

ABATE of Oregon Membership Newsletter

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JUNE 1981

~ V I C T O R Y ~

• • • for now

HELMET BILL DEFEATED!

First, I think all of us in ABATE should pat ourselves (and each other!) on the back for our tremendous response to the attempt to reinstate a helmet law in Oregon. Special thanks go to Rusty for his lobbying efforts, Richard Cremer, Preacher Jim McLucas, and Sugar Kane Taylor for their testimony in behalf of ABATE at the House hearing; Frank Forster of the OMRA, Chuck Washburn of AMA District 28, and a number of individuals who spoke in opposition to SB 554. Most importantly, we couldn't have defeated this bill without the hundreds of letters to the legislature written by our members (that's YOU) and the financial support provided by ABATE membership fees. Riders from all over the state came to Salem to attend the House hearing. Bob Ingram from the Albany area brought a sheaf of petitions with about 400 signatures protesting SB 554 and supporting SB 864 (rider education), which were presented to the House Committee as testimony in opposition. Committee Chair Jane Cease also pointed out that just entering your name on the witness sign-up sheet made your opinion a part of the record.

We received much help from the AMA in this battle, including mailings to all the legislators and special mailings to Committee members, and financial help from District 28 for Rusty's services as a lobbyist in their behalf.

A brief summary of the testimony:

IN FAVOR OF A HELMET LAW:

- death rate increased since repeal
- "social burden" theory: high medical costs borne by public for helmetless victims
- helmet law needed to protect the ignorant
- most injured helmetless riders characterised as irresponsible members of society: "indigent", "unemployed", "unindorsed"

IN OPPOSITION TO A HELMET LAW:

- states retaining helmet laws have similar death rate increases, pointing to causes other than helmet law repeal
- medical records show evidence that motorcyclists are no more irresponsible than the general public
- motorcycle-related injuries are a very small percentage of all traffic-related injuries, and to suggest otherwise shows discrimination against bikers
- many instances where rider is safer when allowed to choose helmet use, even when he is a regular helmet user
- auto accidents produce as high or higher rate of head/face/neck injuries as motorcycle accidents
- education of riders and autoists more effective approach to reducing accidents
- no guarantees come with helmets--is State going to assume liability, since the helmet manufacturers won't?
- Oregon Motor Vehicle Division statistics as presented seem to have no logical base--how were they arrived at?
- most riders are taxpayers and have some kind of insurance

The fair administration of the hearing on this issue by the House Transportation Committee was in direct contrast to the first hearing in the Senate, which was chaired by Senate Transportation Committee Vice Chair Richard Groener. Senator Groener stated in the hearing that his mind was already made up, and then proceeded to hear testimony mostly from supporters of the bill. When Herb Seaver of AMA District 27 was finally called to speak in opposition, his testimony was constantly interrupted by petty questions. Other testimony in opposition was forced to wait for a second hearing the next week. The second hearing was conducted by Committee Chair Dell Isham, who was courteous and made sure all interested groups present were called to testify. However, the chaotic beginning affected the hearing results, and the bill passed the Committee by a 4-3 vote. The Senate then proceeded to give the bill special consideration, placing it first on the agenda of April 23, and passing it by a 19-10 vote. A Senate aide explained that everyone in the Senate knew the night before what the vote would be, and that it had been "greased" for passage.

(How did your Senator vote? Write and tell him how you feel about it. If you like what he did he deserves thanks just as much as the others deserve criticism. Remember to keep it clean and polite!)

When the bill was passed from the Senate to the House, House Speaker Hardy Myers agreed with our wishes and requests from many legislators to assign it to the House Transportation Committee rather than Judiciary (where a similar House bill had been assigned earlier in the Session). A call to the Committee Administrator assured us that special effort would be made to conduct a fair hearing and that it would be held in the evening so interested persons could attend after work. We were also assured that extra hearing rooms with TV monitors would be added to handle overflow if there were too many people to fit in one room. To top that all off, Capitol guards told us they would establish a special parking area for bikes. All these promises were kept and we owe thanks to a lot of cooperative people on the House side!

In a work session after the hearing, a vote on the question of whether they should give the bill further consideration drew 6 "no's" to 1 "aye", effectively tabling the helmet bill.

