support it but not to dictate to it. This results in a compromise, one which the government needs to support its goals.

A prime example is helmet laws. In testimony the docs have been telling of how the absence of helmets increases the likelihood of a motorcyclist having a fatal head injury. What they aren't saying, and trying their very best to hide, is that any motorcycle fatality generally has so many severe injuries that any one of them could have been the cause of death. If you didn't die of a fractured skull, you'd have heart trauma, or a perforated lung, or shock. In research on motorcycling fatalities nobody has been able to get the doctors to offer a statement in writing that head injuries were the major cause of death. Nor would they state that the majority of unhelmeted fatalities were due to head injuries! In one state the medics offered testimony before a subcommittee regarding motorcycle fatalities. In those cases in which the rider was killed while wearing a helmet, they stressed bodily injuries and played down the head and neck injuries. In unhelmeted fatalities they stressed head injuries and played down the bodily injuries. If helmets were really effective in saving lives why did they trump up the reports? It's evident that helmets don't make one damned bit of difference in a motorcycle fatality!

So why does the medical profession do this? Funding of the medical institutions around the country requires that the medics and the politicians (elected and bureaucrat alike) be on good terms. If not the institutions' funds can be cut. Many doctors have research grants from the federal and state governments. Some have special non profit corporations doing little other than government research, funded by our tax dollars. So what if the doctors don't get rich from running these corporations. They do however get their names published in medical journals and ride the government grants to prominence in the medical field.

Can you tell me with a straight face that such individuals would offer honest testimony and facts before a public hearing on the helmet law if that testimony was to contradict or oppose the government's position? NO WAY! It's just not good business or good politics.

The American Medical Association is against socialized medicine, yet it is quick to accept tax dollars to support its individual members and facilities. They rake in your hard earned dollars through insurance and taxes. They have a good thing going and don't want to answer to any of us. Only when they perform an unnecessary operation or screw up so badly that even a layman like one of us can recognize what they've done, do they have to own up to their shenanigans. That's what they're up to, taking all of the money they can get by using the government and us!

This is the last in a series that I have done. As you can see there is a major connection (conspiracy?) between the government, Department of Transportation, the insurance industry, and the medical profession. Look back at the articles in the previous two issues. You may not agree but it is awfully thought provoking. If it's all true, and I think it is, you see how big of an enemy we face.

Rich ▀

A.B.A.T.E. of Oregon Inc.
BYLAW recommendations as of 8/14/93

1. There is only one qualification for membership, that being the payment of dues established by the State Board of Directors.

No group or class is required to join. No group or class is denied membership.

2. The election of State Officers of the State Board of Directors shall be held at the last meeting of each year by the voting membership of the State Board of Directors. The number of State Officers of the State Board of Directors shall be at least, but not be limited to, five.

3. The State Executive Board shall be comprised of the following State Officers:

- A. Coordinator
- B. Vice-Coordinator North
- C. Vice-Coordinator South
- D. Treasurer
- E. Run Coordinator

4. The State Executive Board has the authority to:

- A. Issue statements on the behalf of the organization
- B. Expend funds
- C. Take any action deemed necessary to accomplish the goals of the organization.

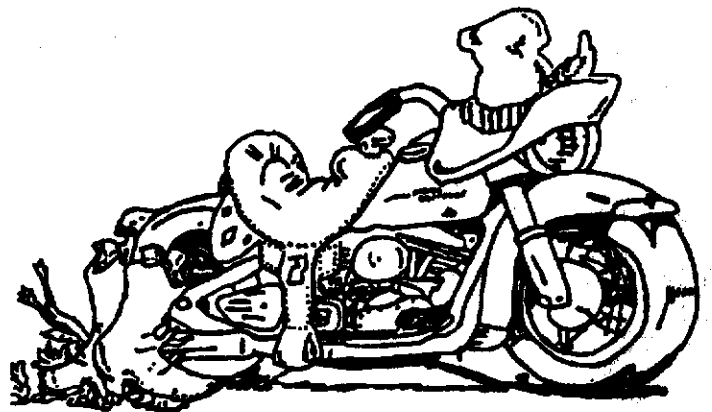
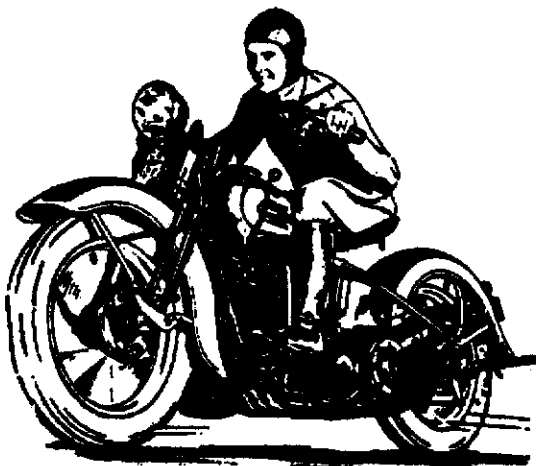
5. All members of A.B.A.T.E. of Oregon Inc. shall join and work together for:

- A. Fair motorcycle legislation
- B. Public awareness programs promoting motorcycling
- C. Education programs to assist all motorcyclists, especially the young and/or novice rider, to reduce accidents.

6. All funds obtained from membership fees, donations, and organizational benefits shall be used for:

- A. Education, rider and non-rider
- B. Distribution of information
- C. Legislative action
- D. General costs incurred in the operation of the organization itself, none of which shall go to any member or officer with the exception of reimbursement of out-of-pocket expenditures directly related to A.B.A.T.E. activities authorized by the State Executive Board.

7. The Rules of Operation for A.B.A.T.E. of Oregon Inc. shall be used as the basis for day to day operations.



A.B.A.T.E. of Oregon, Inc.
Proposed Rules of Operation 8/14/93

1. NAME:

This organization, hereinafter referred to as ABATE, is legally known as A.B.A.T.E. of Oregon, Inc. which stands for A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS.

2. JURISDICTION:

ABATE shall:

A. Have jurisdiction of all members and chapters within the State of Oregon.

B. Maintain equitable relations between all its' members and chapters.

C. Assure the democratic right to assemble, voice opinions and take action on matters of mutual interest to motorcyclists.

3. ORGANIZATIONAL STRUCTURE:

A. Membership:

1. Applications:

a. Membership in ABATE shall be obtained and maintained through application to ABATE.

b. Each application for membership shall be accompanied by dues established by the State Board of Directors and submitted to the State Membership Secretary.

c. Memberships are non-assessable, non-transferable, on-assignable, and non-refundable.

d. Each member will decide which chapter they want to belong to, or may decide to be a Member-At-Large(Indian Creek).

e. ABATE membership records will remain confidential, and will be used ONLY for ABATE purposes.

2. Termination: Membership in ABATE will be terminated upon death, written request from the member, non-payment of dues, theft of ABATE assets, or by decision of the State Board of Directors.

3. Duties of Members - It shall be the DUTY of each member of ABATE to:

a. Abide by the BYLAWS.

b. Conduct themselves in a creditable manner with regards to the organization.

c. Bring to the attention of the State Board of Directors' presiding officer any activity that is not in the best interest of ABATE.

B. ABATE CHAPTERS:

1. To receive a Charter as a Chapter in ABATE a group must have:

a. Ten paid-up members.

b. Elect from those paid-up members a Coordinator, Secretary, Treasurer, Membership Secretary, and one State Representative.

c. Make application to the State Board of Directors for a charter.

2. To remain as a Chapter in ABATE the Chapter must:

a. Abide by the ABATE Financial Policy and Procedure Manual.

b. Send copies of Chapter minutes to the State Coordinator within seven (7) days of the Chapter meeting.

c. Submit a monthly Chapter report to the State Newsletter by the 15th of each month.

d. Insure attendance of Chapter State Representatives at State Board of Directors' meetings.

3. Any chapter in noncompliance with any of the above four requirements

will be on probation and voting privileges at State Board of Directors meetings will be revoked until brought into full compliance. After 60 days of non-compliance with the requirements, a registered letter will be sent to the chapter coordinator, with copies going to all chapter members. After 90 days of noncompliance the State Board of Directors will determine if the chapter charter should be revoked.

C. ABATE State Board of Directors: The State Board of directors will be the governing body of ABATE and will meet at a time and place to be determined by the State Executive Board.

1. The State Board of Directors will be composed of one State Representative from each chapter, who will constitute the voting membership of the State Board of Directors.

2. Three-fourths (3/4) of the eligible, voting membership of the State Board of Directors will constitute a quorum for the transaction of the Business of ABATE.

3. The State Board of Directors will use Roberts Rules of Order to conduct meetings.

4. The fiscal year of ABATE will be January 1 through December 31.

5. Motions brought before the State Board of Directors which will directly affect the general membership will be referred to the chapters for discussion and voted on at the next State Board of Directors meeting, unless a delay in voting will cause a disruption in the transaction of business by the organization.

4. RULES OF OPERATION:

A. The original Rules of Operation became effective July 1, 1980.

B. The Rules of Operation have been amended in 4/1983, 4/1984, 4/1986, 5/1986, 6/1986, 6/1989, and 8/93

c. All changes to the Rules of Operations and the Bylaws must appear in the State Newsletter before being voted on by the State Board of Directors.

ACCIDENT??

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A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING MINUTES

August 14, 1993

Minutes from the August State Board meeting of A.B.A.T.E. of Oregon. Meeting was called to order by Rich at 12:15pm. Last month's minutes were read and accepted with the one correction that Rich Benson's new number is 287-8674.

Correspondence: Rich read us several letters, including one from Rip of Easy Rider Magazine, requesting info on our run calendar. Brian Stoval then took the floor. Brian informed us that section 73 was put back in spite of all our efforts. He also gave us information on 2 new bills one in the house and one in the senate. He told us that while the senate bill is very much in our best interests the house version being sponsored by Rep. Frank Palon is very much in our better interests, please support him in this bill.

Reports: By-Laws Committee: See new business.

Education Director: Read by Rich. Mel was not present due to his attending Oregon State Educators Meeting. Mel's training course will be Sat Aug 21, 93. Mel reported real success with the use of his education program in Col. Financial Committee: See new business

Historian, Larry Burrows: No report

Legislative Director: Read by Rich. Still working with ODOT to assure that if a helmet has a DOT sticker on it then no stop to harass the wearer. Sam has been busy too, Rich told us of a letter sent in Sherwood to their officers that from now on if a rider is wearing a helmet with a DOT no more stops. Looks like Portland may follow next. Sam is also working on briefs on several levels of the court system as is the other lawyer involved, Laura Graser.

Membership Secretary, Mother: Read by Rich. We now have 1,305 members.

Newsletter Editor: By Rich. Showed our new look, told us that pictures should be in BLACK and WHITE to make a better copy, thank you.

ABATE Products Director, Angie: Same thing available.

Public Relations Director, Rich: Rich reported the PSA's are now in the final stages and should be available in 2 weeks. The cost for one 30 sec and 1 free 10 sec was only \$1,520, good work Rich.

State Run report: Roger told us that Last Bash will have only pop and ice for sale it will be BYOB. He also reported that there may be need to change the site for Fossil Run next year. Tickets for Last bash are available till Oct 9, 1993.

Treasurer, Joy: Checking \$3.80, Gen. Fund Sav. \$27,694.47, Legal Fund \$405.16, Education Fund \$527.61, Bulk Mail Acct \$717.90, Grand Total \$29,348.94

Ways and Means, Frank Way: Reports that he now has all the property reports from the chapters and is only waiting for the finished list from the State.

UNFINISHED BUSINESS: Fossil 4 wheel surcharge: motion was voted on and failed.

Motion was made and passed for reimbursement to Brian Stoval for \$200 when he traveled on our and MRF's behalf to Memphis to the MRF board meeting.

NEW BUSINESS: Motion was made and passed to donate \$1,500 this year to MRF at The Meeting of the Minds.

Motion was made and passed to send 2 state board officers to The Meeting of the Minds and cover the airfare, registration fees room and banquet fees.

Motion was made then tabled by Ken Ray to have assigned parking for RVs and trailers and to post this on flyers.

Financial Committee Report: The committee passed out and explained their proposed Financial Policies and Procedures Manual to the chapter reps and officers of the state board.

The By-Laws Committee Report: The committee passed out and explained their proposals also to be taken back to the chapters and further dealt with at next board meeting.

Sept State Board Meeting will be Sept 11, 1993 at Lane Community College at 12:00

KNOWLEDGE IS POWER & POWER IS FREEDOM

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Tuesday, 6:30pm
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angie, 285-4329

Hello Amigos,

From Columbia River Chapter for the months of August and September we decided that since all weekends were taken we better change our meeting dates so I hope everyone knows by now that we're meeting 2nd & 4th Tuesday of the month still at the Cactus Club at 6:30pm hope that people that can't make the meetings on the weekends can attend. Our membership plan we have going at our chapter has grown to nearly \$100.00. \$94.00 to be exact and no one especially Kate Brickey wasn't there to claim it so it grows bigger and bigger yet. There is lots going on also we have the "Family Picnic" Sept. 12th, "The Freedom Run" campout Oct. 2-3, "The Last Bash" Oct. 15-17, and the "Toy Run" in December where we could sure use peoples help-

On Oct. 30th we shall have a Halloween Dance and it takes people to come in and help make it a complete success remembering that we do it all for the Shriners Kids, so come out to your chapters meetings and find out all this great information and how you can help.

