



Greetings My Fellow WaCos!!

Man oh man... has it ever been so hard to sit in front of the computer screen and work on The Greasy Rag! With the gorgeous weather, and summer here in the PNW in full swing I just haven't found the time nor the motivation to get this edition out the door. But, alas, I owe it to you WaCos to dig in my heels and get 'er done.

I have every weekend of this summer booked with something exciting. It started out with a bang at Fossil and will close with a colossal finale at Street Vibrations in Reno, NV the end of September. In between those bookend dates are a handful of local rallies that are always a hoot. I've attended the Gray's Harbor ABATE chapter's rally they call the "Flat Mattress Campout" up in Montesano, WA. This small chapter of only 44 members really knows how to throw a party. And, to boot, their campout is a fundraiser not only for their chapter but also to help find a cure for Cystic Fibrosis. If you get a chance, go see these fine folks in Gray's Harbor WA. Coming up soon is the CowChip Boogie held by Cowlitz County ABATE in Washington. A 21 and over rally that is always a run to remember. Don't miss it. And of course, there is Beaver Creek held by Lincoln County ABATE here in Oregon and not to be out done...End of Summer run; which, should be on your list already. It's sure to be the best one yet. Our second year at the new venue is going to be something you don't want to miss. Your run committee has been planning this event since the last one ended and you won't want to be the ol' fuddy-duddy that didn't show up and has to hear all the great stories from the people that did attend.

In this issue of 'The Greasy Rag': Look for the "Important Dates" tear out to hang on your fridge, filing cabinet or toolbox. Also, I've included an essay I wrote for a class I took at the local community college arguing for the repeal of the helmet law here in Oregon. And, you'll find an article written by Eddie Little. It was submitted by WaCo member and officer, Gordon Sahnaw. He says a buddy of his who is a fairly new rider wrote this piece to share his experiences after having gone on one of his first rides. Enjoy!

The last thing I want to mention here is... we miss you. If you are a current member please come out to a meeting and say HI! If you are an expired member...come out and say HI anyway (and renew). Our meetings are held the 2nd and 4th Monday at the Prime Time Sports Bar & Restaurant - 4202 Pacific Ave, Forest Grove. If you can't make a meeting and would like to renew, call our Membership Secretary, Stephanie Barnes @ 503.442.6819.

GOAT

Don't Tread on Me

by Goat

You no longer have the right to an abortion! You no longer have the right to own a gun! You no longer have a right to consume alcohol! You no longer have the right to participate in any activity that is deemed risky, unsafe, or dangerous by the government, or by the majority vote of the people. Those are some pretty strong and personal statements, right? How does this make you feel; the thought of your personal freedoms and choices being stripped from your hands in the name of safety and for the good of "the people"? I don't like it much and it defies the very principle of the American spirit. But, this is exactly what is happening right here in the ol' US of A.

While abortion is now legal, and so is the consumption of alcohol by adults, there was a time when these were not legal activities. These personal freedoms had to be fought for by the people. There is still one personal freedom that is illegal in about 20 states: riding a motorcycle without a helmet. I am an avid member of the motorcycling community, and I have been for over 10 years. Here in Oregon, and various other states, we are forced by our local governments to wear a safety helmet while commuting on our motorcycles. I cannot deny the fact that in the event of a collision I am less likely to sustain a serious head injury if I am wearing a helmet; shouldn't this be my own personal choice to make? It is my head, my risk and should be my choice.

In my experience, when talking to members of the non-riding public, the majority believe that it is not just my head at risk; they will tell you that if the helmet law is repealed their personal insurance premiums will go up. There is no solid data for or against this being a possibility. Of course I cannot say that it will not happen, but if it were to happen it wouldn't be because of an un-helmeted motorcycling population. Insurance premiums very well may rise in the event of helmet law repeal, but this would occur because of the insurance company's greed; we would only be providing them an excuse. Insurance rates certainly did not go down when the mandatory helmet law was enacted; why would they rise if the law was repealed?