Now, with one major hurdle passed, we are faced with only about a month left of this legislative session, and SB 864 is moving slowly. On June 9, ABATE and OMRA representatives paid visits to several legislators, all concerned about the short time left and wanting to get 864 passed. Senator Bob Smith of the Senate Transportation Committee was most helpful, and is attempting to tie up the loose ends and get it through that committee. The Motor Vehicles Division proposed a number of amendments, which Rusty and I, and the OMRA, agreed were acceptable though not ideal. The intent of the bill, to provide rider education and funding, and establish a learner's permit, was not changed. By the time you read this, of course, the bill will either be passed or dead.

My last comment in this long-winded bunch of words: defeat of the helmet bill was possible because the bikers of Oregon managed to present a united front in opposition to it. THANKS, EVERYBODY!!!

- SB 554 By Senator BROWN, Representative CHERRY (at the request of Mrs. Margaret E. Wilson, Lake Oswego, Oregon and Mrs. Phyllis J. Rainey, Lake Oswego, Oregon) -- Relating to motor vehicles; amending ORS 487.730 and 487.733.
- 3-6(S) First reading. Referred to President's desk.
- 3-10 Referred to Transportation.
- 4-8 Hearing held.
- 4-13 Hearing held.
- 4-15 Work session held.
- 4-20 Work session held.
- 4-21 Recommendation: Do pass with amendments. Second reading.
- 4-23 Made Special Order of Business at head of Senate Third Reading Calendar. Third reading. Passed. Ayes, 20-
-Nays, 9. Day, Fadeley, Hannon, Jernstedt, Meeker, Potts, Powell, Smith, Wingard-
-Excused, 1, Bullock
- 4-24(H) First reading. Referred to Speaker's desk.
- 4-29 Referred to Transportation.

--Teresa Hepker
State Chairman

ABATE OF OREGON

MEMBERSHIP

NEWSLETTER

"Helmet Bill
Resurrected"

A personal note from your Editor:
as this Newsletter goes to print,
Mr. Howard Cherry has drafted a
motion to bring SB 554 out of the
Committee to be voted on, on the floor
of the House of Representatives. Please
write to your Representative and ask
that the Bill be left "tabled" in
Committee. If Mr Cherry's motion passes,
the Bill may make it to the Governor's
desk. Then, the "real" front page for
this Newsletter would just be a sad
"DREAM." Sugar

"I got stopped yesterday and got a ticket...."

It has come to our attention that some of our people have been hassled about various kinds of equipment, statewide (no kidding?). Anyhow, these include hassling for a dim tail light, or no tail light during the day; the law requires use whenever you would normally turn on the headlight (this is for all motor vehicles). In other words, the standard is implied: visible 500 feet to the rear at night, and wired to turn on with the headlight or running lights. (See ORS 483.406(3) on following pages) There is no specification listed for how bright your tail light must be during the day.

Also, people with pre-1973 motorcycles are being hassled about no turn signals, and are told the law has been changed. That is why we are here publishing the current law, applicable to these issues, and so far there are no such changes. Cut this stuff out and carry it right with your registration or drivers license. If you are stopped for these kinds of things, you will at least have something to show for it.

ACTION: We are also publishing an Action Report. Keep it with the above information. If you are stopped, fill it out. Keep it until you find out if you have to go to court or not (or make a photocopy and keep the original). If you must go to court, you can refer to it as your record of exactly what happened, and not rely on your memory. The cop will whip out his little notebook and appear to have it all down, so you better, too. We have found that it also gives you something to do to steady your nerves a little if you are nervous or angry when stopped. The act of filling out your Action Report could help you resist the temptaion to tell the cop what you think about his mother, etc, especially if you are really being harassed. Even if THEY can't keep a professional attitude toward their work, WE CAN.

Another thing: the officer must list what part of the Oregon Revised Statutes he is citing you under. You can then get out your copy and look it up. If he leaves it blank, or it is totally unreadable, you should be able to beat the ticket in court.

Good luck.