Until next time,
Ride safe
Adios Angie

DOUGLAS COUNTY

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

NO REPORT, FIRST TIME.

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am
Triple Tree Restaurant, 4999 Highway 234
(at the Intersection of 234 and Antloch Road) Central Point
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Marv Eastman at 826-6690,
Blayne Brisson at 826-6316 or Mike DeCamp at 826-5219

NO REPORT, FIRST TIME.

LANE COUNTY

Meets 1st Sunday 3:00 pm and 3rd Tuesday at 7 pm
Izzy's Pizza, 210 Division, Santa Clara
(Betline & River Rd.)
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Pappy Brown; 485-3550

Well its been a while since you last heard from us last. See its like we broke our legs and was unable to walk. We are getting up on our feet and learning to walk again. It takes time, but we are strong.

I would like to thank all our officers for their time and dedication to this chapter (past and present)

To Highlight Events:

We had a poker run to Beaver Creek Run.

We have a Casino night Run-August 21st(3:00pm) at the Ron-D-Voo in Harrisburg. Come join the fun!

Now for the big one, Labor Day Run will be held at Stump Lake-Sept.4,5&6th. Come join the FUN IN THE SUN! Its Party time! Hope to see you there! Please bring butt cans and some trash bags. Check flyers for further info.

I may have a mouth full of words, but my hands don't like typing all those words so I will keep it short and sweet. Did I say sweet, well at least not to bitter.

Ride safe and smart! Watch your back and remember where you are headed! All eyes are upon you!

Remember: I am just like you, I want my FREEDOM too!
Tim(LD)

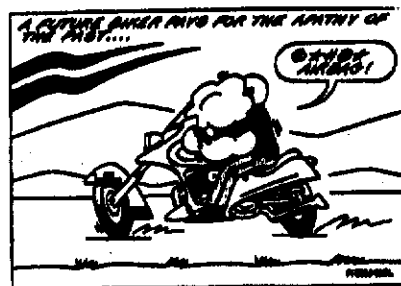
LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 pm
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 563-3520

Hi everyone,

We've moved passed the plan stage of our Beaver Creek Run to the doing stages... As you read this we hope you will have enjoyed our run, as we sure did put a lot of work into making it one of the best. We did take off this last weekend and joined Salem ABATE at their Fox Creek Run and we sure did have a good time...especially playing the bike games! Our hero R.B. teamed up with his daughter Dusty to take 2nd place in the ping pong game and winnie bite then went on to take 1st place in the slow race and 1st in the plank, Gary took 2nd in the plank and Skip took 3rd. I guess you could say we did a clean sweep when it came to the plank race. R.B. picked up a couple other ribbons and a couple of cool etched beer mugs and a great time was had by all. Thanks to Salem ABATE you folks do a good job hosting your run.

Hope you're riding safe and sober,
DEB



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NORTH COAST

Meets 1st Sunday, 12 Noon

Pizza Harbor, Seaside

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

Chapter Contact: Don Smack, 738-7156

Hi,

Our Honeyman Run in June was a lot of fun despite the turnout. Weather was great. Roy had high hand and won almost enough to pay for his weekend!

A few of us attended the Castle Rock Races on Harley Night. I for one really enjoyed them. First time and I was impressed especially with the little one be-bopping around the track on their 50's and 75's.

We are in the process on planning our "End of Summer Run" with Washington & Yamhill Counties September 25&26th at Kilchis River Park in Tillamook. Should be lots of fun.

Some one mentioned at our last meeting that if we do not write to our Congressmen concerning our rights, won't they naturally assume we do not care? Question is, do we care enough? If so, then write! Let them know how we feel.

Be wise and get a motorcycle endorsement and insurance on your bike. Important!

Have a good time riding!

Catch ya later,

BET

N.E. PORTLAND

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

Izzy's Pizza, 1307 N.E. 102nd, Portland

Chapter Address: P.O. Box 5792, Portland, OR 97228

Chapter Contact: Pat Gleason, 775-4593

Well I think it's about time I do my own letter writing. I was so busy doing other things, Melanee & Gordon helped me out and did last months news letter for me. And MaryBeth helped me do the one before that because I was so burned out from working two jobs. I would like to thank them all for the help when I needed it. Summer Run was a blast but it wasn't as big as it was last year. I think we still made out OK and will have some money left over to give back to the chapters. The Freedom Run is coming up and I'd like to see a big turn out because it's for your own good. The legal fund is empty but the fight still goes on and we need your support. The Toy Run committee is having ONE BIG fund raising event instead of three small parties. It will be at the Melody Ball Room with motorcycle parking out front. It will also be a Halloween costume party upstairs with a casino down stairs with food and dancing. The canned food drive and pull tabs continues to be collected so bring them in to your chapter meeting. I'm suffering from brain fade now so I hope to see you at these functions and events to keep our organization going strong.

See ya there,

Scott

Did you get a little confused with the last issue's cover? Well, had you been at the May 1, 1993 Awareness Rally on the State Capital steps, you would had known that it is a picture to show the UNITY in the Oregon motorcycle community. Need we say any more?

SALEM

Meets 2nd & 4th Mondays, 7:00 pm

Pietro's Pizza, 1637 Hawthorne Ave NE

(Call 581-3138 or 581-8637 for information)

Chapter Address: P.O. Box 13957, Salem, OR 97309

Chapter Contact: Dave Beck, 581-3138 or Jeff 581-8637

Hi from Salem!

We would like to thank everyone who attended Fox Creek Run and made it a good time....with only minor casualties it seems we really tore it up this year. We would also like to ask that you contact an Officer if something went unnoticed that rubbed you the wrong way. We can't learn from our mistakes unless things are brought to our attention and we all know gossip doesn't solve a thing.

See ya sooner if not later and I hope everyone is having a great summer!!!

Take care,

Bonzi

SOUTH COAST

Meets 3rd Sunday, 11 am

Gino's Pizza, 1324 Virginia Street, North Bend

Chapter Address: P.O. Box 222, Lakeside, OR 97449

Chapter Contact: Tony & Vikki Haines, 759-4961

N O R E P O R T , F I R S T T I M E .

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon

The Pizza Baron, S.E. 122nd & Division, Portland

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

Chapter Contact: Richard Lorang, 669-6488

N O R E P O R T , F I R S T T I M E .

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 pm

Little Italy Pizza, Cornelius

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

Chapter Contact: Paul Taylor 693-0938

N O R E P O R T , S E C O N D T I M E .

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm

Cheese's Pizza, Lafayette

Chapter Address: P.O. Box 1179, McMinnville, OR 97128

Chapter Contact: Kraig, 876-5135

Greetings from Yamhill County Chapter.

We'll we're gearing up for the End of Summer Run. We will be in charge of the games this year, so I hope everyone can come out and have a good time. There will be a bike show also- Rat, Imported, Stock, Custom, and Antique.

Don't forget the gate will close at 11:00PM and open in the morning.

Hope to see you .

Be Safe & Good Riding

Renee

(The following pages are to catch you up on the State level minutes that did not get published.)

Minutes from the June 12, 1993 meeting of the State Board of A.B.A.T.E. of Oregon, held at Lane Community College.

Rich Benson called the meeting to order at 12:10 pm. Roll Call: Columbia River: 1 : Douglas County : 2 : Jackson Country : 1 : Lane County : 2 : Lincoln County : 2 : North Coast : 0 : N.E. Portland : 2 : Salem : 2 : South Coast : 2 : S.E. Portland : 2 : Washington County : 2 : Yamhill County : 1 : Minutes were accepted as submitted.

Correspondence: Rich read a correspondence from a man who had his helmet confiscated by an officer.

Coordinator's Commentary: Rich told us of a possible class action suit resulting from Fossil tickets and requested all those who received tickets PLEASE fill out helmet stop forms.

By-laws Committee Report: Dennis was not present no report

Education Director, Mel Yeager: Mel reported that 600+ students, to date have taken the class. He also requests that anyone else who has given classes PLEASE report to him on your progress.

Finance Committee: No new news.

Historian Larry Burrows: No report

Legislative Director, Ed Dahl: By Brian Stovall and Don Lawson, our lobbyist, they requested that we contact our reps and request that section #73 be removed from SP106. They also reported that 3262 was dead in committee.

Membership Secretary, Mother: Mother reported that as of June 1, 1993 we have 1,305 members. She also informed us that she has been reappointed to the Governor's Advisory Board. CONGRATULATIONS Mother!

Newsletter Editor, Gordon: Gordon sent word with Rich that he does not plan to be newsletter editor next year.

ABATE Products Director, Angie: Angie reports a NEW silver eagle pin for only \$10.

Public Relations Director, Rich : Rich reported that he was researching into the cost of production of a good PSA He first quote was \$5000, he is still shopping around.

State Run Report, Roger: Fossil Report Total Gross Revenue: \$35,762.90 Total Expenses : \$12,113.80 Excess Revenue : \$23,649.10 There may still be some outstanding expenses

Treasurer, Joy Hoover: Checking: \$ 2,302.63 Gen Savings Fund: \$29,601.21 Legal Fund: \$ 402.69 Education Fund: \$ 544.98 Bulk Postage Fund : \$ 1,025.35 Grand total : \$33,876.86

Ways and Means, Frank Way: Still needs chapter property lists.

Unfinished Business: Honda Bob and Nic Oliver were nominated for Vice Coordinator North. Nic Oliver was elected. Allocation for the newsletter Editor's Fax Modum Card was rescinded. **Vote** was taken on the Acronym and it will remain unchanged. **Motion** was made and passed to pay for software for the membership secretary in the amount of \$205.94. Lane County Chapter informed us that they have barred Kathaleen Churchill from any ABATE functions for life. **Motion** was made to take back to the chapters for a vote at July meeting on ABATE of Oregon joining AMA. July board to be July 10, 1993.

A BIG THANKS goes out to the SouthEast Portland Chapter for the following Donations:

\$300.00 to the Legal Fund

\$466.45 to start the Education fund

Thanks to these donations, the funding of the battle is so much more available to be used to win said battles. Keep up the good work.

Minutes from the July State Board meeting of A.B.A.T.E. of Oregon. Rich called the meeting to order at 12:10 pm

Chapter roll call: Columbia River : 1 Douglas County : 2 Jackson County: 2 Lane County : 2 Lincoln County: 2 North Coast: 0 NE Portland: 2 Salem : 2 South Coast: 1 SE Portland: 1 Washington County: 1 Yamhill County : 1 Waved the reading of last month's minutes.

Correspondence: Rich read us several letters included was one to Mel from the Motorcycle Safety Foundation telling him thank you and praising him for his success.

Coordinator's Commentary: Rich told us of his move and gave us the following new address and phone #:Rich Benson 5614 NE Mason Portland, Ore. 97218 287-8764 Rich also informed us of Nic Oliver's need to resign his positions as Sargent-at-arms North and Vice Coordinator North. Rich also told us of the visit made to Fossil to donate \$100 to the new School House Museum. Wheeler County representative Michel Pain was scheduled to be there as well as the media, there was no media there and no rep. Pain.

REPORTS: By-laws Committee report: Meeting scheduled for Sat July 17,1993.

Education Director, Mel: Mel reported that he is now receiving national attention with his education program.Mel also announced his next training session will be held at Chem. College Building 50 room 211 from 1pm to 3pm please arrive early room will be open at noon.

Financial committee report: Same meeting as By-laws Committee.

Historian Larry Burrows : No Report

Legislative Director: Brian Stoval reported no federal changes this month. Section 73 was deleted good work! Rich reported that Sam Hochberg is working on a mand. to stop the confiscation of helmets. Rich also stated that you can not be required to remove your helmet if stopped unless you are arrested. Possible Fossil harassment suit, only 30 reports have been turned in, we need more, please submit reports.

Membership Secretary, Mother: We have 1,265 members. Membership packets are available again.

Newsletter Editor: Gordon will not be doing this job next year. We need a new Newsletter Editor.

ABATE Products Director, Angie: Toy run tickets available

Public Relations Director, Rich: Rich reported a estimate for psa's of \$1400 for several copies in more than one size.

State Run Report, Roger: Last Bash has not been allowed a Liquor permit.This may mean it will be BYOB. \$916 was raised with the jacket raffle at Fossil.

Treasurer, Joy: Checking\$ 586.06 Gen. Fund Sav. \$27,801.21 Legal Fund\$ 402.69 Education Fund \$ 544.98 Bulk Mail Acct \$ 878.48 Grand Total \$30,213.42

Ways and Means Director, Frank Way: Frank is still requesting Property reports.

