

MARCH 1978

"Dedicated to Freedom of the Road"

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ABATE  
of Oregon

P. O. Box 4504 Portland 97208

FROM YOUR STATE CO-ORDINATOR.....

The main purpose of a National Organization is to act as a clearinghouse for information to all state chapters and national publications. It will act as a "watch-dog" and our spokesman on a federal level. They will attempt to co-ordinate our goals with other national organizations. ABATE supplies will be available to State chapters more economically due to a larger quantity order.

It was then discussed and agreed to set a fee of \$10 for all state membership fees.  
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"QUOTABLE QUOTES.....

Every man is born to be free, but most sell their liberty cheap. For those who don't the EAGLE is their symbol.  
\*\*\*\*\*

If the Government doesn't trust me with MY guns, should I trust them with THEIRS????  
\*\*\*\*\*

BE CAREFUL AT NIGHT  
During the night the motor vehicle mileage death rate is three times higher than it is in the daytime.  
\*\*\*\*\*

WALKING ISN'T SAFE  
Three of every eight persons killed in city traffic accidents in the United States are pedestrians.  
\*\*\*\*\*

There is no gravity, the whole world sucks. (Superbiker)  
\*\*\*\*\*

All that is necessary for the force of evil to win in the world, is for enough good men to do nothing. (Edmund Burke)"  
\* \* \* \* \*

FROM THE ABATE OF OHIO NEWSLETTER:

"If there is any doubt in your mind as to why biker's rights are on the endangered species list or if you have any doubt as to why ABATE exists, the following letter from the out-going President of the American Association of Automotive Medicine (AAAM) should alleviate your doubts. The AAAM advocates a TOTAL BAN on motorcycles! They also receive Federal Grants from the Department of Transportation (DOT) for motorcycle studies. This is only one group on our list of "bad guys".

PRESIDENT'S MESSAGE

In this last year, let me say "thanks" to all our members and staff for making this a memorable year for me. Every year, AAAM grows. The budget, membership, our annual

conferences, etc. The Proceedings have become a standard reference in many safety libraries. This is due to the enthusiasm of the membership.

I have had a chance to air some of my pet subjects in these President's Messages, and in this, my last, I would like to make a few statements about motorcycles. This will probably put me on the list of "bad guys" for those of who are most affected by my comments. My intent is however, to interest enough people who are willing to participate to concentrate on the real causes of motorcycle injuries and work out counter measures.

Motorcycles are by far our most fatal and unjurious form of transportation. In Michigan, motorcyclists have a fatality rate 11 times that of motorists. It is both a form of recreation and transportation, which makes the treatment of the problem much more difficult. Perhaps some of our psychologists and psychiatrists can give us a profile on some of the motorcycle enthusiasts. One thing I believe, is that a motorcyclist is basically a risk-taker, who has an unconscious desire to be injured or killed. It is something like the cartoon I saw with a German-helmeted biker on a chopper who is looking up at a star and, sees a fairy who says, "You have three death wishes." A motorcycle is less forgiving in collisions or loss-of-control situations. Yet, people continue to argue that they shouldn't be compelled to wear helmets because it violates their constitutional right of choice. I heard one statement that perhaps we ought to repeal the helmet laws because the bikers aren't worth saving.

All of us use poor judgement from time to time. When you use poor judgement on a motorcycle, the results are often fatal. We must have seen some crazy examples of motorcycle risk taking. For instance, during a recent seven-inch, slushy snowstorm, I saw a two-wheeled motorcycle traveling at about 55 mph on the Interstate. On another winter occasion, I came upon a bicyclist lying prone on the bike seat and traveling at approximately 50 mph, 20 feet behind a tractor-trailer--he was apparently "drafting" the truck to use it as a wind breaker. He nearly fell off on several occasions before they outdistanced me. I work with a fellow who drove a motorcycle in the field near his home and was injured when he ran his bike into an excavated basement. Sure, these don't represent every motorcyclist, but I bet every motorcyclist has one story to tell you about the time he nearly "had it" or the time he was injured. Racing has provided information to manufacturers and operators in all sorts of sports, from auto racing to boat racing. Did you know that in motorcycle racing, the drivers have their blood typed and allergies painted on the rear of their helmets? I don't know why they chose the helmet, except maybe it is the only piece of their equipment that they wear which is not apt to be destroyed in a crash. Motorcycle racing in many ways is similar to auto racing. It is generally safe, because of the controls during the race on the machines, the environment, and the drivers themselves. As much as we would like to have the same controls on the public highways, we do not. A motorcycle can be operated for recreation off the highway and safety equipment is not required--nor is a driver's license. Injuries and fatalities in trail riding are also part of the total injury picture which is tabulated each year. The responsibility for improving the picture in motorcycling must come with the recognition by the motorcycle industry of hazards which exist to the cycle operator and the public that allows them to operate. We have tried within AAAM to bring representatives from these areas together to find solutions. Although some factions of the motorcycle interests have shown a willingness to participate, some of them have not and prefer to sit back and name "bad guys" and print obituaries of their rapidly turning-over (or is it, turning-under) memberships.