ACTION REPORT

State of _____ County of _____

Officer's name & badge no. _____

Officer's car license _____ More than one car _____

Officer's county _____ city _____ state _____ More than one officer _____

Officer's names _____

Officer's badge no. _____

Time of day _____ A.M. _____ P.M. _____

Where: freeway _____ city _____ county road _____

Name of city, town, or township _____

Reason of contact _____

Ticket: yes _____ no _____

Were you riding _____ driving _____ walking _____

Witness: yes _____ no _____ name _____

Description of your m/c or car _____

Year _____ make _____ color _____

In your own words what happened. _____

Signature _____

Age _____ Male _____ Female _____

Date _____

Send to: ABATE of Oregon

P.O. Box 4504
Portland, Oregon 97208

**EQUIPMENT ON VEHICLES
(Lights)**

483.402 When lights are required to be on; application of visibility and height provisions. (1) Subject to the specific exceptions with respect to parked vehicles, mopeds and motorcycles as provided in ORS 487.740, lighted lamps and illuminating devices as specified in this chapter shall be displayed by every vehicle upon a highway within this state at any time from sunset to sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles are not clearly discernible on such highway at a distance of 1,000 feet ahead.

(2) Whenever this chapter specifies:

(a) The distance from which lamps and devices shall render objects visible or within which lamps or devices shall be visible, such provisions shall apply during the times stated in subsection (1) of this section upon a straight, level unlighted highway under normal atmospheric conditions, unless a different time or condition is expressly stated.

(b) The mounted height of lamps or devices, they mean from the center of such lamp or device to the level ground upon which the vehicle stands.

(3) A person who violates subsection (1) of this section commits a Class B traffic infraction. (Amended by 1957 c.165 §3; 1967 c.490 §1; 1975 c.451 §232; 1979 c.379 §8; 1979 c.629 §4; 1979 c.871 §26a)

483.403 Driving with parking lights lighted prohibited when head lights required. (1) No vehicle shall be driven upon a highway with the parking lights lighted during the period when the display of lighted lamps and illuminating devices is required under ORS 483.402 except when:

(a) Such lights are being used as turn signal lights; or

(b) The head lamps are also lighted at the same time.

(2) As used in this section, the term "parking lights":

(a) Includes the white or amber parking lamps required by ORS 483.420, and any other lights mounted on the front of a vehicle, designed to be displayed primarily when the vehicle is parked.

(b) Does not include the clearance, identification and marker lamps required or authorized under ORS 483.410 or 483.442.

(3) A person who violates this section commits a Class B traffic infraction. (1957 c.165 §2; 1975 c.451 §233; 1979 c.872 §1)

483.404 Headlights required. (1) Every motor vehicle other than a moped or motorcycle shall be equipped with at least two head lamps, at least one on each side of the front of the vehicle.

(2) Every motorcycle or moped shall be equipped with at least one and not more than two head lamps.

(3) A head lamp shall be continuously burning and show a white light forward.

(4) The head lamps required by this section shall meet the standards established by the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C., Sec. 1381, et seq.) or the United Nations Agreement Concerning "The Adoption Of Approval And Reciprocal Recognition Of Approval For Motor Vehicle Equipment And Parts," done at Geneva on 20 March 1958, as amended and adopted by the Canadian Standards Association (CSA Standard D106.2), or both.

(5) A person who violates this section commits a Class B traffic infraction. (Amended by 1957 c.266 §1; 1973 c.580 §2; 1975 c.451 §234; 1977 c.233 §1; 1979 c.871 §27a; 1979 c.872 §2)

483.406 Taillights required. (1) Except as otherwise provided in this subsection, every motor vehicle, trailer, semitrailer, balance trailer, utility trailer and pole trailer or other vehicle being drawn at the end of a train of vehicles, shall be equipped with two tail lamps mounted on the rear which when lighted emits a red light plainly visible from a distance of 500 feet to the rear. In the case of:

(a) A train of vehicles, only the tail lamps on the rearmost vehicle need actually be visible from the distance specified.

(b) A motorcycle, only one tail lamp that otherwise complies with this section is required.

(2) Either a tail lamp or a separate lamp shall be so constructed and placed as to illuminate with a white light the rear registration plate and render it clearly legible from a distance of 50 feet to the rear.

(3) Any tail lamp, together with any separate lamp for illuminating the rear registration plate, shall be wired so as to be lighted whenever the head lamps or auxiliary driving lamps are lighted.

