

August 28, 1975

The Oregon chapter of ABATE has just been incorporated and a Board of Directors appointed. ABATE stands for A Brotherhood Against Totalitarian Enactments, dedicated to the freedom of the road. ABATE of Oregon is dedicated to educating the Oregon State Legislature on all forms of motorcycling so they have the proper facts with which to make the right laws regarding motorcycling in Oregon. Our main purpose is to act as a watch-dog legislative action group concerned with what we feel to be adverse motorcycle legislation, both existing and proposed. We propose education instead of legislation.

We are a non-profit organization and plan to raise funds by enlisting membership and sponsoring benefits. The use of this money will be directed to either hiring of a lobbyist or initiating legislation more favorable to our position. We project our membership to be in excess of 1,000 within one year.

Our first benefit is an anti-helmet rally at the Polk County Fairgrounds, Rickreall, Oregon, September 20-21. We have mailed flyers to every shop in the state, plus we have contacted all the clubs and loners we could. We'll also have media coverage. There will be food and beverages available and we'll have an ABATE membership booth set up. There will also be music and guest speakers from shops, safety instructors, government, and hopefully more.

We've applied for a post office box; until we receive one, our mailing address is: ABATE of Oregon, 2424 SW Jefferson Rd., Portland, Oregon, 97201, or call 1-503-223-0428.

We urge your support and membership in the Oregon chapter of ABATE in an endeavor to stop adverse motorcycle legislation. Please pass the word and encourage your friends to join. We also urge you to write to the Docket Section, National Highway Traffic Safety Adm., Room 5108, 400 Seventh St. SW, Washington D.C. 20590 concerning helmet legislation.

Sincerely,

Luke Metcalfe  
~~Pres. Brother Speed M/C~~  
Chairman, ABATE of Oregon

As most of you know, we incorporated our charter of ABATE on August 22, held our first meeting August 26 when we elected the present Board of Directors: Luke Metralfe, Chairman; Gene Wolford; Vic Saban, Tres.; Don Kelly; and Nancy Christopher, Secretary. Stated at that time was our intention to hold a general election in January, those offices to be held for a one-year duration. By necessity, these elections must be held at a meeting-this will be done Tuesday Jan. 6th 1976. The meeting will be held at 215 S.E. ASH Portland. We are also searching for people interested in acting as area representatives in other parts of the state-your help is needed to attain our goals.

ABATE of OREGON  
A Brotherhood Against Totalitarian Enactments

September 20-21 hundreds of motorcycle riders from all over the state will gather at the Elkhorn Recreation site.

The purpose of the gathering is to join together as a group so our voice means something and has the weight and strength of numbers. We want to be HEARD!

The people who make the laws are people who know nothing about motorcycles. We shall dedicate ourselves to educating the Oregon State Legislature on all aspects of motorcycling so they have the proper facts with which to make the right laws regarding motorcycling in Oregon. We intend to act as a legislative watch-dog group concerned with adverse motorcycle legislation both existing and proposed.

We want to know why the Department of Transportation finds it necessary to use blackmail tactics forcing states to enact mandatory helmet laws, thereby abdicating the powers of Congress to pass laws.

We agree with the 14th amendment which states " No state shall make or enforce any law which shall abridge the privileges or immunities of the Citizens of the United States ".

We do not believe in Government forced self-protection when it pertains to only an individuals' safety and his safety alone.

-LET THOSE WHO RIDE DECIDE-

Why are we FORCED to wear helmets (they are the actual cause of many deaths) while other citizens of the U.S.A. have been allowed to wear seat belts if they CHOOSE.

We would support a bill that would take the present mandatory helmet law and put it in its proper form as an optional law, thereby making it an individual choice as has been done with seat belts in cars.

We would propose proper education instead of legislation. Are you aware that 75% of all motorcycle accidents occur during a riders' first 90 days?; that 72% of all motorcycle-vehicle accidents are caused by the negligent operation of automobiles? We would suggest educating the young novice rider, educating the automobile drivers to motorcycle awareness and educating the law makers to the true facts.

We shall unite in a concentrated effort to obtain fair motorcycle legislation and shall move towards these goals in every legal and orderly manner available to us.

We shall exercise our rights as citizens-those of free speech and the right to assemble.

Motorcycles-Motorcycles-Motorcycles

We urge our Brothers and Sisters to attend this event and to maintain yourselves in a legal and orderly manner so we may accomplish our goals TOGETHER. Hardships may occur, but perseverance will prevail. Keep your shit together.

Thank You.  
Luke Metcalfe  
Chairman-ABATE of Oregon

*Luke Metcalfe*

September 22, 1975

Well, we did it-after sitting on our duffs around here all these years, we finally got into the battle. A far cry from the past when on a couple occasions, 32 or 57 people made a strike at the mandatory helmet law-500 motorcycles rode in one pack to the Capitol Bldg. in Salem, Oregon, Sunday September 21. What a sight!