Unfinished Business: Nominations for Vice Coordinator, North. Congratulations Honda Bob for your nomination and election. Nominations are still open for Sargent-at-Arms North. -

New Business: Motion was made and passed to allot up to \$2000 for the production of one or more psa's. Motion was held over for a re-vote for a sire charge on 4-wheeled vehicles as follows.\$5 for cars and pick ups, \$10 for campers and \$15 for motorhomes. Motion was made and passed AMA membership for ABATE of Oregon as an organization for \$200. Next State Board AUG 14,1993 ←

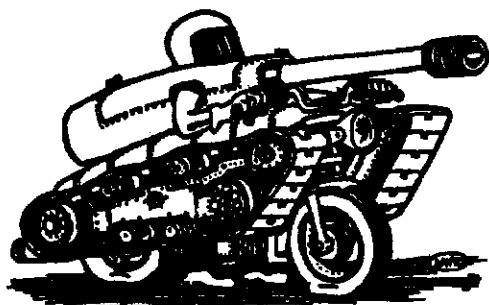
THANK YOU does not always say the right thing. That is what the State level says to the NorthEast Portland Chapter for it's donations to the following:

\$200.00 to the Legal Fund

\$200.00 to the Education Fund

Like they always say, Thanks a lot, for it means so much more than just the words.

This is what it takes to fight for our rights!



TRAFFIC SURVIVAL

PART II

by David L. Hough

In our introduction to urban traffic survival last month, we rambled through some ideas about how accidents occur, introduced some general concepts of avoiding accidents and discussed conspicuity. Now let's continue with some brainstorming on urban traffic in general.

Predictability

One of the most important lessons about traffic is that those cars, trolleys, skateboards, busses and other wheeled

Intersections



whatnots have more-or-less predictable trajectories. When you are surrounded by intense traffic, it may seem that everyone else is whizzing around you willy-nilly with no apparent sense of direction, yet it is possible to make some sense of it. Even the more aggressive drivers have some predictable driving habits. If you're really looking, you can see that many of the same dynamic patterns of vehicle movement repeat over and over again. By learning and recognizing the patterns, we can predict what is going to happen farther in advance and have more time to do something about it.

As an example, take a look at the photo on the left, a typical urban intersection. At the moment, everyone on our street is waiting for the green light. Of all the vehicles you can see in the picture, which one

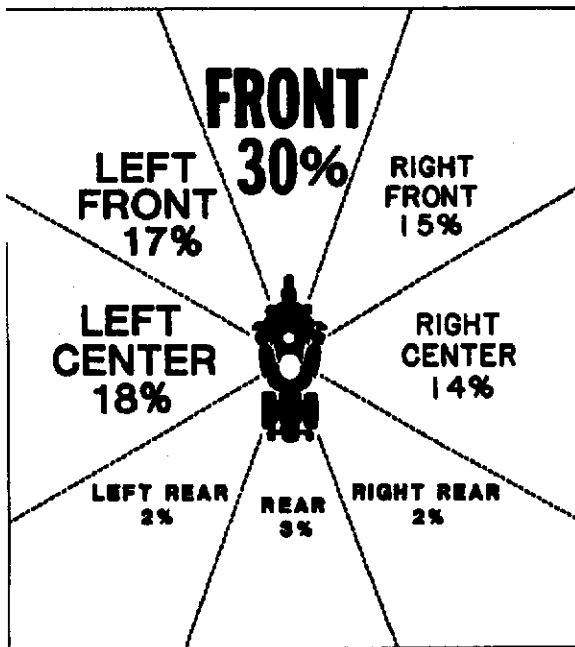


Figure 1
Most likely direction from which a hazard will approach.

would you predict is the most hazardous to you as a motorcyclist? We'll give you the answer a little later.

In the meantime, let's delve into the statistics for a moment. Some years ago, the National Highway Traffic Safety Administration funded a survey of motorcycle accidents. The accident investigators studied every motorcycle crash they could in the city of Los Angeles, over a two-year period. The report on this study is often called the "Hurt Report," after the chief investigator, Harry Hurt. Since the Hurt Report was based on urban accidents, it's a pretty useful tool for helping us understand what the hazards are, and helping us predict what's likely to happen to us in traffic.

For instance, an overwhelming 65 percent of motorcycle collisions involved smacking into a passenger car, with the prime target being the side of the car. If you're interested in what direction the hazard came from, Figure 1 indicates the collision contact areas by percentage of occurrence.

Road Rider/MCN also did a survey of accidents based on reports from our readers. The Road Rider/MCN accident survey included a lot of country as well as city riding. So it is interesting to compare the RR/MCN survey with the Hurt report (See Figure 2). What's interesting about this comparison is that the majority of accidents in both studies are "multi-vehi-

cle" collisions. Angle collisions with cars add up to just under 30 percent in both studies. And collisions with left-turners work out to roughly one-fourth of all accidents, whether city or country.

Diagrams

To help describe what happens at intersections, it might be useful to think of traffic patterns like we think about football plays. If you're on the turf squinting down the line of scrimmage, it may seem that those big bruisers are smashing into each other with no apparent sense of direction. But from a viewpoint up in the blimp, the movements of the individual players are easier to see and understand.

Riding through traffic, the view is more like being on the line of scrimmage. To better understand what happens in traffic, we'll sketch out some typical sneak plays and suburban end runs as if we were looking down on them. You'll need to convert the diagrams into the earthbound view to put it in perspective. Or, to think of it the other way around, as you are riding through traffic, try to visualize the blimp view of what the vehicles around you are doing. Later on, we'll throw in some critical advice on what you can do about these situations.

The traffic diagrams we'll use are based on right-hand driving, although the same patterns occur in similar fashion in "left-hand" traffic. If you happen to be reading

this in Japan or Great Britain, you'll have to flip everything left/right in your mind, or else hold the diagrams up to the mirror. If you are headed for a tour in one of the "left-hand" countries, looking at the mirror image should be mandatory.

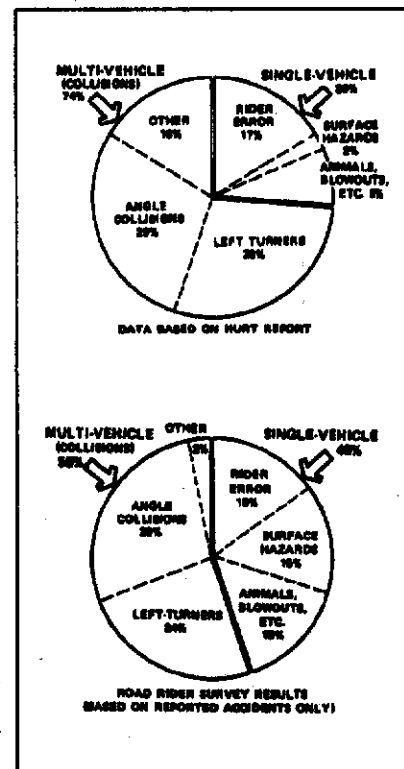
Of course real life is going to be a lot more complex than our diagrams. You'll have to imagine about 10 or 20 additional vehicles cluttering up each picture. We'll just show the important ones to keep things easy to understand.

The Loathsome Left-Turner

Take a squint at Photo 1 again, and see if you can spot the light-colored van coming towards you in the opposing lane. Figure 3A is the blimp-view diagram of this same scenario, and Figure 3B is how a typical left-turn accident occurs after the light turns green. The unwary rider can very quickly turn into a target for a left-turner like that van.

There are other versions of the same

Figure 2



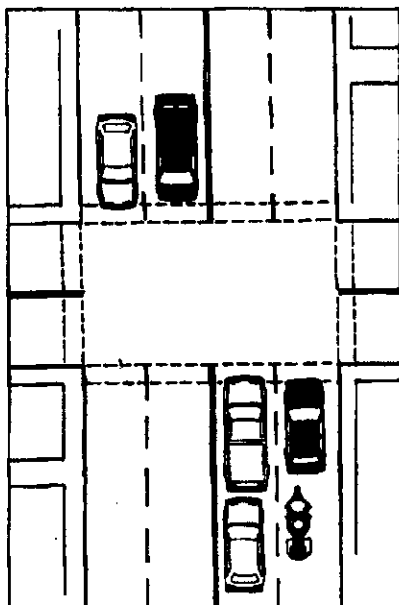


Figure 3A

From our "blimp's eye view" it's easy to see how a perfectly innocent scenario like the one on the left, can quickly degenerate into the hazardous situation on the right.

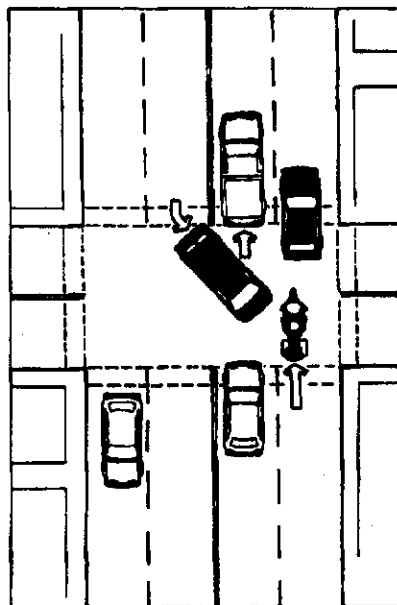


Figure 3B

play. A second version of the left-turner has the car pulling out of a side street from your right (Figure 4). A third version has the driver pulling out of a side street from your left (Figure 5).

There is one additional left-turner situation that can suddenly surprise you: A driver in the right lane of a one-way street may suddenly swoop left onto a side street (Figure 6). This "play" is more likely when traffic is light; the driver may forget that he is on a one-way street, momentarily thinking the left lane is vacant because no one is coming the other way. The Sidestreet Swooper is a rare bird, but accounts for one more good reason for keeping your distance from other vehicles while approaching an intersection.

If you are waiting to pass a slow-moving vehicle, avoid the temptation to pass at an intersection. In most states, passing in intersections is illegal, and even where legal, it is certainly risky. The driver of the car you are passing may suddenly decide to turn onto a side street, or even pull into a driveway on the opposite side of the road, just like the Sidestreet Swooper.

Remember that "intersections" include anywhere there is an opening to turn into, or a driveway to pull out of—including gas stations, minimarket parking lots, alleys and entrances to shopping malls. Matter of fact, those big mall parking lots are just as complex and just as hazardous as small town intersections, and should be treated just as seriously.

Positioning

Veteran riders sometimes seem to wander all over the road. First they ride in the right wheel track, then wander over to the left, and the next thing you know they have wandered clear over into the next lane. To the novice, this may appear to be inattention or lazy control habits, but actually there may be good reason for his actions. The veteran understands the importance of constantly adjusting his position to provide the best view of the situation ahead, to increase separation from other vehicles, to make himself most visible to other drivers, and to ride over the most tractable pavement. And, if you are concerned about conspicuity, where you position your motorcycle in the flow of traffic is perhaps more important than what color you paint your bike or whether you have your headlight turned on. Consider using the following positioning tactics:

1. Avoid riding in the "blind spots" of other vehicles. Blind spots are those sectors where the driver can't see you easily; typically the left and right rear quarters (Figure 7). The smart rider either changes lane position to increase separation, moves ahead where the motorcycle can be seen by the other driver, or drops back a couple of seconds.

2. Get away from behind big, boxy vehicles such as trucks, busses or motor homes. You can't see what's happening ahead. What's more important, other drivers can't see that you're there. A motorist intent on turning behind one of

those big boxes is not likely to predict that a motorcycle could be hiding there, and the motorcyclist can't see the left turner coming (Figure 8). For similar reasons, be very wary about passing a big box that is waiting to make a turn (Figure 9).

3. Maintain at least two seconds distance between your machine and the vehicle ahead. That's the minimum separation you need to avoid smacking into the car ahead if the driver suddenly jams on the brakes, and it also helps make you more visible to other drivers. I find it very helpful to periodically count out the two seconds rather than using guesswork. When the car ahead passes some stationary point such as a pavement break, I start counting, "one-thousand-one, one-thousand-two." If my front tire crosses the same point after the "two," I'm at least two seconds behind, which is the minimum separation for any speed. Counting out following distance is especially important at night, because the human eye has trouble judging distances in dim light, especially lights in the red spectrum—which happens to include tail and brake lights.

4. Ride in the wheel tracks of other vehicles, and avoid the center of the lane. You'll have a better chance of not running over debris or coating your tires with oil that has leaked from other vehicles.

What's Happening

You may have heard somewhere that establishing "eye contact" is a good way to keep drivers from pulling out in front of

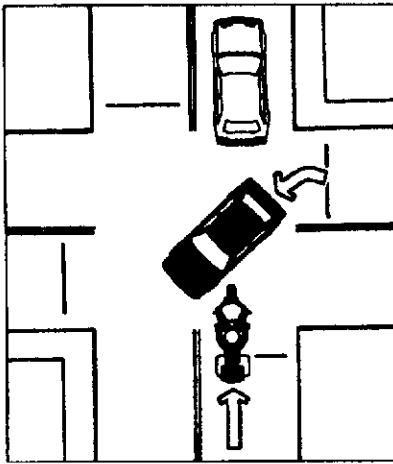


Figure 4

you. I suppose you might meet some interesting people in life by establishing eye contact, but eye contact doesn't really do much for traffic survival. I've had good eye contact with lots of drivers who went ahead and made a quick turn in front of me anyway. If I had let any of them hit me, I know what the driver would have said: "I didn't see you." What I really want to know is whether the vehicle is moving or not, and in which direction. Here's where I look:

1. If the car is approaching an intersection from the other direction and still moving, I watch the front end. If the hood dips slightly approaching the intersection, it's a good clue that the driver is slowing down to make a turn.

