

AUG 78 ?

READ AND WEEP OR..... THINK, AND GET BUSY !!!!!!!!!!!!!

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ABATE
of Oregon

P. O. Box 4504 Portland 97208

What If ??? (Or a story of the not too far distant future ???) (Fiction)

The end of the year again and it's time to renew the license on the scooter. There goes another ten spot or so. Oh well, part of the ratrace. So off to the motor vehicle license office. A sweet young thing asks if she can help you and then takes your old tag receipt from you, asking you if you have your insurance policy with you. When you express surprise and tell her that motorcycles don't require no-fault, you are quickly shown one of the additions to the no-fault law for motorists bill that just recently passed the house of representatives and got the governor's OK. As you don't have any sort of insurance, she tells you that an insurance office is located right next door. Hot under the collar, you head next door and are greeted by another sweet thing, that asks for your vehicle inspection certificate. You indicate that your motorcycle has a current inspection sticker on it and she smiles as she tells you that you need a certificate from the motor vehicle inspection station before you qualify for insurance coverage. Only stock motorcycles are currently permitted on the highways as a result of another Environmental Protection Agency ruling because of sound and emission control standards. As your scoot has only a set of four-overs, you try the bum's rush on the dude at the station, finding out that he has deputy powers. After a few words about how he wouldn't dare pass your scooter, the flash of a couple of bucks and some swallowed pride on your part gets you the certificate. Then it's back to the insurance office where the sweet thing reaches out to take the piece of scribbled paper from you. After a quick glance, she turns and walks over to a typewrite and, after inserting a form, rattles off the entries and brings it back to you.

"That will be \$1,217, sir. As a rider 19 years of age riding a Honda 750, that's your annual premium. "

Smoke comes out both of your ears, your teeth grate hideously and you begin shaking in frustrated anger. You had vowed they would never take your bike away from you, and if it cost that much to ride, then you'd have to pay it. With a shrug of resignation, you dig for your checkbook. The sweet thing shakes her head, indicating that personal checks aren't acceptable, that you'll have to get either a cashiers check or a money order. No cash accepted. She offers

you the information that the bank across the street will cash the check for you and off you hurry. After a check of your bank in the next town you hurry back to the insurance officewith the cashier's check in your hand. The girl takes your money, glancing momentarily at your smoldering eyes , and then finishes filling in the form and signing it before handing it to you with her hand indicating where you should sign it. After getting the form in hand, you grumble about the damned government bullshit and head for the tag office.

Grasping the door, you give a savage tug on the handle. Nothing ! You suddenly notice the sign beside the door: Tag Office Hours: 10 till 2 Monday through Friday, closed on weekends and holidays. Kicking the door, you turn and head back for your bike.

The beast starts with the first kick and you roar out of your parking spot, headed home. Suddenly you notice the blue light coming up fast behind you. With a shrug of resignation, you pull off to the side and dismount. Digging for your wallet as you head back to the police car, you are suddenly jerked roughly and slammed up against the side of the car and told to , "Spread 'em". You feel the hurried pat down and then a hand going into your pocket where you carry a small pen knife. The officer tells you to straighten up and starts writing out your citation. Carrying a dangerous weapon (2 inch blade), excessive noise, driving too fast for road conditions, laying drag, disturbing the peace, speeding, threatening an officer of the law, (digging for your wallet), terroristic threats (cussing the government bullshit), and operating a vehicle in violation of the law. He indicates where you are to sign the citation, handing you your copy and asks if you want to pay the fine on the spot or appear in court. You ask him what the fine is and get told that it's \$100. Mumbling, you dig for your wallet and dig the last of your previous weeks pay out and hand it to him. He counts it out and hands you back a dollar, grinning as he asks you if that was intended as a bribe. You shake your head resignedly and wait until he tells you that you can go, after taking a minute to describe the dangers of riding a motorcycle.

This time you start your scooter, but your takeoff is a lot slower, the man still following closely to see that you don't do anything reckless. He follows you until you are a block from your house and then pulls off. As you ease the motorcycle into the garage and pull down the door, you cuss every one of the bastards. Why in hell can't they cut you some slack ? Hell ! All you want to do is just ride and enjoy your motorcycle ! You give thanks that you still have the next day remaining to get your tag, even if it means taking another day off from work to get it. All this bullshit, strictly because you are one of the few that continues riding a motorcycle. There are few on the roads anymore. Most of the brothers gave up the fight and just said to hell with it. They didn't think it was worth it to have an every day fight with every police agency in the country just to ride. Most of their bikes sat in garages with dust covering them, machines that were rarely started because the brothers didn't want to face the charges of disturbing the peace or some other trumped up charge. Occasionally you heard rumors of groups trying to rebel against the laws, but these only lasted for a short while and were never heard about again.

