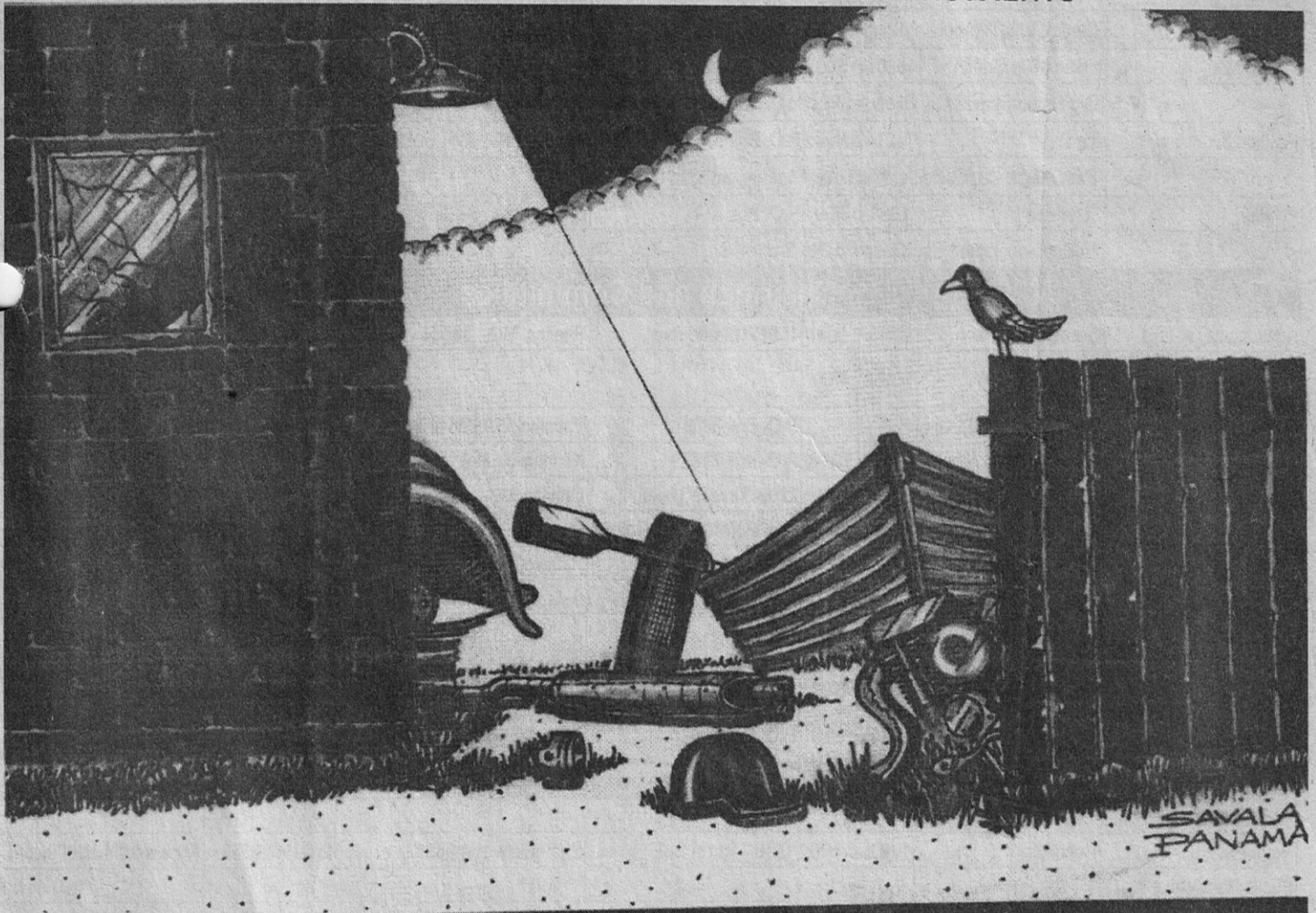


A.B.A.T.E. OF WASHINGTON

NEWSLETTER MARCH 1, 1999 VOLUME 21, ISSUE 3

A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS



The Swap Meet is over, and your yard can hold no more ... it's time to go riding to another Swap Meet! Look inside for New Event Announcements and check out the Calendar in the center for a good ride. INSIDE ... LEGISLATIVE NEWS, CHAPTER REPORTS, EVENT FLYERS, AND MORE!

ABATE is an organization dedicated to freedom of the road, raising public awareness through education, political and community action and charitable deeds. Membership is open to anyone (18 years or older) interested in promoting freedom, whether or not you own or ride a motorcycle. The structure of ABATE is basic: Grassroots. Join us.

ABATE of Washington State Officers and Voting Chairmen

State Office	ABATE of WA	Mem No.	Expires	P.O. Box 8369	Tacoma, WA 98418-0369	425-643-9675	abateofwa@aol.com
Coordinator	Steve Ellis	2344	12/99	2618 - 146th Ave SE	Bellevue, WA 98007	425-643-9675	abateofwa@aol.com
Eastside Dep. Coord.	Jay Hanson	14089	6/99	70 Gulden Road	Mabton, WA 98935	509-894-4871	
Westside Dep. Coord.	Bob Houk	13787	1/00	6421 S Prospect St	Tacoma, WA 98409	253-473-2276	housekat@earthlink.net
Secretary	Marty Lee	10105	2/00	4330 S "K" St	Tacoma, WA 98408	253-474-7152	bike@sttl.uswest.net
Treasurer	Vickie Houk	13360	7/99	6421 S Prospect St	Tacoma, WA 98409	253-473-2276	housekat@earthlink.net fax 253-475-4944
Security Coordinator	Big Mike Kingery	2456	2/99	4000 - 76th St NE, #7	Marysville, WA 98270	360-653-8551	sevenfoottwo@aol.com
Ambassador 1	Swede Matzek	4057	Life	P.O. Box 7129	Olympia, WA 98507-7129	360-894-3666	wilderider@aol.com
Ambassador 2	Lee Fors	14244	9/99	P.O. Box 975	Tacoma, WA 98401-0975	253-531-9687	

Chapter Representatives

Position 1	Rich Bright	13860	6/99	P.O. Box 293	Selah, WA 98942	509-697-9877	brightnot@aol.com
	Central WA, Okanogan, Southeast, Spokane						
Position 2	Indian Mike Griffith	15207	1/00	P.O. Box 415	Onalaska, WA 98570	360-330-8486	
	Gig Harbor, Lewis Co, Olympia, Pacific Co, Southwest, Grays Harbor						
Position 3	Big D	14214	9/03	P.O. Box 525	Seattle, WA 98111-0525	206-215-1150	
	East Pierce Co, Eastside, Nisqually, Rat City, So King Co, Tacoma						
Position 4	Sunshine	1883	9/99	P.O. Box 414	Clinton, WA 98236	360-678-9119	harley@whidbey.com
	Bellingham, Island Co, Kitsap Co, No Snohomish, Sno-King, Sky Valley, No Kitsap Co						

Chairmen and Committees

Ambassador at Lg 1	Gramps Anderson	3596	Life	1561 Railroad Ave	Shelton, WA 98584	360-427-9482	
Ambassador at Lg 2	Dennis Hanson	15185	1/00			360-978-4120	lewis_county_scooters@yahoo.com
By-Laws	Executive Board			P.O. Box 8369	Tacoma, WA 98418-0369	425-643-9675	abateofwa@aol.com
Chaplain	Preacher Mike Arnold	11129	10/98	P.O. Box 7192	Kennewick, WA 99336	509-582-5803	
Assistant Chaplain	Ranger Ric Sanders	12589	9/99	2205 Juniper Street	Oroville, WA 98844	509-476-3626	rsanders@nvinet.com
Communications	Jo Breneman	14136	6/99	45402 North River Road	Benton City, WA 99320	509-588-5605	bajofcourage@msn.com
Education Program	Lenny Pletsch	14651	9/99	118 Upper Naselle Rd	Naselle, WA 98638	360-484-7226	
Fall Bash	Central WA Chapter			P.O. Box 293	Selah, WA 98942	509-697-9877	brightnot@aol.com
Legislative	Texas Larry Walker	11464	4/99	P.O. Box 216	Southworth, WA 98386	360-871-2654	lawalker@linknet.kitsap.lib.wa.us
Membership	Mailman	1293	8/99	P.O. Box 8369	Tacoma, WA 98418-0369	253-474-7739	mailman@seanet.com
Newsletter Editor	Helen Wolfe	14245	9/99	P.O. Box 8369	Tacoma, WA 98418-0369	253-474-7739	mailman@seanet.com fax 253-572-3630
On-Line Committee	Marty Lee	10105	2/00	4330 S "K" Street	Tacoma, WA 98408	253-474-7152	bike@sttl.uswest.net
Parliamentarian							
Products	Peaches	14235	4/99	1516 - 211th St E	Spanaway, WA 98387	253-847-3813	dogwwjd@mci2000.com
Public Relations							
Quartermaster	Jim Blowers	12614	10/99	3416 - 102nd Ave NE	Lake Stevens, WA 98258	425-334-4547	donnablowe@aol.com
Safety	Steve Ellis	2344	12/99	2618 - 146th Ave SE	Bellevue, WA 98007	425-643-9675	abateofwa@aol.com
Spring Opener	Jay Hanson	14089	6/99	70 Gulden Road	Mabton, WA 98935	509-894-4871	
Spring/Fall Swap Meet	Buck Kelley	14529	6/99	P.O. Box 2111	Snohomish, WA 98291-2111	360-568-2868	buxhog@premier1.net
Webmaster	Randy Slape	12816	4/99	P.O. Box 5367	Lynnwood, WA 98046-5367	425-673-0317	zogt@halcyon.com

ABATE OF WASHINGTON CHAPTERS

Chapter & Coordinator	Member No	Expires	Address	Phone	E-mail	Business Meeting Time & Location
Bellingham Marjorie Dannenmiller	3539	6/99	P.O. Box 2560 Ferndale, WA 98248	360-757-1358		2nd Tues, 7 pm at Mt Baker MC Clubhouse, 4214 Hannegan Rd, Bellingham
Central Washington Rich Bright	13860	6/99	P.O. Box 293 Selah, WA 98942	509-697-9877	brightnot@aol.com	1st Mon, 7 pm at Old Country Buffet in the Yakima Valley Mall
East Pierce County Dennis Unk Patterson	14562	2/99	P.O. Box 4961 Spanaway, WA 98387-4961	253-847-3813	dogwwjd@ mci2000.com	3rd Sat, 9:00 am, call for meeting locations.
Eastside Gerry Gertschitz	14338	6/99	P.O. Box 3361 Redmond, WA 98073-3361	425-745-4077	hdgymp95@aol.com	2nd Wed, 7 pm at Overlake Round Table Pizza, 15025 NE 24th Street, Redmond/Bellevue
Gig Harbor Handyman Mike Bessett	15004	2/99	P.O. Box 414 Vaughn, WA 98394	253-884-5077		2nd Sun, 5:00 pm at Dist 16 Firehouse #3, Lakebay
Grays Harbor Fat Pat Prankster	14692	10/98	P.O. Box 1032 Aberdeen, WA 98520	253-691-1567	dustypam@ techline.com	1st Sat, 7:30 pm at Pearsal Building, Aberdeen
Island County Sunshine	1883	9/99	P.O. Box 414 Clinton, WA 98236	360-678-9119	harley@whidbey.com	1st & 3rd Sun 12 pm at 432 Fellowship Hall, Langley
Kitsap County Todd Snyder	13257	8/98	P.O. Box 1402 Bremerton, WA 98337	360-830-4744		1st Thurs, 8 pm at American Legion Hall #149, Bremerton
Lewis County Indian Mike Griffith	15207	1/00	P.O. Box 415 Onalaska, WA 98570	360-330-8486		1st & 3rd Wed, 7:30 pm at American Legion Hall, 111 W Main, Centralia
Nisqually Rich Roe	234	5/99	P.O. Box 2306 Yelm, WA 98597	360-458-3577	purple1988@aol.com	1st Mon, 7:30 pm at Yelm Sr Ctr across from Jennee's Bar & Grill, Yelm
North Kitsap Bert Montgomery	14684	10/99	P.O. Box 694 Poulsbo, WA 98370	360-479-4923		1st Wed, 7 pm at The Mucky Duck Restaurant in Poulsbo
North Snohomish County Jason McCarter	15196	1/99	P.O. Box 1756 Marysville, WA 98270	360-435-3276	jaybrd76@aol.com	3rd Thurs, 7:30 pm at Alfy's Pizza, 9330 State Ave, Marysville
Okanogan County Allen Fisher	6493	1/00	P.O. Box 1481 Omak, WA 98841	509-826-6183		1st Sun, 10 am at Eagles in Okanogan
Olympia Swede Matzek	4057	Life	21734 Hobson Rd SE Yelm, WA 98597	360-894-2846	wilderider@aol.com	1st & 3rd Thurs, 7:30 pm at Dirty Dave's Pizza Parlor, Martin Way, Olympia
Pacific County Lenny Pletsch	14651	9/99	P.O. Box 587 South Bend, WA 98586	360-484-7226		1st Sat, 10 am at Hunter's Inn, Naselle
Rat City Laura Unruh	14929	7/99	P.O. Box 46245 Seattle, WA 98126	206-243-6935	laura_unruh@ continentalinc.com	2nd Tues, 7 pm at County Line Restaurant, 8456 Dallas Ave So, Seattle
Sky Valley JC Reece	14910	7/99	221 S Lewis Monroe, WA 98272	425-486-6883	reecejc@aol.com	2nd Wed, 7 pm at Monroe Eagles, 114 No Lewis St, Monroe
Sno-King Carol Kraemer	11057	9/99	P.O. Box 5367 Lynnwood, WA 98046-5367	425-774-7243	kraemerc@juno.com	3rd Thurs, 7 pm at the Cascade Restaurant, south Everett
South King County James Ulery	15100	6/99	P.O. Box 2162 Auburn, WA 98071-2162	206-824-6969	hairley@ecsnet.net	2nd Mon, 7 pm at Vito's Town & Country, 3805 Auburn Way North, Auburn
Southeast Mark Colling	14375	7/99	P.O. Box 1096 Richland, WA 99352	509-588-5605	roadworthy@ webbworks.com	2nd Tues, 7 pm at Eagles Lodge, Pasco
Southwest Norm Ferguson	12233	3/99	2455 NE 3rd Avenue Camas, WA 98607	360-834-3091		2nd Mon, 7:30 pm at Pied Piper Pizza, 12300 - 4th Plain Rd, Vancouver, WA
Spokane Arlis Elkins	14884	6/99	P.O. Box 10614 Spokane, WA 99205	509-324-9111	elkins@ieway.com	2nd Thurs, 7 pm at The Wild Horse Saloon in the Argonne Village
Tacoma Russ ASTRO Orr	2099	12/00	P.O. Box 975 Tacoma, WA 98401-0975	253-531-2909	mailman@seanet.com	1st Wed, 7:30 pm at the Fife Senior-Community Center, 2111 - 54th Ave E, Fife

Please send corrections to: ABATE of Washington Newsletter, PO Box 8369, Tacoma, WA 98418-0369, 253-474-7739, mailman@seanet.com, fax 253-572-3630

Want to Advertise?

Submit

your ad with payment no later than the 10th of the month. The newsletter is distributed about three weeks later during the first week of each month. See the chart below for pricing. Event flyer rates apply to non-ABATE groups IF all profits go to charity. Send the following: the ad (ready to scan), it's size, duration, payment, your name, mailing address, phone number and e-mail address if applicable. Make your check payable to:

AD RATES	1 month	3 months	6 months	12 months	EVENT FLYERS*
Business Card 2 x 3 1/2"	\$10.00	25.00	45.00	75.00	—
Cost per month	10.00	8.33	7.50	6.25	
Quarter Page 3-3/4 x 4-3/8"	18.00	45.00	80.00	140.00	5.00
Cost per month	18.00	15.00	13.33	11.67	
Half Page 4-3/8 x 7-1/2"	25.00	70.00	130.00	210.00	10.00
Cost per month	25.00	23.33	21.67	17.50	
Full Page 7-1/2 x 8-3/4"	40.00	115.00	215.00	340.00	20.00
Cost per month	40.00	38.33	35.83	28.33	

* ABATE CHAPTERS RECEIVE \$40 OF FREE FLYER SPACE PER YEAR FOR FUND RAISING EVENTS: 2 FULL, 4 HALF, 8 QTR PAGES IN ANY COMBINATION.

ABATE of Washington
Then mail it to:
ABATE of Washington
State Newsletter
P.O. Box 8369
Tacoma, WA 98418-0369
Funds are processed by the State Treasurer, then sent to the Newsletter Editor. Please allow time for this.

**THANK YOU FOR SUPPORTING
ABATE OF WASHINGTON**

HOW TO SUBMIT STUFF TO THE STATE NEWSLETTER

- Use fax, US Mail or e-mail, type or hand write it, but send it to the editor no later than the 10th of each month. The newsletter is distributed 3 weeks later around the first of each month.
- Sign your name let me know if you are a member of ABATE. Non-members are welcome to submit material, but members are given priority over non in case of a lack of space. Also, if I have questions about what you submit I may need to contact you. Nothing anonymous gets in (lets the reader consider the source), but I won't publish personal information like phone numbers or addresses unless you specify.
- Photographs: Give credit to the photographer, identify who or what is in the picture by captioning it preferably on the back. Dating it would help too. Let me know if you want them returned to you.
- Editor reserves the right to refuse to print any article or photograph.



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For that reason a tax credit cannot be taken for making a charitable donation to

ABATE of Washington, however, a business can use their

advertising payment as an expense of their business.

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Please send all website updates to the new webmaster, Randy Slape at zogt@halcyon.com. Any ABATE chapter wanting a website hosted under www.abate-wa.org (see N Kitsap website) can have the server space with mailboxes for a measly \$12/month. Just contact Wayne to have it set up.
 Take it Easy, Wayne (360) 697-8609

ABATE of Washington	http://www.abate-wa.org
Washington State Legislature Home Page	http://www.leg.wa.gov/wsladm/default.htm
Eastside Chapter	http://escabate.cjb.net
North Kitsap Chapter	http://www.abate-wa.org/northkitsap
Olympia Chapter	http://members.aol.com/wilderider
South King Co Chapter	http://skcc.cjb.net
MoM (Pacific NW Museum of Motorcycling)	http://www.micapeak.com/VME
AMA (American Motorcyclist Association)	http://www.ama-cycle.org
BCCOM, Craig Heale	http://www.bccom-bc.com
MRF (Motorcycle Riders Foundation)	Http://www.mrf.org
Cowlitz County ABATE	http://www.cowlitzabate.org

MARCH 13TH, 1999
Time: 11:00 to 4:00
QUALITY INN
CONFERENCE
ROOM
9920 SOUTH
TACOMA WAY
TACOMA,
WASHINGTON
253-588-5241

ABATE OF WASHINGTON
MOTORCYCLE AWARENESS
INSTRUCTOR
CERTIFICATION CLASS

ABATE OF WASHINGTON
 PO Box 8369
 Tacoma, WA 98418-0369
 Phone: 425-643-9675
 Fax: 425-643-9675
 E-mail: abateofwa@aol.com

ABATE OF WASHINGTON



DEDICATED TO FREEDOM OF THE ROAD

- ◆ **Become an ABATE certified Motorcycle Awareness Instructor**
- ◆ **On MARCH 13th at 11:00 AM, ABATE will host a certification class on how to teach the Awareness Training we provide to Washington High Schools.**
- ◆ **Training materials will be available at the class or you can order them later.**

DRIVING INSTRUCTIONS:

I-5 So. Take the South Tacoma Way exit, turn right on South Tacoma Way, Quality Inn is at the next stop light on the left.

MARCH AWARENESS CLASS SIGN UP FORM

Name _____

Address _____

Phone _____

MAIL TO (by Mar 10th.):
 ABATE OF WASHINGTON
 PO Box 8369
 Tacoma, WA. 98418-0369

SAFETY AND EDUCATION BY LENNY PLETSCH



While in Olympia there was lots of talk of our program and also some of the personal satisfaction that folks have received from giving the classes. There is another Train the Trainer Class on March 13th. I would encourage everyone who gives a class get this info back to me:

- 🏍 School
- 🏍 Teacher & ABATE folks
- 🏍 Number of students
- 🏍 Date

We really need to collect and compile this info for future use.

Smile, No 14651
Education Chairman

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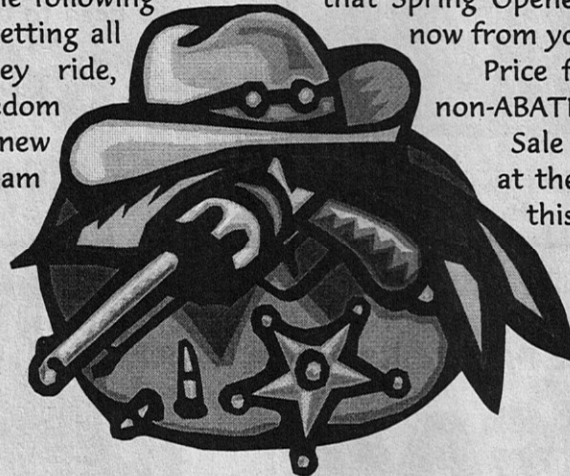
TACOMA, WA
112 South 24th Street
Tacoma, WA 98402
253-272-0433

EASTSIDE DEPUTY COORDINATOR CANDIDATE STATEMENTS

ARLIS ELKINS, SPOKANE CHAPTER

Hi. I am Arlis M Elkins, present Coordinator for Spokane Chapter. I have been involved with ABATE since the late 70's off and on. I did not become a member until June of 1996 and was voted Deputy Coordinator in October of the same year. I was voted Coordinator for the chapter the following year. I have worked hard at getting all riders, no matter what they ride, involved in our fight for freedom of choice. It will be a new challenge for me and one I am sure I can do well.

Thank You,
Arlis M Elkins, No 14884



JAY HANSON, CENTRAL WA CHAPTER

Jay's statement wasn't yet available by deadline, but I bet he'll have one for you by next month, huh Jay? -Editor

... I also bet that if he were here he'd remind you that Spring Opener Advance Tickets are available now from your chapter coordinators.

Price for ABATE members is \$15, for non-ABATE members is \$20.

Sale ends June 1st. Prices go up \$5 at the gate. And there will be a gate this year.

EASTSIDE CHAPTER REPORT BY ROBIN CLARK

Hi All! We are working like crazy to make our St. Patty's Day run a ton of fun! We will have a great run (rain or shine) because we have plan "B" if we need it. We have super prizes along with food and friends (when you join us). I am looking forward to the dust blowing off of my bike and seeing all of the faces that along with mine have been hiding or hibernating. Mark the date: March 13th. 11:00. Starts at Classic Ironworks in Redmond. Please see flier in this newsletter or call Gerry at (425) 827-8102. See you there! We as a chapter are seemingly back on track and gearing up for spring. New blood, new ideas,

old blood, old ideas, I love it. By the time you read this we will have been to the Shakin' the winter blues party and the Swap meet. I'm sure we had a good time Sat. night and found stuff we couldn't live without at the fair grounds. Big thanks to Ron for our flier and most of all the web site. Visit us at our new meeting spot at Round Table Pizza behind Overlake Sears. 2nd Wednesday, 7:00. Enough for now...Ride Safe,
Robin Clark, No 14009

Check it out at: <http://escabate.cbj.net>

St. Patrick's Day Run

Sat. March 13th

Presented By:

Eastside Chapter

A.B.A.T.E. of Washington St.



Dice Run

Prizes for HI & LO

50 /50 Drawing

~ Door Prizes ~



\$5.00 Per Player (donation) - ALL Riders Welcome

\$5.00 Spaghetti Dinner following the Run

@ Eagles Hall on Avondale

NO ONE UNDER 21 Please

Coffee & Doughnuts

Starts at 11:00 AM - Meet @ CLASSIC IRONWORKS

7438 - 159th PINE (off 520 & Leary Way) ~ REDMOND, WA.

MAPS INCLUDED - Run at your own pace

LEWIS COUNTY CHAPTER REPORT BY GEORGENE HARRELL

At our last meeting, Dennis Hanson resigned as Deputy Coordinator of our chapter. Election was held, and Rock n Roll Booth is our new Deputy Coordinator now. sorry to see Dennis go, but he and Stormy moved to Selah. Welcome back to Rock n Roll. Just in time to start getting everyone organized for the fundraisers. Fireworks Stand and Un-Sturgis Run.

On a somber note, we lost Brother Fred Spencer on January 23, 1999. He will be sorely

missed by everyone who knew him. Funeral was held in Dodie, and a wake was held at the Paul Bunyan afterwards. Thank You to all who paid their respects.

Vickie and Bob Houk were at our meeting on 2/3/99. Thanks for coming down in this miserable weather. We all enjoyed your company.

Ride Safe and Dry,
Georgene Harrell, No 15346
Chapter Secretary

Sandblasters, Inc

360-658-9372

Warren Kindle

4721 - 56th Place Northeast
Marysville, WA 98270

Fax 360-651-1297 ☎ Pager 425-267-1506

SOUTHWEST CHAPTER REPORT BY BARBARA FULLER

Hi again from Southwest Washington! Not much going on riding-wise - ready for Spring and Summer! We are going to be real busy organizing a fund raiser for a 12 year old girl here in Vancouver that needs a liver transplant and related living expenses. We have not done this before and will appreciate any help and advice out there.

We are going to have a chili feed and casino

run. It will be held on Saturday, April 3rd starting at 2 pm at Clark PUD Community Center at 1200 Ft Vancouver Way in Vancouver, WA. If you're in the area on the third, come join us for a good time for a very brave young lady. Any questions? Call Pinky or Barbara at 360-263-3263.

Barbara Fuller, No 15109
Reporter

Come Join A.B.A.T.E of Oregon for the
22nd Annual

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Pacific Northwest

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Deadline is May 1, 1999
Money Orders Only

Advance Member - \$15.00
Advance Non-member - \$20.00

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

At Gate

Members with
MRO Card - \$20.00
All Others - \$25.00
Under 14 - Free

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

Camping included in Gate Fee

For information call:
Roger (503) 285-4329



Biker Rodeo & Bike Show

at Fossil Fair Grounds
Saturday and Sunday

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

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ON REVERSE

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Parts, T-Shirts
Games &
Food Concessions

Beverages will be
sold by the Condon
American Legion

Sign in at the
information booth
to win . . .

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

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

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

Proceeds go to Motorcycle Rights and Education

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

A LETTER TO HELEN AND MAILMAN

The content, organization, and timely distribution of the Newsletter is excellent, and in my subjective opinion, at the highest level in ABATE history. Technological advances aside, the effort being put forth is apparent and my thanks to you and everyone involved.

I appreciated the postcard/renewal notice. The reminder was needed. Membership info, notices, and related admin. are also exceeding my historically influenced expectations.

You're both doing a great job. We all know that "long haul" active involvement in this volunteer organization (e.g., 10% do 99% of the work) isn't easy and too many have walked away un-thanked and disillusioned. I hope that never happens to either of you.

Sadly, the general membership never does enough to show our thanks for the efforts of our officers and other active committee members. It's not enough, but let me once again say thanks, and I hope to be buying you both a "refreshment" in the near future.

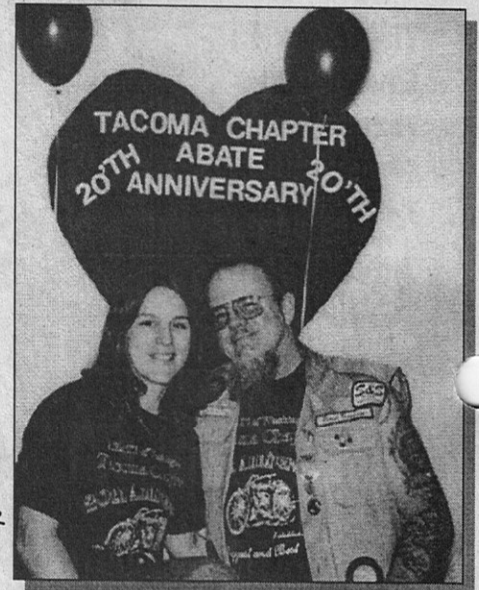
Randy Nelson, No 4690
Kitsap County Member

Thank You very much, Randy. That's the nicest letter I think I've ever received. I'd like to share your kind words and praise with the officers and other active committee members that you mention. Everything we do is dependent on someone else doing their part as well. Your letter will remain an inspiration to both of us. It's already on the wall by my desk.

Thank
You
Again,

Helen Wolfe,
No 14245
and Mailman,
No 1293

Feb 13th '99
PHOTO BY BLENDER



RAT CITY CHAPTER REPORT BY PETE

Hello from Rat City. January was a pretty busy month for us. The 10th we had our annual "Freeze Your Butt Off" run (lucky for us it wasn't cold enough to freeze our butts off). We had a pretty good turnout, and gathered \$61.50 plus a few boxes of food for the White Center food bank. The weather was great the entire day- we even got some sunshine. Special thanks to the Tacoma chapter (these folks get around) for supporting this event every year we've had it (weather permitting), and for this year's guided tour through the back roads of Tacoma (I'm pretty

sure we would have gotten lost if I was leading), it was a great ride. The following Sunday we all met for breakfast and the dreaded hiway cleanup. After some good food and an informal business meeting we walked outside to pouring rain. We decided to postpone the cleanup for safety reasons (nobody travels slower than 70mph on 509 rain or shine). There's a full calendar of events this year and I hope to attend as many as I can (time and money permitting).- Hope to see you on the road
Pete, No 12825

EASTSIDIE

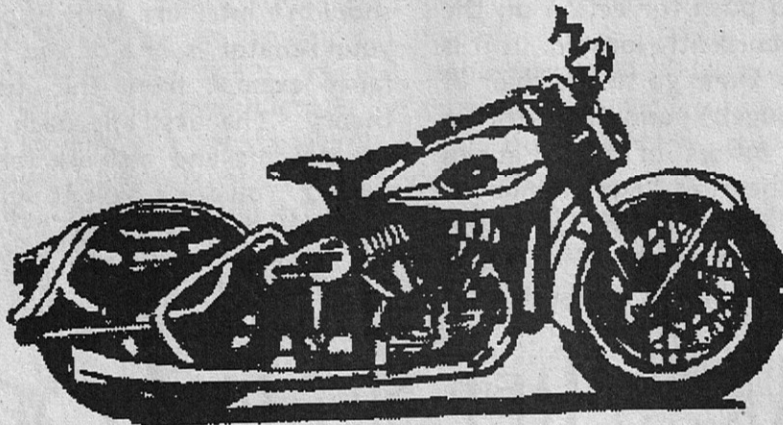


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**New meeting schedule & location:
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LEGISLATIVE REPORT BY TEXAS LARRY WALKER

TACTICS: The rider's part
 There are no hard and fast rules of operation to get bills moved through the legislature. Our current approach (subject to future revisions of course) is to concentrate on the senate bill and just keep minimal pressure in the house. As of this writing (early Feb.), SB 5287 is stalled in senate transportation for lack of a public hearing. If we have managed to get a hearing, then the next steps will be to get the bill pulled to the main floor for debate and then for final passage. At this point, Karen Bolin and I have done most of what we can do. Now it's time to turn up the pressure from the districts, and only the riders can do that.

What you, the rider, have to do is call your own senator and urge them to push for action on the bill, no matter where it is currently located. If it is still in transportation have them go to the chair of transportation (Sen. Haugen) and ask for a hearing. Also, call the offices of Sen. Haugen personally and ask for a hearing. Her number is 360-786-7618. The more people calling her office, the better. Like I said, it's pressure time. If it is in rules, ask them to apply whatever pressure that

they can to get it pulled to the floor. If you are unsure of where the bill is, call the hot line and ask them to send you a copy of the bill and a bill status report.

Some things to keep in mind when you are making these calls. Do not use the 1-800-562-6000 hot line. Call the appropriate office directly. This gives the maximum impact. (A T-shirt from an event costs \$15-\$20; a call costs a buck. Do the math.) Keep the call short and sweet, businesslike, and above all else, polite. Respect is a two way street. Even if your senator is dead set against the content of the bill, explain that you are not asking for his/her vote for it. All you are asking is that this popularly supported bill be allowed to move through the system. Their personal opinion shouldn't interfere with public debate. Finally, if your senator is one of the bill sponsors, they are fairly exempt from the "turn up the pressure" theory. The best approach is to thank them for the support and just ask for their help getting it moved. You don't have to sell them on the idea.

"We be jammin', Mon."

Texas, No 11464

PRODUCTS REPORT BY PEACHES

Gearing up for the Spring Swap Meet. I did get a line of ABATE wear in and I hope that you like it. I would like to congratulate the young lady from ZILLAH, WA who won the art contest this year for the Annual Spring Opener tees and run pins. Everyone should be encouraged to submit artwork for these types of event Tees. It's a lot of fun seeing your artwork out there. So get your drawings in early for next year! Some of the chapters have ordered the new Chapter Patches and they are ready for pick up. I know that they seem rather large, but they are the size of the original 5" patches and I like things that BOLDLY say that I am ABATE OF

WA. The size and style of the patch was voted on at the October Board meeting. Remember, some of the smaller patches are still in stock and can be purchased at a reduced rate as they will no longer be available once the stock of them is depleted. I am eager to get this riding season going and I for one have had enough of this rain and snow! So I hope to see you all at the Spring Swap meet and remember to stop by the products booth at the Spring Opener and check out the ABATE wear that is now in stock. Thank you for your purchase of ABATE products and your support.

"PEACHES", No 14235

Bikers Against Statewide Hunger



Easter BASHket Run

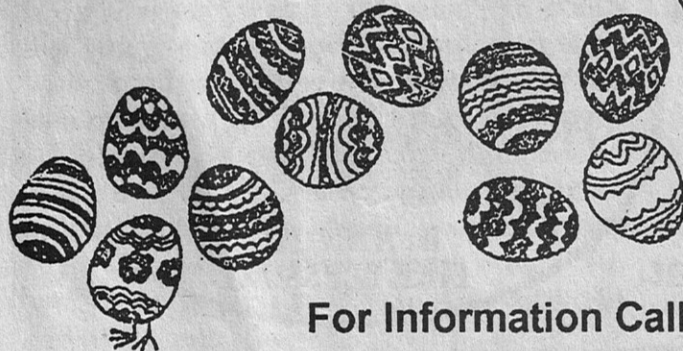
5th year, Benefitting Women's Shelters

Saturday, March 27, 1999

9:30 to 11:00 sign up, at the
Christian Bikers Tabernacle,
behind Scooter Tramp, 2702 E. 112th St., Tacoma,

for a **Poker Run**

50/50, Door Prizes, and a Spaghetti Dinner



Entry By a Donation of;
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For The First Annual Blessing of
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*DON'T MISS THIS
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Donation: Non-Perishable Food Item
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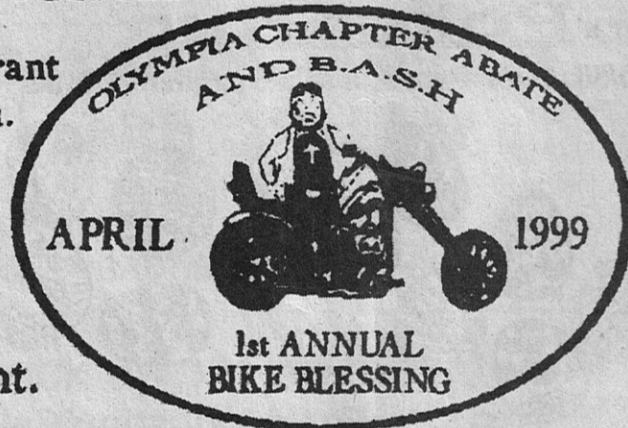
Bike Show-Raffle-50/50-Games
Prizes-Food-Drinks
Live Music By Keller's Lighthouse

All Bikes Welcome

Sponsored by
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and B.A.S.H.



Location: Hefty Divot Restuarant
15425 Mosman Ave. Yelm, Wa.
Time: 11am-5pm
Contact: Linda@360/458-5797
or Daryl@253/847-3652



Enjoy Karaoke after Event.

SNO-KING CHAPTER REPORT FROM THE WONTON POINT OF VIEW

It's just January

Picture a small dark cavern with brilliant flashes of red bursting every half second or so. The normally cool and calm recess has reached a level of heat that can singe hair. The quiet is shattered with an ugly sound like that of 2 cats fighting in the still night. What can this unnatural phenomenon be? THE INSIDE OF MY HEAD DURING ROAD RAGE! MINE!

Going off in my head is a neon sign flashing "revenge, get them, how dare they, just you wait, etc. etc." I never used to respond like that. (Ha ha, right) Are drivers really getting worse? YES! And there are MORE of them!

I drive a large substantial car (imagine a tank) which could probably go grill to grill with small trucks and come out ahead, never mind what it is able to do to most passenger cars. I've been cut off, swerved at, sworn at, tail gated, and challenged on a daily basis, sometimes hourly, for months now. These arrogant, egotistical, rude, pushy, out-for-themselves, JERKS seem to be telling me "I'm much better than all of you people that I'm passing and you have to get out of my way and make room for ME ME ME". If there's a one of you who has never had any of these thoughts, you either have the patience of Job and are a far better person than I or you are brain dead.

What to do, what to do? Let's play pretend. Here's the scenario, and Remember that this is a fictional CAR game and NOT to be played while on your scoot (the rules of this game change drastically when riding 2 wheels): Traffic has been crawling in the lane you are in and you have to stay there because you need to get off at the next exit. Many other poor drivers are just slogging along with you. They are in the same boat that you are so you all

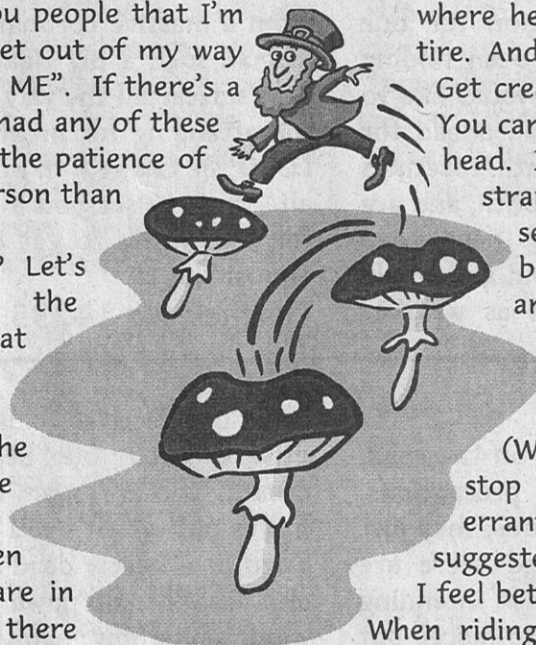
crawl along, occasionally smiling at each other. Joe Yuppy Poophead has just passed you all in the lane next to you flying like a bat out of Hell when suddenly he slides, no, he slams his car into the space ahead of you with mere inches between you, the car in front of you and his car and he tromps on his brakes nearly causing a chain reaction wreck. Do you:

- ❊ Shrug it off and figure he just didn't know where the exit was.
- ❊ Gasp for breath as it sinks in that the other driver is truly mad as a hatter and thank God no one was hurt.
- ❊ Follow the driver until he gets to his destination and confront him, making him realize what a foolish and dangerous thing he did and he apologizes.
- ❊ Wait until he stops at a light, drive up to his back bumper so he can't move, and get out of the car and give him a piece of your mind.
- ❊ How about this one? Cut in front of that driver causing him to swerve to the side of the road where he runs over some glass and has a flat tire. And it's raining very hard.

Get creative and think of your own solution. You can do anything you want to in your own head. I caution against violence as too many strange people are packing and have no sense nor empathy for others. And because this is pretend there is no right answer. I actually have tried various combinations of the above. Most Yuppies have an innate fear of bikers to begin with so the edge is yours. (When on the bike, I have waited for a stop sign and then pulled up next to the errant creep, knocked on the window and suggested new driving habits).

I feel better just venting. Thanks for listening. When riding, it's best to leave lots of room in which to maneuver, and always watch at least three cars ahead and behind. No surprises are good

(Continued on bottom of page 18)



SKY VALLEY CHAPTER REPORT BY RACHELLE "WILDCAT" WHITLEY

Now that the winter holidays are all over with, and Spring is (supposedly) arriving (and none too soon), it's time for riders to start getting ready for (hopefully) a good riding season. As you start putting riding events on your schedules, or before you take off on a spur-of-the-moment spree, don't forget safety.

Many people who have motorcycles without obvious fluid leaks or other problems, forget that it is a good idea to check your bike from stem to stern before riding. This is especially so for those who have done very little winter riding. Take a few minutes before you roll on to think of these things: Check your fluid levels, tire pressure, battery,

etc. Tighten screws and bolts and check weld joints and the like to make sure nothing is about to fall off. When you're all done, give your ride a little more TLC with a wash and wax job. He/She/It will bear you proudly as you take to the wind.

Don't forget to also check your (@#\$\$-ing) helmet, too. Even if you don't like wearing the damn thing, you did have to spend money to buy them, so just check the straps and lining to make sure it's not gonna fall off your head while cruising past a Stater!

Rachelle "Wildcat" Whitley, No 14962
wildcat567@aol.com

EAST PIERCE COUNTY CHAPTER REPORT BY PEACHES

Greetings from East Pierce County Chapter. We are still working on meeting locations and everyone has been having fun picking a spot every month. We hope to have a vote in soon on a permanent location for our meetings, in the mean time we have been finding out where the best food is ... if you would like to attend one of our meetings please call ahead for directions to the location for the month. Meetings are held on the third Sunday of the month, and are generally breakfast meetings. Our new Road Captain Charlie has lots of rides in mind and would like to start breakfast runs as soon as weather

permits. It was with much sadness that I learned of the passing of one of EPCC's former longtime members. Mr. Lloyd "Sidecar" Norris. He was a member of EPCC for 17 years. "Sidecar" passed on from a massive coronary, I know that was because he had such a Big Heart. he was doin' wheelies in that sidecar all the way to Heaven. Thank all of you for attending his memorial service and thank you LORD for taking him into your arms. God Bless you all. Hope to see you in the wind soon. still waiting for the wiring to get done on my tryke, but I'm almost there!

Peaches, No 14235

(Continued from page 17)

surprises. And the wet, leftover sand on the road, and the dark days mean taking extra precautions. Many people don't mean to be obnoxious, they just really don't see the motorcycle. And there are those who make an honest mistake, not intending harm to anyone. Or those that want to merge but can't because no one will let them in. Be kind to them.

But for all the donkey wangers, doggy poops,

genetic defectives, clueless and head-in-their-butt drivers, watch out because I'm fed up. In my dreams you are taken care of and none of us ever has to put up with you again. You end up driving a Yugo or a nearly dead VW from 1966 that smokes and has 0 pickup power. And as I always say, if you want something badly enough, it has a way of happening.

Still shiny but just barely
Wonton, No 14313

FROM OUR "BETTER LATE THAN NEVER" ARCHIVES AND THE NISQUALLY VALLEY NEWS ON 11-19-98

Motorcycle organization revs engines for charity

Members of ABATE chapters from Tacoma, Lewis County and Central Washington along with representatives of the American Steel Club, the Tenino Motorcycle Drill Team and Bikers Against Statewide Hunger (BASH) joined with the Nisqually Chapter of ABATE for the first ever Toys for Tots Fun Run November 14.

Bikers collected hundreds of pounds of food, fourteen large cardboard boxes of toys and over \$800 in cash to donate to Yelm

Community Services/UCBO, the Senior Multipurpose Center of Yelm and BASH. The run started at Walt's Place in McKenna, and the bikers were picked up by a police escort upon entering Yelm city limits. They continued on with their haul to the YCS/UCBO offices on Crystal Springs Road. Their mission accomplished, they retired to Jennee's Bar and Grill to talk motorcycles and catch up on conversations with old friends.



About 50 members of local motorcycle clubs and organizations joined with the Nisqually Chapter of ABATE in its first annual Toys for Tots Fun Run.

NISQUALLY CHAPTER REPORT BY RICH ROE

We're gearing up for our "Chili Cook-off". Mike Harris is in charge and doing a *great job*. Flyers will be out soon, this will be April 10th, 1999 at Yelm City Park. A few of us "Old" Tacoma members are looking forward to Tacoma's 20th Anniversary Party. For I, being the 1st Coordinator for a couple of years, it makes me proud to see the chapter strong and large and that the new blood is keeping the strength within and keeping the old members on their toes. Happy 20th, Tacoma! We would like to welcome 4 new members: Lynn Roe, Allen Gray, Pat Josties, and Jim Thompson. We're up to 42 members now and still recruiting.

Ride Free, Stay Safe,

Rich Roe, No 234

Chapter Coordinator

LADONNA'S ARTICLE

I'm writing this hoping Helen can find a spot for it and I can get it to her on time. My name is LaDonna Roe, No 798, charter member of Tacoma Chapter, also I am a charter member of Nisqually Chapter. Rich and I, along with Ron and Peggy just spent last evening celebrating the 20th Anniversary of Tacoma. I must say I was very impressed to see the people that came. We all had a good time and was very proud to celebrate with my original home chapter. Rich and I also want to thank everyone for helping us celebrate our 25th Anniversary. Thanks for all the time you spent to remember us. It was good seeing some of our old, original members that helped start the chapter. You see Rich was the 1st chapter coordinator of Tacoma and I was holding position of Secretary. We have watched Tacoma grow and I know in a small way I was a part of it. Congratulations, Tacoma!

LaDonna Roe, No 798

NORTH KITSAP CHAPTER REPORT BY STEVE McDERMOTT

In the last month we had about three minutes of good riding weather. That's not to say we didn't stretch that out, but instead of getting cold, we got wet. Really wet. Accordingly, we don't really have much to report from this side. Most of our effort is being concentrated on lobbying, letter writing, and getting the bikes in shape for spring.

Our members made our case known to our representatives on Black Friday, and, hopefully, our representatives listened with open minds as well as ears. We wish Larry and Karen the best in Olympia and hope we regain our freedom soon.

The coming year is filled with runs, events, and fun. For more info on what NK is doing, visit our web site or drop by during our meetings.
Steve McDermott, No 14699

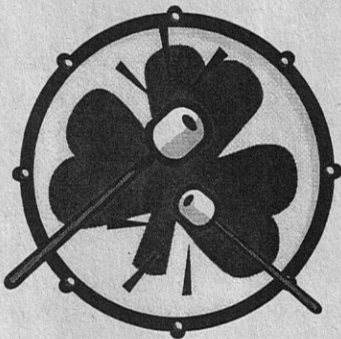
PACIFIC COUNTY CHAPTER REPORT BY LENNY PLETSCH

Not much to say, as it's still winter and as I write, snow is falling. We, as a chapter, are going to co-sponsor JJ's May 1 Run this year as well as do our own 101 run on May 15.

The JJ Run has gotten pretty good sized and some extra help is needed in getting everything to come off correctly. Like to see you there and enjoy a day of friendship and riding. First bike out at 10 am from Longbeach.

Our 101 Run starts in South Bend and was a blast last year ... hope to see you.

Smile, *Lenny* No 14651
Chapter Coordinator

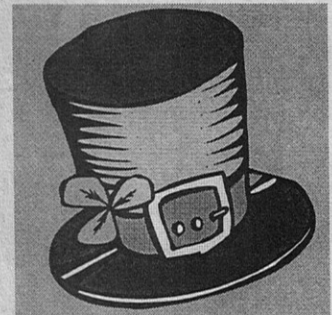




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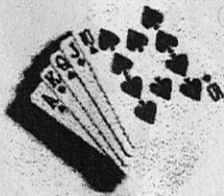
A.B.A.T.E. of Washington Pacific County Chapter

Second 101 POKER RUN Annual

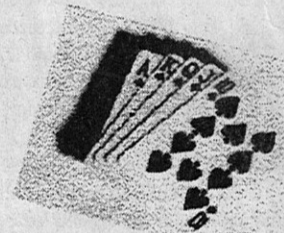


Sat. May 15, 1999
Depart Chester Tavern
South Bend, Wa. 10:00 A.M.
Last Stop Nick's West
Long Beach, Wa.

Trophy's for Best and Worst Hands
Raffle Items and 50/50 Drawing



Proceeds to Benifit
Pacific County chapter
A.B.A.T.E. of Wa.



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check or money order to: MRF, P.O. Box 1808, Washington, DC 20013-

1808 before March 15, 1999. After March 15, 1999 registration fee

increases \$10.00 per person (price above reflects the \$10.00 increase).

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City	State	Zip	
1) Have you ever been a member of the MRF?		<input type="checkbox"/> Yes <input type="checkbox"/> No	
2) Are you a member of a state motorcyclists' rights organization?		<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name	
3) Have you taken a motorcycle rider course?		<input type="checkbox"/> Yes <input type="checkbox"/> No	
4) Will you volunteer these talents if the MRF needs your help?		<input type="checkbox"/> Yes <input type="checkbox"/> No	

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 For room reservations call 800-648-1177. Questions? Call Rosemary Curtin, Director of Conferences, at 803-359-9852, after 6pm EST.

MRF ANNOUNCES 1999 LEGISLATIVE AGENDA

BY CHARLIE WILLIAMS

Denver, CO. January 23, 1999 ... At the January Board of Directors meeting held in Denver, Colorado the Motorcycle Riders Foundation announced their 1999 legislative agenda. "The focus this year will be on familiar issues", said Steve Zimmer Vice President of Government Relations for the MRF. "We will be revisiting some of the issues of the past after having had the opportunity to see the implementation and effectiveness". The MRF will continue to pursue an aggressive, proactive agenda expected by MRF members. 1998 saw considerable ground gained for motorcycling issues in the passage of the Transportation Equity Act for the Twenty First Century (TEA-21). This law included the prohibition of road bans on highways using federal highway money, change in National Highway Traffic Safety Administration's, NHTSA, mission statement to include accident prevention, restriction on NHTSA's ability to lobby at the state level, and inclusion of motorcycles in the development of the Intelligent Transportation System.

Since the passage of TEA-21, we see certain areas that need to be addressed. NHTSA continues to pursue and perpetuate an agenda of promoting helmet laws. They often stray into a gray area of their definition of lobbying. The MRF will pursue language to further restrict NHTSA's ability to lobby for helmet laws. They produced and now continue to distribute the Helmet Law Video that raised so many questions two years ago. "The congressional intent seemed clear to every one but NHTSA", Zimmer said. "We want to go back this year and insist they hear us." Congressman Shuster (R-PA) has determined that TEA 21 went through rather quickly and contained several issues, particularly funding, that need to be 'revisited' now that the legislation is in place. To this end he has reestablished an 'investigation and oversight

committee' that will address problems cropping up from TEA 21 implementation. We are looking at a mid-term corrections bill to TEA-21 to pass during the 106th Congress as our mechanism to address the NHTSA issue as well as ironing out the road ban prohibition language. The most recent problems in Chicago over the motorcycle ban on Lake Shore Drive have highlighted the need to review this issue. We are watching to see if this problem will be dealt with administratively or if additional language be necessary. Congressmen Ray LaHood (R-IL) and John Shimkus (R-IL) have taken the lead on seeing that the Department of Transportation takes action with the errant City of Chicago Aldermen. If additional language is necessary the mid-term correction will again be the place to make adjustments.

A somewhat related issue we will pursue in this Congress deals with road bans in National Parks. There have been and are proposed bans on public roads passing through national parks. We will seek sponsorship to extend the prohibition of road bans to include federally funded public roads regardless of where they are located. Steve Zimmer stated, "Any time our tax dollars are used to plan, build, and maintain a public road, motorcyclists should have access."

We will be watching the discussions on managed health care and HMO's to see if there is any place we can get similar protections in public health care that we got in the private health programs under Kasenbaum/Kennedy. Health care issues will be big in the 106th Congress including the discussions on the 'Patient Bill of Rights', which could be an excellent opportunity to seek those protections for motorcyclists.

We are continuing to work on access to the UN by applying for Non Governmental Organization (NGO) status. This is a two year process and we will

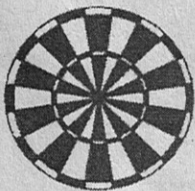
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A.B.A.T.E. of Washington
6th. Annual Dart-Run*

Saturday March 27th.

Depart Vitos T&C 11AM

3805 Auburn Way North, Auburn

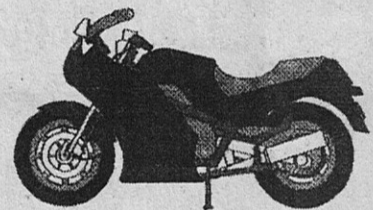


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(Continued from page 24)

keep you posted as this moves along. The application has been received and the information requested is being gathered. NGO status will provide the MRF the opportunities to access the decision making process on issues such as Global Harmonization and Standardization. Emission restrictions and import/export restriction are just a couple of the harmonization issues we see needing to be dealt with here in the United States. NGO status will allow motorcyclists an insiders ability to track these types of issues.

We will be watching for bills containing tort reform to insure motorcyclists don't lose any protections already in place. Last years failed S. 2454 attempted to reform the tort process in U.S. Courts. The bill contained exemptions for motorcycles. Should there be an attempt to revive this legislation, the MRF will work to protect motorcycling.

As always we will be watching for any other legislation that could be a potential detriment to motorcycling. There are several crime bills that could have a potential for damaging language.

Motorcyclists around the country are encouraged to contact their Federal Legislators concerning these issues. As in the past our greatest strength is the connection between the MRF and motorcyclists back home. Any state wishing to make a lobbying trip to Washington, DC should contact the MRF office. The congressional schedule

can be reviewed to determine when would be a good time for your trip. For further information contact Steve at 202-546-0983 or by e-mail at <mrf-news@mrf.org>

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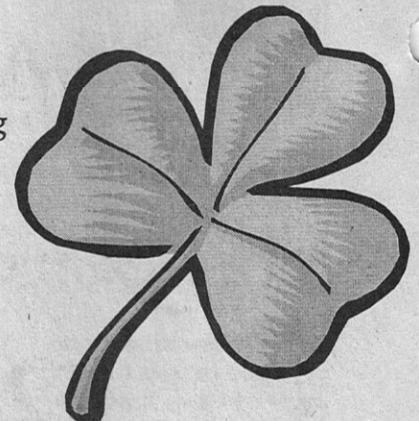
THE MRF REPORTS

202-546-0983

Fax: 202-546-0986

E-Mail: steve@mrf.org

<http://www.mrf.org>

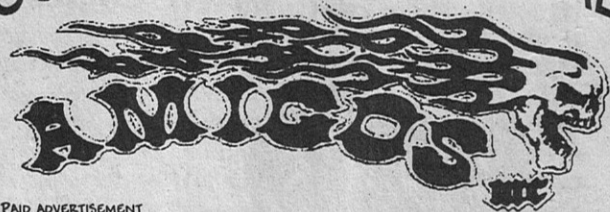


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Need not be present to win but we hope you are.

Event Calendar — ABATE of Washington — March 1, 1999

Date **Time** **Sponsor** **Event** **Contact**

Sat, Mar 13	11 am - 4 pm	ABATE of WA	Motorcycle Awareness Instructor Certification Class by Lenny Pletsch, Education Chairman. Pre-register (it's free) with the form on page 7. Training materials will be available at the class. To be held at the Quality Inn Conference Room, 9920 S Tac Wy, 253-588-5241	Lenny 360-484-7226 Steve Ellis 425-643-9675 abateofwa@aol.com
Sat, Mar 13	11 am	Eastside Ch	St Patrick's Day Dice Run starts at Classic Ironworks (7438-159th Pine, off 520 & Leary Way in Redmond). Maps included—run at your own pace. No one under 21. Prizes for Hi & Lo, 50/50, door prizes. \$5 per player donation, \$5 spaghetti dinner following run at Eagles Hall on Avondale.	Gerry G 425-745-4077 hdgyp95@aol.com
Sun, Mar 14	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com
Sat, Mar 27	11 am	So King Co Ch	6th Annual Dart Run departs Vito's Town & Country (3805 Auburn Wy N, Auburn) \$5 ABATE member, \$7 non, open to all motorcyclists.	James 206-824-6969 Chris chriskwa@gte.net
Sat, Mar 27	9:30 - 11 am	BASH - Bikers Against State-wide Hunger	5th Annual Easter BASHket Poker Run benefiting Women's Shelters. Signup at the Christian Bikers Tabernacle (behind Scooter Tramp 2702 E 112th St, Tacoma). 50/50, door prizes, spaghetti dinner. Entry fee: a child's Easter basket and a can of food or \$10 and a can of food. No real eggs please!	253-875-4063
Sat, Apr 3	11 am - 5 pm	Olympia Ch BASH	First Annual Bike Blessing at the Hefty Divot Restaurant, 5425 Mosman Ave, Yelm. All bikes welcome as well as children. Blessing of Bikes starts at 1pm. Bike Show 2:30 - 3:30pm. Spaghetti, salad, roll, brownie served for \$5.50 from 3pm to 5pm. Also: 50/50 raffle, music, games, prizes.	Linda 360-458-5797 Daryl Waters 253-847-3652 dwaters@foxinternet.net
Sat, Apr 10	8 am	Nisqually Ch	Chili Cook-off at Yelm City Park. Set-up 8:00 to 12:30, judging begins at 1:00. Cost to taste is \$3, Chili entry fee is \$5.	Rich Roe 360-458-3577
Apr 9 - 11		MRF	B.E.S.T. of the West (Bikers Educational Seminar for Training) hosted by ABATE of Nevada in Reno/Sparks, Nevada. Conference Registration for MRF members \$40, add \$10 after 3-15. For non-MRF members \$50, add \$10 after 3-15. Hotel res. call 800-648-1177. To register mail info & \$ to:	MRF PO Box 1808 Wash, DC 20013-1808
Sat, Apr 17	11 am	ABATE of WA	Board of Directors meeting at the R&R Resort, 901 Berry Road, Ellensburg, WA, 509-939-1500	Steve Ellis 425-643-9675 abateofwa@aol.com
Sat, Apr 17	10 am - 3:30 pm	Renton ABATE	Renton ABATE Swap meet at the King Co Fairgrounds. Call or write for info: hangandy@aol.com	Andy 206-244-3327 Chris 425-235-9624
Sun, Apr 18		Spokane Ch	Spokane Chapter ABATE Swap Meet at Spokane Co Fairgrounds	Arlis Elkins 509-324-9111 elkins@ieway.com
Sun, May 2		Tacoma Ch	17th Annual Dice Throw to send needy kids to camp. For info write mailman@seanet.com or call:	Astro 253-531-2909 Bob 253-862-0323
May 6 - 8		NCOM	14th Annual NCOM Convention, Phoenix, AZ. Cost is \$60 w/Silver Spoke Awards Banquet, \$30 w/o. Seminars, Workshops, Panel Discussions, Socials, Special Guests, Meetings and Awards.	NCOM 800-525-5355 For rooms 800-527-7715
Sat, May 8	10 am	Nisqually Ch	Dart Throw Run check in time 10-11 am at Roy Steak House.	Rich Roe 360-458-3577
Sat, May 8	11 am	ABATE of WA	E-Board meeting at Toppenish. Call for meeting location.	Steve Ellis 425-643-9675 abateofwa@aol.com
Sat, May 15	10 am	Pacific Co Ch	101 Run. Depart Chester Tavern in South Bend at 10am. Last stop Nick's West in Long Beach. Trophys for best and worst hands, raffle, 50/50 drawing. Benefits Pacific Co Chapter ABATE	Lenny 360-484-7226
Sat, May 15	10 am - 5 pm	Columbia Basin Motorcyclists	Swap Meet and Bike Show for Wishing Star at Benton/Franklin Fairgrounds in Kennewick. \$5 adm	Mark Colling, SE Chapter 509-588-5605 bajofcourage@msn.com

Date		Time	Sponsor	Event	Contact
Sun, May 16	9 am - 4 pm	Sky Valley Ch	3rd Annual Old Snohomish Antique & Classic Motorcycle Show. People's choice bike show, trophies, vendors, etc. on First Street in downtown Snohomish.	360-568-2868 beno3@premier1.net	
Sat, May 22		GWRRA Ch C	GoldWing Road Riders Association Chapter C sponsors a Multiple Group Bike Show at the Everett Mall to benefit St Jude's Children's Research Hospital.	Kim Watson 425-290-7386	
Sat, May 22	9 am - 4 pm	GWTA Ch P IAM & AW, LL 282 DIST 160	First Annual Guide Dogs of America "Run for the Dogs". \$15 each. Grand Prize: A Backpacker Trailer. Meet at Tacoma Honda (4701 Center St) sign-in 9 am last bike out 10:30. Last bike in at 3:00, awards at 4:00. 50/50 mileage guess, door prizes, coffee and doughnuts at sign-in. Free ride pins for those who preregister by 4-30-99.	Guide Dog Run 822 Park Avenue Bremerton, WA 98335	
May 28 - 31	3 nights	ABATE of OR	22nd Annual Fossil Campout '99! Advance Member \$15, Adv Non \$20. Add \$5 at the gate. Includes camping & Biker Rodeo & Bike Show at Fossil Fairgrounds Sat & Sun., door prizes, tattooists, leather accessories, parts, t-shirts, games & food concessions, beverages sold by the Condon American Legion. Trophy for largest groups, longest distance and more.	Roger 503-285-4329 ABATE of Oregon, Inc PO Box 4504 Portland, OR 97208	
Sun, Jun 13	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com	
June 17-20	3 nights	ABATE of WA	21st Annual Spring Opener. Music, bikes, friends, bike games & contests, vendors, food, drink ...	Jay Hanson 509-894-4871	
Sat, June 26		Tacoma Ch	11th Annual Clayton Memorial & Tribute to Brothers & Sisters Lost Run mailman@seanet.com or:	Astro 253-531-2909 Bob 253-862-0323	
Sat, July 24	11 am	ABATE of WA	Board of Directors meeting at the R&R Resort, 901 Berry Road, Ellensburg, WA, 509-933-1500.	Steve Ellis 425-643-9675 abateofwa@aol.com	
Fri-Sun, Aug 6-8	2 nights	Lewis Co Ch	6th Annual Un-Sturgis Run, location to be announced.	Indian Mike 360-330-8486	
Sun, Aug 8	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com	
Aug 14 - 15		N Kitsap Ch	Safety & Education Rodeo at Dicky Bird's Tavern, Sequim, WA	Ronda 360-377-8089	
Sun, Sep 12	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com	
Sat, Oct 16	11 am	ABATE of WA	Board of Directors meeting at the R&R Resort, 901 Berry Road, Ellensburg, WA, 509-933-1500.	Steve Ellis 425-643-9675 abateofwa@aol.com	
Sat, Oct 30		Tacoma Ch	Halloween Party & Chapter Fund Raiser. write mailman@seanet.com	Astro 253-531-2909 Bob 253-862-0323	
Nov 13 - 19		Pacific Co Ch	Care Bear Week	Lenny 360-484-7226	
Nov 13	Noon	Nisqually Ch	Toy Run Parade, starts at noon at Walt's Place in McKenna	Rich Roe 360-458-3577	
Sun, Nov 14	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com	
Sat, Nov 20	2 - 5 pm	Pacific Co Ch	Spaghetti Feed at the Chester Tavern in South Bend	Lenny 360-484-7226	
Sat, Dec 11		Tacoma Ch	Toy Run write: mailman@seanet.com or call:	Astro 253-531-2909 Bob 253-862-0323	
Sun, Dec 12	11 am	ABATE of WA	E-Board meeting at Krickett's West, 6520 - 19th St W, Tacoma, 253-564-9454 (near TCC)	Steve Ellis 425-643-9675 abateofwa@aol.com	

MEMBERSHIP REPORT BY MAILMAN

Please try to keep your dues current. I know it's one of those little details that is easily overlooked, but membership is the life blood of our organization. Perhaps a peek at your expiration date right now? A new feature of the officers and committee chair page will be a column with their expiration dates. This is to help them stay current. The by-laws state that a lapse in dues automatically removes an officer or appointee from their position. And paying the dues once they lapse does not restore the position. Of course we've been a bit lax on this, but we really need to try to stay current. It is disturbing to note that 173 of our members are in the "three month

grace" period. That's 15% of our total membership. Disturbing.

MAILMAN, No 1293
State Membership Chairman

State Membership Report

2/18/99 11:02:15 PM

Chapter Name	Current	Expired	Total	New
		Dec 1 - Feb 28		Dec 1 - now
Gig Harbor	4	5	9	
Kitsap Co	8		8	
Rat City	12	3	15	1
Island Co	17	2	19	2
Okanogan	17	2	19	4
Bellingham	17	9	26	1
East Pierce Co	18	3	21	7
Southwest	22	1	23	
South King Co	22	5	27	3
North Sno Co	22	12	34	
Pacific Co	24		24	1
Spokane	24	8	32	
Olympia	25	3	28	5
Southeast	25	4	29	6
Eastside	28	5	33	
Lewis Co	32	3	35	
Grays Harbor	32	8	40	
Nisqually	42		42	6
Sno-King	45	10	55	3
Sky Valley	46	6	52	2
North Kitsap	46	22	68	6
Central WA	108	14	122	9
Independent	149	18	167	7
Tacoma	205	30	235	10
Grand Total	990	173	1163	73



**MEMBERSHIP APPLICATION FOR
A.B.A.T.E. OF WASHINGTON
P.O. Box 8369
TACOMA, WA 98418-0369**

Please print clearly

- \$25.00 enclosed NEW MEMBER
- \$20.00 enclosed RENEWING MEMBER

Chapter _____ Or Check if Independent

Card Number _____

Expiration Date _____

Original Join Date _____

Name _____

Address _____

City/St/Zip _____

Phone () _____

E-mail _____

Registered Voter in Washington state?

Today's Date _____

Signed-up by _____

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ARE NOW AVAILABLE FROM YOUR
LOCAL CHAPTER COORDINATORS
15 DOLLARS FOR ABATE MEMBERS,
20 DOLLARS FOR NON-MEMBERS
ADVANCE SALE ENDS ON JUNE 1ST!**

TACOMA CHAPTER REPORT BY MAILMAN

Since last month's report, we've only done three things. Kinda slow month. First on Sunday, February 24th, we had our Road Clean-up and Breakfast Ride. It was a bit less lettered than usual and we had it ship-shape in a little over an hour. Then we took a 75 mile ride through Kapowsin, South Prairie, Carbonado, Orting, Puyallup and ended at the Right Spot. It was a very pleasant day. Quite spring-like. Next on the agenda was South King County's Blues Me or Loose Me Party at the Right Spot on Saturday, January 30th. A good party, well attended and quite crowded. Too bad that place isn't bigger by about half. Finally, we celebrated Valentines Day and our Chapter's 20th Anniversary on Saturday, February 13th. This was the first time we ever had an event at the Shipwreck on Marine View Drive and it worked out great. Plenty of space counting the upstairs game room area and a real good band "The Cool Tones". We were pleasantly surprised to

have many of our early members present and the biggest surprise was having Howie, our third coordinator, who no one has heard from in years, show up. He was on a business trip to the area and had visited Chuck and Shirley who persuaded him to stay an extra day for the party. I even renewed Howie's dues. Now here's something to blow yer mind; in twenty years we've had 12 coordinators and only three of them weren't at the party. We also had 20th Anniversary Chapter t-shirts. The design had been submitted for the Spring Opener shirt contest, but didn't win. So we re-worked it a bit and now we're all very happy the state board didn't vote for it. Got broken eggs? Tacoma makes omelets!

See Ya In-the-Wind,

MAILMAN, No 1293

Chapter Treasurer, Membership &
Road Captain



VOLUNTEERS WANTED!

ABATE'S NEW SECURITY COORDINATOR, "BIG MIKE KINGERY"

(NO 2456 SINCE 2-81), REQUESTS ASSISTANCE AT

ABATE'S FOUR MAJOR EVENTS THIS YEAR;

SPRING SWAP MEET, SPRING OPENER, FALL CLOSER, FALL SWAP MEET

TO LEND YOUR TIME AND TALENTS OR TO JUST ASK QUESTIONS,

CONTACT MIKE AT 360-653-8551 IN MARYSVILLE,

OR E-MAIL HIM AT: SEVENFOOTTWO@AOL.COM

Seattle Claims Cold Weather Record

By FRANK RICHARDSON PIERCE

SEATTLE, Feb. 14, 1918. For days it had poured steadily in the valleys and hills, while in the mountains it "blew" and "snew." MOTORCYCLE AND BICYCLE ILLUSTRATED, which Seattle mail carriers deliver regularly each Monday afternoon, failed to show up until the following Friday, thus proving that Seattle had indeed been cut off by flood.

From the Duwamish and other valleys came reports of floods. At Kent one boy actually "gaffed" a salmon from his front porch; while the last rider to pass over the Seattle-Tacoma road stated that the water had become so deep that the top of his magneto on his Indian was under water part of the way. Later it was five feet deep in places.

In the city motorcycle delivery boys slipped and slid through the continuous torrents—on the job as usual 24 hours of the day.

Then, Saturday night it cleared off and the frost king came down from the North in full force.

Even the oldest inhabitant couldn't remember when we'd had so much rain followed by so much cold.

Sunday morning dawned upon a frosty world. To the east the white peaks of the Cascades stood out sharp and clear on the sky-line. To the south, Mt. Rainier free from mists and clouds, cold and dominant, reared its 15,000 feet like a sentinel of some by-gone age. To the west the blue waters of Puget Sound, backed by a green forest, in turn backed by the snow covered Olympic Mountains presented a scene that even an artist's brush could not duplicate.

The muddy roads were frozen solid and all in all it looked like a mighty fine day to take one of those Winter rambles that are so popular with Northwest riders.

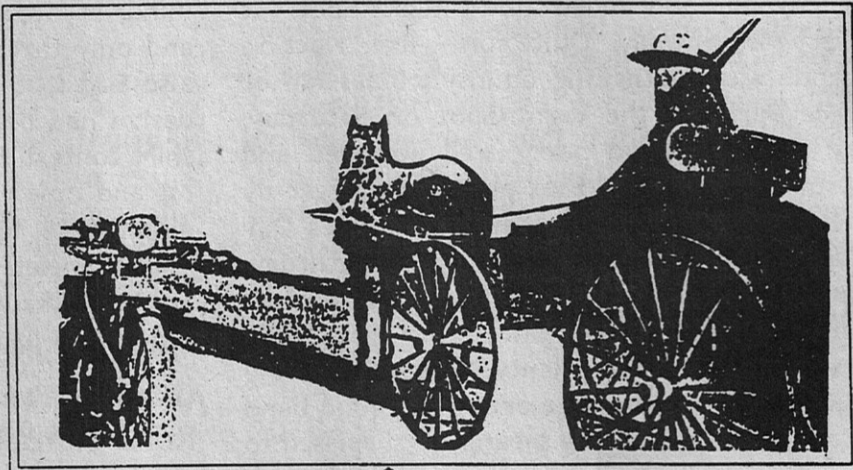
We piled on a few sweaters, several pairs of socks, high boots, knit helmet and thick mackinaw; loaded up the kodak, oiled up the motorcycle and well fortified within by a hot breakfast started forth.

The roar of the motor split the frosty air—intermittently at first—then came a steady roar that means speed and power. Towards the city limits we almost overhauled another

rider, but an inspection of his machine made us change our mind. It was one of the Excelsiors of the police department in quest of the early morning speeder. Five minutes later we had the pleasure of watching him overhaul a big car that had shot past us at 40 per. Who'd ever think a speed-cop would be

made life worth living. Feet were warm enough, and hands could be warmed alternately on the engine.

Ten miles beyond we picked out a nice stretch of highway, put the machine on the stand, then proceeded to run a race down the road and back again in an effort to warm up.



"Klahowya, Chief," said we in our best Chinook.

out on so cold a morning?

Thirty miles an hour was about the limit on the Bothell Road. The bricks were dry and highway free from traffic, but any speed at all would drive the cold through the heaviest clothing until a rider felt at if he was seeking the North Pole in B.V.D.s.

A ways beyond Woodenville we passed two duck hunters shivering behind a bridge awaiting the flight of the festive Mallard. We'd gone perhaps a half a mile when several cracks came sharply on the air, and a moment later a very excited flock of ducks passed overhead. We opined that it was tough luck being a duck on a cold Sunday morning, then shivered some more.

The road had been freshly graveled beyond the brick highway, but the gravel had frozen sold, and for miles the road men had used the "Split-log-drag," thus making the equivalent of a paved highway so long as the frost lasted.

By the time we reached Redmond there was no feeling in our face, but the motor was working fine, and the blood fairly leaping throughout our veins gave a feeling that

When we returned to the machine we felt like a 'varsity halfback before the Thanksgiving game. It was at this point that we heard the steady "click! click!" as the feet of some "Hay-burner" trotted over the frosty road.

There's a sort of bond between two lonely humans on a deserted road on a cold frosty morning, so we waited until a horse and buggy—that fast vanishing mode of conveyance—came up. It stopped. Seated in the buggy, well wrapped in a blanket was none other than the chief of the Snoqualmie Indians.

"Klahowya Chief," said we in our best Chinook.

"Hello, Kid," replied the Chief in his best King George. The old boy was feeling gay.

"Cold!" continued the Chief. "Cold like H—!" he added, somewhat forcefully. "Where you go?"

We explained we were going to see Snoqualmie Falls and ramble about he mountains a bit, to which he replied that more water was going over the falls than a

Continued on the following page

any time in fifty years. It seems that the chief had been to Falls City to sell a small male bovine. We wish to record that the chief didn't "get" the following comment:

"I see, Chief, sort of peddling a little bull, so to speak."

After making us promise to send a picture that we took of him, he hit his horse with a recently cut whip and rattled homewards.

The road continued fine to Falls City, where a few sleepy individuals were discovered cocking their eye aloft to determine what kind of a day it would be. Just beyond the town we crossed the Snoqualmie River on a concrete bridge, the only one in the vicinity that had withstood the flood, and a few hundred yards beyond the fun commenced. The river had washed out the road and covered the surrounding territory. Huge piles of dirt had been recently dumped into the holes in an effort to repair the road. All the natives were out to see the fun. Some of the autos had a sweet time negotiating the hill, and a few were stuck tight.

We waited until the way was clear; put her in low; murmured a prayer and gave her the gun. Right away it was necessary to get a leg to working on each side to keep right side up. One minute we would be in a deep hole, the next sliding off the bank, or the engine base would be smoothing out a wagon-load of earth. Twice the machine skidded around so that the rear wheel was pointing west, and the front one south, but by good luck we did not spill, and a moment later rolled onto a good road, like a 300 mile winner in front of the grandstand. The natives applauded, and with a 12-1/2 head and a 7-1/4 hat we roared away; shot around a turn, hit a frozen rut about a half inch high, and just naturally wiped up the whole road,

losing gasoline, enamel, conceit and temper in less than a second. Thank Heaven the applauding natives were not in sight.

The road to the falls was perfect, and arriving at the top of the hill we found the whole place deserted. But not for long. A distant roar at the bottom of the grade steadily grew louder, presently a red motorcycle-

**"Those motorcycle fellows
go everywhere all the time,
and the best of it is they
always get there."**

sidecar combination came into view, and we knew without looking that it was Mr. and Mrs. Water Steinhart with the faithful Indian. Together we went to the falls. The trees and fences about were covered with ice, the mist freezing as soon as it hit. We could see the top of the falls as the water took its great leap, and it soon disappeared into a swirling mass of rising mist that turned partially to snow, causing a whirling, feathery mass that was beautiful to behold.

We hopped our machines again, crossed the river a half mile up and returned to the powerhouse on the other side. By climbing down to the brink we got a wonderful view, the wind driving the mists away.

Part of the water turned to spray on the way down, giving the impressing of huge ostrich feathers a hundred feet in length, while the force of the falling water into the pool, immediately shot it up again to perhaps thirty feet high. We stayed a half hour unable to tear ourselves away from the scene.

We decided that a little mountain climbing would be about the right thing under the circumstances, so hurried down the railroad track until we found a particularly wild spot, then began to climb. Reaching a high spot we turned to look, and it was a view worth freezing several times to see. Below us lay the fir-studded valley; the tree tops far below us gave the same view the aviator must have. Through the exact center of the valley the Snoqualmie River pushed its way to the sea. The usual quiet stream that we fish in, with varying success in Spring and Summer, was now a foaming, angry flood, that seemed entirely white, and suggested anything but cool, deep pools, and gamey trout.

We poked around a while longer, then when the sun began to sink in the west, we suddenly thought of home and a hot dinner. It was cold going for a while, but we got thoroughly warmed up in the rough stuff on the way back.

"Say," said a stranded autoist, "is the falls such a wonderful sight as they say it is? It is certainly worth the going?"

"Betcher life—it's worth walking to."

"Beats all, don't it," said the S.A. to his friend, "those motorcycle fellows go everywhere all the time, and the best of it is they always get there. Once when I was stuck in the mud near Portland and making preparations to sleep there for the night, a bunch of them went streaking down the railroad ties, and I've always wondered whether they sidetracked the Shasta Limited so they could get by."

"You said something," said we as we hurried home to the hot dinner.

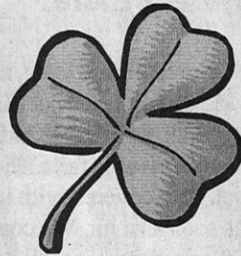
**The previous story was brought to you by
The Pacific NW Museum of Motorcycling
P.O. Box 4799
Seattle, WA 98104-0799
Tom Samuelson, No 13059
Tacoma Chapter**

SPOKANE CHAPTER REPORT BY ARLIS ELKINS

Hi all! It's February and supposed to be the dead of winter, but it's hard to tell. One day it's freezing out, then the next it's almost 50 degrees. Heck, can't decide to pull the bike down and fix the problems or just go for a ride. Well enough about the weather. The chapter has been real busy getting ready for our swap meet coming up in April. Sounds like we will have a little of the new and a little of the old. Have Eric from All Sport thinking about bringing out the new

Victory from Polaris to the swap meet. Also got Spokane Yamaha/Triumph thinking about doing the same. Sounds like we well have 3 or 4 people going to Train the Trainer Class in South Tacoma. Let's not forget to work on the Helmet Bill. Talk to you all again next month.

Thank You,
Arlis Elkins, No 14884
Chapter Coordinator



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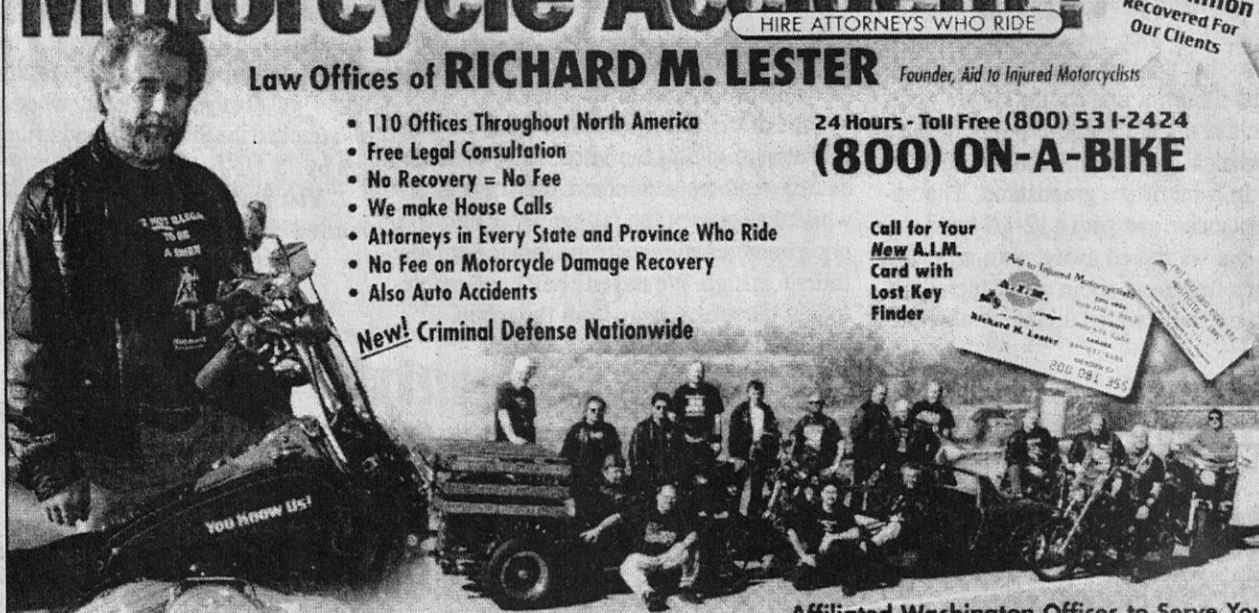

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ABATE OF WASHINGTON

Spokane Chapter 16th Annual Swap Meet

Spokane Interstate Fairgrounds April 18, 1999

Anything and everything relating to Motorcycles
Bikes for Sale, Parts and aftermarket Accessories,
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and much more!

-Admission-

Member \$5.00 Non-Member \$6.00

From 9:00 Am To 4:00 PM Sunday

Bike Show & Shine Entry Form

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Show & Shine Motorcycle Category:

Stock Mild Custom Radical Custom Import Import

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CENTRAL WA CHAPTER REPORT BY RICH BRIGHT

Last month, I asked more chapter members to make the meeting. At our Feb meeting we had 50 plus members. Great Job CWC. So, It looks like we will be moving our meeting site next month. Don't know yet where? Many chapters wonder why, no one from other chapters come to their events? Two months ago, a wife of a Bandito member was injured and we sent money to help and attended a benefit. At last months meeting, 5 Banditos and 2 Amigos attended our meeting, to show us they were returning our support. I want to thank them for doing so. We exchanged event info and will attend some of their events and they will attend some of ours. (It works the same way between other ABATE chapters, or at least it should) At the meeting I had the flu and was a little abrupt. If I offended anyone I am sorry, I was not feeling well. Also, I made a joke towards the Banditos, no one has asked me to apologize but I am sorry if anyone felt I disrespected.

The chapter had 11 members attend Black Thursday, and although I was again disappointed in the overall attendance, CWC gets my thanks and gratitude. In the 3 districts we represented, 7 of the 9 reps either voted with or sponsored our bill, one wouldn't really listen but one that was against us last year, came our way a little more and promised not to work against us this year. SO WE ARE STOKED here in Central WA. Again great job! This last week a friend of mine and a long-time ABATE member, died of heart failure. Although he

was an old-time, cantankerous, bullheaded, STUBBORN PAIN IN THE ASS, he was my friend. He started me in ABATE, took me on my first poker run and several after that. He won more prizes & 50/50 drawings, that should of been mine, than I care to count. He worked security on and off for years. He helped plant the seed in my heart about what being a biker is really about. He taught me about riding better, about staying alive, having fun, being involved, working for the state. Who knows how many others he influenced? As for me, I know we are all better off for the efforts of those influenced by him. His impact can not be counted, but that doesn't matter. Sometimes I just wanted to muzzle him and lock him in a closet. But, now that he is gone, myself and others will miss him. But he is not ever forgotten. He will live on in the things he added to and made better. He will live on in the hearts of those he affected ... I will miss you SIDE-CAR, but we will meet again on the open road. Rich Bright, No 13860

Chapter Coordinator, Chapter Rep 1

PS, Larry his brother doesn't have enough money to bury him. Side-Car, a Veteran of Vietnam, forgotten by his country, can't afford to bury himself. So it falls on us. They need \$1800. I don't have all the particulars, but if you want to donate, there will be a jar at the swap meet and two sidecars for sale. Or call me. THANKS!



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A CELEBRATION OF LIFE

BY JO BRENEMAN

Saturday, January 30, 1999 was a special day. It was the day chosen to celebrate the life and times of Sandy Scott at a memorial service in Richland, WA. A life short in years, but long in guts and gumption. What followed was a royal gathering of many who had a few beers on you know who, Yep! Sandy Scott. Large amounts of yummy food were prepared and spread on the pool table at The Village in Kennewick. As such events of this nature go, Sandy's memorial service and wake were surely a class act.

The formal memorial service was packed with family and loved ones. Many stood up to share a story or fond memory of life with Sandy "The Squash Lady" Scott.

As spoken by those who stood up, to celebrate Sandy one must, without a doubt, speak of her positive attitudes: hope, faith, love of laughter and will to live. These positive attitudes were not merely moods for Sandy, but biochemical realities that prolonged her life and helped her to combat cancer. Sandy prolonged her life through such exceptional qualities and, in the process, bolstered the lives of many others.

Through hopes and dreams, Sandy planned for the future. Her hopeful outlook strengthened hope for others, too.

Through faith in God and medical science, Sandy demonstrated courage and spirit. When confronted with the grim facts and figures associated with lung cancer and it's bodily invasion, Sandy responded with a fierce determination to overcome it. She courageously fought the dreaded disease and finally, courageously let go.

With love of laughter, Sandy could turn tears of fear to tears of joy. She reinforced the old line "laughter is the best medicine". Tumor humor always helps to lighten the darkness of cancer.

Sandy's will to live was immense. She was

determined to get the best possible out of everything. Her doctors provided the best that modern medicine had to offer and Sandy enhanced it with fight and fortitude: the will to live.

Hope, faith, love of laughter and a strong will to live offered Sandy no promise of immortality. Such qualities are most assuredly proof only of her uniqueness as a woman. Hope, faith, love of laughter and a will to survive gave Sandy the opportunity to experience full growth, even under the grimmest circumstances. The clock provided only a technical measurement of how she lived. Far more real than the ticking of time is the way she opened up the minutes and invested them with meaning.

For some, death is the ultimate tragedy in life. Perhaps the ultimate tragedy is to die without discovering the possibilities of full growth. Sandy strove to make those discoveries and she demonstrated in her approach to life that the approach of death need not be denial of that growth. Denying the approach of death was actually what allowed Sandy to grow.

Celebrate, growth, hope, love, strength and

Celebrate the Life of Sandy Scott
1949-1999



NORTH SNOHOMISH COUNTY CHAPTER REPORT

BY MELANIE BLOWERS

Gearing up for the riding season!

North Snohomish County Chapter members are gearing up for the riding season. Plans are in the works for the second annual Run to the Blues July 16-18 that is sponsored by our chapter. We hope that all of you reading this will join us. Watch for the fliers and reminders in future newsletters. Jim has another new bike. Someday Harley Davidson will make a bike that Jim will keep longer than 12 months. He didn't own the old bike long enough to ride it to Spring Opener!

Our chapter is experiencing growing pains and transitioning the new officers. Thanks to everyone that has been patient with us "newbies" as we struggle and learn. We would like to thank Donna Bryant for all of the years that she volunteered or was volunteered to take minutes, do membership and newsletters and everything else that needed to be done. I hope that she will continue to contribute as we grow and learn.

Melanie Blowers, No 15631

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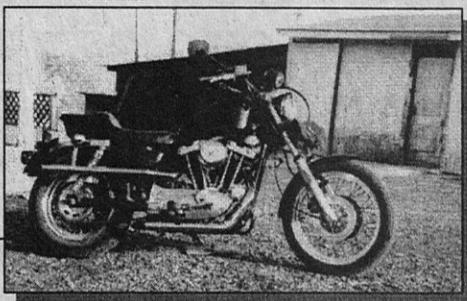
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FOR SALE - 55 gallon aquarium/terrarium on rustic wooden cabinet. Very attractive and lots of useful storage room. Asking \$150. Call Doc and Diana at 253-589-5520 or 253-589-5606.

FOR SALE - Coleman cargo trailer. Holds a lot, pulls behind a bike great, \$150 OBO, 253-841-3891.

FOR SALE - (see picture below) 1983 HD XLX 1000, laced wheels, dual front disc brakes, 3.2 gal tank, 2 up seat, 2 inch shotguns, highway cam and gears, stand, manual and original parts. A trophy winner all for \$5600. Call D. Hemphill at 509-453-6197 Yakima



FOR SALE - Very Nice 1979 Harley Davidson 1000cc Sportster. This bike has extras which include: Lots of custom chrome! Soft black leather zip on and off bags with chrome highlights Front leather tool bag HD cover Windshield Electronic ignition Floor boards to rest your feet on comfortably Double seat with high back All for just \$6,500 360-456-3237 (Lacey)

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FOR SALE - Original stock seat off '97 XL 1200, \$75, Mustang tour seat 96-98 Dyna convert \$125. William Lytle 253-759-9532 Tacoma

BELLINGHAM CHAPTER REPORT BY DAVE CHESSON

Though the days are beginning to get longer, the rain appears to come just as often and as hard as usual. In Bellingham, we are still here as a chapter, even though like the sun, we have been out of view for awhile. Nevertheless, we are still hard at work as a unified and dedicated ABATE chapter. Last month we sent two representatives from our chapter to meet with our legislators in Olympia. By the end of the day they had met with Senator Georgia Gardner, and 42nd District Representatives Doug Erickson and Kelly Linville. They all appeared to be willing to stand behind us though nagging questions still exist. One thing that stood out was compliments on the professional representation from the chapters. We would like to thank all that participated, especially those that year after year have dedicated a lot of their own time to this cause. We know who you are, and we thank you. In other recent news, the Bellingham Chapter would like to let everyone know that Willy James (member #445), one of the

original Bellingham chapter members, is back from his nine-year vacation with the federal government. Willy isn't moving around too much yet, but he can always be found at the V-Twin in Custer. He is happy to be back home, and looks forward to seeing all his ole (not old) friends again. Last but not least, we recently had elections that have brought several changes to our structure. One of which is Todd Markle, who has stepped down as Chapter Coordinator. Todd has worked very hard for all of us for many years now, and has decided it's time to pass the torch. We all want to pass our heart felt gratitude and thanks to Todd for his wisdom, dedication, hard work, and of course, his friendship. While Marge Dannenmiller has been elected to his post, Todd will stay on in charge of Safety. Thanks Todd! Well that should be enough for now. We all look forward to seeing you in the sun very soon!

Dave Chesson, #14826

Chapter Newsletter, Quartermaster



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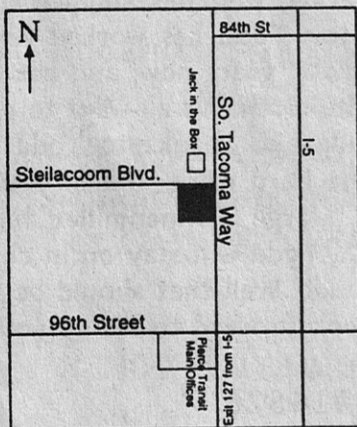
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UNDERSTANDING GLOBAL HARMONIZATION OF MOTORCYCLE MANUFACTURING STANDARDS

BY MARK BUCKNER ~ PRESIDENT, MOTORCYCLE RIDERS FOUNDATION

You have heard me speak of the "global harmonization" standards, and what the European bikers are dealing with. This is in the current MRF Reports, and I think it is the best, most concise, and "in English" explanation of what is going on. I hope it can run in the newsletter ... With NHTSA on board we can count on this moving across the pond. - Karen Bolin

Over the last several years, global harmonization of motorcycle manufacturing standards has become a hot topic in motorcyclists' rights circles.

In a nutshell, harmonization means manufacturers will likely be required to comply with set standards on, among other things, allowable noise and exhaust (gas) emissions, horsepower limits and anti-tampering devices such as 'shear bolts', which are designed to break off if the consumer attempts to remove them. Just in case you're wondering, the concept behind shear bolts and other anti-tampering devices is to ensure that the consumer is unable to modify parts of the motorcycle such as the exhaust system.

While many activists in the U.S. have heard about harmonization of standards, there still seems to be quite a bit of confusion as to what it really means. For instance, some people are asking if it means we'll all be riding homogenized motorcycles in the future, wherein one manufacturer's product will look, sound and perform very much like the others. Or, does harmonization mean that riders will have to pay substantially more for a new bike regardless of who they buy it from? Where do the original equipment manufacturers (OEMs) stand, and how does standardization of motorcycle manufacturing fit into overall global economics?

Perhaps the best place to start when trying to understand all of this is with the manufacturers themselves. In April of 1997, the first international motorcyclists' rights convention was held in Luxembourg. One of the featured speakers at the convention was Mr. Tim Hoelter, a Harley-Davidson vice president who also serves as the president of the International Motorcycle Manufacturers Association. During his presentation, Mr. Hoelter made it clear that Harley-Davidson feels harmonization of standards is coming whether motorcyclists want it or not, and that Harley-Davidson is preparing for that eventuality. Other major OEMs including Honda, BMW, Yamaha, Suzuki and Kawasaki apparently share this sentiment. While it can be argued that harmonization of standards offers both pros and cons for large manufacturers, the OEMs feel that -if given enough time - they can comply with global standards while substantially improving their bottom line. In order to

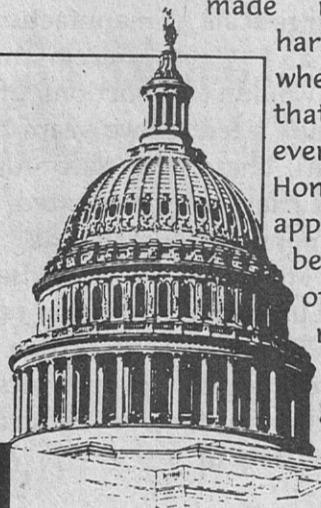
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see why, we need to look at what standardization means in terms of actually building and selling motorcycles.

Currently, all of the OEMs have multiple assembly lines. Those different lines build bikes for the American market (meeting American standards), for the European market (meeting European standards), and so on. Through standardization, the OEMs would realize major savings in manufacturing costs by utilizing one assembly line setup versus two, three or more. Every bike rolling off an assembly line could then be sold anywhere in the world as opposed to only being acceptable in a limited marketplace. Even more importantly, because all models coming off the line would be built to global standards, manufacturers would only have to go through the 'type approval procedure' once, as opposed to the multiple approvals currently required for each model a manufacturer builds. By building to a global standard manufacturers would significantly reduce the amount of testing they'd have to go through to gain approvals, and the amount of red tape they'd have to deal with in order to sell their product in a particular market. This would represent a vast saving for the large-scale manufacturer.

Those increased profit margins wouldn't necessarily apply in equal measure to medium sized manufacturers such as Triumph and Ducati. These OEMs would benefit in the same way as their larger competitors, although not at the same monetary levels. Remarking on this point, Simon Milward, General Secretary of the Federation of European Motorcyclists Associations (FEMA) stated, "The cost benefits of a single, worldwide standard means more to the large manufacturer than the small simply because the big guys control the majority of

the market. But generally speaking, manufacturers want global harmonization."

There is a potential downside for manufacturers. Initially, the OEMs may have to go through some retooling of manufacturing assembly lines and training of employees in new manufacturing processes. Additionally, an OEM's lack of expertise in meeting noise and exhaust emission regulations may require some companies to invest significant resources into redesign of fuel, engine and exhaust components. However, those factors may be fairly easy for some OEMs to deal with. According to Erwin Renette, President of FEMA, "If the worldwide standard is an existing standard, such as the one currently endorsed by the European Union, then those changes will be easier to execute. One standard does not

"In many cases the most stringent requirement being employed at the time a global standard is under consideration is the one eventually adopted into the standard. In other words, if the European Union has adopted the most stringent noise emission level in the world, it is likely that those levels would be imposed on motorcycles sold in the United States, Asia and Australia. "

mean by default that all production needs to be altered, and obviously, all motorcycle manufacturers will lobby hard to get a favorable standard."

Still, it is likely that OEMs would have to meet at least some requirements that are difficult to achieve given their present method of manufacture. This means that as a group, manufacturers would want a 'grace period', wherein they would be required to meet certain portions of the standard by a fixed date - say in two years time - and be in complete compliance by a date further down the road. Allowing such graduated compliance is commonplace in most standards.

Likewise, California has much stricter exhaust emission requirements on motorcycles sold in that state than does any other state in America. The proponents of those requirements (the California Air Resources Board, or CARB) are now pushing for

(Continued on page 45)

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further restriction of allowable exhaust emissions which could make the California regulation one of the most stringent in the world. Does this mean that under standardization everyone in the world wanting to purchase a new motorcycle would have to buy a bike that meets the California exhaust requirements? Quite possibly, it does.

If many of the arguments in favor of global harmonization of motorcycle manufacturing standards sound familiar, keep in mind that these are the same points being made regarding the manufacture of everything from automobiles to appliances. Manufacturers of all sorts of products, as well as governmental entities, see harmonization of manufacturing standards as a wonderful thing. A recent press release from the American Motorcyclist Association (AMA) explains, "The driving force behind the harmonization of vehicle standards is to eliminate regulatory barriers to free trade. Government and industry leaders are positively giddy over the idea of building products to one standard and selling those products worldwide." This all sounds very nice and cozy for some, but where does it leave the consumer?

Let's start by answering some questions about the bikes themselves. Will they all look, sound and perform pretty much the same? The answer to this question is, not necessarily. Robert Rasor, Vice President of Government Relations for the AMA says, "I don't think this will mean that we will all be buying basically the same machine. I think it will place greater demands on OEM engineers and perhaps the technology will evolve along similar lines, but that doesn't necessarily translate into 'look alike' motorcycles that perform the same. A global standard will challenge both cosmetic and engine designers to establish individual corporate identities. I believe there will be clear distinctions among OEMs as well as products. You only have to look at recent changes in the BMW product line to see this."

Speaking strictly of noise emissions, however, if all manufacturers are required to adhere to a certain decibel level then all motorcycles rolling off

the line will sound very much alike, which is to say they'll make almost no noise when idling and very little when running. More importantly, reducing noise - not only at the tailpipe but also coming from the engine itself - could mean a reduction in engine power for some models. Technological advances may overcome those power losses, but at what cost? Simon Milward took this view of things, saying, "I think it is actually the 'type' of machine that will be limited. The death of air-cooled motorcycles remains possible depending on how far manufacturers have to go to achieve certain noise levels. From an exhaust emissions standpoint, all future motorcycles could well be fuel-injected with three way catalytic converters and anti-tampering measures."

Now let's look at potential price increases for consumers. Remember that in order to maintain engine power while manufacturing to tight noise and exhaust emission regulations, OEMs will need to go through research and development. For OEMs to meet the requirements of the standard, varying degrees of redesign of engine components, retooling of assembly lines and training of employees must take place. In some cases, redesign will also result in a higher overall cost of the components required to manufacture the motorcycle. All of these increased expenses on the part of the OEM will be passed along to the consumer. In an ideal world, we as consumers would like to think that as an OEM's production costs went down those savings would be passed along to us. Realistically, OEMs tend to think of this in terms of future price increases being less severe than they have been in the past. The bottom line is motorcycles manufactured under a global standard will almost certainly carry a higher sticker price.

Now let's assume for a moment that you've just bought a brand new 2008 model. Because of harmonization of standards, your bike comes fitted with catalytic converters and emits no more than eighty decibels of noise. To what extent can you customize it? Can you change over to a different

(Continued on page 47)

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(Continued from page 45)

exhaust system? Can you make mechanical changes to the fuel system, or to the engine itself?

The answer to these questions will ultimately depend on the type of anti-tampering measures required by the standard and on local regulations. At present this is a gray area, meaning no one knows exactly what to expect. It is possible that the amount of customizing a consumer could do would fall under the control of local authorities, meaning riders may be able to customize certain portions of their bikes. Under this scenario, Americans may be able to make some modifications that Europeans could not, and vice versa. Robert Rasor stated, "Maintaining consumer mechanics by influencing anti-tampering proposals should be of concern to all riders. So far these measures have not grossly affected the design of medium and large displacement motorcycles, but we should watch for proposals that will effect exhaust gas and noise emissions. These are coming."

Depending on the amount of anti-tampering measures included in the standard, the cost of replacement parts and maintenance could go up substantially. If riders are required to have a motorcycle shop perform maintenance because anti-tampering measures keep them from doing the job themselves, they would then be stuck paying shop rates and may be forced to buy OEM parts. That is not to say that the OEMs favor anti-tampering devices in general. In fact, manufacturers are hoping the United States government will not buy into some of the more restrictive measures being considered in Europe.

How anti-tampering measures are implemented into a global standard and how individual governments enforce those measures could have an adverse affect on after-market suppliers. Many Europeans already face the prospect of not being able to modify their bikes, or to use any

component (tires, carburetor, exhaust, etc.) other than those which came as original manufacturer's equipment. It is possible that local regulations could be placed on consumers to ensure that the motorcycles operating on the road remain as manufactured.

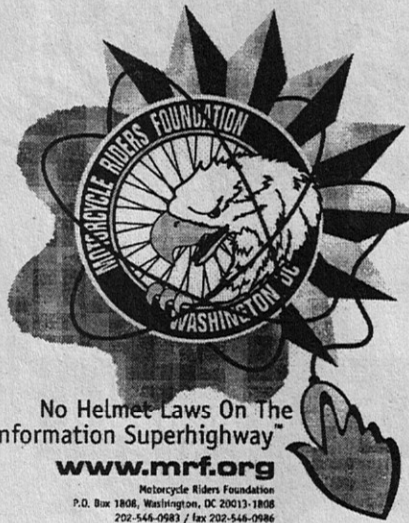
Through organizations such as the MRF, the AMA and FEMA, motorcyclists can and do have a voice in all of this. Keep in mind, however, that other groups are working to influence the process as well, including safety agencies and environmental organizations not supportive of motorcyclists' issues. Those who believe government should do more to protect people from themselves through mandated safety laws - and those who believe stringent environmental regulations for motorcycles must be enacted - are looking at harmonization as a way to bring more restrictive laws to the United States. They are looking at issues such as leg protectors and airbags for motorcycles, and ridiculously low noise emission levels. Dr. Ricardo Martinez of the National Highway Traffic Safety

Administration (NHTSA) has stated, "The opportunity here is to improve safety by finding the best practices (among nations) and speeding them to the American public."

Global harmonization of motorcycle manufacturing standards is coming. Our job is to make sure the interests of motorcyclists are taken into consideration, and to protect motorcycling from overly restrictive regulations.

Good papers to read on this subject: "From Europe to the United States" by Simon Milward, FEMA; "Local to Global: Our Government Relations Future" by Ed Youngblood, AMA (both of these papers appear in the "MRF White Papers, Volume 5"). I'd also like to thank Steve Zimmer (MRF), Rob Rasor (AMA) and Erwin Renette (FEMA) for their input and assistance.

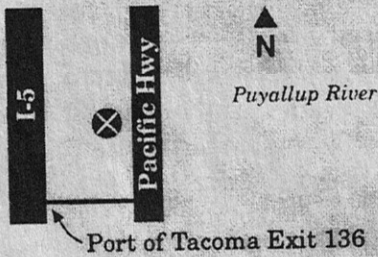
Mark Buckner



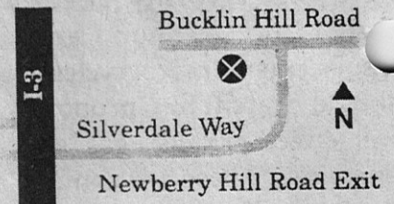
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COMPILED AND EDITED BY BILL BISH, NCOM

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VIRGINIA CIRCUIT COURT DECLARES HELMET LAW UNCONSTITUTIONAL! After months of police harassment, on January 21, 1999, bikers finally won a major court decision in Virginia! What started out as simple helmet tickets winds up getting the Virginia helmet law declared unconstitutional by the Rockingham County Circuit Court (Superior Court in many States) on the basis that the statute is void for vagueness.

In the Spring of '98 officers of the Harrisonburg Police Department began a series of "ticket and confiscate" against anyone found wearing what they felt was an illegal ("beanie") helmet.

Motorcyclists were stopped not for traffic violations but for wearing what looked like the helmets the officers saw in the NHTSA training film "FAKE HELMETS" (this film was produced with the help of the Maryland State Police and your tax dollars), and riders would be issued helmet citations and the police would confiscate their helmets.

As soon as my law office was contacted about this practice, I (Virginia A.I.M. attorney Tom McGrath) wrote the Chief of Police and the City Attorney protesting the confiscations of so-called "unapproved" helmets and it was stopped — I also filed a Virginia Freedom of Information Act request, and that's when I found out that the police training had consisted of watching the NHTSA video and reading the NHTSA safe helmet brochure. Eventually, I would represent several of the motorcyclists involved and all of the cases were

dismissed. However there was one biker, Francis Michael Collins ("Tweeter"), who had already been found guilty so I had him appeal to the Circuit Court. Once in the Circuit Court, a Motion to Dismiss was filed along with a Memorandum arguing that our statute is unconstitutional because the average citizen is not told what the standard is for a helmet in Virginia - our state statute requires that a helmet meet D.O.T., ANSI or Snell standards.

The Court without an opinion granted my motion and dismissed the case on the basis that the statute as written is unconstitutional. What this decision means is that in Rockingham County the law is unconstitutional. This decision, while not controlling in other jurisdictions, is something which gives us a big leg up. Next year they, the safety nuts, will have to try getting a new statute passed, and I think that's when we will have the best chance of defeating the helmet law altogether. Remember that this is an election year, and this is when all bikers need to get out and work for the candidates who will vote against any new bill. That way, if we have the votes in the House or Senate, we can defeat any amendment or new helmet legislation.

I'll keep doing my part around the State, and I expect to get more courts on line. So, now I've gotten the decision we've all been waiting for, and the safety nuts will now have to get a new law enacted, so get out there and get active!

As usual, this A.I.M. attorney handled all these cases on a pro bono (FREE) basis including the court reporter fees and travel expenses. That's just one of the ways that I and other Aid to Injured Motorcyclists attorneys throughout the country give back to the motorcycling community that supports us. Tom McGrath, Virginia A.I.M. Attorney

(Continued from page 49)

PENNSYLVANIA REINTRODUCES HELMET REPEAL LEGISLATION Regrouping from a disappointing governor's veto of their helmet repeal bill, Pennsylvania bikers have rejuvenated their efforts to ride free and have introduced companion bills in the House and Senate. Both bills have reportedly been reviewed by the governor's staff and meet with Governor Tom Ridge's approval. Ridge vetoed S.B. 279 last December because he disagreed with repealing the state's eye protection law, which was inadvertently included in the legislation. Ridge openly pledged his support of freedom of choice for adult motorcyclists, however, and according to Charlie Umbenhauer, Legislative Coordinator for ABATE of Pennsylvania, "This legislation appears to be on the fast track."

Indeed, HB 568, introduced again this session by Representative Teresa Forcier, already has 73 co-sponsors. Senator Clarence Bell's bill, SB 241, was introduced and referred to the Senate Transportation Committee on February 1, 1999, and currently has 18 co-sponsors.

Also important to note, Senator Roger Madigan is now chairman of the Senate Transportation Committee and is also a co-sponsor of SB 241. In the past, Senator Doyle Corman chaired the committee and opposed any efforts to reform the helmet law.

Good luck to ABATE of Pennsylvania, the Pennsylvania Coalition of Motorcyclists and all riders' rights activists in the Keystone State in their quest for freedom of the road. National Coalition of Motorcyclists (NCOM)

LOUISIANA OPENS HOV LANES ON GNO BRIDGE TO MOTORCYCLES Thanks to the work of an ABATE of Louisiana member, Ken Behr, the Louisiana Department of Transportation, Crescent City Connection, has revised its administrative rule and will now allow motorcycles the use of the High Occupancy Vehicle (HOV) lanes on GNO Bridge. Behr advised Executive Director Alan LeVasseur in a letter that President Clinton signed TEA-21 into

law last year, which in part gives motorcycles access to all federally funded roads. "Reversing the administrative decision regarding the HOV lanes promptly is not only federal law, it is fair," said Behr, who concluded, "I hope that this is the beginning of a framework of communications between the Crescent City Connection and motorcyclists." ABATE of Louisiana

SUPREME COURT RULES IN FAVOR OF PRIVACY A debate that was raging in the U.S. Supreme Court has ended in favor of privacy. The High Court has decided to rule against giving police blanket authority to search people and their cars without consent after ticketing them for routine violations. "It does seem an enormous amount of authority to put into the hands of the police," Justice Ruth Bader Ginsburg said. "We do have constitutional checks because we're not always sure that the police will exercise good judgment."

The debate began when Patrick Knowles took his case to trial arguing that his rights were



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violated after he had been stopped for speeding in Newton, Iowa on March 6, 1996. After receiving a speeding ticket, the office searched Knowles and his car's passenger compartment and found marijuana. Knowles argued that his Fourth Amendment rights against unreasonable searches were violated by the search.

Knowles was sentenced to 90 days in jail after Iowa courts allowed the marijuana to be used as evidence against him. The Supreme Court ruled in 1973 that people can be searched by the police after being arrested. It was citing a need to preserve evidence and disarm suspects. But Supreme Court Judge Rehnquist wrote that those needs are not as great when someone is being given a simple traffic citation. Associated Press (AP)

NEW YORK CLEANING CREW TRASHES NEW LAWS

While tidying up in a state office building recently, a cleaning crew did what many New Yorkers wish they could do with new state laws -- they threw them away! The stack of 23 laws, which had previously been passed by local governments across the state, were mistakenly pitched by maintenance workers cleaning in a Department of State office in Albany. A department spokesman says the laws were left on a filing desk in the office and were evidently mistaken for wastepaper. AP

GLOBALIZATION The biggest threat facing us today is not necessarily from our Government. It may very well be the **EUROPEAN THREAT**. The strictest standards will become the world standards.

Developing a new bike is very expensive; having to research all the different versions is even more expensive. At present they have to produce many different versions of the same bike to comply with the different national laws. The industry wants a **GLOBAL STANDARD**, so that they only have to produce one version, thereby lowering production costs. There are 300,000 new bikes sold in the USA each year, and 1,000,000 new bikes sold in Europe. Which standard do you think will apply?

For those who think that State Rights

Organizations only fight helmet laws, think again. The proposed construction standards ban: air-cooled engines, open chain drives, 2-strokes, and tuning & customizing. They reduce power, and increase fuel consumption by catalyzers. Medium/long term threats in Europe include the following:
 Vintage/classics banished to museums;
 Constructions standards mandated;
 Armored, high visibility clothing;
 Open face helmets banned;
 Bike bans on certain roads, in certain areas or when pollution levels rise;
 Massive road tax increases;
 Multi-stage licensing to ride a motorcycle.
 Yes, and research continues, even today, on leg protectors and air bags.

We need to begin preparing for this upcoming battle NOW! Don't wait. Be prepared. The bike you save may be your own. Rhode Island Motorcycle Association (RIMA)

FEMA CITES ACCOMPLISHMENTS After reading the article above regarding European motorcycling threats, it's important to take note of all the good work that has been accomplished by the Federation of European Motorcyclists (FEMA) since its inception about a year ago. Following is their list of achievements for 1998, which gives American bikers further insight into what may soon be crossing the Big Pond and coming to a neighborhood near you:

Won campaign aim of equality of treatment with car driving consumers in the Directive on the Legal Protection of Designs (price and choice of spare/repair parts.)

withdrawal of European Parliament call for mandatory daytime headlights for all cars and motorcycles.

Proposals to exclude motorcycles (and three wheelers and historic vehicles) from the End of Life (car recycling) Directive.

Participation in the formation of the European Parallel Import Coalition (EPIC) in favor of lower prices for consumers.

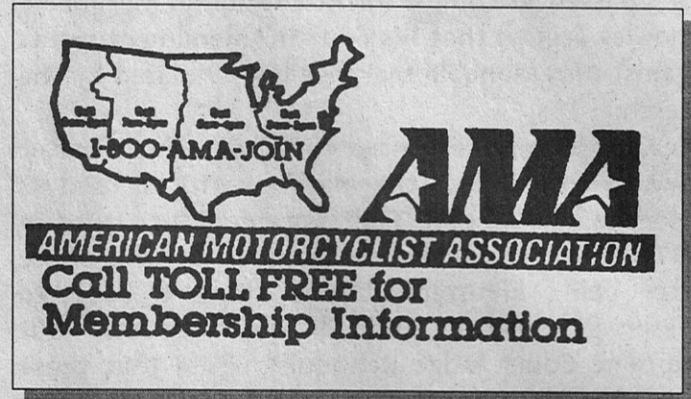
(Continued on page 52)

GIG HARBOR CHAPTER REPORT BY HANDEYMAN

January produced another successful Board of Directors meeting (we had a quorum). That's two in a row! What's the record?

I wish to comment on a difference of opinion that was expressed at that Board meeting. One side said that it's the people that are involved that make ABATE what it is. The other side said it's the number of people that make it possible because of their financial support. I believe that ABATE's success is a combination of those two factors. It's like a balloon. All of the air available is useless unless there is considerable effort made to apply it in the proper direction and to tie up any loose ends.

For whatever reason a person has to join ABATE, that is their choice. I know that there are many who bask in the glory of the effort of others, and brag of the strength of numbers. There are those who have done so much for the organization but somehow lost their perspective and want recognition for their effort. There are those who whole-heartedly give whatever it takes, without even expecting a thank you. There are those who will continue our work after we are gone, and they will be the same types of people that made and make up ABATE yesterday and



today. There will always be leaders, followers, has-beens and wanna-bes.

There is a place for everyone in this organization. I personally choose to be active at chapter level. My effort has been rewarded by the confidence of the chapter. Whatever you have done for your chapter, or for ABATE, your effort is appreciated. If you're in it just for the ride, we'll ride together. If your recognition or reward has not met your expectations, you haven't given whole-heartedly.

Ride Straight, Handyman, No 15004
Chapter Coordinator

(Continued from page 51)

Development of FEMA's work in relevant United Nations working parties concerning motorcycle construction standards in liaison with other rider groups around the world. Received positive response from UN concerning motorcycle license plate problem in Bosnia & Herzegovina.

100 bhp limit. Commissioner Martin Bangemann refuses to remove possibility for national 100bhp limits from EU Directive, even in light of a study which did not support his view. Bangemann is unlikely to remain as Commissioner next year.

With other organizations, achieved final victory against Danish motorcycle trailer ban.

Global promotion of new non-slip road repair

material for use instead of slippery bitumen.

Proposals by European Parliament to reduce diesel spillage in two Directives for commercial vehicles: construction of fuel tanks and random roadworthiness checks.

Secured Commission support for a study on rider-friendly crash barriers to be carried out in 1999.

Presentation of European Commission-funded report "Rider Training in Europe, the Views and Needs of the Rider".

THOUGHT FOR THE DAY: "The men of the future will yet fight their way to many a liberty that we do not even miss." Max Stirner, 1845

AND THAT'S ALL THE NEWS THAT FITS!

CHAPLAIN'S CORNER BY REV. RANGER RIC

THE FAREWELL SYMPHONY

The young musicians hired to play for the Duke of Austria's summer festivities were ready to go home. Summer was over and they were tired, but the Duke kept them there.

The brilliant classical composer Franz Joseph Haydn was sympathetic and offered to help them. So he composed a unique symphony that began with full orchestra. As the symphony progressed, fewer instruments were included in the score. One by one, as their parts were finished, the musicians took their instruments and walked off the stage.

By the end of the composition, only two musicians remained--the first and second violinists playing a beautiful duet. The Duke got the point. Shortly afterward, he sent the grateful musicians home. To this day Haydn's Symphony No. 45 is known as "The Farewell Symphony."

God's people are part of another farewell symphony. One by one, God is calling His people home when their part is completed.

Philippians 1:19-26

19: For I know that this shall turn to my salvation through your prayer, and the supply of the Spirit of Jesus Christ, 20: According to my earnest expectation and my hope, that in nothing I shall be ashamed, but that with all boldness, as always, so now also Christ shall be magnified in my body, whether it be by life, or by death. 21: For to me to live is Christ, and to die is gain. 22: But if I live in the flesh, this is the fruit of my labour: yet what I shall choose I wot not. 23: For I am in a strait betwixt two, having a desire to depart, and to be with Christ; which is far better: 24: Nevertheless to abide in the flesh is more needful for you. 25: And having this confidence, I know that I shall abide and continue with you all for your furtherance and joy of faith; 26: That your rejoicing may be more abundant in Jesus Christ for me by my coming to you again.

We've all known servants of God who have left

the stage of this life. They're in a better place. And one day, perhaps soon, the trumpet of God will sound for all who believe on Him. What a day of rejoicing that will be!

We grieve the death of those we love,
We miss their company;
But if they knew and loved the Lord,
Someday with them we'll be.

--Sper

(Excerpt from "Our Daily Bread" August 15, 1996)
2 Corinthians 5:6-8

6: Therefore we are always confident, knowing that, whilst we are at home in the body, we are absent from the Lord: 7: (For we walk by faith, not by sight:) 8: We are confident, I say, and willing rather to be absent from the body, and to be present with the Lord

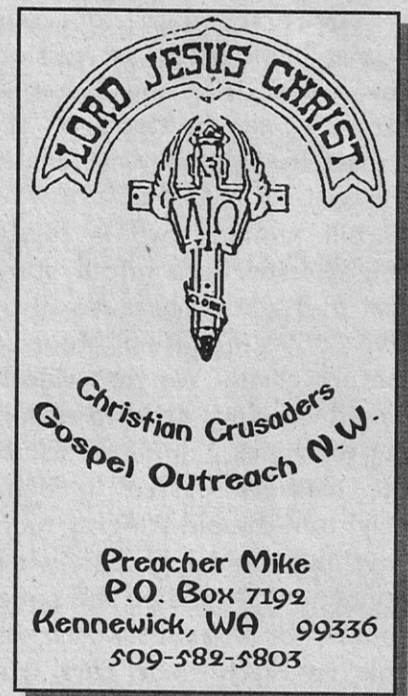
At death, God's people don't say "goodbye" but "We'll see you later."

This last sentence sums it up, If you know Jesus Christ as your personal Saviour then Goodbye is never forever.

In Memory of
Sidecar Lloyd God
Bless you, Share
Bear, we're praying
for you!

Because of
God's Grace
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Asst. St. Chaplain
No 12589
Eph 1:16

Preacher Mike
No 11129
Romans 14:7-9



FROM THE GUNNY'S SACK

BY GUNNY, OREGON AIM CHIEF OF STAFF

THE AIM/NCOM NEWS SERVICE is brought to you by Aid to Injured Motorcyclists and the National Coalition of Motorcyclists, and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at (800) ON-A-BIKE.

1999 has started with a BANG. Many of the legislatures around the country that convene only every other year are now in session, including ours here in Oregon.

As is becoming the norm, all the different groups think their agenda is the most important and should receive the first consideration. Wrong! The way it really works is the fastest with the mostest.

In Oregon we have two bills so far and we PRE-filed them. That gives us a small head start and that's the key. This year there are more pre-filings than ever. The earlier filings get early consideration.

The first bill is, of course, our continuing helmet law battle. Last session we made it to the governor's desk and he in his infinite wisdom vetoed us. Maybe this year we will have enough of a majority that the veto can be overridden. That's the goal.

Bill number two is repeal of the handlebar height restrictions in our state. I think we have a real shot at that because all that law really does is give police another tool for harassment of motorcyclists. We that ride know that handlebar height has very little to do with proper control of our machines. I don't see too big a problem getting the measure passed in light of the handlebar height on the old stingray bicycles. No one thought anything about high bars when on a pedal bike. In my mind it should be the same on a motorcycle. Of course, for what it's worth, a person should be able to reach their bars from a relaxed sitting

position on the scooter.

Here in Oregon our first BIKER DAY of the year was more successful than I expected, given the sloppy weather. We had about 20 bikes and about sixty people show up. All in all it was a good day for us but we need MUCH more support on the rest of our planned biker days or we may not get far with our proposed law changes. Biker Days are organized by BikePAC, to get our people out to their reps, to talk to 'em right in their faces. Calmly, pleasantly, politely, and persuasively. If you can make it, give me a call (503-362-3767) or an e-mail to AIMGunny@aol.com, and I'll get you the details.

Our elected officials look at the support they see in the galleries of the capitol building and many times vote accordingly. Fewer visible supporters get fewer votes. Sixty or so motorcyclists in leather showing up at these events doesn't say as much about how valid our concerns are, when there are well over a HUNDRED and SIXTY-THOUSAND registered bikers in this state!

Oregon riders if you want the laws changed to better serve our needs YOU are going to have to get off your tush and help us just a little bit. I would think your personal freedom would be worth at least one day off work to get to the capitol and show your support in this battle. That's enough of me. Now we will get on to other news:

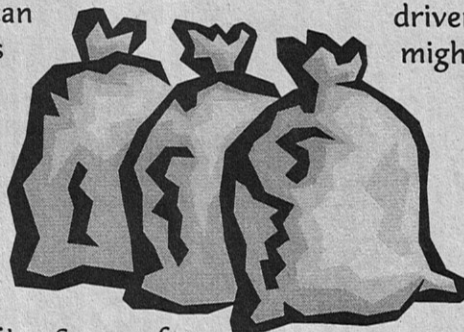
NEWS BITS'N PIECES: FLORIDA: Evel Knievel, the well-known stunt rider, got his liver transplant recently at a hospital here. Apparently he's doing well and I'm sure he's pleased about that. The man hurt himself in his stunt career far too often for me to try it. Wow! More than 34 broken bones from motorcycle crashes during his stunt life. HARD way to make a living.

PHOENIX, AZ: It appears the American heavy motorcycle industry is something like 40,000 bikes short of national needs each year, so competitive bike manufacturers are happily licking their chops anticipating greater sales than ever before. They intend to fill that gap in available machines at attractive prices and proven reliability. Some of these heavy V-twin bikes can cost upwards of \$30,000.00. And yet the general public thinks of bikers as people of little worth and n'er-do-wells with a death-wish. That condition has been with me most of the fifty years I've been riding. Amazingly enough, I'm still around.

INDIA: Motorcycle sales here have for the first time in history overtaken the sales of motor scooters. Motorcycle sales stood at 870,000 units while scooter sales were ten percent less at 792,000 units. Moped sales were at a low of 517,000 units this during the time period of April through November 1998.

WASHINGTON STATE: Picked up on <mclaws@UserHome.com> was this item of interest to bikers of all persuasions. Apparently there is a biker somewhere in WASHINGTON going to truck driving school who happens to be a member of ABATE. He asked his instructor if there was any class time set aside for motorcycle awareness instruction. The reply, in so many words, was that it wasn't necessary. His opinion was expressed as: Any dumb biker should have enough sense to look out for trucks and he wasn't concerned about a bunch of damn bikers and their brain bucket issues. Cheryl Adams from Washington ABATE is concerned about it and asked for advice as to how to handle this serious problem.

A safety director from a large trucking company in Arkansas responded, saying that the State Motor Carrier Assn. in Washington should be notified and the driving school identified and it would get immediate attention. He also said that this sort of an instructor should NOT be teaching



drivers anything. What else wrong might he be telling young new drivers?

SAM'S TIP'O THE MONTH: Sam Hochberg spent a real tough week in late January at the AIM Attorney Conference, this year in Jamaica. About 30 of these guys got together, and actually spent a lot of time talking about how to better protect our rights in two major areas -- in injury claims against rotten drivers and insurance companies, and against big government intrusions -- both in terms of helmet laws and other regulations, and about civil rights issues, too. Sam got to give a talk, to share our own experiences in Portland with our recent victory against the Police's "Criminal Gang" designation law, as discussed in previous editions of this here Gunny's Sack. I DID get it out of Sam that these guys spent just a little time enjoying themselves, too -- but I can't print any details. Sam, of course, is our Oregon AIM (Aid to Injured Motorcyclists) Attorney, and you can always catch him at his computer at Sambikelaw@aol.com -- although he didn't take his laptop to Jamaica. Office number for legal info is 503-224-1106, or 1-800-347-1106. Sam's tip THIS month: Stay away from that overproof rum, and don't buy no ganja, mon, you go to jail.

GUNNY AGAIN: The AIM attorney in your state is as close as your telephone and it's toll free. The way it works is that you call the national number: 800-531-2424. All AIM attorneys will talk to you free of charge. They ride, they handle bike wrecks (or any other personal injury accidents), and most will talk to you free about civil rights matters, too. We now have AIM criminal attorneys (Aid to INCARCERATED Motorcyclists) in most areas as well. It doesn't cost a cent to get good legal advice and AIM guys really care about your welfare. That's my message -- and the other message is: Keep the round side on the bottom.

Gunny, Oregon AIM Chief of Staff

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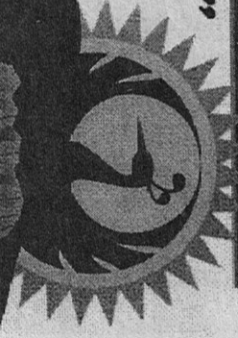
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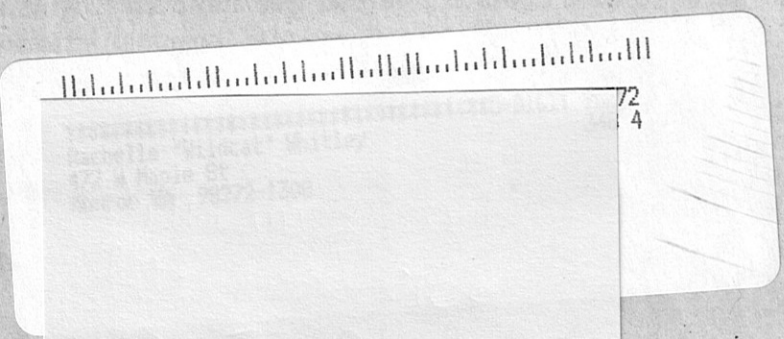
- GOVERNMENT - New Mexico State Representative Rick Mera ♦ MEDIA - Rip, Easyriders Magazine
- LEGAL - Joe Eggleston, California/Arizona A I M Attorney ♦ MEDICAL - Dr. Gene Shuler, MD
- ART - Guggenheim Museum ♦ RON ROLLOFF LIFETIME ACHIEVEMENT AWARD - Swede Matzek, Washington
- Freedom Fighter & Richard Lester, Founder AIM & NCOM ♦ Other Award Winners To Be Announced

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