

YOUR NON-PROFIT
MOTORCYCLE RIDERS' RIGHTS
ORGANIZATION

DEDICATED TO FREEDOM... of the ROAD

ABATE of Oregon, inc.
membership
NEWSLETTER

We are sorry to announce that the Motorcycle Safety and Education Bill (Senate Bill 789) that was written by ABATE of Oregon and sponsored by Jan Wyers, did NOT make it to the Governor's desk for signature into law. It actually did not make it "out of committee." To refresh your memory, this bill would have done four things:

1. Establish means by which high schools could offer a motorcycle Driver's Ed course in addition to the auto Driver's Ed courses.
2. Require the Examiners who give the driving portion of the motorcycle endorsement test to be licensed motorcycle riders; improve the testing for motorcycle driver endorsement; require "first-time" applicants for motorcycle endorsement to first obtain a motorcycle learner's permit and hold the permit for six months before being allowed to apply for regular endorsement.
3. Erect cautionary signs depicting a motorcycle and rider at intersections and other high density traffic areas hazardous to motorcycles (to encourage auto driver awareness.)
4. Raise the motorcycle endorsement application fee AND establish a motorcycle endorsement renewal fee, which monies would go only to pay for the driver's ed programs.

THE BILL TO HELP SAVE MOTORCYCLE RIDERS' LIVES PIDDED OUT. WHY??? SB789 was hung up in committee due to revision after revision of the funding clause, at the request of the DMV. Every revision required a hearing, and time was against us, due to our initial delay in submitting the bill. The legislative session was over before the funding got straightened out.

We want you to know that just about everything humanly possible was done for this Bill by your Board Members, and others who worked on it. It had a lot of support from legislators, even some of those who opposed us on other issues. We would like to thank all those of you who came to Salem to testify in favor of this Bill (in addition

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to those who came to testify against the Mandatory Helmet Law Bill); you came from your homes, your jobs, your sickbed, and stood up to give testimony on behalf of one of the first motorcycle safety bills to ever be introduced in the Oregon Legislature.

Nest session, our bill will be submitted MUCH SOONER in the game. It requires clear language, typing in a specified form, finding a sponsor, getting as many legislators as possible to sign it, and then, after the sponsor takes it back, it must be gone over by Legislative Counsel, who checks the legal stuff and does most of the bookwork on it; it must then be formally printed, and assigned to a committee; it must get a 'docket' date to be heard in front of that committee, discussed, reprinted, sent to other committees if necessary, be read on the floor of the House or Senate, debated, voted on, messed around some more, and if passed, goes to the Governor's desk. He may veto it, sign it into law, or ignore it and let it become law without his signature. WHEW!!!

MEET THE PRESS....head-on.

The Public Information Office of the Salem DMV (Vinita Howard) has released information stating that there is an enormous upswing in the issuance of new motorcycle drivers endorsements. In the month of May, 1979, there was a 40% increase over the same month last year. This amounts to several thousand new riders on the road, just in that one month, not to mention all those who have bought bikes and ride on the street without an endorsement. Most accidents happened to inexperienced riders; these are the people who will benefit from the safety bill we will introduce in the next legislative session.

We encourage you to follow this situation. The most influential thing YOU, the PUBLIC can do, is write lots of letters. Even the Media people will respond. Write to and call your local papers and TV stations, and ask them what they know about the situation, what they think about Oregon's motorcycle licensing methods, and Oregon's future motorcycle safety training program. Tell them what you know and think, and that you want to see more media attention to these issues. It is YOU the INDIVIDUAL who will make the biggest impact. Get your fellow riders, your mom and dad, brother and sister to write a letter. Continued correspondence with your government representatives and to the media will help lay the groundwork for our next bill. 1979 is almost over. We must be ready to actively work on this bill in the middle of 1980. EVERYTHING YOU DO to help, no matter how small, counts.

NOW, LEGISLATION THAT DID PASS:

PLEASE NOTE: HB 2158 passed and became effective immediately. It raises the fee for auto instruction permit to \$5, the fee for motorcycle endorsement to \$7, and sets a fee of \$3 for change of name or address on your driver's license.

ALSO NOTE: HB 2153 also passed. It defines a "moped" for DMV purposes, requires the same fee and licensing, etc. as motorcycles, and provides that a person can get a license to operate a moped only, if they don't have a driver's license (starting and age 16).

AND: HB 2052 passed. It says you don't need documentary evidence of insurance for getting a title when putting a new or used vehicle in your name. It also repeals the requirement that insurance companies notify the DMV withing 120 of expiration of your insurance policy. (When you go to renew, you still need your insurance policy number and name of the company)

ABATE OF OREGON STATE WIDE MEETINGS

STATEWIDE MEETINGS take place the fourth Wednesday of every month, at SE 9th and Ash, CENTENARY-WILBUR CHURCH, Ash St. entrance, upstairs at EIGHT O'CLOCK PM.

AN ORGANIZATIONAL MEETING for the south metropolitan Portland area will be held Wednesday, October 10, at 8 o'clock PM, at Centenary-Wilbur Church

MEETINGS are also held regularly and irregularly in La Grande, N.E. Portland, and The Dalles. We hope to publish place and time for these meetings in the next newsletter.

SHORT LIST, HUH?

Well, sure, now that you mention it. If you are interested in starting an ABATE chapter in your area, so you can keep in touch with Statewide activities, and have meetings at a time and place convenient to you and those who ride with you, then get in touch with us. Write to the address on the front of this newsletter, come to a meeting, or call Brian Stovall at 503/298-1317. Include your name, address, and phone number so we can get in touch with you right away. Among all your biking buddies, you can probably find 10 people who are already members of ABATE, or would join if they only knew it existed. ABATE is the people. Let those who ride, decide!



INTRODUCING OUR NEW CHAIRMAN-----BRIAN STOVALL

Brian is from The Dalles, Oregon, and was already a Board Member. When our former Chairman, Vic Wright, tendered his resignation, Brian was elected at a statewide ABATE meeting last month, to fill the office until the normal election time, which has been at the first or second meeting of each new year. You should begin thinking very hard about who you want as chairman next time. Being Chairman of ABATE is a soul-wrenching job, and not much fun, BUT it can be rewarding....like helping defeat the mandatory helmet law. If you don't know who Brian is, take time to find out. Come to a meeting or give him a ring and talk awhile.

REMEMBER THE SWAP MEET???? A person who was injured in the shooting incident at the Swap Meet in the Memorial Coliseum in Portland is suing ABATE, claiming that 'we' knew there would be such an incident, and we went ahead and had the event anyhow. The Board Members at that time, who helped plan the Swap Meet (which was otherwise a roaring success) have testified that they had no such knowledge. The State Board of Directors have a legal liability for everything ABATE of Oregon does. This means that everything ABATE does must be carefully thought out, if not for the sake of the members, then for the sake of the Board!! As a requirement in the rental contract for the Coliseum, ABATE was required to pay for security guards, to be provided by the Coliseum.. The 'guards' never showed up, and it is the feeling of many people that the presence of such guards would have prevented the incident. The matter is still under investigation. Of all the events, campouts, parties, meetings, poker runs, etc. that ABATE has sponsored, this is the only time such an incident has occurred. Any new developments on this issue will be announced.

NHTSA allocations at a glance

In the accompanying article, NHTSA's Joan Claybrook boasts that in 1978 her agency spent one and one-quarter million dollars in federal matching funds for motorcycle safety programs. If correct, that figure represents a decrease in spending from 1977's figure of \$1,390,053. Moreover, the investment represents less than one percent of available funds, despite the fact that motorcycles represent four percent of the vehicular population. Proportional spending would make five million dollars available for motorcycle safety.

Minimal as the recent NHTSA effort may be, it is an improvement. The eight-year NHTSA average of spending for motorcycle safety programs is 0.51 percent of available funds, and until 1974 the agency never spent more than 0.20 percent. The following is NHTSA's eight-year record of financial com-

mitment to motorcycle safety, based on statistics provided by the Motorcycle Safety Foundation.

	Total NHTSA Highway Safety Funds	Total Spent on Motorcycle Safety	Percent Spent on Motorcycle Safety
1970	\$ 33,936,039	\$ 13,100	0.03%
1971	\$ 32,240,394	\$ 62,001	0.19%
1972	\$ 41,531,288	\$ 61,153	0.15%
1973	\$ 58,721,631	\$ 71,190	0.12%
1974	\$ 61,037,708	\$ 295,909	0.48%
1975	\$ 62,713,958	\$ 263,072	0.42%
1976	\$ 70,926,592	\$ 414,794	0.58%
1977	\$139,058,567	\$1,390,053	1.00%
Totals	\$500,166,177	\$2,571,272	0.51%

Part of NHTSA's "motorcycle safety" funds paid for the "backwards bike" that won Senator Proxmire's Golden Fleece award for frivolous use of government funds.

YOUR TAX DOLLARS AT WORK! THANK YOU JOAN CLAYBROOK. THANK YOU NHTSA.

NOTE: "While typing this, I noticed a story on Portland's TV Channel 6 about a safety program dealing with educating DMV license testers (for MC license). This program has allegedly been in effect for two years, but they are JUST NOW doing it. Supposedly, the delay was due to the lack of availability of the Motorcycle Safety Foundation's expertise, etc. For two years. I personally feel that the sudden action taken in this direction is a result of our actions in introducing SB 789. Pat yourselves on the back, ABATE. The DMV may want all the credit for the ideas, but as long as they are doing what we said to do, maybe we can let it slide." Sugar-Kane

AND FOR THE BROTHERS BEHIND THE WALLS IN WASHINGTON STATE...the Walla Walla prison is drawing much criticism for its deplorable conditions. The prisoners are getting much harassment and unfair treatment (that's using polite language), and the overcrowding and mismanagement are not their fault. If you live in Washington, write to the State Prison Administration and protest their attempts to 'sweep this under the rug' and keep prisoners out of the public eye. Prisoners are our fathers, brothers, uncles, sons, and couplings....and a lot of them should never have gone to jail in the first place. It ain't all what some folks would have us believe.

ABATE MEMBERSHIP DRIVE
CONTEST

call 244-1283 or 286-5729 (Portland)

REPORT FROM THE NATIONAL MEETING AT LAKE PERRY, KANSAS, Labor Day weekend

Eleven states were represented at the second meeting of the weekend (turnout for the first meeting was not as good): Indiana, Kansas, Iowa, Kentucky, Michigan, Colorado, Nebraska, Oregon, Missouri, Pennsylvania, and Texas. In working toward an effective national organization, the following resolutions were adopted:

1. All states will receive a copy of the by-laws of ABATE of Nebraska, to be modified as needed for use as by-laws of the national organization. States will send their suggestions for revision to ABATE of Pennsylvania; they will be consolidated and sent out to all states. The goal of this is to resolve the status of "national" ABATE once and for all at Daytona in 1980. Suggestions for a name are welcomed. This is not intended to change names of individual state organizations.
2. Rules were established for conduct of meetings at Daytona: only one spokesman per state, and no alcohol at any meeting.
3. A new Treasurer was elected (Dan LaFollet of Kentucky). It was decided that no state shall send any more money to the national treasury until after the Daytona decision regarding the fate and structure of the national organization.

OTHER NEWS FROM ACROSS THE COUNTRY

NORTH DAKOTA: "North Dakota recently enacted legislation requiring applicants for motorcycle learner's permits who are 14 through 16 years of age to be enrolled in (or have completed) a motorcycle safety course approved by the superintendent of public instruction. This will be effective January 1, 1980. Motorcycle license applicants under 16 must have had a valid learner's permit for at least two months and have successfully completed a motorcycle safety course." (from MSF: On The Move, June 1979)

This legislation passes three major obstacles: school districts are authorized to offer the training course; it is set up so that motorcycle license fees supply the funds; and motorcycles for the programs have been promised by the North Dakota Motorcycle Dealers Association. A possible fourth obstacle could be reluctance on the part of individual school districts to provide the course (the PTA opposed legislation that would have required this training). Convincing local school districts to cooperate will call for a lot of legwork from ABATE--hopefully with success.

America's first meaningful motorcycle rider education law is due mainly to ABATE of North Dakota, whose motto is, "education, not legislation). The old "Brotherhood Against Totalitarian Enactments" has been altered to "American Bikers Aimed Toward Education" (a change that ABATE of Texas has also adopted). According to the editor of the North Dakota ABATE newsletter, "The name change, slight as it may be, has gained ABATE of North Dakota a lot of credibility and acceptance by the public, and has helped us immensely at the legislature." (above information from American Motorcyclist and the ABATE of North Dakota newsletter)

PLEASE NOTE: The bill that passed in North Dakota is very similar to the bill that did not pass in Oregon. Just another piece of ammunition to use in those cards and letters!!

NEW YORK: Effective January 1, 1980: " SB 1961--Any schedule of rates for motor vehicle liability insurance submitted to the superintendent shall provide for an appropriate reduction in premium charges for any insured for a three year period after successfully completing a motor vehicle accident prevention course, known as the defensive driving course, administered by the National Safety Council."

In other words, if you take the course, your insurance company is required to offer you reduced rates. (from AMA Government Relations Information, August 1979)

WE NEED EACH OTHER. SUPPORT YOUR LOCAL ABATE ORGANIZATION. JOIN TODAY. ONE YEAR MEMBERSHIP IS \$10. YOU GET YOUR NEWSLETTER, YOUR BOARD MEMBERS WORKING FOR YOU IN THIS STATE, AND WITH THE FEDERAL GOVERNMENT AS WELL. YOU GET AN ABATE JACKET PATCH. IF YOU ARE A MEMBER, WHEN DOES YOUR MEMBERSHIP EXPIRE? WOULD YOU GO TO MEETINGS MORE OFTEN IF THERE WAS A MEETING CLOSER TO WHERE YOU LIVE? MAYBE THERE IS....WRITE TO US AND FIND OUT. IF THERE ISN'T, MAYBE THERE CAN BE. PLEASE READ THE SECTION OF THIS NEWSLETTER DEALING WITH THE FORMATION OF ABATE OF OREGON CHAPTERS. ALL IT TAKES IS YOU, AND NINE OTHER RIGHTEOUS FOLKS.

A NOTE FROM OUR CHAIRMAN....

To be scheduled soon is a statewide coordinating meeting for reps from all chapters, and any other members who wish to participate. Tentatively this meeting will be held in The Dalles, or possibly a place farther east, so members from Indian Creek Chapter of La Grande can attend. This meeting is very important. Please call me at 1-298-1317 if you have any suggestions about date and time. If I receive no comment, I will set date and place, to be published in the next newsletter.

A NOTE NOW FROM THE EDITORS:

The newsletter now has a deadline: articles must be submitted for each issue on or before the 25th of the month. That should mean that it will be mailed during the first week of the following month.

Anyone may contribute articles or suggestions for articles, clippings from newspapers or magazines (please include name of the publication and the date). Contributions should be sent to the address on the front of this newsletter.