Sometimes, people have drawn comparisons between two-wheeled, non-powered bikes, and motorcycles, however, there are a couple of inconsistencies. One is that a non-powered, two-wheeler can not attain the speeds in which a single vehicle accident is often fatal. Also, bicycles generally are not operated by people legally able to drink. If you have any comments and/or data on motorcycles, send them to the QUARTERLY for publication, of John P. O'Hara, 13-376 Rayburn Building, Washington, D.C. 20515.

This message was written before the Vancouver meeting was held. I don't know if any action or projects were begun at that time to effectively treat the motorcycle disease in this country. In the 1978 meeting with the IAAIM we may be able to compare the U.S. and European motorcycle statistics and perhaps gain some insight into differences and commonalities of the foreign experience. Abstracts are due now so, if you are either with me or against me, lets get busy and write.

Will Nelson American Association of Automotive Medicine"

\* \* \* \* \*  
SCREAMING EAGLES M/C:

I WOULD LIKE TO BRING TO THE ATTENTION OF ALL OUR ABATE Members at this time an appeal for your help. One of our Members who is a Member of Screaming Eagles M/C at the Oregon State Penitentiary is due up for a parole hearing in May. His name is Ron Draves. Ron's attorney feels if some way we could flood the parole board with letters from people to the fact that Ron is a man who is trying to be an upstanding member of society and will be an asset instead of a liability, it would help Ron. Ron has a leather goods business on the outside which his wife runs while he is doing his time.

He has been very active in keeping up morale of the Members of Screaming Eagles and in keeping the Club together. I think all of you know how much it would mean to him and his wife and family to have him out.

Also, it would mean you would and could be having a big part in helping a fellow brother back into society.

I personally know Ron and I feel he is a person who deserves this break, as much as we need him out to work with us for the betterment of ABATE.

Some of us at times have had our bad breaks, and very few chances, or people to be able to lend us that helping hand. Now this is your chance to write a letter to see if in this way we can bring to the attention of the Beaucracy the fact that there are people out here in the U.S. who care about our people in the lock-up, and are willing to say we'd like to see him have a chance to prove himself.

You can write these letters to: Ron Draves #36112, Oregon State Penitentiary, 2605 State Street, Salem, OR. Send one to Ron (the original) and send a carbon copy to the Parole Board at: Parole Board, Correctional Division, Center Street, Salem, OR 97310.

We need the letters in a copy this way with one to Ron and the other to the Parole Board, because single copy letters have a way of becoming lost or not being received at all.

So please take the time to help Ron and write that letter now; it's desperately needed.

Rusty.....ABATE of Oregon

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FROM YOUR CHAIRMAN..... about the Camp Westwind Work Party:  
I would personally like to thank those people who so faithfully showed up and worked their tails off.....also, one of the people was not even an ABATE Member.  
Vic Wright, Chairman