(4) A person who violates this section commits a Class B traffic infraction. (Amended by 1957 c.691 §2; 1975 c.451 §235; 1979 c.872 §3)

483.407 Stop lamps and turn signal lamps required; exceptions. (1) Except as otherwise provided in this subsection, every motor vehicle, trailer, semitrailer, balance trailer, utility trailer and pole trailer shall be equipped with two stop lamps which are so constructed and located on a vehicle as to give a signal of intention to stop. When lighted they shall emit a steady burning red light plainly visible from a distance of 500 feet to the rear. On a combination of vehicles, only the stop lamps on the rearmost vehicle need actually be seen from the distance specified. Motorcycles are not required to be equipped with more than one stop lamp that otherwise meets the requirements of this section.

(2) Every motor vehicle, trailer, semitrailer, balance trailer, utility trailer and pole trailer, or combination of motor vehicles except motorcycles manufactured before 1973 shall be equipped with turn signal lamps, showing white or amber to the front and red or amber to the rear, which are so constructed and located on a vehicle as to give a signal of intention to turn right or left and understandable in normal sunlight and at a distance of 500 feet at night.

(3) A person who violates this section commits a Class C traffic infraction. (1965 c.590 §2; 1975 c.451 §236; 1979 c.872 §4)

483.408 Rear reflectors required. (1) Every motor vehicle, other than a truck tractor, operated upon a highway, shall carry on the rear, either as parts of the tail lamps or separate, two red reflectors, mounted one on either side of the rear of the vehicle, except that:

(a) Vehicles of the types mentioned in ORS 483.410 shall be equipped with reflectors as required in that section.

(b) Motorcycles are not required to be equipped with more than one reflector that otherwise complies with this section.

(2) Every such reflector shall be mounted on a motor vehicle at a height not less than 15 inches nor more than 60 inches above the ground on which the vehicle stands and shall be of such size or characteristics and so mounted as to be visible at night from all distances within 500 feet to 50 feet from such vehicle.

(3) A person who violates this section commits a Class C traffic infraction. (Amended by 1961 c.53 §1; 1975 c.451 §237; 1979 c.872 §5)

483.416 Visibility of reflectors, lamps and stop lights. (1) Every reflector shall be of such size and characteristics and so maintained as to be readily visible at night from a distance within 500 feet to 50 feet from the vehicle when directly in front of lawful upper beams of head lamps. Reflectors required to be mounted on the sides of the vehicle shall reflect the required color of light to the sides and those mounted on the rear shall reflect a red color to the rear.

(2) Front and rear clearance lamps, side marker lamps and identification lamps shall be capable of being seen and distinguished under normal atmospheric conditions, at the times lights are required, at a distance of 500 feet from:

(a) The front of the vehicle, in the case of front clearance lamps and identification lamps.

(b) The rear of the vehicle, in the case of rear clearance lamps and identification lamps.

(c) The side of the vehicle, in the case of side marker lamps and intermediate lamps.


(3) Stop lights shall be actuated upon application of the service brake and shall be capable of being seen and distinguished from a distance of 500 feet to the rear of the vehicle in normal daylight, but shall not project a glaring or dazzling light. A stop light may be incorporated with a tail lamp.

(4) A person who violates this section commits a Class C traffic infraction. (Amended by 1975 c.451 §241; 1979 c.872 §9)

483.426 Light indicator visible to driver. (1) Every new motor vehicle registered in this state after January 1, 1940, which has multiple-beam road lighting equipment, shall be equipped with a beam indicator which shall be lighted when, and only when, the uppermost distribution of light from the head lamps is in use. The indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle so equipped.

(2) A person who violates this section commits a Class D traffic infraction. (Amended by 1975 c.461 §247)

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SPECIAL RULES FOR MOTORCYCLES AND MOPEDS

487.705 Unlawful operation of motorcycles and mopeds. (1) A person operating a moped or motorcycle commits the offense of unlawful moped or motorcycle operation if the person:

- (a) Fails to sit on a permanent and regular seat attached to the moped or motorcycle;
- (b) Carries on a moped or motorcycle a person who is not seated on a permanent and regular seat, if the moped or motorcycle is designed to carry more than one person, or upon another seat attached to the moped or motorcycle at the rear or side of the operator's seat;
- (c) Fails to sit astride the moped or motorcycle seat facing forward and with one leg on each side of the moped or motorcycle;
- (d) Carries a package, bundle or other article which prevents the person from keeping both hands on the handlebars;
- (e) Carries a person in a position that interferes with the operation or control of the moped or motorcycle or the operator's view; or
- (f) Carries a person, other than in a side-car or inclosed cab, on a moped or motorcycle with no footrests for that person.