It all sort of began a few weeks ago in the Oregon State Penitentiary at a meeting of the Screaming Eagles M/C. (Oregon being one of few states allowing such social activities-a story by itself.) This seemed to be the one place several ← clubs come together. Well, one night an idea struck someone-let's start doing something about adverse motorcycle legislation besides sniveling! We decided our best bet would be to coordinate with an established, wide-spread organization-ABATE. On August 22, an attorney who is helping us, Don Chambers, my lady Nancy, and myself, went to Salem and incorporated ABATE of Oregon-a non-profit organization to deal with bumper like laws.

We will be meeting once a month, but, have been meeting once a week up till now to get the job done. We had our first meeting August 26th and wasted little time electing a Board of Directors and stating our aims getting down to serious business-having a protest rally. Ron Bohnstedt, of Salem, found us a spot, the Polk County fairgrounds, 10 miles from Salem. We put our \$150 down for the rent and went about getting the rest of it together; beer, food, permits, etc. Oh Boy! Did we run into a wall! A certain person with the Oregon State Police ain't for real-I Hope. He said they'd be there, but not to help and several words leading us to beleive that without his blessings the Oregon Liquor Control Commission would issue no permits. The OLCC in turn put pressure on the tavern that was going to provide the food and beer. The Polk County Sherriff's Office was little help. Every attempt to contact them resulted in anyone who knew anything, could tell us anything, or do anything were always "out". Far Out! In the meantime, we've put out flyers to every shop, friend, club, loner, and organization we could find in the state. Some situation! All of a sudden, we're falling on our butt the first time out.

Giving up ain't our game. On the 10th of September, we located some Bureau of Land Management property, nailed it down on the 12th and we were back in business. Keep in mind that now we have but one week to go and nothing but a park. Well, we'd been making contacts all along, so all it really took was some full-time hard work. We put out more flyers, got radio announcements, contacted everyone we could again, and decided we could station some people at the fairgrounds with new maps to hand out to those showing up there. At the worst, they had



to ride 42 more miles down a good road on a nice day. Easy one.

Emiles Fine Mobile Foods provided a trailer unit stocked with soft drinks, corn on the cob, hamburgers, etc. A couple of clubs brought beer and we took up a collection for more-no one went hungry or thirsty.

In Portland, we assembled Saturday morning at B.C. Choppers on 82nd Avenue. We putted out at 10:30, some 200 strong and enjoyed a fine ride to Elkhorn, some 70 miles with our helmets and headlights on-no hassles, no tickets. Beautiful!

Elkhorn Recreation Site is a beautiful spot for any get-together. The BLM furnished a couple truckloads of wood, there was water, a river, lots of trees-what else could you desire that you couldn't bring yourself.

Motorcycles and people kept coming in all day. Motorcycles from all over-I saw license plates from Oregon, Washington, Idaho, California, Colorado, Arizona, and Wisconsin. There was plenty of food and beer-one damn good party. The only real hitch was that something happened to the band- the music never did show up. While a good party was had by all, we wanted that microphone-we had Wade Knutson to give a talk on safety, Mr. Chambers to speak to us about the laws, and of course, I had a handful I wanted to say.

After a few hours of sleep, we managed to get the place cleaned up and by word of mouth to pass on the ride to the Capital plan. At 11:00, we rode out-some 500 motorcycles, 700 people. We maintained 45 mph in one nice tight pack using our own traffic controllers. What a sight! At one point you come down a grade into a 2 mile straight away; looking back I couldn't see the end of that snake. I mean it blew my mind!

We rode our predetermined route, arriving at the Capitol Bldg. right on schedule. Standing on the steps, I thought the scooters would never quit coming.

Well, it's not an election year and we haven't attracted much attention yet in some areas, so there weren't any government people there and not much media coverage, so everyone sat on and around the steps and listened to me rap a few words about ABATE, where we are at and where we are going. Everyone seemed to be pretty together.

Good responses from the clubs. They were, in alphabetical order: Brother Speed (Ore., Ida.), Choosy Beggars (Ore.), Devils Disciples (Nomads), Free Souls (Ore., Wash.), Friends of the Highway (Ore.), Gypsy Jokers (USA), Outsiders (Ore., Wash.), Societys Saints (Ore.), Screaming Eagles (OSP) and the Shifters (Wash.).

More than 600 enthusiasts on 500 motorcycles gathered on the steps of the capitol in Salem, Oregon Sunday Sept. 21st to protest the mandatory helmet law.

The rally, sponsored by ABATE of Oregon, elicited support from riders all over the state and from Washington, Idaho, California, Colorado, and Arizona, who had camped overnight at Elkhorn Recreation Site 32 miles E. of Salem.

Luke Metcalfe, Chairman of Abate ( A Brotherhood Against Totalitarian Enactments), urged the motorcyclists to unite and write their Congressmen and other law-makers to repeal the helmet law and work together against other adverse motorcycle legislation. He stated " we're particularly opposed to blackmail tactics used by the Dept. of Transportation ( a non-elected body)- in effect forcing states to enact mandatory helmet laws or otherwise being made to show cause why they shouldn't be deprived of 10% of their federal highway funds such as has happened to California, Utah, and Illinois. The law has not reduced the fatality rate - now we're picking them up with broken necks because of the helmets!"