2. If a car is stopped in a left turn lane, or is waiting to pull out of a side street or parking space, I watch the top of the front

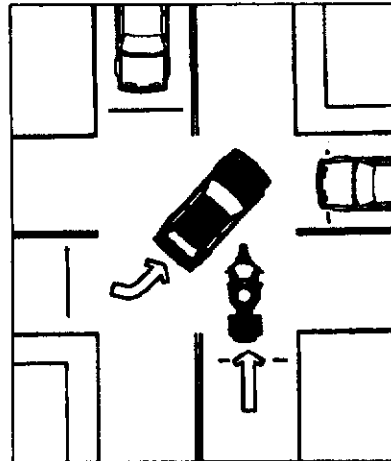


Figure 5

tire to get the earliest warning that the vehicle is starting to move. The top of the tire moves twice as fast as the front bumper, and it also gives me a warning if the driver is steering in my direction. Check it out.

3. "Nervous" head turns are a clue that a driver is about to make a sudden mystery move such as a lane change, a tire-squealing turn into a driveway, or a merge into traffic. Smart riders give extra space to nervous drivers, who may not know any better than you what they are going to do next. A nervous driver with an out-of-state license plate or a rental car sticker should automatically activate your mental alarm system.

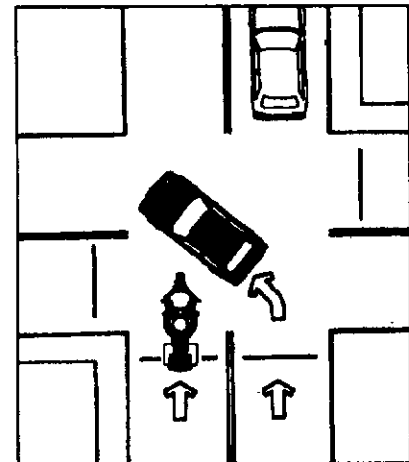


Figure 6

Winkers and Blinkers

Turn signals and stop lights on other vehicles are worth watching, but not always worth believing. I try to always signal my intentions in advance as a courtesy to other drivers, but I have been embarrassed on more than one occasion to discover my own turn signals still winking several blocks after the turn. And when a light bulb burns out, strange signals can result.

For example, that truck ahead is apparently signaling for a left turn, if you can

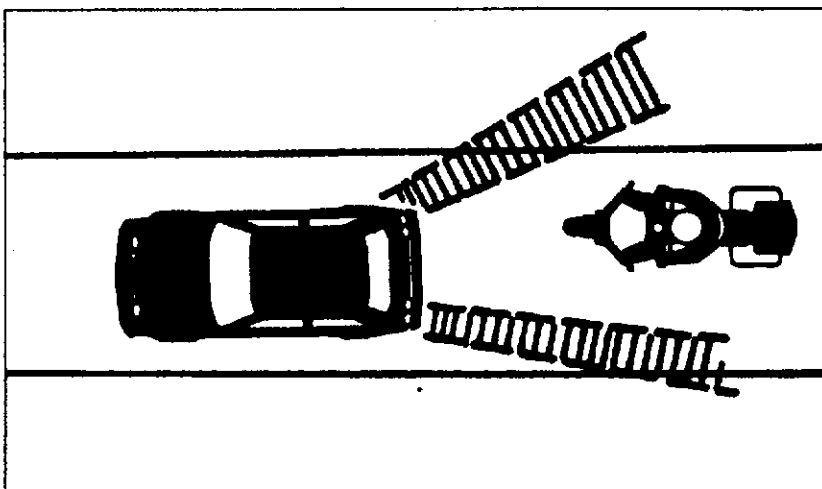


Figure 7

Know where a vehicle's blind spots are, and try to adjust your position to stay out of them whenever possible.

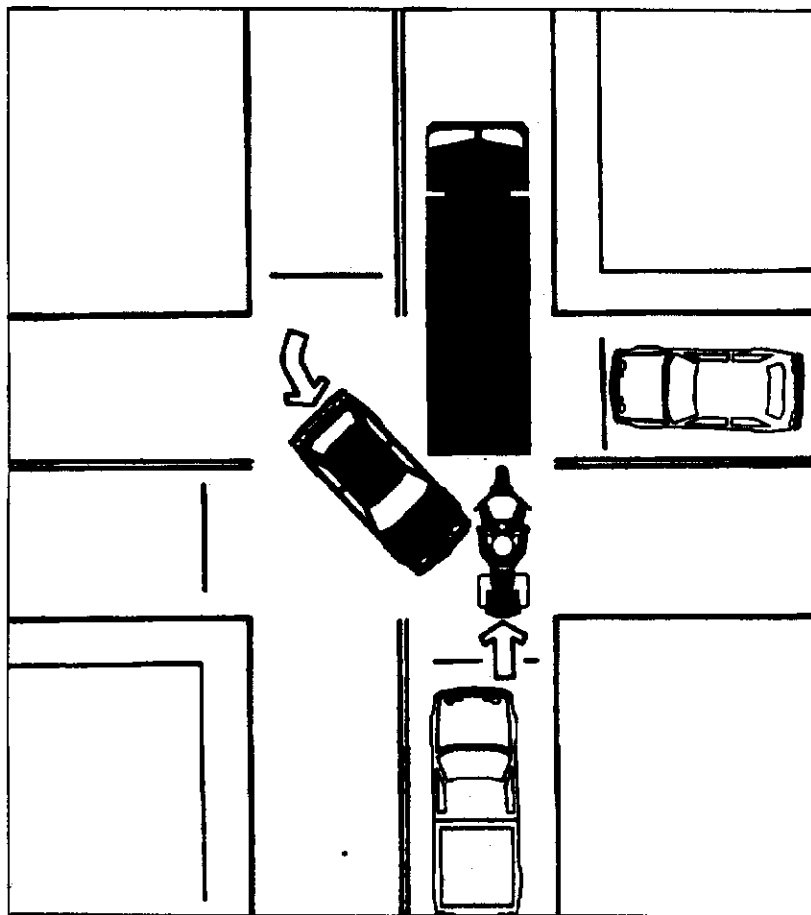


Figure 8

stopping distance and mentally measure back from the intersection to a point where you must either apply the brakes or continue through the intersection. If the light hasn't turned yellow when you get to that point, keep going.

If there is a pedestrian signal at the intersection, watch for the "DON'T WALK" light. The pedestrian signal always changes a few seconds before the vehicle signal to give the walkers time to sprint to the curb.

As you motor through city traffic, try to get into the habit of simply being aware of the dynamic patterns of vehicles around you. If you can spare a few moments some time, park your bike near a busy intersection, watch what goes on there and see if you can predict what's going to happen before it happens.

In the next installment, we'll discuss some tactics for staying out of the way of trouble once you've spotted it. #

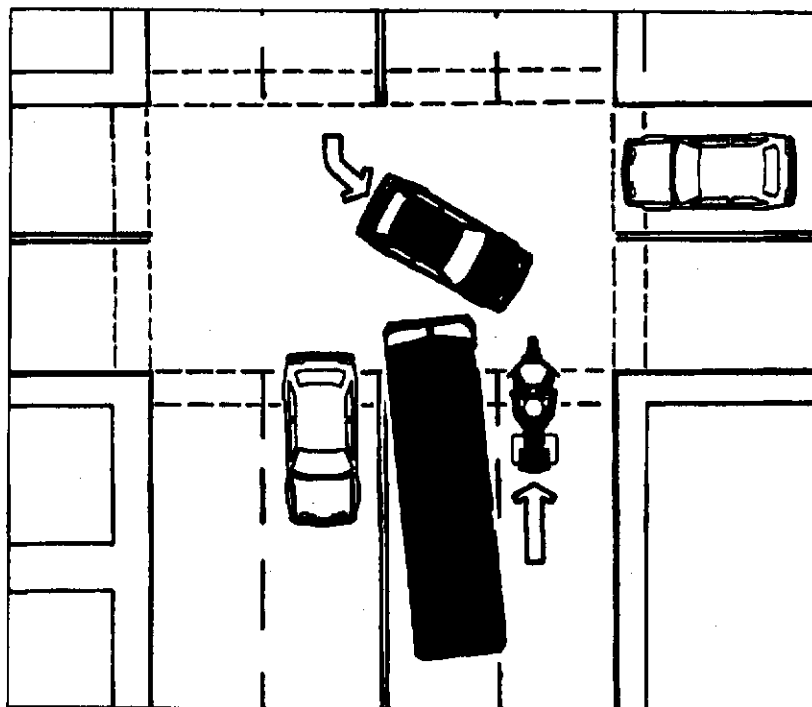
believe the winking red turn signal on its left side. So, is it safe to pass the truck on the right at the next intersection? Would you be surprised if the truck turned right instead of left? Consider what it looks like when the right side stop light burns out. As the driver pumps the brakes, only the left stop light blinks, so it appears as if he is signaling for a left turn. Did you catch the clue back in the first sentence? Tail lights and stop lights are *red*. Turn signal lights are supposed to be *amber*.

Traffic Signals

Novice riders sometimes get very nervous about traffic signals, especially green lights that have been green a long time. How do you know when the traffic light is suddenly going to turn yellow, and what can you do to avoid getting caught in the intersection under a red light?

Of course you should be just as prepared to make a stop for a traffic signal as for a left-turner. The key is to gauge your

Figure 9



Helmet Ticket Update

**Moratorium in Sherwood,
State Appeal Still Pending**

by Sam Hochberg, AIM Attorney

Police in many parts of Oregon are still ticketing motorcyclists who are wearing "beanie" style helmets, even if they display DOT stickers. As many ABATE members know, a number of tickets for this offense were issued in and near Fossil at this year's run.

A few police agencies have also started **seizing** these helmets, supposedly as evidence for trial. These agencies are primarily the Portland Police, and, we believe, the City of Corvallis. There have also been two helmet seizures in Lane County, and one in Benton County. There have been four known seizures in Portland. These figures are based only upon the reports submitted to my law office and to ABATE.

One "hotbed" of helmet ticketing has been the City of Sherwood. Be careful if you are riding through on Highway 99W. The police there have been ticketing heavily, and the Municipal Judge in Sherwood has been routinely convicting bikers who go to trial on these charges, even when they appear for trial with counsel. If you are ticketed in Sherwood, you can ask that the case be transferred for trial to the Washington County District Court.

As of this writing on August 12, I have been told that as a result of my letter to Chief Larry Laws of the Sherwood Police Department, there is in effect a **temporary moratorium** on helmet ticketing, so long as the helmet displays a DOT sticker. It is uncertain, however, how long this moratorium will last.

If you do receive a ticket for wearing an "unapproved" helmet,

please call my law office at 224-1106, or toll-free at 1-800-347-1106, and ask to speak to me or to Shari.

As noted in last month's newsletter, the case challenging Oregon's helmet law for vagueness, State v. Miller, was defeated in the Court of Appeals, but a petition for reconsideration, and for review by the Supreme Court, has been filed. There is also a move afoot by the Motor Vehicles Division to amend the Oregon Administrative Rules to try to resolve this widespread problem of bikers being needlessly ticketed for helmets bearing DOT stickers.

As of this writing, no new word from the courts on State v. Miller, and no new word from DMV. Watch your newsletter.

THANK YOU, once again a thank you goes out to Columbia River Chapter for their donation of \$300.00 to the Legal Fund. Way to go you folks in N. Portland area for the backing needed to do the job. Right On.

UNION THE'S
"Home of the nudies"

938 E. Burnside
Portland, OR 97214
236-1125



Darlene Griebel

ABATE MEMBER AND SUPPORTER

Do you know a member, or someone that you have noticed doing a fine job that deserves a word of thanks? Tell your newsletter and we will thank them for you!



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

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

Dedicated to Freedom of the Road.

**SO, YOU FEEL CONFIDENT
ABOUT THE MOTORCYCLE AWARENESS PROGRAM?**

How would you feel if you gave a party and nobody came? To many of us this situation never happens. But on August 21, 1993 it happened to us. As your Education Director, you should expect me to do the job to which I have been elected. To this point I feel that we have given you a great, easy, fun program that can prevent accidents and Motorcyclist deaths in the future.

I am aware that the weather was just too good to miss because the riding season was coming to an end and the great weather could not last much longer. I hope you are all ready for the upcoming school year, and that your contacts have been made. Before long you will be seeing the kids going back to their grade, middle, and high schools there to learn the habits to serve them for the rest of their lives.

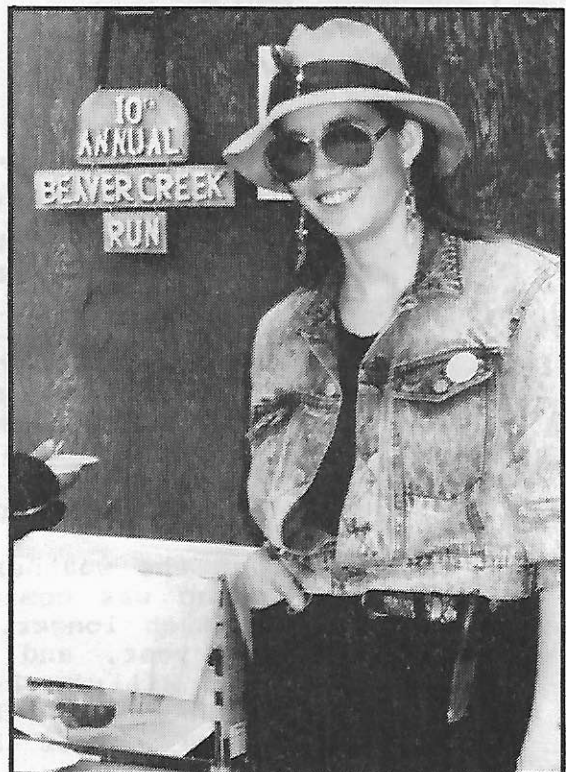
This is our opportunity to help shape the future of those high school kids in the Drivers Ed Programs. It is our only chance to instill in those minds that Motorcyclists are on the road and that we need their consideration and awareness in the future for a very selfish reason; To help save lives and prevent accidents due to automobile drivers' inattention and the fact that they have never been told to watch out for us who ride.