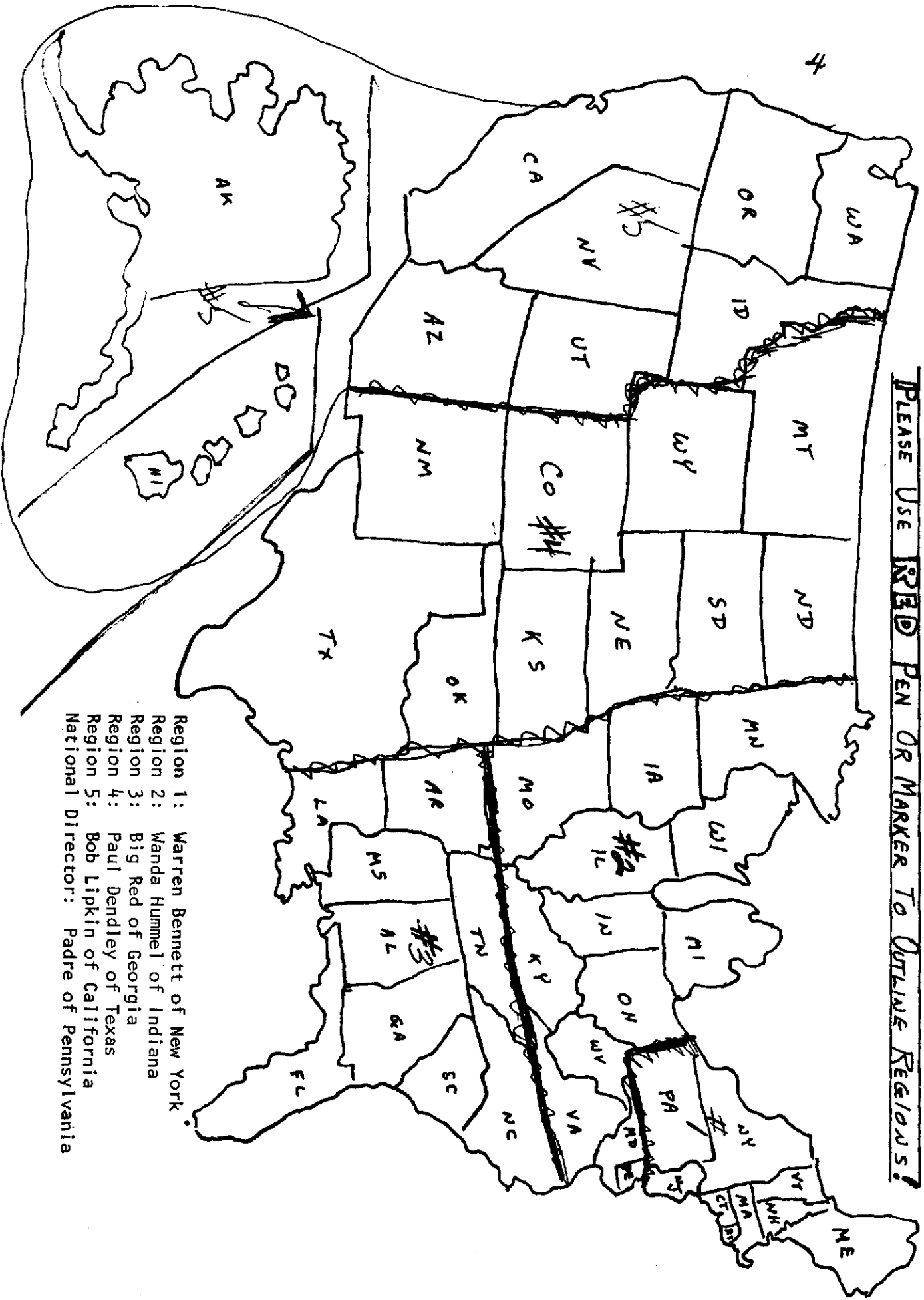
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SPRING RUN .....THE DALLES AREA.....(that you've been hearing about):  
This Run, again, is on April first, near Fossil, Oregon. They will be leaving the Lone Pine Restaurant at the Dalles bridge junction, hwy 197 and 180N, at noon. See y'all there. (The Portland people who wish to ride together can meet at 12th and Jefferson streets in Portland SW at 9am on April 1).