(2) Unlawful moped or motorcycle operation is a Class B traffic infraction. [1975 c.451 §114; 1979 c.871 §34]

487.707 Operation of moped on sidewalk or bicycle trail prohibited; exception. (1) No person shall:

- (a) Operate a moped on a sidewalk.
 - (b) Except as provided in subsection (2) of this section, operate a moped on a bicycle trail.
- (2) A person may operate a moped on a bicycle lane that is immediately adjacent to the roadway only while the moped is being exclusively powered by human power.

(3) Violation of subsection (1) of this section is a Class D traffic infraction. [1979 c.871 §41]

487.710 Required position of handlebars on motorcycle or moped. (1) No person shall drive any moped or motorcycle equipped with handlebars so positioned that the hands of the driver, when upon the grips, are at or above the driver's shoulder height when sitting astride the seat.

(2) A person who violates subsection (1) of this section commits a Class C traffic infraction. [1975 c.451 §114a; 1977 c.882 §62; 1979 c.871 §35]

487.715 Right of motorcycle or moped to full traffic lane. (1) A person operating a moped or motorcycle on a roadway has the right to full use of a lane thereof.

(2) Notwithstanding subsection (1) of this section, persons may operate mopeds or motorcycles two abreast in a single lane.

(3) A driver of a motor vehicle commits the offense of depriving a moped operator or motorcyclist of traffic lane if the driver drives on a roadway laned for traffic in a manner that prevents a moped operator or motorcyclist from full use of a lane.

(4) Depriving a moped operator or motorcyclist of traffic lane is a Class B traffic infraction. [1975 c.451 §115; 1979 c.871 §36]

487.720 Unlawful passing or moving in lane with vehicle. (1) A motorcycle operator or moped operator commits the offense of unlawful passing if the operator:

- (a) Overtakes and passes in the same lane occupied by the vehicle the operator is overtaking, unless the vehicle being passed is a motorcycle or a moped; or
- (b) Operates a moped or motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.

(2) Subsection (1) of this section does not apply to a police officer in the performance of official duties.

(3) A motorcycle operator or moped operator who unlawfully passes commits a Class B traffic infraction. [1975 c.451 §116; 1979 c.871 §37]

487.725 Clinging to other vehicles. (1) A person riding upon a motorcycle which is not disabled and being towed commits the offense of clinging to other vehicles if he attaches himself or the motorcycle to any other vehicle on a roadway.

(2) A person who violates this section commits a Class C traffic infraction. [1975 c.451 §117]

487.730 Protective headgear required for persons under 18. (1) No person under 18 years of age shall operate or ride a motorcycle unless the person is wearing a protective headgear of a type approved by the Motor Vehicles Division.

(2) This section does not apply to any person who is either:

- (a) Within an inclosed cab; or
- (b) Operating or riding on a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour.

(3) Failure to wear protective headgear in violation of this section is a Class C traffic infraction. [1975 c.451 §118; 1977 c.410 §1; 1979 c.871 §38]

487.733 Protective headgear required for motorcycle passengers under 18. (1) No person shall carry another person under 18 years of age on a motorcycle unless the other person is wearing a protective headgear of a type approved by the division.

(2) This section does not apply to any person who is either within an inclosed cab or is operating or riding on a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour.

(3) Violation of this section is the offense of endangering a motorcycle passenger. Endangering a motorcycle passenger is a Class C traffic infraction. [1979 c.872 §23]

487.735 Division to establish standards for protective headgear. (1) The Motor Vehicles Division shall:


(a) Set up a procedure, similar to the procedure provided by ORS 483.482 to 483.488, which will be followed for approval of protective headgear.

(b) Establish standards for safe protective headgear to be worn by persons operating or riding on motorcycles as required by subsection (1) of ORS 487.730.