SO, We now send you forth into the new school year to educate the youth. The proof of this program will be in the reports that you send me. In this manner, we will be able to keep track of those Chapters who are getting the job done and which ones need more attention and support from us. We are willing to come to your Chapter area to help you get your program up and running. Don't wait two months to get rolling. You could miss as many as 200 kids who will not receive this training. You can arrange an assembly if it fits better in the school's program. In any event, it is important that you send in your report as soon as you complete a training session, or group of sessions done in a short period of time (one week).

Call your trained instructors NOW and make those contacts with the schools. Don't let one kid slip through the cracks; Your brother's or your sister's life may depend on your effort.

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

Nic Oliver, BikePAC
9145 Bates Rd SE
Aumsville, Or 97325

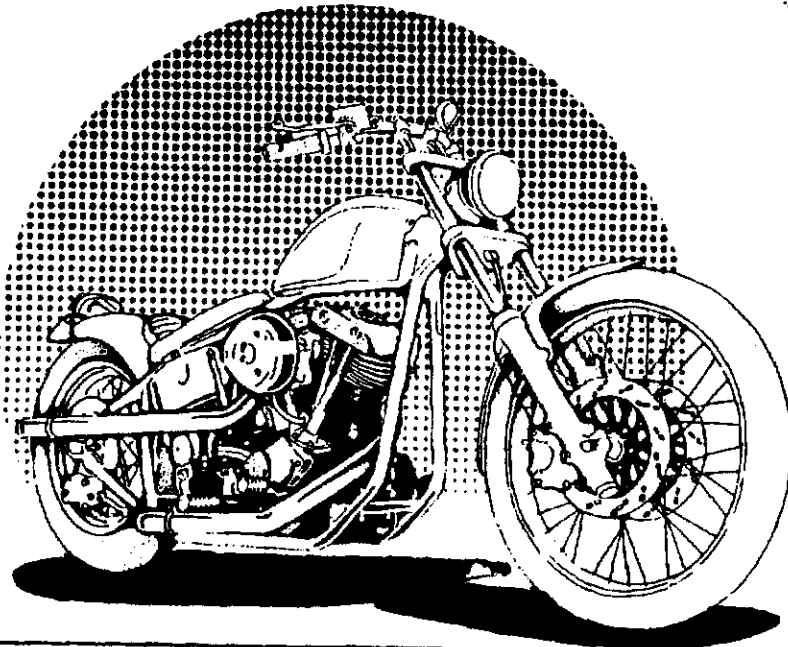


More people who enjoyed the 10th annual Beaver Creek Run.
 Anyone you know?
 (Send in your photos today, see what happens?)

4TH ANNUAL LAST CHANCE RUN

SEPTEMBER 17 18 19 1993
WOODLAND ECHOES CAMPGRND CV. JUNCTION OR.

LIVE
MUSIC



FOOD

ADULTS ONLY \$15 MEMBERS
\$20 NON-MEMBERS

CABINS
TEEPES
SHOWERS
AVAILABLE

TAKE RT 199 S. TURN LEFT ON
RT 46 (CAVES HIWAY) APPROX.
10 MILES

INFO CALL 855-7345 GENE

The Public Service Announcements

A.B.A.T.E. of Oregon's public service announcements about motorcycle safety are filmed, and edited, and are in the process of being distributed across the state to all television stations. Keep an eye out for them. A.B.A.T.E. would like to take this opportunity to say THANK YOU VERY MUCH to the following for their help in making the P.S.A.'s a reality.

* A A Ambulance

David Henke

Rob Nelson

* EASTPORT Plaza

Ken Turner

* The LaVoie Agency and it's actors:

Joe Ferguson

Terry Jacobsen

Victoria Jones

Jill Koch

Bo Mackie

Carol Peake

* Ponderosa Video Productions

* Road Rash Cycle

* Wackenhut Security

Your Motorcycle Accident Lawyer

SAM HOCHBERG

Attorney at Law

Dedicated to Serving Those Who Ride

- FREE CONSULTATION
- NO RECOVERY = NO FEE
- EXPERIENCED LAWYER & MOTORCYCLIST
- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



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

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

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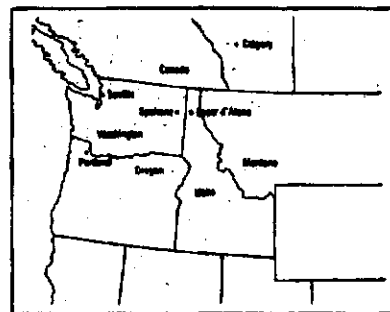
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I am currently ... Deputy Coordinator, ABATE of North Idaho and a member of the following: ICMS (Idaho Coalition for Motorcycle Safety), ABATE of California, Oregon and Montana, MRF, AMA and the North Idaho Classic Motorcycle Club.

R



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THE ~~RAVING~~-ROVING REPORT

Well here it is the 4th of July weekend and I decided not to go on any runs this weekend, but stay home with the family instead. Called a few friends and had a barbecue over at my house on the 4th. There was good food, good people and lots of fireworks. Thanks for coming to those who were there I enjoyed your company. Well I got to rest for a while before the family and I go on the Nehalem River Run.

On July 15th got up and loaded everything up and headed on down Hwy 30 towards a friends house to visit for the day and spend the night. We stopped in Rainer on the way and the Interstate Tavern for lunch and to kill a little time, then on down the road. Our friends put on a great dinner and great company, for that we would like to say thanks from the bottom of our hearts. You are great people. We spent the night and got up to rain so we waited for a while then left about 1:00 on Friday the 16th. We went on Hwy 30 through Astoria then through Seaside onto Hwy 101 then on down to Hwy 26 to Hwy 53 and turned off and stopped for a cold drink, then on down to the run. There were already people there so we set up camp and fixed a bite to eat then just sat around and talked to a few people we haven't seen in a while, then it rained a little bit (oh well this is Oregon). Saturday was a busy day and everyone seemed to be having fun, we even won a few door prizes and had alot of fun the whole weekend. Saturday night got really cold out but on Sunday got up to the sun shining and boy was it hot, (a nice day for the ride home). Well by the time we were loaded up to go home my bike wouldn't start, it just puked gas all over. It had built up pressure in the tank, (that's what I get for putting on a new tank I guess), got that problem taken care of and took off for home, my wife took Hwy 26 home and a few friends and I took the coast way home, nice ride.

Well the next weekend I went on the S.O.S. Run. Got up Thursday July 22nd and headed down to the Wilsonville rest stop to meet up with my friend so we can go on down I-5 to the run. At the rest stop people were looking at our clean and shiny bikes wondering if

they were new (now you know they must have been clean). So after that we scooted on down the road and around Corvallis we pulled under a vidock and guess what? It started raining and so we put on the rain gear. We had to stop at all the rest stops just to get warm and try to dry out, then on down the Hwy through Roseburg down to the Canyonville exit, then through Days Creek to Tiller. In Tiller there was a nice restaurant with really friendly people who treat you really nice, we ate dinner then headed on down to Umpqua Falls to the campground and it was raining all the way. A friend had reserved us a campsite so we set up our tents and our bikes were really filthy from all the nasty rain. We met alot of new people and walked around for a while then hit the sack around 10:30 because we were beat from the long and wet trip down there. Woke up Friday early (still raining), it didn't stop until 2 that afternoon, the sun started coming out, more people started showing and it finally looks like we were going to have a good weekend. They had a lot of vendors, more than I've seen anywhere, good food, good friends and lots of fun. I really enjoyed myself this weekend but the ride down there in the rain, and the fact that we had a few close calls, so close that we got off the Hwy and let the idiots have all the road they wanted. So when your out on the roads anywhere always have your guard up and watch those idiots.

The following weekend was the Windy Creek Run on July 31st to August 1st. I got up around 5 o'clock Friday and had coffee and got ready to leave about 1. The sun was just beginning to come out and so it was a little cool, but it sure beats the rain that we've been having lately. Arrived at the campsite around 1:30 and there were only 3 people there, set up my tent and rested awhile then me and this other guy went into town for some dinner at this nice little restaurant, can't remember the name but there are only two in the whole town. We told some people in town to come on up the campsite and have some fun, but never saw any of them. When we went back into town on Saturday for breakfast we asked why they didn't show up and they said that there were too many cops out and this is only a one cop town, so guess what guys? Their out there watching us. As far as I know no one had any problems because most of the

people stayed in camp. There were about 75 people there and it was a kick back and get to know your fellow brothers kind of run and I really enjoyed it. There were bike games and lots of other things going on but they didn't have live music so it was really a pleasant weekend. If you want to know who won the games then you should have been there, you know how I am with names.

Well went to bed early because it's a long ride home, got up early to and left at 7 o'clock and headed home. I really enjoyed this weekend because I didn't have to put on my rain gear once, the sun was shining all weekend. So until next time keep your eyes open and ride safe.

**Your
Raving
Roving Reporter
Crazy Steve**

1993 A.B.A.T.E. OF OREGON, INC. SANCTIONED RUNS

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
September 4, 5 & 6	Labor Day Run	Lane County Douglas County	Bill Foster Chris	345-7965 498-2412
September 17-19	Last Chance Run	Josephine County	Sheree Morgan	471-1642
September 17-19	Washington Fall Bash	Washington State	Norm	1-206-834-3091
September 25 & 26	The End Of Summer Run	North Coast, Washington Co. & Yamhill Co.	Don Smack Paul Taylor	738-7156 693-0938
October 15-17	Last Bash	State	Roger	285-4329
November 20	Toy Run	Washington County	Paul Taylor	693-0938
December 4	Shriner's Toy Run	Portland Chapters	Sarge	639-0873
December 18	Willamina Tree Of Giving	Yamhill County	Kraig Markusen	876-5135
December 19	Christmas Toy Run	Salem	Jeff McGheley	585-8636

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SPECIAL THANKS GOES OUT TO OUR SALEM CHAPTER FOR THEIR DONATION TO THE LEGAL FUND OF \$150.00. WORKING TOGETHER LIKE THIS MAKES IT A LOT EASIER TO GET A GOOD JOB DONE QUICKER. KEEP UP THE GOOD WORK. IT TAKES NO TIME TO SAY THANK YOU, BUT IT TAKES FOREVER IF NO ONE THANKS YOU FOR YOUR HARD WORK.

Spreading The Good News

Motorcycle Accidents And Fatalities Are At Their Lowest In The MSF's 20-Year History

Since 1985 there has been a dramatic downward trend in motorcycle accidents and fatalities. In that time motorcycle accidents and fatalities have declined by almost half—45% and 40% respectively. That's the lowest in the MSF's 20-year history. And according to Vice President Peter

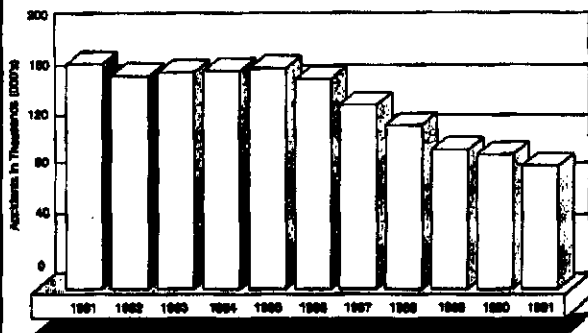
Fassnacht, those reductions can be linked to the Foundation's efforts to train riders and promote safe riding.

Statistics are obtained directly from all 50 states and the District of Columbia. When a state's accident figures are not available, we provide estimates based on historical trends.

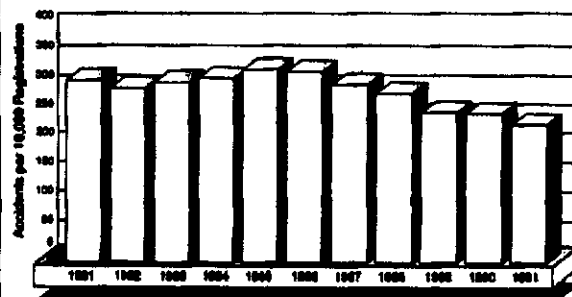
Criteria for reporting accidents to the police varies from state to state. Accidents with only minor property damage and those occurring on nonpublic or private property are sometimes not reported.