Many folks also believe that if the helmet law were to be repealed here in Oregon that the very next day not a single biker will sport a helmet. This is simply not true. If we look at other states that already have repealed their mandatory helmet law you will see there is more than 50% of the motorcyclists that still choose to wear their helmets (CDC "Motorcycle Safety..." 13). That is by choice. Those folks are exercising their freedom of choice to reduce their personal risk while commuting by motorcycle. We also see from this data that there is virtually no difference in helmet use between states that have no helmet laws in place versus states that have a provisional helmet law. Provisional meaning riders of a certain age have freedom of choice while riders under the age of 21 or 19 are required to wear a helmet.

You have to ask yourself why the government restricts some personal freedoms in the name of safety yet allows other known dangerous activities to commence uninhibited. For comparison's sake I am going to pick on cigarette smokers. According to the Center for Disease Control an estimated 443,000 Americans die annually due to cigarette use (CDC "Smoking"). Not only do Americans knowingly kill themselves with their personal choice to smoke cigarettes, they also have a combined health care cost of approximately \$96 billion a year (CDC "Smoking"). Compare these data points to the same numbers for motorcyclists: roughly 4,800 deaths and \$12 billion of annual health care cost (NHTSA 1; TR Miller 355). These numbers are for all motorcycle collisions, nationwide, regardless of helmet laws or usage. In my eyes, smoking cigarettes is far more lethal and is a much larger burden to society than allowing me to ride my motorcycle helmetless.

Keep in mind, too, that statistics can be cleverly presented to persuade the target audience. Organizations such as the National Transportation Safety Administration (NHTSA) do vast studies on things such as traffic fatalities and motorcycle safety. They produce startling numbers

that statistically are correct but sometimes lack vital data that help the public digest their findings properly; data that can't be proven by numbers but only realized by human thought. When you stop and think about what the statistics DON'T tell you, it begins to weaken what they DO tell you. You also have to question their statistics when they contradict each other in the same study. For instance, when NHTSA tells you in one bullet-point that "An unhelmeted motorcyclist is 40 percent more likely to suffer a fatal head injury..", and then the very next bullet-point states "NHTSA estimates that motorcycle helmets reduce the likelihood of a crash fatality by 37 percent", it makes you question their validity (NHTSA 1). NHTSA, which one is it, 37% or 40%? Regardless of which is the proper percentage, is there any way for them to know without a doubt that a helmet would have saved the lives of those who did not choose to wear a helmet? So, what good is this data without further supporting data? I'll tell you what it's good for, scaring the all too trusting public to side with your point of view.

If you want to save motorcyclist's lives without stepping on personal freedoms the answer is not a mandatory helmet law; the answer is education, and not just for the riders, but for all users of public roadways. The majority of motorcycle involved accidents are single vehicle accidents or accidents that involved an automobile operator stating "I just didn't see him". Educating everyone to LOOK for motorcycles rather than just expecting they will see them if they are there. Education for motorcycle riders shouldn't stop at the licensing phase. Affordable and encouraged education should be provided for new riders and experienced riders alike. Between 2009 and 2010 there was a 10% decrease in motorcycle related fatalities (Larry). Jeff Hennie of the MRF (Motorcycle Rider's Foundation) claims that the recent decline in motorcycle related deaths is directly related to the \$25 million in federal education grants issued since 2006 for rider safety courses (Larry). While you can't blame this education for the entire drop in fatalities, you can't ignore it as a factor either.

No one can deny that riding a motorcycle is a risky mode of transportation; more dangerous than traveling by car or airplane, train or bicycle. Any argument you have that supports the mandatory use of helmets can also be applied to riding a motorcycle, period. It is dangerous. You could injure yourself. You could incur medical costs that go beyond your insurance coverage. You could die. Those same arguments apply to riding a motorcycle with or without a helmet. They also could apply to a number of other activities: Smoking cigarettes, drinking alcohol, owning firearms, having sex, riding a bicycle, skydiving, and mountain climbing. Heck, even picking mushrooms in the forest has a certain level of risk involved. How many of those people get lost and absorb ungodly amounts of our state tax dollars? Should we outlaw activities that involve personal risk for the sake of saving the individual from themselves? No. Personal freedom is just that, personal. Should statistics and dollars have more value than personal freedom? No. Our freedoms shouldn't carry a price tag. We know that riding a motorcycle is risky. We know that riding without a helmet is even that much more risky. What gives any government body the right to dictate what level of risk I put upon myself? I implore you to ask yourself that very question the next time you step to the polls to cast your vote; whether they are asking your opinion on the helmet law, or some other oppressive measure that limits someone's personal freedom. You never know, next time it may be your freedom they're trying to steal.