He further contended " education, not legislation, is the answer- educate the novice rider ( 75% of all motorcycle accidents occur during a riders first 90 days), educate the automobile driver to motorcycle awareness ( 72% of all motorcycle-vehicle accidents are caused by the negligent operation of the vehicle) and educate our law-makers to the true facts".

The rally was peaceful and orderly. While state police stood by, the motorcyclists, who had ridden in bare-headed, cleaned up the cigarette butts and other debris, donned their helmets and headed for home. Several departed with " We'll be back--bigger and better".

Oregon finally jumped into the helmet war. On Sept. 20th, motorcycles from all over the state with help from Washington, Idaho, Colorado, California, and I'd better not forget the guy who kept hollering " don't forget Arizona".

The music never did arrive but with a plentiful supply of beer, a concessions truck on the scene and so many motorcycles and foxy ladies around I think the only dissappointed ones there wre the two guest speakers and myself---we really wanted that microphone!

We had our ABATE of Oregon "booth" set up in the back of Brother Speed slop truck all decked out in red, white, and blue and two lovely young ladies ---Nancy and Carol who operated the thing ALL day, informing people, signing up new members, and obtaining signatures.

It was a far-out party but morning did come and it was time to get back to business. We were'nt expected at the capitol until noon, so there was plenty time to eat get gas, and clean the place up. The BLM provided wood and the campgrounds at Elkhorn recreational site.

When we started pulling out at 11 a.m. Sunday bikes fell in behind like clockwork until we were 500 strong in one tight outa-sight pack. It was something else! I never saw the other end until we were standing on the steps of the capitol. That bareheaded snake must have been nearly two miles long---Helmets Suck!

Surprisingly, we arrived right on time--when the last scooter had shut down, it was 12 noon. We put this together in less than a month despite some hassles and changes you would'nt believe---no one came to talk with us ( it is an off year in the legislature here) and the media coverage was'nt spectacular so I rapped a few words of encouragement and we all went home ( or to some tavern down the road aways-we did'nt want to wear out our welcome).

I must say the man was very easy to get along with--we had no hassles all week-end.

We're new at this and have a lot to learn but-----  
WE'LL BE BACK-----BIGGER AND BETTER!!!!!!

Luke Metcalfe  
ABATE of Oregon  
2424 S.W. Jefferson Rd.  
Portland, Oregon 97201

Please support Bills HR 3869 ( S. 2252), HR 6211, and HR 6918 so that motorcyclists will be able to go to the State Legislature and ask for helmet repeal without fear of coercion from the Dept. of Transportation.

I feel the individual should have the right to decide when and how to exercise personal safety.

You can be assured of my continued support of you so long as you represent the best interest of motorcyclists.

We would support a bill that would take the present mandatory helmet law and put it in it's proper form as an optional law, thereby making it an individual choice as has been done with seat belts in cars.

Thank You,

Luke Metcalfe  
Chairman-ABATE of Ore.  
2424 S.W. Jefferson Rd.  
Portland, Oregon, 97201

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SO YOU THINK IT'S GETTING BETTER DEPT. ? (NOT BY IT'S SELF!!!)  
Listen to this: The people at the DOT have got to be bananas-they want  
to FORCE all states to PROVE they have enforced the 55mph speed limit!  
And here's another threat: any state that fails to do so will be pro-  
hibited from receiving approval for their federally aided highway pro-  
jects. Therefore, if a state doesn't play by their rules, then they  
will force states to kill people by not giving them the bucks to keep  
and build our streets and highways safe.

WE MUST PUT AN END TO THIS BLACKMAIL !!!!!!!!!!!!!

There are some hard-working members out there deserving of a BIG special THANKS: ART DAVIS, Seaside; RICK RILEY, Portland; and GENE WOLFORD, Eugene. These people are putting a lot into YOUR organization-do YOUR part!

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What is ABATE of Oregon? This question is asked time and again. ABATE is not a club, clique or any of those things. It is a concept and movement. The idea of having concerned bikers from every aspect of biking joining and working together to fight for their rights on bad legislation-that's what ABATE is all about. No matter what club or organization you belong to, or if you belong to nothing you can join with us in ABATE to express your concern over anti-bike laws. By joining ABATE, you've said, "send me information on bike legislation proposals and activities". You've also said, "give me some names and addresses of government officials I can write to and express my feelings as a biker on their unfair laws!" ABATE is for safety not against it! ABATE puts the stress of safety legislation in it's proper place with safety education program proposals, public awareness program proposals, drivers training program proposals and other similar proposals designed to prevent accidents.

ABATE is the group of concerned bikers that holds no prejudiced views toward any biker-we come from every form and stand together for our rights regardless from whence we came. ABATE is the neutral ground that allows every biker to stand beside and support each other in a brotherhood for FREEDOM OF THE ROAD, and to safeguard our right to own our machine, and to be individuals with different views on the way we ride. This is ABATE and what it's all about. It's a dream, a movement, that all bikers are Brothers with a common interest, and now a common ground on which to stand. And, if we are to continue being bikers---, we had better stand on that ground and be heard!-together!

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HELMET LAW: FACTS NOT FICTION !

Here are some facts taken from the AMA Newsletter, to use the next time someone tells you how much the government cares about our "safety".

FACT: The Dept. of Transportation has not made any attempt to withhold highway safety funds from the eight states which have not required a driver's license or license endorsement for M/C's, in spite of the fact that this provision - like mandatory helmet usage - is part of the M/C safety standard promulgated by the DOT.

\* Apparently, your head is more important than the testing of the brains that lie within it and control your mental and manual use of your bike.

FACT: The DOT has not made any attempt to withhold highway safety funds from the seven states which have not enacted a rearview mirror---again, one of DOT's own requirements.

\* Apparently, it doesn't matter if you get tail-ended in traffic as long as your brain bucket is firmly in place when you fall.

FACT: In 1973, the Nat'l. Trans. Safety Board issued a recommendation that DOT take immediate steps to confirm or deny the claim that helmets increase neck injuries, but research has still not begun.

\* Apparently, DOT has it's own understanding of "immediate action".

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Some facts about ARATE of Oregon: oldest member - 61 yrs. .... youngest member - 8 yrs.c.....membership includes a Seaside city policeman and a 19 yr old beauty queen from Clatsop County!

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THIS IS YOUR NEWSLETTER-WORK FOR IT -MAKE IT WORK FOR YOU!!!!!!!!!!!!!!



To the Editors of the Scribe:

Your Sept. 18 issue contained an article titled, "Noise Pollution" by Paul Lobell. While I cannot argue that a noise problem exists, I cannot condone the extreme prejudice exhibited in the statement, "Motorcycles on the other hand, transport hoodlums, greasers, and petty thieves". This is a terrible piece of dirty, yellow journalism-being extremely unfair and untrue-a classic example of the "comic-book," syndrome, B-grade movie attitude that has repressed motorcyclists freedom for years.

The noise pollution presented by travel, industry and recreation is nowhere near the danger to the Citizens of the United States as the Mind Pollution projected by Mr. Lobell.

Would you like to learn of the good things motorcyclists do? I challenge you to find out! Contact me-don't be afraid, I'm not a "hoodlum, greaser, or petty thief" - but,

One Hot Biker  
Luke Metcalfe  
2424 SW Jefferson Rd.  
Portland, Oregon 97201  
223-0428

*Luke Metcalfe*



# NOISE POLLUTION

by Paul Lobell

OVER THE PAST several decades, noise levels in American cities have risen approximately one decibel (db) per year. This means the noise level doubles every ten years. Noise pollution plagues all of us and yet only recently has it been recognized as a major eroder of the quality of urban life.

Excessive noise causes stress and hearing loss. Evidence shows the gradual hearing loss associated with aging is not a "natural" process at all, but is caused by our constant exposure to "un-natural" noise levels. A study of the Sudan's Maaban tribe, a non-industrial and therefore quiet society, showed seventy-year-olds heard as well as fifteen-year-olds, until they abandoned their traditional way of life to work in cities.

The effects of noise-related stress on the human mind and body are not fully known. But it is a physiologically measurable phenomenon that in most people noise levels of about 70 db cause increased blood pressure. To give some idea how "moderate" 70 db is, street noise in downtown Portland during peak hours is at least twice that.

### Jack-hammers Exempt

Several weeks ago, I was jolted by the extremely loud, grating sound of a jack-hammer outside my home. "O.K.," I growled, "this is too much. I'm going to report this to the proper authorities." With the aid of a phone book, I concluded that the Noise Pollution Section of the State Department for all automobiles. In Boulder, Co.

partment of Environmental Quality (DEQ) was probably the place.

The people in the Noise Pollution Section, a reasonable bunch, are sincerely interested in controlling noise in Oregon. But, they regretted to inform me, jack-hammers are exempt from any state noise regulations. They were powerless to do anything about the offending jack-hammer. They were, however, perfectly willing to discuss the philosophical implications of noise in general or jack-hammers in particular.

David Sweet and John Hector of the DEQ Noise Pollution Section are realists about noise. It can't be licked overnight, but they figure inroads are slowly being made; Quiet is beginning to fight back against Noise.

### DEQ Noise Regulations

The DEQ has noise regulations governing in-use motor vehicles, new motor vehicles, industry and commerce, and will soon develop regulations for public roads and racing events. Manufacturers of new vehicles must certify that their vehicles meet the DEQ's maximum allowable noise standards. The requirements do not reach maximum noise-suppression levels until 1978. The impact of this kind of regulation will not be felt for years, but the DEQ is confident that it will ultimately lead to quieter streets.

For in-use motor vehicles, a similar scale based upon model year applies but is much less easily enforced. Hector and Sweet hope that in the near future DEQ exhaust emission stations will include mandatory noise

lorado, officials have instituted a roadside noise trap, similar to a speed trap. A noise-measuring device is set up, and any vehicle which exceeds allowable standards is chased down by a cop-car and ticketed. No such program is presently contemplated in Oregon.

### Loud Trucks, Motorcycles

Surveys show that trucks and motorcycles are the most frequent noise violators. Trucks, since virtually all of them are involved in interstate commerce, nominally fall under the jurisdiction of the federal government. The federal Environmental Protection Agency estimates that diesel trucks alone subject one-third of the U.S. population to potentially harmful noise levels.

Motorcycles generally elicit more violently disgruntled responses than trucks since trucks are viewed as agents of business, and the American way of life. Motorcycles, on the other hand, transport hoodlums, greasers, and petty thieves. Though I don't favor business nor disfavor petty thieves, I have often fantasized owning a bazooka and calmly annihilating every loud motorcycle which came into range.)

Oregon has the fastest growing motorcycle cycle sales rate in the country. Aside from enforcing new vehicle standards, most local concern about motorcycles centers on off-the-road vehicles. Many of these dirt bikes intentionally omit mufflers (although this is now illegal); they destroy the tranquility of parks or other secluded areas. The motorcycle task force of the city's police department has the authority to hunt and ticket this pest whenever it occurs on public lands or whenever private property owners request help.)

### Handling Portland Complaints

The Portland office of the DEQ receives approximately 75 noise complaints a month. When the problem involves a motor vehicle, as more than half the complaints do, the complainant is asked to secure the license number of the offending vehicle so the DEQ can contact the owner. Sweet and Hector said this method often yields results. For a deteriorated exhaust system, a letter usually catalyzes procrastinating car owners into action. More difficult are would-be hot-rodders who intentionally soup-up their cars to achieve a more hot-rod-like effect.

*Now you come to the good part  
READ ON!*



Newsletter

As I noted in my letter, there is justification for the charge that a good percentage of motorcycles do have noisy exhausts. It isn't necessary with the muffling devices available now. When you hear a car with a noisy exhaust, you can pretty well tell without looking that a person 25 or younger

Thanks to everyone for making a winner-we made a few mis- but we'll be back- Bigger and Let's encourage everyone to th us in ABATE.

me Party! The BLM people said ing was pretty well in order 1 campsite left dirty. We need places to go do our thing.

omething we can All do while for the next "biggie" is to etters. This is not a waiting nclosed is a list-DO IT NOW!

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Sept. 7th 2000 bikes met at . Bldg. in San Francisco-1000 pack led by the Wheel Lords Jose- and they dont have a hel- met law!

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Your decals will be ready soon. Patches will be available soon--- they re nice but not costly-\$1.00.

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Read "Biker" -all the latest on bike laws and protests across the US.

DID YOU KNOW?

On August 28, 1975 New Jersey Hwy. Authority allowed motorcycles on the Garden State Parkway for the first time since 1961 !

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Wanta help make some \$ for this rag?---Sell your local shop an ad---- nothing fancy, but cheap - \$.2.00 per month or- \$20 a year.'

SUPPORT THOSE WHO SUPPORT YOU

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Over 22 million helmets sold since helmet law went on the books- enough for every biker & passenger in the U.S. to have 2 each! \$\$\$\$\$\$\$\$

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We're getting a lot of help- info. etc. from other people-Thanks to Keith Ball, Sugar Kane, Fuzzy Davy, Ed Armstrong, Charles Simon, Bob Bitchen, ABATE of Kansas,-hope I have'nt missed anyone. These peo- ple are out there doing some HEAVY shit--do your part.

\*\*\* DID YOU KNOW ?\*\*\*\*\*

Almost 90% of the motorcycle helmets tested for the National Highway Traffic Safety Administra- tion recently, failed to meet re- quirements of the helmet industrys voluntary standards-- 54 were test- ed --only 8 passed.---And we're being forced to wear this shit.

LET THOSE WHO RIDE DECIDE

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LAST MINUTE NEWS

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We're planing a motorcycle parts swap-meet in the near future - 8 weeks -- so gather up your stuff and get ready. Details in the next newsletter--- where, when, etc. We'll get individuals, shops, and clubs involved, have an ABATE booth, hot dog stand, a dealer display or two and a table for ABATE parts - only thing is - we don't have any ! So, let's see what we have lying around that we could spare for a good cause---ABATE of Oregon. It's your organization -- make it work by working with it.

There may be some articles on our Elkhorn run out soon --watch for the possibilities in Easyriders, The Bike News, Cycle News, and BIKER. We got some fair coverage on our protest and some real good feedback coming in . The T.V. and radio was very good - the newspapers --well, I guess we need closer contact with them We'll try harder.

KEEP IT TOGETHER OUT THERE - SEE YOU NEXT MONTH IF NOT SOONER.

2424 S.W. JEFFERSON RD.  
PORTLAND, ORE. 97201



You Know ? ? ?

August 28, 1975 New Jersey  
onority allowed motorcycles  
Garden State Parkway for the  
me since 1961!

Over 22 million helmets have been  
since the helmet law went on the  
ks - enough for every biker and  
ssenger in the U.S. to have 2 each!  
\$

This ain't no joke--Wisconsin  
now has bills pending that would pro-  
hibit motorcycling riding during non-  
daylight hours !Could it happen here?

ABATE of OREGON - FOR THE RIDER

Almost 90 % of the motorcycle  
helmets tested for the National  
Highway Traffic Safety Administra-  
tion recently , failed to meet re-  
quirements of the helmet industries  
voluntary standards -- 54 were  
tested --- only 8 passed ! ---And  
we're being forced to wear this junk!

There are bills pending now to  
repeal the manatory helmet law. To  
learn what YOU can do-join ABATE to-  
day-or send 50¢ & a self-addressed,  
stamped envelope to ABATE of Oregon.

DO IT NOW DON'T WAIT!!!  
SUPPORT THOSE WHO SUPPORT YOU !

ABATE  
of  
Oregon  
Association of  
Riders

DON'T F  
MAKING

### Here's Why You Should Join Now!

What can you do? Join ABATE OF OREGON. Let's  
get together in a mass so our voice means something  
and has the weight and strength of numbers. ABATE  
is a non-profit organization dedicated to freedom of  
the road. You as an individual, can help us in our  
fight to repeal the helmet law and other anti-bike  
legislation in Oregon.

Let's face it. The people who make the laws are  
people who know nothing about motorcycles. We have  
to unite in a common endeavor, and in sufficient  
numbers to be heard in the state capitol in Salem.  
We must educate the lawmakers from a position of  
strength, and in a professional, dignified manner.

DON'T PUT IT OFF -- THE PEOPLE WHO ARE  
MAKING THE LAWS AREN'T!

ABATE OF OREGON  
2424 S. W. Jefferson Road  
Portland, Oregon 97201

JOIN TODAY!

Here's my \$5.00 for a one year charter  
membership in ABATE of Oregon.  
Send me my membership card, decal, and  
bike law bulletins.

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

## HELP IS ON THE WAY

The Ore. Motorcycle Riders Assoc. some 3 thousand strong, voted at a recent Board of Directors meeting to attempt to repeal the Ore. m/c helmet law. Check the Oct. issue of The Bike News article on the helmet law by Teresa Warren.

From Jack Zektzer, Chairman-Committee on Traffic Law Modernization, Seattle, Wash: "I have sent up a case challenging the validity of the helmet law to the U.S. Supreme Court (case #75-5337), but expect that it is merely a useless exercise. I expect much more from Congress".

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How To Beat A Helmet Ticket

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( or at least give it a good try ! )

The U.S. Dept. of Transportation's blackmail threats of withholding federal highway money have made helmet law repeal very difficult. The courts, intended as "watchdogs" of the legislature, are often prejudiced, causing them to discriminate against motorcyclists. When courts don't do their job properly, responsibility for justice reverts back to the people. (JURY) Plead not guilty and demand a jury trial on every ticket. We recommend you have at least 2 witnesses with you when you get the ticket-they also make good company in court. Under the U.S. Constitution's Fifth Amendment do not admit whether you were wearing a helmet or not.

Some city courts have had jury trials, but most occur in District court. Your rights to a jury trial is guaranteed by the Constitution's Sixth Amendment.\* If you are denied your right to a jury trial, sue them by filing a civil rights action suit against the judge and his wife in federal court (district) under U.S. Code, Title 42, sections

1983, 1985, and 1986.

We also recommend you conduct your trial defense Pro Se ( act as your own attorney ) rather than hiring an expensive lawyer who probably knows far less about helmets than you do. There are law books in your public library and quite often the Public Defenders Office will advise you on specifics.

The jury has the absolute right to determine if the law is constitutional, as well as whether or not you broke the law, as illustrated in the very first U.S. Supreme Court jury trial, Georgia v/s Brailsford, 3 U.S.(3 Dall.) 1).

Surprised judges are learning that Juries, having all the evidence, usually return a "not guilty" verdict. They consider this a great opportunity to stop the federal government's interference with states' powers.

When the Jury can't reach a unanimous guilty verdict, the court will dismiss the case. You only have to really convince one Juror & you'll NEVER have to pay that ticket. This makes the helmet law un-enforceable, and gives you a lever for helmet law repeal at the city and state level!



Dec 75 ?

Here's the news we've all been waiting for !

WHAT----- ABATE Swan Meet.

WHEN----- Feb. 15th, Noon 'til 10 P.M.

WHERE----- Memorial Coliseum Portland, Oregon.

COST----- 5x 10ft. space-\$10.00, 10x 10ft. space-\$20.00. There will be a general admission charge of \$1.00 at the door.

This is the biggie. You'll find an application on the reverse- let's get out and sell these spaces. Exhibitors should be there ready to set up at 9 a.m., Sunday, Feb. 15th. We suggest bringing plastic with you to put your goodies on- this will save us a large cleaning bill. There will be a food concession. Besides motorcycles & m/c parts, there will also be an ABATE booth, leather goods, silk screen T-shirts, etc. Ok, there you have it- if you need more information, contact this office. WHEN YOU'RE DOING A SHOW = THEY DON'T COME ANY BIGGER THAN THE MEMORIAL COLISEUM- WE STAND TO MAKE A BUNDLE TO USE IN OUR FIGHT AGAINST BUMMER BIKE LAWS, BUT- WE MUST ALL DO OUR PART TO MAKE IT WORK! SEE YA THERE.

Flyers to be included in the Jan. Newsletter.

*ABATE of NEW YORK held a protest on Monday Nov<sup>1st</sup> and got lots of reaction, since it went straight to the capital while they were in session. Over 300 bikers took Monday off and was it ever worth it. They got more coverage than the governor. Here's the clincher, they all stood and said the Pledge of Allegiance before departing the Capital Building.*



## Letters :

We continue to urge everyone to write your legislators-it's the best thing you've got going right now.

We've been getting these responses: From Jennings Randolph; "The m/c helmet standard raises questions of individual rights & the authority of the Federal Govt. as well as the intent of Congress when it passed the Hwy. Safety Act. Having your thoughts will be helpful to me in resolving this question".

From Mark Hatfield; "I value your opinion concerning the bills before the Congress dealing with m/c helmet regulations & I will keep it in mind as we study the legislation. I encourage you to write again about any issues of importance to you".

From James Howard; "Thank you for your letter in support of H.R. 3869. The subcommittee just completed hearings & a great deal of testimony was received supporting your view. Rest assured that your thoughts will receive every consideration".

From James Abourezk; "I appreciate hearing your views and hope that you will continue to share them with me".

From Bob Packwood; "Thanks for your card urging mv support of H.R. 3869. When this legislation reaches

## — Helmet Trial —

Dec 75?

A Wyandotte Co. District Jury hung up 7-1 for dismissal in the trial of Ted Oakes (ABATE of Kans.) & Harold Flack-charged w/ violating the Kansas City ordinance requiring helmets to be worn. As told to Judge Burns by the jury foreman-"The 7 of us thought that this was a great opportunity to stop the encroachment of the federal govt. on states rights"

Oakes said the helmet law discriminates against motorcyclists and that the law does not specify (as in Ore.) that helmets must be worn on the head. Ted was wearing his on his right knee & Harold was holding his on his hand.

This case was dismissed after 180 days as required by Kansas law, after no retrial was scheduled.

In 1973, Kansas' 1st full year with the newest helmet law, m/c fatalities almost doubled-to 42 from the previous yrs. total of 22, while registrations were up only 12%. Kansas m/c fatalities more than doubled after the very 1st helmet law was passed in 1967!

\*\*\*\*\*

Proposed rules by the Federal Environmental Protection Agency, drafted to go into effect Jan. 1. 1978

one Senate for consideration, you may be sure I will keep your comments in mind".

From Victor Atimeh; "The formation of your group is a very positive step in the right direction- if people could organize themselves & direct their energies toward educating people about their organization, they would gain tremendous ground".

WHAT ANSWERS HAVE YOU RECIEVED???

will probably kill the two-stroke motorcycle. The rules, as yet, do not apply to off-road motorcycles.

\*\*\*\*\*

The Federal legislature might put into effect a mandatory helmet law for bicycle riders-44 million helmets!-and with possible passenger requirements also, at 30-40 bucks each, that's a lot of \$\$\$\$\$\$ You can bet the helmet manufacturers are going to be there lobbying again!

\*\*\*\*\*

Keep this in mind when the Oregon Legislature is in session--- the state of Ore. provides free info on current legislative proposals. You may request copies of pending bills and find out how your congressman voted. Call the toll-free number: 1-800-452-0290.

We are now able to get ARATE patches (no minimum). They are available for ABATE members for one (1) dollar each. They will be ordered on a monthly basis-in other words we will amass the orders and send them in once a month.

There are also two types of tee-shirts available-they go for \$3.50 each. Be sure when ordering to state desired size(s). S, M, L, & XL.

1. ARATE (white tee-shirt with the ARATE eagle (9") on front.
2. LAWS ARE FOR BUCKS-NOT PROTECTION (yellow tee-shirt with blue uncle sam pointing a gun at you, holding a helmet with a screw in it. (9" high).

If we were to get a large enough order on the shirts, we could get as much as \$1.00 off the cost-how much will depend on the size of the order.

\*\*\*\*\*  
ATTENTION-----JEFF HAYES-----

who joined ARATE of Oregon Sept. 20th  
at Elkhorn-- where are you????? Your  
mail is being returned to us-- can any  
one help locate our fellow member? His  
address was given as-1640 E. Pacific,  
Albany, Ore.

after 10/75

2424 S.W. JEFFERSON RD.  
PORTLAND, ORE. 97201

Dedicated to  
Freedom of  
the Road



----- LAST MINUTE NEWS -----

We have pictures from our anti-helmet run at Salem-members developed them (they're almost 5by7) and made little frames for them. We'd like to get a buck for them (stamps would be fine) but would settle for 50¢ (at least the postage and paper would be paid for). All profits (such as they are) will go into the general fund. THIS IS YOUR ORGANIZATION\_HELP SUPPORT IT.

This is your newsletter---use it. Send news clippings, articles of interest, news of up-coming events, helpful hints, club projects, you name it-we'll look at it.

#####

Below is one way we can ALL help-sign up a new member this month--- if each of us were to do so - we'd double our membership! What do you folks think about a membership drive contest among ourselves? We could award a trophy. Or do we let Art Davis, Gene Wolford, and Rick Riley do it alone????

**Here's Why You Should Join Now!**

What can you do? Join ABATE OF OREGON. Let's get together in a mass so our voice means something and has the weight and strength of numbers. ABATE is a non-profit organization dedicated to freedom of the road. You as an individual, can help us in our fight to repeal the helmet law and other anti-bike legislation in Oregon.

Let's face it. The people who make the laws are people who know nothing about motorcycles. We have to unite in a common endeavor, and in sufficient numbers to be heard in the state capitol in Salem. We must educate the lawmakers from a position of strength, and in a professional, dignified manner.

**DON'T PUT IT OFF -- THE PEOPLE WHO ARE MAKING THE LAWS AREN'T'**

ABATE OF OREGON  
2424 S.W. Jefferson Road  
Portland, Oregon 97201

**JOIN TODAY**

Here's my \$5.00 for a one year charter membership in ABATE of Oregon. Send me my membership card, decal, and bike law bulletins.

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

COMMENTS: \_\_\_\_\_

WRITE THESE PEOPLE - WRITE YOUR LAWMAKERS!

- Senator Bob Packwood, 6327 Dirkson Bldg., Wash. D.C. 20510
- Senator Mark O. Hatfield, 463 Russell Bldg., Wash. D.C. 20510
- Representative Al Ullman, 2207 Rayburn House Bldg., Wash. D.C. 20510
- Rep. Bob Duncan, 329 Cannon House Bldg., Wash. D.C. 20510
- Rep. Les AuCoin, 330 Cannon House Bldg., Wash. D.C. 20510
- Gov. Robert Straub, State Capitol Bldg., Salem, Oregon 97310

"FREE MOTORCYCLING ACT"

Action on Bills HR3869, HR6211, HR6918, S2252 and S2293 is progressing slowly; but, more co-sponsors are joining with their support. We must all continue to write letters to the committee members and our own Congressmen.

Below is a list of the names and addresses of the Congressmen on the different committees that will vote on these bills first.

Wait a minute! If you're thinking, "man I don't even have an envelope!" That's not even necessary. Just rip off a piece of your younger brother or sisters school paper, write your letter (a sample of what you might say is also here for you) then just fold the paper and put the Congressmans address on the outside. Don't forget your return address so he can answer your letter. Now, put a small piece of tape on the bottom of your letter so it'll stay closed, put a stamp on the upper right hand corner and your in business! All it cost if 10¢!!

For HR3869, HR6211, HR6918

"House of Representatives"  
Public Works and Transportation Committee

Members:

- |                    |                 |                      |                |
|--------------------|-----------------|----------------------|----------------|
| Jim Wright         | Harold Johnson  | David Henderson      | Ray Roberts    |
| James Howard       | Glenn Anderson  | Robert Roe           | Teno Roncalio  |
| Mike McCormack     | James Stanton   | Bella Abzug          | John Breaux    |
| Gerry Studts       | Bo Ginn         | Dale Milford         | Norman Mineta  |
| Kenneth Holland    | Allen Howe      | Elliot Levitas       | James Oberstar |
| Jerome Ambro       | Henry Nowak     | Robert Edgar         | Marilyn Lloyd  |
| William Harsha     | James Cleveland | Don Clausen          | Gene Snyder    |
| John Hammerschmidt | Bud Shuster     | William Walsh        | Thad Cochran   |
| James Abnor        | Gene Taylor     | Barry Goldwater, Jr. | Tom Hagedorn   |
| Gary Myers         |                 |                      |                |

Address your letters to: Congressman's name  
House Office Building  
Washington, D. C. 20510

For S2252, S2293

"U.S. Senate"  
Public Works Committee

Members:

- |                   |                 |                |                 |
|-------------------|-----------------|----------------|-----------------|
| Jennings Randolph | Edmund Muskie   | Joseph Montoya | Mike Gravel     |
| Lloyd Bentson     | Quentin Burdick | John Culver    | Robert Morgan   |
| Gary Hart         | Howard Baker    | James Buckley  | Robert Stafford |
| James McClure     | Pete Domenici   |                |                 |

Address your letters to: Senators name  
Senate Office Building  
Washington, D. C. 20515