Here are some key indicators of the status of motorcycle safety today. ▼

Motorcycle Accidents in the USA, 1981 - 1991



Motorcycle Accident Rate, 1981 - 1991

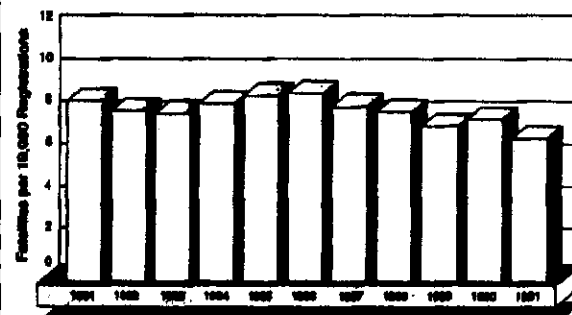


Above left, motorcycle accidents declined dramatically in the decade between 1981 and 1991. Despite a slight upward trend from 1983 to 1985, the motorcycle-accident rate has dropped 25% since 1981, as shown above right.

Motorcycle Fatalities in the USA, 1981 - 1991



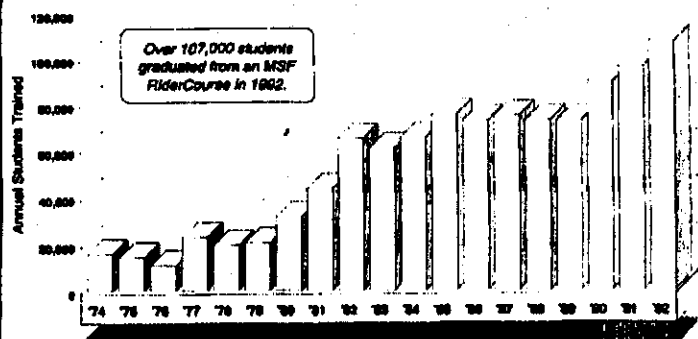
Motorcycle Fatality Rate, 1981 - 1991



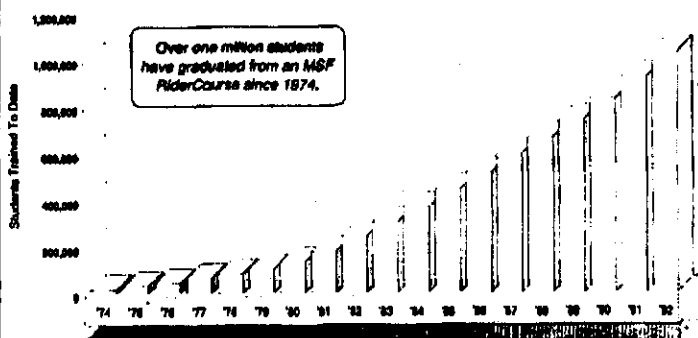
Between 1981 and 1991, motorcycle fatalities per 10,000 registered vehicles declined by more than 20%. There was an overall decline of 45% in motorcycle-occupant fatalities between 1981 and 1991.

GRAPHS: René Berge

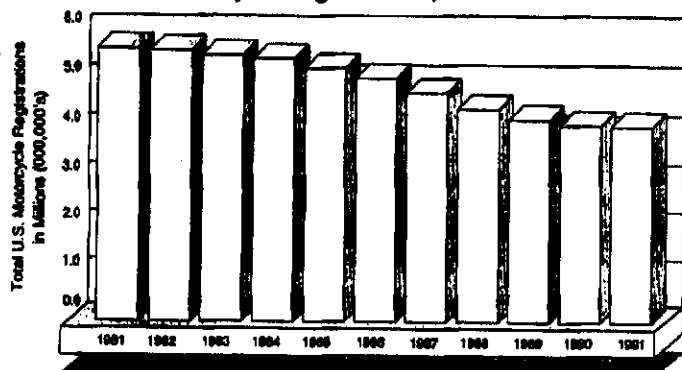
Annual RiderCourse Graduates, 1974-1992



Cumulative RiderCourse Graduates, 1974-1992



Motorcycle Registrations, 1974-1991



More than 107,000 RiderCourse students were trained in 1992, top. The total number of graduates reached one million last year, above center. Motorcycle registrations dropped from a high of 5.7 million in 1980 to about 4.1 million in 1991, above. There were almost 10 million licensed motorcyclists in 1991 in the 49 states that require an endorsement, right.

Motorcyclists Must Be Responsible

I find much to be optimistic about when I look forward to the future of motorcycling safety, and a lot of that has to do with the efforts of the Motorcycle Safety Foundation.

The Foundation's work with motor-vehicle departments across the USA, in helping them construct intelligent and credible operator-licensing examinations, has been outstanding. And MSP's work with individual states in setting up rider-education programs and training riders has resulted in dramatic improvements in the number of motorcycle accidents, injuries, and fatalities.

The American Motorcyclist Association has chipped in with such public-awareness programs as Pro Rider and Ride Straight in a successful effort to get motorcyclists to ride responsibly. And the Motorcycle Industry Council, through its Discover Today's Motorcycling program, has brought the good news of safe motorcycling to a general public the motorcycle industry needs to appeal to if it is to survive and grow.

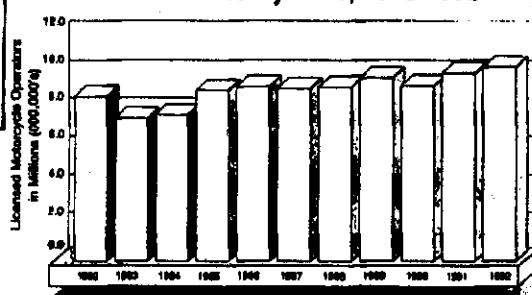
Additionally, Harley-Davidson riders, known to be "seat-of-the-pants-type" riders, are taking increasing advantage of MSF RiderCourses in an effort to improve their skills, as well as their chance of survival in automobile traffic.

While there has been tremendous improvement in the general public's focus on motorcycle safety, it's still very important for each motorcyclist to take full responsibility for his or her own safety. Although automobiles and trucks may, in fact, be responsible for infringing on the motorcyclist's right-of-way in more than 60% of auto-truck/motorcycle collisions, many of those collisions could still have been averted by an alert, competent rider.

Bob Jackson

Associate Publisher, Motorcycle Product News

Licensed Motorcyclists, 1973-1992



CHAPLAINS CORNER

Last month I laid out a few thoughts on "brotherhood" and what I thought it was and wasn't as far as ABATE is concerned. At the time I wrote the article I hadn't as yet read the latest newsletter that told about a certain incident at Fossil concerning loud music and an alleged threat of gunplay. The incident, as related in the newsletter, is typical of what I wrote about last month concerning a "loose" brotherhood. We, as ABATE members, are joined together in a common cause and as such we are a brotherhood. However, as incidents like this happen often and in varying degrees of severity, we can also see that overall we are NOT a close or tight brotherhood. Perhaps I can point out one of the reasons we have these things happen in our organization. It's important to also realize that many other groups, not just Bikers, have people problems too.

Every "incident" we have comes about because someone intruded too far into someone else's space concerning feelings, rights or property. It is a characteristic of our society that the majority of people have never developed a respect for the feelings and rights of others. The prevailing attitude is: I'm #1 and whatever I want I will get or whatever I want to do I will do regardless of how others may be affected. A few months ago a teenager was shot to death for attempting to steal a stereo from a car. The teenagers called it "Jockyboxing" and considered it merely a pastime of something to do for thrills and fun. The media interviewed other teenage friends of the victim and they were all upset that this young thief was killed "just for jockyboxing". Point is, none of these kids thought of the feelings the car owner was going to have when he/she saw their car window smashed and the dash smashed and chopped. Most of us work hard for the things we have and many people have a genuine affection for their car or truck and to see it trashed this way is almost as traumatic as being attacked in person.

I personally believe that this lack of respect for others is a direct result of the shift in the public school system back in the 60's that outlawed the teaching of any kind of morals, ideals, decency, respect, etc. as being "religious" and therefore banned from our public school system. I taught hi-school Math and English in our public school system and I know what I'm talking about. I know the restrictions first hand!!! So, here we are 35 years later and society is paying dearly for that mistake. Very few people today are even capable of putting themselves in someone else's place and try to imagine the effect certain actions will have on them. Do the people who play their music too loud think of the feelings of others?? I think not!! When does the right to play loud music begin to infringe on the rights of others NOT to have to put up with that loud music?? Can this lack of "respect for others" push a person to the brink?? How about the guy who shot the teenager?? Or the individual who threatened the gunplay?? Was he pushed too far?? Or how about the people with motorhomes at Fossil that run their generators all night?? We could go on and on with this and we would have to come to the conclusion that something is wrong with our brotherhood ideas. Perhaps the anonymous writer of the incident at Fossil had the right answer. . . "THIS IS AMERICA AND WE WILL DO AS WE PLEASE" and I will add: REGARDLESS OF THE RIGHTS AND FEELINGS OF ANYONE ELSE !!!!!

Bottom line is; this is the way people think across a wide segment of society and if we don't like it (and I don't) better get use to it because that's the way it is..... brotherhood or not!!! I am, and always will be, one of those who will *THINK* of what effect my actions will have on the rights and feelings of others. Not only my actions but also what I say. Sometimes the spoken word can be far more damaging than loud music or other actions. I'm sure we have many more "incidents" that are a result of someone saying the wrong thing at the wrong time!! Considering the fact that people bring guns, drugs and booze to Fossil ought to be a tip-off to mind our manners, watch what we say and be careful around people who even though they are brothers, are still really strangers.

An old rule of conduct now outlawed from being taught in our schools is: TREAT OTHERS THE WAY YOU WOULD LIKE TO BE TREATED YOURSELF. Sure would solve a lot of the worlds problems huh???

Tell Next Time:

PREACHER Jim

An Oregon Motorcyclist's ACTION GUIDE

Brian Stovall, Oregon MRF Rep
(503)298-1317



TRAUMATIC BRAIN INJURY ACT OF 1993

In April, Senator Kennedy introduced his "Traumatic Brain Injury Act of 1993," S.725. The bill has some good intentions and good parts. It would provide for treatment research, and for quality standards in treatment, care, and rehabilitation for people with brain injuries.

Our concern is that the bill could be used by federal agencies to increase the pressure on states to pass motorcycle helmet laws. Senator Kennedy collaborated with the National Head Injury Foundation to develop this bill.

The good part is that, in looking for a House sponsor for a companion bill, the Head Injury Foundation approached Rep. Frank Pallone of New Jersey, who is a tried and true friend of motorcyclists, to be the prime sponsor of the bill. Rep. Pallone, in turn, contacted Wayne Curtin, our MSF lobbyist in Washington, DC. Pallone said that he wanted to sponsor the legislation, and knew that motorcyclists would have serious reservations because of the way Sen. Kennedy's bill was worded.

Wayne Curtin and some Jersey ABATE members met with Rep. Pallone's staff to discuss the bill. The next step was a meeting between Rep. Pallone's staff, the National Head Injury Foundation, and the MRF to discuss specific points. Several weeks of continuing communication resulted in a very favorably changed companion bill which is now sponsored by Rep. Pallone. It is the Traumatic Brain Injury Act of 1993, H.R. 2990.

Some of the significant changes from S. 725 include:

- A statement in the purpose of the Act "to provide the public with all necessary and relevant information about the prevention of traumatic brain injury in order for individuals to make informed educated safety decisions." This positive change promotes both education and per-

AUGUST 1993

sonal decision making, things that we have promoted consistently for years.

- Two references to identifying states which have "mandated helmet use laws for bicyclists and others" have been changed to delete "others." This removes a threat to motorcyclists.
- The changes also include searching for states which have used approaches to helmet use other than mandatory helmet laws. Again, this encourages choice and personal decision making.
- Parts of the bill set standards for qualifying for federal grants. Helmet laws for bicyclists, skateboarders, and in-line roller skaters have been removed from the list of requirements; grant funding may not be used for lobbying; and specifically remove state motorcycle helmet laws from the list of criteria for grants.
- The last change eliminates the Centers for Disease Control and Prevention from setting the standards regarding brain injury program activities.

WHAT TO DO

H.R. 2990 will be dealt with by the Energy & Commerce Committee's Subcommittee on Health & Environment. Oregon's Rep. Ron Wyden is a member of this Subcommittee. He should be the main target of our letter-writing. All possible people should write to him in support of this bill. In addition, you can write to your own U.S. Representative. Ask them to sign on as co-sponsors.

ADDRESSES & PHONE NUMBERS

The Honorable _____ U.S. House of Representatives, Washington, DC 20515

DIST 1	Elizabeth Furse	DC -- (202)225-0855	Portland -- 1-800-422-4003	(503)326-2901
DIST 2	Robert F. (Bob) Smith	DC -- (202)225-6730	Medford -- 1-800-533-3303	(503)776-4646
DIST 3	Ron Wyden	DC -- (202)225-4811	Portland -- (503)231-2300	
DIST 4	Peter DeFazio	DC -- (202)225-6416	Eugene -- (503)465-6732	
DIST 5	Mike Kopetski	DC -- (202)225-5711	Salem -- 1-800-548-7179	(503)588-9100

The Honorable _____ U.S. Senate, Washington, DC 20510

Sen. Mark O. Hatfield	DC -- (202)224-3753	Salem -- 399-5731
Sen. Bob Packwood	DC -- (202)224-5244	Portland -- 326-3370

BikePAC of Oregon, PO Box 5612, Salem, OR 97304
Motorcycle Riders Foundation, PO Box 1808, Washington, DC 20013-1808

It Never Rains In California

(Part 2 From Last Month)

I turned onto 44 towards Redding. As I got near Shingletown, I was finally at around 100 feet above sea level and finally I was getting almost hot. I pulled into Redding just as it was starting to rain. It was around six in the evening, and I decided to stay the night.