“Catching a yellow-jacket in your shirt at seventy miles per hour can double your vocabulary.”

~Author Unknown

Knees in the freeze

by Eddie Little

My girlfriend and I are now proud Harley owners at 45. The bike we decided on is a 2002 Dyna Wide Glide CVO. Not having been a rider, aside from the occasional dirt bike here and there, so begins the learning curve. We have had it about six months when I decided to take my first solo road trip...

The bike would not pose a reliability problem because we had the motor upgraded across the board. The 88 with 37k was elevated to a Screaming Eagle 95 involving all the peripherals. Mid range race cam, timing chain, oil pump boost, new heads with compression relief (10:1), and roller rockers. It's all Screaming Eagle.

Everyone said I was nuts... but what's wrong with that? My trip would be in early February, a pleasant ride from Portland Oregon, to Pleasanton California. About 700 miles or so. A week and a half stay over, then the trip back. New provision for the trip was a H-D heated jacket to go with the heated 'waterproof' gloves I owned.

Not having saddle bags was resolved by strapping a large soft shell H-D suit case to the rear seat aligned behind me nose to tail, and pretty much I was off. The set up was a bit rickety every time I went over a bump in the road it would shift forward and I would have to push it back. This resulted in gradually removing a layer skin from my back that I discovered when I arrived, but I was there. I should mention at this point that the weather was beautiful for the entire trip down. It was the day after my birthday (45) and I was feeling pretty good.

Being in my old stomping grounds with my new bike was awesome. For the first week the weather was in the 70's and riding was at a premium. That was not to be the case on the way home. By a margin of one day the weather had turned to rain everywhere, high winds, and snow in the Cascades...lots of snow, yikes! My first attempt to head back was thwarted by vicious winds and rain followed by a bad forecast for the mountains... lots of snow rather than it being mixed with rain. I turned back after reports of that, 100 miles in, and was damn near blown from the road in an instant. Some worry ensued about the bridge in Martinez I was going back over but the bike ran true.

My Uncle saw me off the next morning at 6:30. I said, 'knees in the breeze' and he replied 'knees in the freeze'... funny guy. I had similar conditions aside from the high winds. The rain did not meet me until Redding. The storm front was ominous stretching the span of the horizon East to West. At fuel stops along the way concerned people tried to warn me off. I got weather updates and kept moving. The first snow landed while I was ascending Black Butte. My gloves were getting saturated and my visor became hopelessly fogged. I'm maintaining the limit with my visor turned up. The windshield did very little to stop the wind from numbing my face, but I made it through. When the snow was behind me I pulled off to find a warm cup of coffee. People were surprised to see me pull in... still headed north. Weather reports of the storm were very bad for that evening.

Back on the road with my visor back down I'm half way in with Shasta behind me, I never saw it through the clouds and fog... There were high wind advisories from Weed through Yreka but the pavement had turned dry for a short while. The winds were troublesome but manageable. My ascent into Ashland met me with the second snowfall. It was a lot worst! The windshield turned white in an instant. The road was clear but everything else was white. I popped my head over the windshield to see and took sticky snow to the visor. I was able to clear the windshield with

my hand in large slabs that instantly bonded together on contact. Then my visor fogged... gloves were still wet. I learned upon my return that it is a good idea to take two pair, go figure. People on the road who have the H-D emblem on their vehicles were all about cheering me on all the way... as I passed. Not coincidence that I only saw one other bike on the road all day. After the snow and a cup of coffee I'm back on the road.

My next snag was at the head of Grants Pass 55 miles into Oregon. I pulled off and made the call to my girlfriend prematurely that the worst was behind me. When I retook the freeway there was a roadside trailer warning sign that said 'Snow and ice the next 20 miles'. A number of expletives ran through my head as I ran the pass with snow on the side of the road and pushed into the median for the next two hours. Luckily the road was clear and the sign was placed there for the impending evening. With the heat all the way up in the gloves and being lost to the saturation my hands were going numb.

Skip forward to Salem at 5:00 PM. Emergency vehicles had I-5 at a stand still apparently to move cones during rush hour for construction... during rush hour! Having an opportunity in stopped traffic I stood up to stretch 10 hours in. I unwittingly unplugged my heating connection. I had no idea what the actual temperature was but it plummeted sharply when traffic got moving again. Only an hour to go and I can not reconnect the wires with one hand while I'm riding with sopping wet gloves... stop and go!

Many thanks to the folks at Paradise H-D in Tigard Oregon for providing me with an immaculate machine, and a new pair of heated 'waterproof' gloves for the last half hour of my trip, and my woman for a warm home when I got there 12 hours later, it was appreciated!



LET THE PARTY BEGIN!!
 COLUMBIA COUNTY FAIRGROUNDS - ST. HELENS, OR
 INDOOR STAGE & ENTERTAINMENT
 WESTERN OREGON'S PREMIER MOTORCYCLE EVENT

Picture 

WASHINGTON COUNTY CHAPTER - ABATE OF OREGON PRESENTS
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 COLUMBIA COUNTY FAIRGROUNDS - ST. HELENS, OR

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For more info contact:
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 This event is sanctioned by A.B.A.T.E. of Oregon Inc. A.B.A.T.E. of Oregon, Inc. promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action. Proceeds from this event benefit 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.

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- 2011 -



**Poker Run
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July 30, 2011

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Need More Info?
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A.B.A.T.E. of Oregon, Inc. promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.
This event is sanctioned by A.B.A.T.E. of Oregon Inc.
Proceeds from this event benefit 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.

^^^ — cut here and hang on sumthin — ^^^



ABATE of Oregon, Inc.

Washington County Chapter

**Upcoming State &
Washington County
Events for 2011**

**May 7th
BikePAC of Oregon
May Awareness Rally
at the State Capital in Salem**

**May 27th - 30th
ABATE Fossil Campout**

**June 18th
WaCo Roll-N-Ride**

**July 30th
WaCo Mid-Summer Poker Run**

**July 31st
ABATE All Motorcycles
Mid-Summer Swap Meet &
Bike Show**

**September 16th - 18th
WaCo End of Summer Run
Columbia County Fair Complex
St Helens, OR**


**November 19th
WaCo Stan Johnston Memorial
Toy Run**

**For more information, visit:
<http://www.wacoabate.info>
or
<http://www.abateoforegon.net>**

We're on FaceBook!

Did you know that Washington County Chapter, ABATE of Oregon has a FaceBook.com profile? We do, and if you do also, we should be friends! It sure would be an easy way to get information out to our members. You wouldn't have to go searching for dates and updated info on chapter happenings. We could just make announcements that would appear on your profile newsfeed. You'd get an email alert from FaceBook that there has been a comment on your page or you would just see it next time you popped into your FaceBook account. Go on, check it out! Search for 'Washington County ABATE' the next time you are on. I can imagine quite a few of you don't already have a FaceBook profile set up. So, now is it a good time to join and create your own FaceBook page. It's pretty straight forward and is a great way to keep in touch with family, friends and ABATE!

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BBQ, 50/50 Drawing, Horseshoe tourney
For more Info—Wild Bill @ 503.577.7470

Have an idea for a newsletter article? What about some information you'd like to pass on to your fellow Washington County Chapter members? Perhaps just an announcement? Heck, even if you just want to call to tell me the newsletter stinks, I want to hear from you. Reach out and say howdy.

Goat - 503.502.4229
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2011 Notable Dates

BikePAC May Awareness	May 7 th
Spring Road Clean-Up	TBA
Fossil Campout	May 27 th - 30 th
Roll-n-Ride	June 18 th
Mid-Summer Poker Run	July 30 th
Swap Meet & Bike Show	July 31 st
End of Summer Run	September 16 th -18 th
WaCo Toy Run	November 19 th

If you need any information on these runs or others
feel free to contact your WaCo Run Coordinator
Ed Vaughn, at (503) 459-7912