(2) Standards established by the division under this section shall conform, in so far as practicable, to the safety standards for such headgear issued by the Federal Government and, to the extent there are no such federal standards, to the safety standards promulgated by the United States of America Standards Institute. [1975 c.451 §119]

487.740 Head lamps of motorcycles and mopeds required to be on. (1) Subject to the specific exceptions with respect to parked vehicles, lighted lamps and illuminated devices specified in ORS chapter 483 shall be displayed by every moped or motorcycle upon a highway at all times.

(2) Failure to display lighted head lamps on a moped or motorcycle at all times is a Class B traffic infraction. [1975 c.451 §120; 1979 c.379 §11; 1979 c.871 §39a]



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FIDELITY HOME ASSURANCE

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If you have insurance on your car or motorcycle (sure you do), take a long hard look at who you bought it from. Then check the following out. It is taken from the February 81 issue of FTW, courtesy of ABATE of Pennsylvania:

"The following insurance companies are trying to have motorcycle outlawed from the street so they don't have to pay-off when one of their idiot cage drivers runs over one of us.

Allstate	American	American States
Continental	Home	Liberty
Maryland	Michigan Mutual	Saffco
Travelers	Nat. Assoc. of Auto Mutual	
Nationwide	" " " Independent Ins.	
Prudential	Royal Globe	
Sentry	State Farm Mutual Auto	
United Service	Automobile Assoc.	

The above list of Insurance companies are members of the Insurance Institute of Highway Safety (IIHS) which is a lobbying group funded by the insurance industry for the purpose of securing legislation favorable to the insurance industry.

I'm looking for a new insurance company because mine is on the above list....

(signed) Dirty Bill"

NOW.....mine is not on the above list. I checked the company who sold me the policy, and the name of the company who underwrites the policy, that is, the name of the company printed on the policy itself. If you find your company on the above list, start shopping around.

For some reason, the period of time of two years is significant to insurance companies. So, if you are dealing with one of the above companies, and have had your policy with them for at least two years, you shouldn't find it too difficult to get another company to cover you. Send a snapshot of your bike and your car or whatever when you make the request. A lot of people freak out over the phone if they think it's a 'custom' bike, but when they see it, they really can't tell if it's a 'chopper' or not. If you haven't had your policy that long, shop around anyway. If you can't get anything else, keep your coverage till two years are up, then go shopping again. If you do cancel with one of the above companies, be real sure and tell them why. It might help to put it in writing.

FOR YOU 'CHOPPER' RIDERS: If you have a stock bike with a different front end, seat, gas tank, or a sissy bar, refer to the bike as a stock bike. Period. That's why you need a picture. Those folks go to bike shows and see the extreme, strickly-show type bikes, and that's what pops into their minds when you talk to them about a custom bike. When you're talking to your insurance agent, that's the WRONG time to brag about your scooter. When you brag about (hopefully) is your record. If you have an assembly title, and you are asked if the bike has been altered or customized, say no. If you built the bike, then you are the manufacturer, and every part was made to fit that bike, and that bike only. Therefore, it is not a modified or altered bike. (If it's still a Harley, for example, how come the state won't let you put Harley on the title?) You cannot assign a name to a vehicle unless you are a licensed manufacturer. The only person competent to say if a bike is or is not a certain make is a FACTORY REP. Also, don't forget that the state is trying to convert registrations to numbers on frames, "chassis", and is moving away from identifying vehicles by the engine. So the old "It's a Harley engine" arguement doesn't work anymore, either. You could (maybe) put a new cadillac motor in a 57 Ford, and it's registered as, you guessed it, a 57 Ford. Got the point? You can still be refused insurance on the appearance of the bike, but at least take an enlightened attitude. Good luck.

DON'T MAKE THE MISTAKE of thinking the AMA is just for racers or dresser riders, and not for you--the AMA is our only effective voice in Washington, D.C. A measly \$15 will bring you a magazine that tells you about what they are doing to keep the Feds in line, and a few other goodies besides.

We are all riding on the same roads, under the same laws!

DO NOT WRITE IN THIS SPACE—OFFICE USE ONLY	AMA . . . We Keep You Riding!		We are interested in you!		
	<input type="checkbox"/> \$15.00	FULL MEMBERSHIP Includes the right to participate in AMA-sanctioned racing meets, AMERICAN MOTORCYCLIST and voting privileges for Class A Regional Trustees.	1. Mark "1" next to your primary motorcycle activity and "2" next to your secondary motorcycle activity.		
	<input type="checkbox"/> 6.00	ASSOCIATE MEMBERSHIP Must have Full Member residing at same address. Does not include AMERICAN MOTORCYCLIST, voting privileges or the right to participate in AMA-sanctioned racing meets.	A. <input type="checkbox"/> Daily transportation	G. <input type="checkbox"/> Scrambles	
	<input type="checkbox"/> New Member <input type="checkbox"/> Renewal, AMA No. _____	Please charge my: MasterCharge/Visa card # _____ Exp. Date _____	B. <input type="checkbox"/> Organized tours or road runs	H. <input type="checkbox"/> Desert	
PLEASE PRINT OR TYPE		C. <input type="checkbox"/> Personal long-distance touring	I. <input type="checkbox"/> Hillclimb		
Name _____		D. <input type="checkbox"/> Road race	J. <input type="checkbox"/> Enduro		
Street _____		E. <input type="checkbox"/> Dirt track	K. <input type="checkbox"/> Observed trials		
City _____ State _____ Zip _____		F. <input type="checkbox"/> Motocross	L. <input type="checkbox"/> Non-competitive trail riding		
Applicant's signature _____		2. Number of motorcycles presently owned _____			
Mail with remittance to: _____		3. Years riding experience _____			
AMA, P.O. Box 141, Westerville, OH 43081		4. Age _____ 5. Sex _____			
		6. Occupation _____			
		<small>I agree to comply with AMA rules for sanctioned motorcycle meets and I understand that all benefits herein are for my personal use only. I understand that \$4.00 of my Full Membership dues go for my monthly AMERICAN MOTORCYCLIST and that AMA dues receive all benefits except AMERICAN MOTORCYCLIST voting privileges or the right to participate in racing meets. AMA benefits may be changed from time to time by the AMA Board of Trustees.</small>			
		<small>I understand that the AMA assumes no responsibility for any aspect of my safety and that I participate in any sanctioned meet. I do so voluntarily on my own assessment of my ability, the track, and all facilities and conditions, assuming all risk and I release and hold the AMA harmless for any injury or loss to my person or property which may result therefrom.</small>			
		Member, Dealer or Club No. _____			

**A
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E**

- A** **BROTHERHOOD** The state of being a brother; and association of people of the same order; the mutual regard resulting from this association.
- AGAINST** In contact with; opposite to; in opposition to; in preparation for; in exchange.
- TOTALITARIAN (TO-TAL-I-TAR-I-AN)** Of or relating to a political regime based on subordination of the individual to the state and strict control of all aspects of the life and productive capacity of the nation by coercive measures.
- ENACTMENTS** To make into law; the passing of a bill into law; a decree; a law.

means Freedom

MEMBERSHIP APPLICATION FORM NEW RENEWAL DATE _____

NAME _____ AGE _____ \$10 enclosed--full membership (includes newsletter)

ADDRESS _____ PHONE _____ \$ 5 enclosed for each additional member at same address, paid at same time as full membership (no newsletter).

CITY _____ STATE _____ ZIP _____

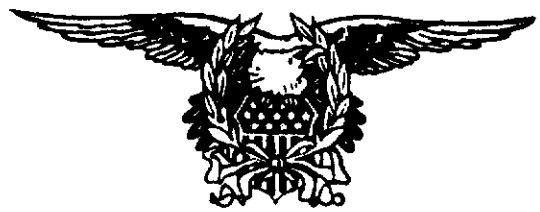
Each member will receive membership card and patch. List full names of additional members: _____

Send to: ABATE of Oregon
P. O. Box 4504
Portland, Oregon 97208

MONTH JUNE YEAR 81

meeting calendar

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 SE Portland River City	2	3	4	5	6
7 Douglas County	8	9	10 NE Portland	11 Klamath Falls	12	13
14	15 SE Portland River City	16	17	18	19	20
21 State Board	22	23	24 NE Portland	25 Klamath Falls	26	27
28	29	30				



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HAS YOUR MEMBERSHIP EXPIRED???