\* \* \* \* \*

"WE DID IT, AND IT'S OURS!!!" From Big Red of Georgia

**PLEASE USE RED PEN OR MARKER TO OUTLINE REGIONS!**



- Region 1: Warren Bennett of New York
  - Region 2: Wanda Hummel of Indiana
  - Region 3: Big Red of Georgia
  - Region 4: Paul Dendley of Texas
  - Region 5: Bob Lipkin of California
- National Director: Padre of Pennsylvania

Biker's Church of Oregon, written by Sugar-Kane, Council Member  
PRISON MINISTRY:

Biker's Church can't get anybody out of jail, but we can help establish and encourage communication between Prison-based motorcycle clubs. Many local people are aware that ABATE of Oregon is working closely with Screaming Eagles M/C. We have been corresponding with Our Blood M/C, which is based in the pen at Menard, Illinois, although they have 'street' chapters, too. They have started publishing a Newsletter, whenever they can afford it, and, as you might expect, can use any help they can get. They need money, of course, but are fully appreciative of letters, pictures, opinions, etc. Might we suggest that if you write, you send postage; that will help I'm sure, as their Newsletter is currently mailed out first class mail. If anyone has any contributions and/or communications for these people, or would like a copy of an OBMC Newsletter, write to Biker's Church, at P. O. Box 03465, Portland, OR 97203. (It would help to enclose a stamped, self-addressed envelope.) I know Illinois is a long way from Oregon, but when you start comparing notes, you find that it's a small, small world, indeed. Apparently, there are plans in the works for a Biker's Church of Illinois, who will also have a Prison Ministry; hopefully including visitation. Biker's Church of Oregon is currently attempting to get the \$\$ together to donate an ABATE of Illinois Membership for OBMC so they can get a Newsletter from ABATE, (since we can't visit them in person). One motto of OBMC is "solidarity between all Bikers"; their Newsletter masthead says "Legalize Freedom". No matter how straight and clean and good some motorcycle riding Citizens may consider themselves to be, you must remember that our Federal Government officials see all of us as suicidal freaks who have no business insisting on the right to life, not to mention the right to liberty, and, forget the pursuit of happiness!! Don't you ever let that fact slip from your mind.

"PROJECT BIKER"???

A woman that I work with, a single parent supporting a couple of teenage kids, has a 17 year old son. Now, she says he reads all the chopper magazines and thinks Bikers are "cool" and "tough" and his mom is square and corny and stupid. Now, I guess this kid had a car once and had a few accidents--he no longer has a car. She says he is very inexperienced, has the judgement of a 17 year old kid who thinks he can do anything and live forever, etc, etc. NOW--he's saving up to buy--you guessed it-- a motorcycle. She asked me if I were in her position would I give him permission to get the bike, and I said "NO". For various reasons, she does not want to directly refuse, partly because he is working to save the money, and partly because she suspects he has ridden friends' bikes around the block, etc, and may hop on a bike and take off anyhow, even if she tells him he can't have a bike. (Are you getting nervous?) So, after some discussion on defensive driving, survival on the street, and driving attitude in general, she decided she would give him permission to buy the bike on the condition that we teach him how to ride. Since he thinks 'bikers' are cool, he will probably listen to one of us, where he wouldn't listen to 'dumb old mom'. Here is a chance to put our 'money where our mouth is'. This kid may blow his cash, or buy another car, but if he does buy a bike, she will let me know ahead of time, so we can take him under our 'advisement' and try to instill survival techniques (such as defensive driving) into his sweet, healthy, round little head. She says he would be using the bike primarily for transportation....I don't know where, I guess he dropped out of high-school. Any volunteers may contact the Church at the address given above.

Again, he may not buy a bike, but if he does, I would like to see us nurse him through the accident-prone period. He sounds to me like a statistic waiting to happen, and I don't want my name on it. I told her that there are people who would like to teach him how to ride just to keep him from getting hurt and becoming such a statistic. His mother is really worried because she feels he will get hurt or killed for sure, as things stand, and I feel that we at Biker's Church and ABATE have some very valuable things to



"THIS REPORT IS FROM THE AMA AND IS BEING PASSED ON TO ABATE MEMBERS."

"Lights-On

Requiring motorcycles to be operated with their headlights on during the daytime has been hailed as a boon to motor vehicle safety: the light serves to make the vehicle more visible to other drivers. However, legislators wishing to introduce such legislation should be aware that there may be legitimate drawbacks to such otherwise good intentions. This paper will serve to voice arguments on both sides of this important safety question.