I stayed at the Americana Motel in Redding, which I highly recommend. Very friendly people who also told me what channel was The Weather Channel so I could watch the radar pictures. Friday morning I woke up and figured that I may as well leave now as later it was going to get wetter. I packed up Orange Crush, put on all my rain gear and rolled on.

I followed Hwy. 299 west towards Arcata, Eureka and the Redwoods. I stopped in Weaverville and had breakfast. It was still raining, and I still had around another 200 miles to go. Wet!! As I'm rolling along, I'm thinking to myself that this is some really beautiful countryside that I'm rolling through. It sure would be a lot nicer if it wasn't raining. Those tar strips that they use for patching the road are sure slick when you're leaned over in a curve. That got my heart pumping a few times. The highway isn't marked for speed around some of the corners, and there were plenty that I was going around at 20 and 30 miles per hour that I think should've been marked. I sure am glad that I've taken those experienced riders courses that we have with Team Oregon. That saved my butt a few times. Slow, look, lean, and roll. Four words to live by when you don't know what's coming at you.

I stopped at Blue Lake, Ca. for some gas. As I came to a stop, my front wheel slid on the arrow that was on the pavement. I stopped the bike and looked at the arrow. It must've been three inches thick. I thought, don't they, CalTrans, strip the old paint before they repaint?

I found out later on that the arrows are made of rubber and then they are heated and applied to the pavement, sort of like vulcanizing. Rubber on rubber plus water equals slick. As I moved onto downtown Blue Lake, I spotted the welcome sign. It said, Welcome to Blue Lake. Sunshine and Sea Air. Ha, I think the sea air is a little thick as it still hadn't quit raining. When I got to the gas station,

I told the lady at the register that the sign was lying to me. She asked what do I mean. I said that there was no sunshine, but plenty of sea air. Everybody laughed at it, and I laughed shaking water off my helmet onto the counter. I paid for the gas and left. I got to the intersection of Hwy. 299 and Hwy. 101. I got onto 101 south towards Eureka and the Redwoods.

Eureka, Ca. was the one bright spot of the day so far. I left Blue Lake and looked towards the coast. I could see sunshine ahead, although I was still getting wet. As I went through Eureka, it finally stopped raining, and there was some clear sky over the ocean. That got my heart pumping. I thought I might actually dry out again. As I drove through town, I went by Richard Miller Harley Davidson where there was a large group getting ready to go. I bet I know where they're going. Only a little less than 100 miles to go. I didn't stop because as I've said before I like to ride solo, or with Lois. That's just the way I am.

The rest of the ride was fairly dry, until I got to Fortuna, Ca. From there it rained until Garberville, Ca., which is ten miles north of Piercy, where the actual run site is. It was about two thirty when I pulled into town soaking wet. All the hotels had no vacancy signs lit, except one. The Rancho Motel didn't have a sign on. I rolled up and had a sad face on. The lady there said that there had been some no shows, but that she was still waiting and couldn't make a decision. There was a friend of hers there, a man, and he kept encouraging her to go ahead and give the room to me. Finally, she gave in, and at the same time got a phone call from the head boss. She was going to give me a room, but wasn't sure. But she was happy that the boss called and okayed it for her. Thank you very much!!

That afternoon, all I did was dry out. I walked over to the restaurant that was across the street. I was eating my burger and I heard these two guys talking about this rat bike that they had seen. One of the guys laughed because there was a car battery hanging off the back along with a battery charger. I asked them if the bike belonged to a guy named Milo? They said yeah, and I naturally said that I knew Milo also. I asked them where had they seen him. Milo was drying out in the hotel around the corner, because

according to these two guys, Milo's tent had two inches of water in it. I chuckled to myself and finished my dinner.

I left the restaurant and went to the hotel to look for Milo. I must've missed him, because I didn't see his bike. It was about five or so, and I decided that I would go on to the campsite and get checked in. I was able to go in between rain storms, so it was a nice ride. I got to the camp and rode in. There must've been about 250 bikes there by then, Friday early evening. It was a really nice campground set up in different levels. There was camping on three upper levels, then there was the main stage and vendors, then there was an area for parking bikes alongside the river. There were also hot showers. I parked alongside the Eel River with all the other bikes.

I was just sitting there watching the river flow when I heard a voice say, that looks like his bike. How many orange shovelheads have you seen lately? I recognized the voice and turned to see Digger and Linda coming over to talk to me. They had left earlier in the week, and had gotten wet as well. They were camped up on top of the hill above the main stage area. I hung out with them for a while. We were listening to some classic rock that the band was playing. It was kind of eerie listening to the Doors being played in the Redwoods of California. Digger and Linda headed off to their campsite. Linda asked if I wanted to come up and see it. I asked, is it up on top of the hill? She said yes, but I politely said no thanks. They took off, and I stayed for about ten minutes longer. The sun was starting to set, and I ride enough at night, that I didn't want to tonight. I rode back to my hotel room and called it a night. Later on, I was walking back from the Sentry store when I recognized someone. It was Milo and Allan. I went over and talked to them. They were staying in a borrowed room for a while. I said great, and told them that I'd see them later. I was tired and wanted to hit the sack.

Around ten or ten thirty, I heard a bunch of bikes, about ten, pull into the lot. I couldn't tell who or what they were, but they would be staying at the Rancho Motel with me. Following them was an eight door stretched and customized limo, mag wheels, nice paint and everything, pulling a trailer that was painted to match. Behind it was a

truck pulling a trailer that had the words Bay Area Custom Cycles, BACC, on the side. I could read that.

I knew about that shop because the last time I was in the Bay Area, I was over to Arlen Ness' shop in San Leandro with Lorena Taylor. We left there, and were heading to her parents house in Fremont. On the way there, I fouled my spark plugs and I didn't have a spare set on me, they were at my cousins house in Concord. We got to Lorena's parents house, but her dad didn't have any spare plugs that would work. He offered to drive me to a shop that was out on Mission Blvd. that I had spotted on the way in. The first shop didn't have the right plugs, as they were mainly a British bike shop. I then suggested Bay Area Custom Cycles which was right up the road, and we went there. I got the right plugs and was quite impressed with the machinery that was there. Nice bikes. As good, if not better, than the bikes at Arlens.

(Continued Next Month)

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



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

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Construction Workers, Masons,
Concrete Workers, Laborers.

Work Conditions:

Wilderness like, Lakeside Island,
serene mountains. Contact: Douglas
County A.B.A.T.E.

Jim Mason 672-8695

Ed Halkyard 673-6120

(Indefinitely)

Call Gordon at 249-8548 to place
your classified with us today!

FOR SALE: 1979 Pontiac LeManns
4 door station wagon Great
mileage,Runs good V-6 \$500.00 or
trade for parts 364-1074 Jinx
(11-93)

FOR SALE: Olympia Typewriter
Deluxe Model

Trade for smaller typewriter or
Cash \$75.00
364-1074 Jinx

WANTED;

Newsletter Editor for 1994 or
soon after . Training can begin
as soon as you let me know that
you are seriously interested.

Contact Gordon 249-8548

Please think before you ride, the
life you save maybe your own kin.

For Sale 17 ft camper trailer

Self contained

Needs some work

Call Gary 298-1346

(11-93)

WANTED:

B/W photos to put in the
newsletter.

Please identify all parties involved,
and also enclose the event and
dates.

Send them in care of :

The Editor

P.O.Box 4504

Portland, Ore. 97208

if you want them back send
stamps along for the return
postage.

FOR SALE: 76 assembled FLH
6,500 O.B.O. Lots of possible
extras(parts-hitch&trailer)(503)876-
5135

2-XS1100SF Yamaha 79'\$2,000.
(o.b.o.) for both & parts 876-5135
(9-93)

FOR SALE: 1977 Mack cab over
w/79 40ft flatbed complete w/ tarps &
tiedowns
\$16,000.00

Ray Metcalf (eve.) 679-9971
(9-93)

FOR SALE; 12inch over Narrow
Springer w/ wheel & tire \$225.00
Ray Metcalf (eve)863-5356
(9-93)

NEED: Leather 30 inch waist- Tall
Pants
Man's 42 Jacket 364-1074 Jinx
(11-93)

FOR SALE - ABATE Memberships.

Anytime of the year. See inside back
cover for deatils and application.
Sign up a friend today!

(Indefinitely)

**Whatever you have to sell, try
advertising with us!**

D.W.M. 5'7", 158lbs., 36 years old.
Love riding motorcycles, traveling,
outdoors, camping, walks, music,
bicycling, barbeques, movies, and
candlelight dinners. Don't smoke, nor
do drugs, Christian, working full time.
Looking for a gal with similar likes for
friendship and to go motorcycle riding
with me. Let's walk-n-talk.

Write to J-P,P.O.Box 724 Milton-
Freewater, Oregon 97862

(9-93)

FOR SALE: 77 Yamaha 750cc

3 cylinder \$700.00

Call Milt 761-1703

(9-93)

FOR SALE: Chinon 35mm camera

Manual 52mm lense& flash \$200.00

Call Milt 761-1703

(9-93)

RUN TO RENO!!

5 days, 4 nights (late August or early
September) Gas, Food, & Lodging
\$335.00 per bike. Leave Portland,
Or.(122nd & Division) 7:30am
Monday Arrive Reno 12/14 hours
later(lots of stops). Tues.or Wed.
Runs??? Thursday Night Dinner &
Friday head for home. If interested or
have Questions: Call Glen or Gayle
760-7378

(9-93)

Join A.B.A.T.E. of Oregon for the
2nd Annual
LAST BASH
at Paradise Park in Sweet Home
October 15-17, 1993

Gates open at 3:00 pm on Friday, Oct. 15

**THE BEST IN
LIVE MUSIC**

Featuring a variety of
sounds from the
Pacific Northwest

ADVANCE TICKETS
(DEADLINE IS OCTOBER 10, 1993)

ABATE of Oregon, Inc.
State Run Coordinator
PO Box 4504
Portland, OR 97208

(Money Orders only!)

Advance Member - \$10.00
Advance Non-member - \$15.00

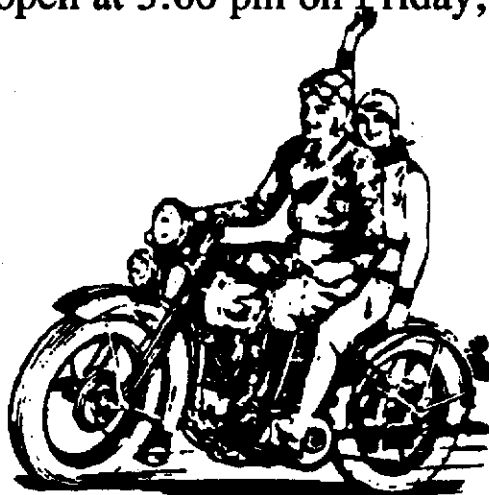
Member at Gate - \$15.00
Non-member at Gate - \$20.00

Under 14 - FREE

(Non-members get \$5.00 discount toward
ABATE Membership)

Camping included in Gate Fee

For information Call 285-4329



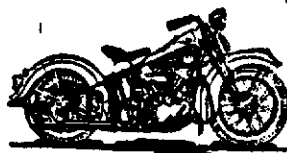
Door Prizes
Tattooists
Leather Accessories
Parts & T-Shirts
Games
Food Concessions

Liquor License DENIED-
BYOB-
Just Pop and Ice To Be Sold

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

Trophy for the largest participating ABATE
Chapter and M/C Organization from Oregon

Trophy for M/C Rider riding the longest
distance to the Last Bash



PARK RULES

No Firearms No Fireworks
No dogs allowed

Cigarette Butts in butt cans only
No off-road bike riding on trails

Parents are responsible for children at all times!