(What If - Continued)

One thought keeps plaguing you and eating your guts out. It wasn't all that long ago that there were motorcycling organizations with letters for names. AMA, ABATE, MORE, STOP, BBA, CBA, and all sorts of them. They had all been disbanded due to the bikers not supporting them, the officers and members of those organizations having been subjected to wiretapping, audit by the Internal Revenue Service, trumped up charges against the leaders charging them with all sorts of phoney things, and things that made the blood run hot. Yeah ! They had tried and tried hard to save the bikes and the way of life, but the bikers just hadn't paid any attention to them until it was too late. There was only just so much those organizations could do with the support they got from the bikers.

Running the chain through your wheel and around your frame, you snap the lock and give it a tug to make sure it's solid. Then with a defeated shrug, you turn on your heels and go on inside. Yes, you had a chance to fight the mess, but you had been like the rest. You didn't think the biker organizations worth the time or effort. Hell ! There were parties and runs to go on and too many things to bother with their stupid pep talks about what was happening. Write letters or register to vote ? Those were the furthest things from your mind. Damn ! Why hadn't you listened and then got off your ass to do something about the mess ? WHY ? WHY ? WHY ? Oh well... it was too damned late to do anything about it now. Who had the backbone to fight back anymore ? As it looked now, you would soon join the others. You couldn't afford the price of riding any longer. Oh well... you had stuck it out, anyway ! END !!!

THE ABOVE IS FICTION! BUT.....

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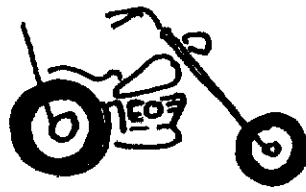
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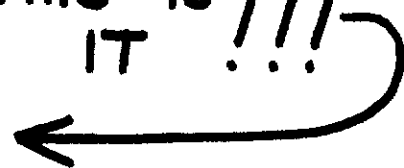
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What's the U.S. Department of Transportation up to ?????

With the Highway Safety Act of 1966, the nation's motorcyclists were permitted to get a view of but one of the many pies the DOT has it's fingers into. Motorcyclists heeded the call to arms and with a lot of time, patience, money and effort, joined forces to demand the DOT permit them to think for themselves by repealing the mandatory helmet law.

As the fight against the helmet laws progressed and some of the states started to respond to the motorcyclist's requests, the DOT suddenly came back into the picture. Using statistics for support rather than enlightenment, they warped data into governmental reports in such a way that it looked as though the states with helmet laws repealed, were experiencing all sorts of fatalities due to head injuries. Needless to say, the alleged increase in fatalities are not due to the lack of helmets being worn. Facts indicate different. If helmets had been the factor in fatalities increase, then they would have been an equal factor in the reduction of fatalities when the helmet laws were enacted, by approximately the same percentages. Additionally, the insurance industry didn't think helmets reduced the risk of injury or fatality after the helmet laws were enacted as they did not reduce insurance premiums to indicate the proportional reduction in risk !

A recent newspaper article now indicates that the federal blackmail of states was not restricted to the helmet issue. It's now being applied to states who fail to enforce the 55 MPH speed limit. If states refuse to comply by obtaining an 85% compliance with the double nickel, they may lose federal highway construction funds. In effect, the DOT, as sanctioned by the congress (by not doing anything about the situation) is using our tax dollars against us, with our permission !

Air bags, seat belts, helmets, lights laws, no-fault insurance, 55 MPH speed limits, outlawing fuz z busters, and all of the many government-generated, totalitarian laws are not without a real good reason. The DOT has already stated that because of the energy crisis, our country has to find an alternate means of transportation. They have stated that mass transit is the only answer to making maximum use of the fuel we have, and that automobiles use better than half of the available petroleum supply. Of course, the fuel supply isn't really the problem. It's merely a means to an end for the bureaucrats. There's too many facts to refute the stuff they're putting out as "official" statements.

What the DOT is up to should be obvious to even the most ignorant, if they will take the time to look. The DOT is determined to control all transportation within the country !

To formulate major policies is fairly easy. To put them into effect is a bit harder. That requires legislative precedents such as some law which is in force that shows the federal or the state government has the authority to do a certain thing. Take the helmet law and the 55 MPH speed limit, for instance. They prove that the feds have the right of doing our thinking for us in matters of personal safety without us having any say in the matter. They further justify their position in enforcing the laws by saying that it is a completely constitutional use of police power. By feeding a bit of statistical lampposts to the state bureaucrats to support themselves with, they get the support of the individual state transportation and highway safety people to back their play. What it ends up being is a massive network of bureaucrats that filters through our entire government system to mis-represent and mis-lead citizens into the proper channels. Once the citizens are sufficiently brainwashed, the federal government has free rein to pursue whatever goals it wants.

The DOT has as it's goal the complete takeover of transportation in our country, and by now, there shouldn't be any doubt in anyone's mind. All we have to do is to read the papers and watch the news on TV. It's there for everyone to see !!!

In time, the bureaucrats became even more powerful than the elected representatives of the people, remaining in office through one regime after another. Competition within the federal agencies grew more and more demanding and individuals deciding to make a career in government depended a great deal on coming up with ways they could give the impression of supporting the elected officials while at the same time feathering their own nest.

Safety became a super-big word for the Department of Transportation, a natural to ride all the way to higher paying positions for those who came up with ideas that would work. Realizing that the federal government rarely came up with anything of its own that worked, sources of data to justify proposals became imperative. By monopolizing on industry elements that had something to offer, while at the same time offering industry tidbits to satisfy them, government was able to generate all sorts of safety laws and standards. Whether these standards and laws were obsolete and unuseable a year later was of little consequence, the major thing being to bring the individual into the light as being "super hot" in the boss's eyes.

The insurance industry was quick to see the benefits of working with the government. Offering statistical reports on motorcycling accidents and fatalities, they harped on all of the dangers of motorcycling, using all of the old, emotion-laden words to back their position. The fact that any injury to the head creates an emotional impact on anyone listening to descriptions of such injuries, led the insurance people to place a great deal of stress on head injuries. By minimizing the other injuries sustained by motorcyclists and making maximum use of data which reflected head injuries to be the major cause of death by motorcyclists, they succeeded in impressing the feds with the importance of protecting the motorcyclists heads. What next? Helmet laws!

Anyone who has ridden for any number of years and miles on a motorcycle with a helmet can and will tell you that helmets impede hearing, sight and balance during normal operation. Depending upon the weight of the helmet and the length of the trip, helmets can actually increase fatigue. In warmer climates and temperatures, they can actually cause heat exhaustion. The effect is obvious. With the diminished sensory input for the motorcyclists, accidents were bound to increase and fatalities as well. The insurance industry has monopolized on this situation by bringing in all sorts of facts and figures (often somewhat trumped up) to show that in spite of the helmets, motorcyclists continue to die at an alarming rate. What's next ???

No-fault insurance laws to protect the other highway users as well as the motorcyclists.

Motorcyclist's are but one element within American society, but they enable the government and the insurance industry to establish a legal precedent. People can be protected from themselves as a matter of law. They can be forced to patronize commercial organizations. The insurance industry has won another one over the gullible American!

The only problem with their thinking is that they don't seem to realize they are headed on a course of self-destruction with the federal government by assisting the feds to shove everything off the streets and highways that isn't mass transit. It's the blind leading the blind and the blind paying the way for them. It's there for all to see who will open their eyes. Just read the papers and watch the television !!!

ABATE

What's the Medical Profession up to ???

The Hippocratic Oath defined the doctor of old and the Medical Malpractice lawsuits describes the medical profession today ! Although all of today's doctors do not fall in the medical malpractice classification, all of them are finding the insurance rates to cover them against medical malpractice very high, an indication that it is a widespread problem in our country.

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

If you've ever heard the term, " wanting to both have and eat their cake", you have an idea of what the medical profession is up to. It wants the government to support it, but it doesn't want the government to dictate to it. This results in a compromise, one which the government needs to support it's goals.

A prime example is the issue of motorcycle helmet laws. At testimony, the docs have been telling the legislators how absence of helmets increase the likelihood of a motorcyclist having a fatal head injury. What they aren't saying, and do their very best to hide, is that any motorcycling fatality generally has so many severe injuries that any one of them could have been the cause of death, with or without a helmet. If you didn't die of a fractured skull, you'd have died of heart trauma or a perforated lung, or shock. In research on motorcycling fatalities, ABATE was unable to get any doctor to offer a statement in writing that head injuries were the major cause of motorcycling deaths, or that the majority of unhelmeted motorcycling fatalities were due to head injuries. In one state the medics offered testimony before a subcommittee regarding motorcycling fatalities. In those cases in which the rider was killed while wearing a helmet, they stressed bodily injuries and played down the head and neck injuries. In unhelmeted fatalities, they placed stress on the head and neck area and played down the bodily injuries. Why ? If helmets were really effective in saving lives, why did they have to trump up the reports ? It's evident. Helmets don't make one damned bit of difference when the individual is involved in a motorcycling fatality. The question is why ?

Funding of the medical institutions about the country requires that the medical people and the political people (elected and bureaucrat alike) be on good relations. If not, the institutions funds can be cut the following year. Many doctors have research grants from the federal and state governments. Some have special non-profit corporations devoted to doing little other than government research, funded by our tax dollars. Maybe the medics don't get rich off it from running these corporations, but they do get their name pushed under a lot of peoples noses and, indirectly, they ride the government grants to prominence in the medical field.

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

The American Medical Association is against socialized medicine, yet it is quick to accept tax dollars to support it's individual members and the medical facilities where these people rake in both your hard earned dollars through insurance and taxes. They have a good thing going and they don't have to answer to any of us except when they get caught performing an unnecessary operation, or when they screw up an operation so badly that even poor slobbs like us can recognize what they've done. That's what they're up to, grabbing all of our money they can get by using the government and us !!!

ABATE

What's the Insurance Industry up to ???

In their greed, they want every citizen of the country to be forced to become one of their customers, regardless of the means they have to use to accomplish it !

Insurance is normally acquired by individuals or organizations who feel they are financially unable to assume a specific risk. It doesn't matter whether the risk is real or imagined, just so long as the belief in a risk exists. What I'm talking about now, is the normal way insurance USED TO BE obtained by the majority of people. It's no longer that way. Now, the vast majority of people are forced by the federal and the state governments to pay their dollars to the commercial community, without having a word to say about the matter. It's law!

The art of obtaining legislated customers is big business and the insurance industry is one of the biggest recipients of government-generated profit margins.

How the insurance industry is able to accomplish such support from the federal government is fairly easy to understand. The insurance industry has massive computerized data banks as a result of accident, liability and other types of insurance settlements. Logically, (from the fed's viewpoint), they should be able to furnish both medical and financial data on motorcycling accidents and fatalities. Government bureaucratic bungling has been more than sufficiently documented and an indication of why the feds use the insurance data in making decisions. A prime example of the feds lack of ability to obtain data is the helmet law. The Highway Safety Act of 1966 established the authority to require states to enact helmet laws or lose highway funds. Although better than a dozen years later, the feds still are unable to test but one type of helmet and only one size in that type. They have to rely on the commercial community for tests of all the others.

The insurance industrie's credibility with the federal government is fairly obvious by virtue of the fact that many individuals on the DOT advisory board are insurance people. Additionally the Insurance Institute for Highway Safety (IIHS) furnishes data frequently quoted by the DOT, the IIHS a lobbying representative for the insurance industry.

To get the federal government (or the states) to consider no-fault insurance, some effort has to be made to make the target group look like it presents an abnormal level of hazzard to others about it, or to itself. Let's take motorcyclists as an example.

Since the time motorcycles were first introduced onto the public byways, a sort of "derring-do" was attached to those who rode them. Initially, they were a means of by-passing the bicycle pedals and letting the gasoline do the pumping. The freedom of the motorcycles operation and the versatility prompted many to "show off" a bit. Immediately they were branded as "daredevils", a name still attached to us by many. A bit later, motorcyclists joined into groups, tired of the "type-casting" they were receiving, and another classification was added to our people; that of "bike clubs", and "outlaw bikers". As the years progressed, a war, a depression and another war following the depression, found our country busily rebuilding. Many turned to the motorcycle for economical reasons, our country's economy in bad shape. About this time, the federal government started adding on jobs and hunting for people to fill them, people we've since come to know as bureaucrats.

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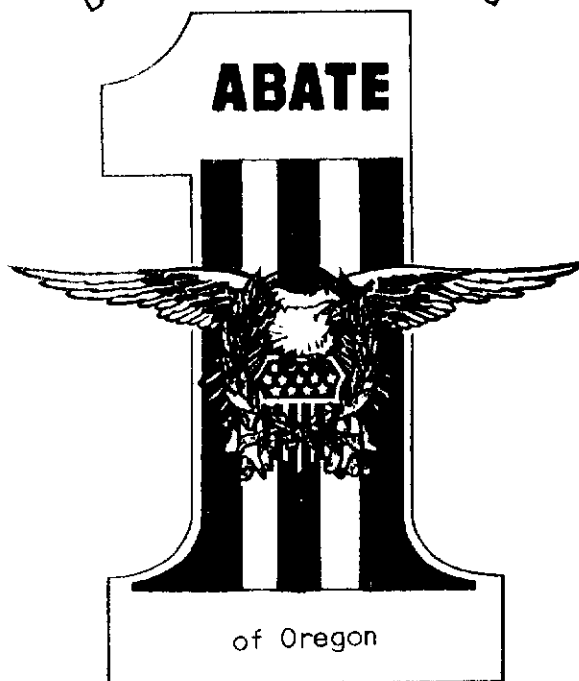
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