It stands to reason that if such legislation is indeed effective, the number of daytime, frontal, and multi-vehicle accidents should be reduced after passage of that legislation, assuming for the time being that all motorcycles will be able to comply with such a statute. Sixteen states currently have such statutes in effect, but with the exception of North Carolina, none has attempted to gather the above statistics to test the effect, even though the laws have been on the books for ten years in some cases. Examinations by the Insurance Institute for Highway Safety have incorrectly used fatalities alone as an indicator, but, of course, that leaves many variables unaccounted for such as weather changes, registration changes, and changes in other laws. Both above examinations, however, are after the fact.

Because of the central location of the single motorcycle headlight, it does not serve as a good directional indicator. When motorists begin to take for granted that a single headlight indicates an approaching motorcycle, a motorcycle with no light burning is automatically placed in a hazardous position. Perhaps the bulb burned out, perhaps there has been an electrical failure, or the rider has just forgotten to turn the light on. The result may be that approaching motorists will misjudge the motorcycle's direction of travel by 180°.

With full time lights-on operation, tail and brake lights lose their daytime effectiveness. On motorcycles not designed for this kind of operation, there is not enough difference in intensity between tail and brake lights. This creates a situation in which following motorists may not recognize that a motorcycle is slowing or applying his brakes. It is reasonable to expect that lights-on legislation may increase the incidents of collision from the rear. With the exception of North Carolina, no other state has addressed those vitally important questions.

The nature of the lights-on law is unique in that it is retroactive, requiring some small, old or exotic machines to be operated with continual use, leaving marginal lighting for nighttime running. The major manufacturers inform us that most machines now are capable of full time use of lights, but the question is nonetheless one that legislators must address, whether or not to potentially jeopardize a minority of riders.

The problem of conspicuity is perhaps better addressed by manufacturers, "hardwiring" machines for such use, but in addition to a cost burden, the approach takes as long as 10 years to implement on a year-by-year basis that introduces those new machines only once per "new model" year.

At present, the federal motorcycle equipment standards do not include the necessity of bulbs and electrical systems capable of operation at all times. Thus, a requirement to that effect may place a burden on the motorcycle's electrical system for which it was not designed. The result may be added expense for the operator and increased work load and expense for the dealer. Due to the frequency of headlight failure and the fact that there is no immediate replacement on the machine, operators whose headlight fails may be forced to operate in violation of the law, or leave their machine along the road, where it may be stolen.

One of the first things to be damaged when an automobile turns in front of a motorcycle is the front fork assembly, including the headlight and other electrical equipment. The automobile operator can simply tell the investigating officer that the motorcycle headlight was not burning, and it then becomes the responsibility of the motorcyclist to prove otherwise. Therefore, a law intended to protect the motorcyclist from the motorist could become an escape from liability for the latter.

A further objection to lights-on legislation is the amount of responsibility it places on the motorcyclist. It seems to be based upon the assumption that the motorcycle should be equipped with some kind of warning device, even though evidence shows that over 60% of the automobile/motorcycle collisions are the fault of the automobile operator. The responsibility for correction of this situation thus becomes solely the burden of the motorcyclist.

The final argument against implementation of lights-on laws is that such laws do nothing toward making auto drivers aware of the rights and limitations of motorcycles as legitimate users of the nation's roadways. Rather, the cyclist bears the burden for "not being visible" to traffic. Legislation has been introduced in Connecticut that would provide for a double penalty assessed against an auto driver convicted of causing an accident to a cyclist; this is designed to merely make those operators more aware of the problem.

Another solution might be to add certain information on the topic of conspicuity to the driver licensing booklet, including certain questions regarding cycle operation for all drivers. Also in order is implementation of mutual awareness material in driver education courses, as well as high quality rider education, emphasizing the topics of visibility and defensive driving. Legislation based merely on good intentions without regard for potential drawbacks or evidence for counter-productivity is certainly misinformed at best and potentially dangerous at worst.

ABATE OF OREGON, INC PORTLAND AREA MEETINGS.....ALL ARE WELCOME:  
April 11, April 25; May 9, May 23; June 13, June 27. PLEASE BE SURE TO ATTEND THESE MEETINGS.....THEY ARE VERY IMPORTANT. The location is SE 9th and Ash Streets in the Centenary-Wilbur Church/Community Center, at 8 pm. The meetings are very informative, give you a chance to speak your mind, get questions answered, rumors verified or refuted, and generally keep up on what's going on with ABATE. There is on-street parking, and we have NEVER had any problem with bikes parked on the street at that location. Plus, you meet the nicest people on a motorcycle....."pack up the babies and bring the ol' ladies"  
\* \* \* \* \*



LATE-BREAKING FLASH!!!!!!!!!!!!!! It has come to our attention that Screaming Eagles M/C also needs: a clutch hub for a '74, plus the studs and bearings.....sounds like they need a clutch assembly...DESPERATELY!!!!!!!!!!!!

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BIG BROTHER IS WATCHING.....or Big Sister, if you will. We would like to ask our Members to help themselves, as motorcycle riders who really believe in safety and defensive driving, by 'helping' a certain type of rider.

Now that summer is sneaking up (very slowly, we admit), you may begin to see more and more young riders out buzzing around.....there are more and more cases of children (yes, 'children') riding two-wheeled motorized vehicles, who are not only not licensed, but not even reasonable operators. Very often, these kids do NOT have their parents' permission/knowledge, and these kids DO add to the motor-vehicle statistics.

Now, if you see someone riding a bike, mini-bike, whatever, that you can observe is not licensed for the road, and you suspect that the child is not a licensed operator, here's the thing to do: Go up to the kid (use flattery if you have to; the pain won't be that bad!) and talk to him/her; ask whether or not the parents know about the bike riding activity taking place, etc; try to find out where the kid lives, or get some idea of who his parents or responsible adult(s) are, and go to the parents. Tell them you saw the kid riding a motorcycle on the street. You feel pretty certain that the child does not have a drivers' license. You would like the parents to know about it. Be polite, and non-aggressive, but firm. You DO know what you're talking about, and you are on the verge of reporting a law-breaker in action: the parents are not only responsible but LIABLE for what their kids do. They may be grateful that you have spoken to them. On the other hand, they may also get very defensive, regardless of whether or not they approve of what the kid is doing. Again, be polite, try to get the message across that you are concerned for the child's safety, and wanted to make sure the responsible adult was aware of the activity.

Now, if the parents give you a bad time, you might make a phone call to your local P.D. That might sound a little heavy, or corny to some, BUT..... you can cover yourself in a couple of ways by doing this. One, if you call the police FIRST, then if the parents call up and try to report that a biker was hassling them, the police will have a record of the fact that illegal motor vehicle operation was taking place in that neighborhood, and that the responsible adults involved were resistant to suggestions that they remedy the situation. Let the cop on the phone take it from there.

Secondly, if the police start getting calls from concerned adult bikers, who are reporting a serious safety problem, involving the life and limb of our fair city's precious future generation, they will (maybe) begin to get the idea that bikers really DO care about motorcycle safety, not just their own bodily needs, etc., and be more receptive to bikers' ideas and opinions in the future. The police are very receptive to this type of complaint, and they do respond by at least driving through the neighborhood when there are this type of complaints. Score one for us.

Usually, when a person makes a call to the police, the person is asked to give their own name. If you do not wish to do so, just tell them that you don't want to make any personal hassles for anyone, you just want to report a traffic safety hazard in action. You may be asked to leave a phone number so that the police can call back and 'verify' the complaint, if necessary. This may turn out to be a good move on your part, especially if you explain that the parents were hostile to you, and you don't want them to know who you are or where you live, etc. How's that for turning the tables?????

# SPRING MOTORCYCLE RUN



10

Sponsored by

1978

## River City ABATE

Tickets \$350 per person

April 1 & 2 (Sat. & Sun.)

Place Shelton Wayside

10 mi. south of Fossil

(map available with ticket)

SOME

BEEF STEW

Plenty  
FOOD & BEER

"Come and  
get stewed"

To ride up in a group, meet  
at Lone Pine Restaurant  
at Noon <sup>April 1</sup> — THE DALLES BRIDGE  
JCT. OF 197 & 80N

Write for tickets:

Secretary, River City ABATE  
Rt 4 Box 46  
The Dalles, Oregon  
or  
ABATE of Oregon  
PO Box 4504  
Portland, Oregon