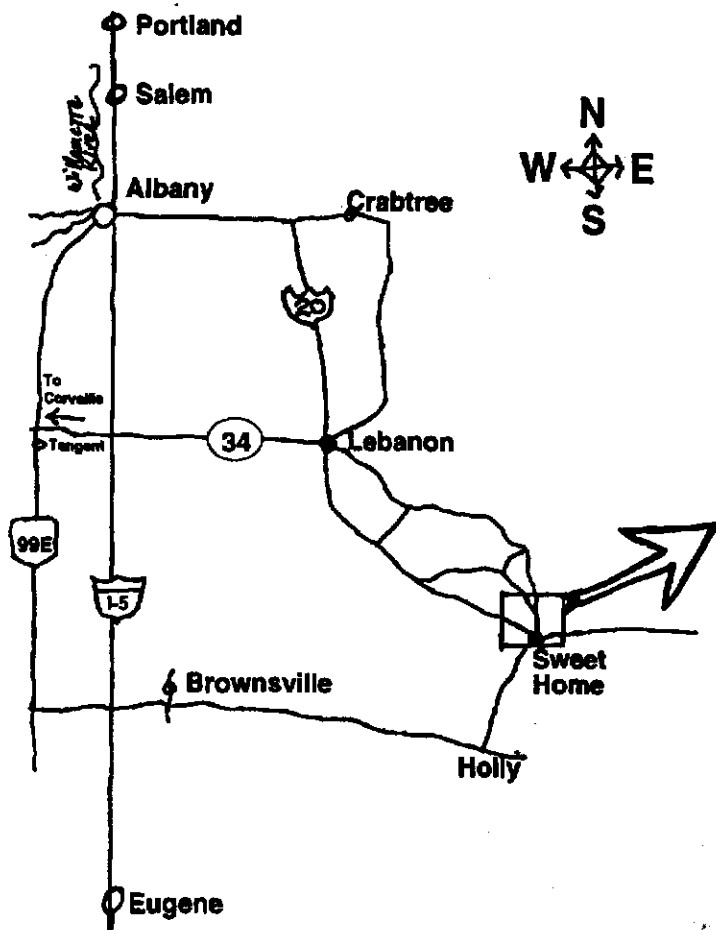
Gates close at 10pm for anyone leaving

No Hassles

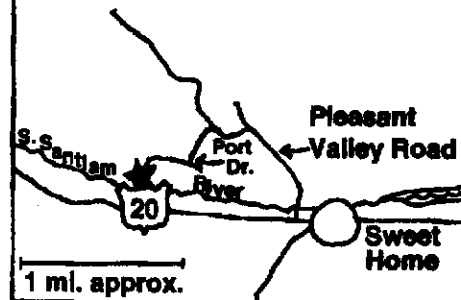
Anyone not following these rules will be escorted from the Last
Bash without a refund



Map on Reverse



**2nd Annual
LAST BASH
October 15-17, 1993**



Motorcycling, as other sports, is coming under increasing fire from the insurance industry, government agencies and a well-meaning but misinformed public.

***Needed now
more than ever.
Join BikePAC.***

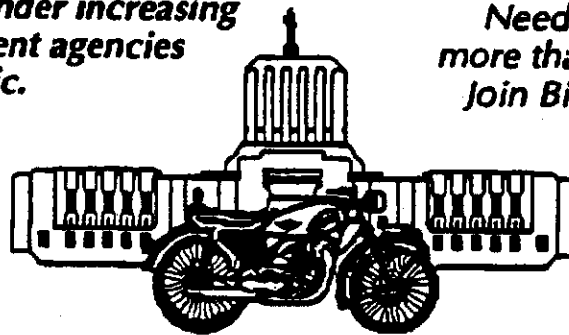
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

Whether you ride occasionally or as a way of life, on the street or in the dirt, on two, three or four wheels, BikePAC is your voice in the legislature. Together, we can make a difference.

***YOUR FINANCIAL SUPPORT IS CRUCIAL.
Group/Business Memberships available.***

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

☐ I'm ready to join! I enclose ☐ \$10 (single member) ☐ \$15 (couple).

☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

City State Zip



5th Annual Tri-County END of SUMMER RUN

SEPT 25 & 26, 1993

at

KILCHIS RIVER PARK

Approx 9 miles N.E. of
Tillamook on Kilchis River
map on reverse



FOR INFO:
WASHINGTON CO. CHAPTER
CAPTAIN 648-9311
NORTH COAST CHAPTER
DON 738-7156
YAMHILL CO. CHAPTER
KRAIG 876-5135

OPEN TO THE PUBLIC
LIVE MUSIC ALL SATURDAY NIGHT
FEATURED BAND BOB BECK
VENDOR FOOD
BEER & POP
GAMES
BIKE SHOW
CAMPING
SOFTBALL FIELD AVAILABLE

VENDORS WELCOME
CALL DON FOR INFO
\$75 FOR ALL WEEKEND



ADMISSION

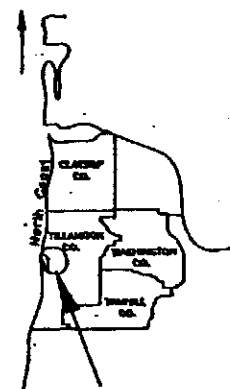
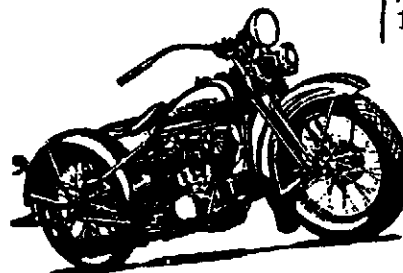
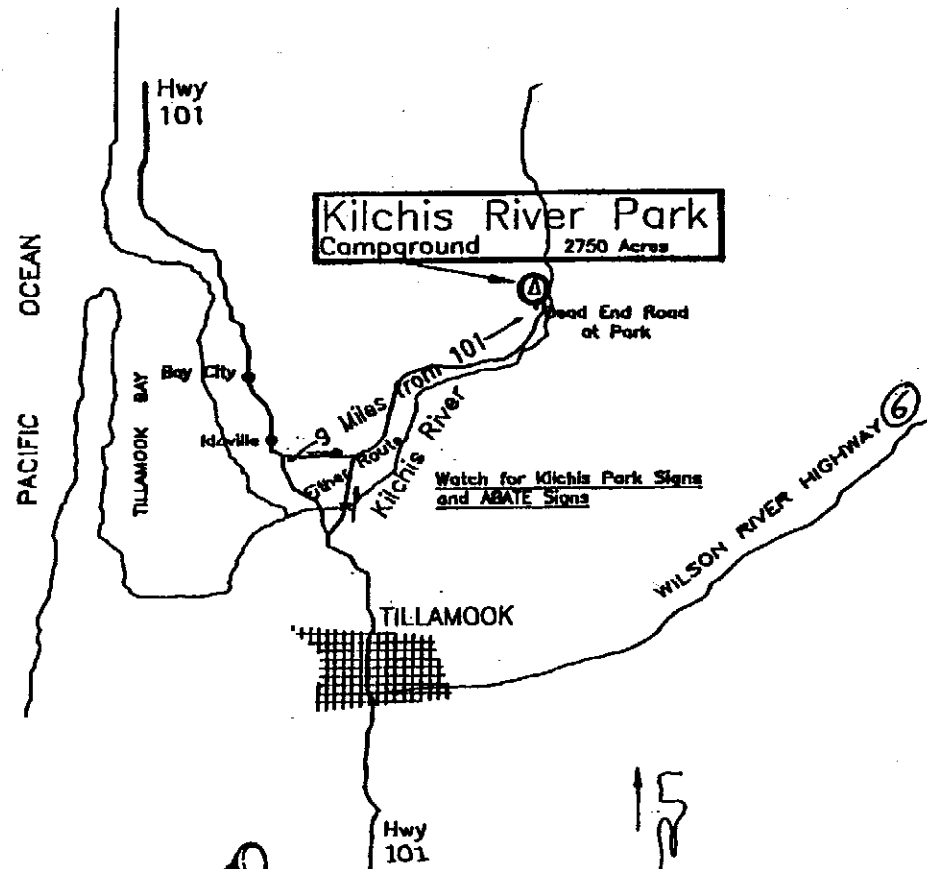
MEMBER OF HC RIGHTS ORGANIZATION	NON- MEMBER
ADVANCE \$15.00	\$20.00
GATE \$20.00	\$25.00

\$5.00 OFF ADMISSION FOR JOINING
HC RIGHTS ORGANIZATION
KIDS UNDER 12 1/2 PRICE
ADVANCE TICKETS SOLD UNTIL SEPT. 15TH

COME ON DOWN



Kilchis River Park is being rented
with the consent of the representatives
of the people of Tillamook County.
Please abide by all set limitations on
your actions. Please clean up your
garbage so that your buddies don't have
to. Please stay within the Run Camp area.



ENLARGED AREA

MEETING OF THE MINDS

MOTORCYCLE RIDERS FOUNDATION



DENVER, COLORADO

MEETING OF THE MINDS / DENVER, CO / SEPTEMBER 24 - 25, 1993

PRE-REGISTRATION		ON SITE REGISTRATION	
MRF MEMBERS	\$25.00	MRF MEMBERS	\$25.00
NON-MEMBERS	30.00	NON-MEMBERS	40.00
BANQUET	15.00	BANQUET	15.00
TOTAL ENCLOSED	\$	TOTAL ON SITE	\$

NAME _____
 ADDRESS _____
 CITY _____ ST _____ ZIP _____
 PHONE _____
 REPRESENTING _____

PLEASE NOTE: PRE-REG DEADLINE SEPT 10TH

PLEASE SEND CHECK OR MONEY ORDER TO:
 MOTORCYCLE RIDERS FOUNDATION, INC.
 PO BOX 1000
 WASHINGTON, D.C. 20013-1000
 202-546-0803

FOR HOTEL RESERVATIONS:
 REGENCY HOTEL - 3000 ELATI STREET
 DENVER, CO 80216 - 1-800-525-6748

ABATE of Washington

Dedicated To Freedom Of The Road



Fall Swap Meet & Bike Show

Sunday - September 26, 1993 - 9 am - 6 pm

KING COUNTY FAIRGROUNDS - ENUMCLAW, WA.

Exhibit Hall

Admission: \$2.00 (US) Members/\$5.00 (US) Non-Members - Membership booth avail.

DOOR PRIZES

New Motorcycle Parts
 Used Motorcycle Parts
 T-Shirts
 Leatherwork
 ABATE Products

Vintage Motorcycle Parts
 Tattoos
 Jewelry
 Accessories
 And More . . .

Vendor Spaces still available: 10 x 10 ft. min. - Advance - \$30.00, At the gate - \$40.00

DIRECTIONS:

From I-5 Everett North or South:

Take Hwy. 164 or 410 (Eastbound) to Enumclaw. Go through town, following the signs to the Fairgrounds, Turn right into the fairgrounds, 1st Bldg. on the right.

From I-90 or 410 (Through Rainier):

Take Hwy. 18 (Southbound) to Auburn. Take 164 (Eastbound) to Enumclaw. Go through town, following the signs to the Fairgrounds, Turn right into the fairgrounds, 1st Bldg. on the right.

Another Bysun Ltd. Production P.O. Box 82 Kirkland, WA. 98033 (206) 828-8488

BYRONCTYTRUM FALLSWALSAM 22

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: _____

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

NAME: _____ NAME: _____

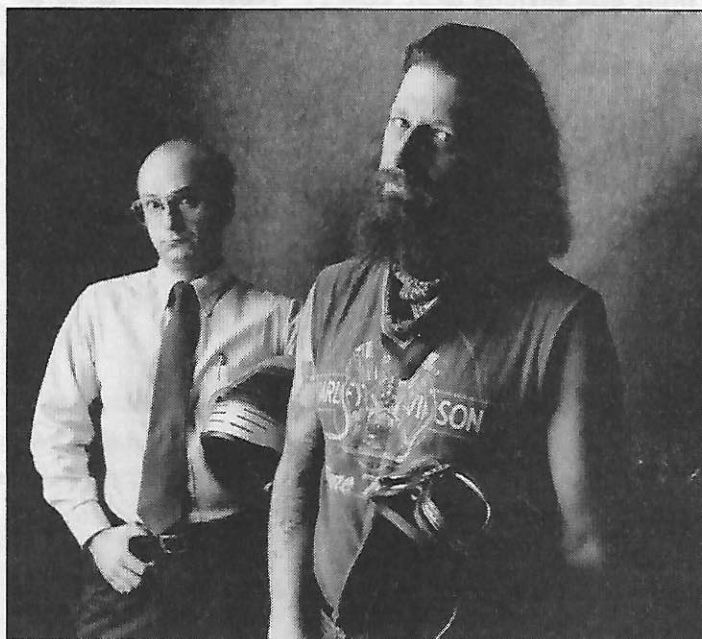
NAME: _____ NAME: _____

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

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

NAME: _____ NAME: _____

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



They both ride motorcycles. The one on the left breaks the law.

The one on the left doesn't have a motorcycle endorsement on his driver license. It's illegal and it's dangerous—50 percent of the people who die in motorcycle accidents are unlicensed riders.

To get a motorcycle endorsement, you must pass the on-cycle DMV skills test. The on-cycle DMV skills test for Class II endorsements may be waived for Team Oregon

Motorcycle Rider Course graduates.

Call your local DMV office and find out when and where you can take the test. Or, call 1-800-545-9944 for a free brochure about the Team Oregon Motorcycle Rider Course.

Get your motorcycle endorsement. It proves to the police, other motorcyclists and you that you can handle a bike safely.



The way to go.
Traffic Safety Division
Oregon Department of Transportation

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638

4262 N 6/01/94
CRAIG BLAIR
5410 SE PARK ST
MILWAUKIE OR 97222-

Summer is all but over now, however SAFETY must continue. Take a riders course and save a life. Do YOU know any unendorsed riders?? Are you going to hold any offices next year?? Now is the time to prepare for all elections, either chapter or State level. We need YOU!!!

Chapter Meeting Places - Where & When

1st SUNDAY	LANE COUNTY	3:00 pm, Izzy's Pizza, 210 Division, Santa Clara
	S.E. PORTLAND	7:30 The Pizza Baron, S.E. 122nd & Division, Portland
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd & 4th MONDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00pm, Little Italy Pizza, Cornelius
	COLUMBIA RIVER	6:30 pm, Cactus Club & Diner, 8131 N. Denver, Portland 3rd
TUESDAY	LANE COUNTY	7:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Izzy's Pizza, 1307 N.E. 102nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport