



NEWSLETTER

DECEMBER, 1976

2nd ABATE SWAP-MEET FINANCIAL SUCCESS !

When the smoke cleared and all the bills were paid, ABATE of Oregon was over a thousand bucks financially fatter! We've done it again. A BIG thanks is due to the large membership turnout when the help was needed. While our memory doesn't serve us to remember every ones name, a few do stand out - Pat and Ken Hammon, Scooter Paria, Liquid Dave, Glen Lockwood, Stone Blue, the ladies that did such an outstanding job on the ABATE booth, Nancy, Sylvia, - who else? Patti, Ann? Everyone did a great job! And speaking of the ABATE booth, dig this - we gained 34 new members and 5 re-renewals! We also sold most of our patches. ABATE of Washington shared our space - they signed up several new members and sold most of their T-Shirts - they loved it. Word is they plan a swap-meet of their own soon.

MORE GREAT NEWS! ANOTHER ABATE CHAPTER !

Welcome to Mid-Valley Chapter - head-quartered at John Sandner and Doug Monson's Freedom Cycle Works, 1190 12th Street S.E., Salem. Next meeting is scheduled for Dec. 15th at 7:30pm. For info call Freedom Cycle Works: 364-1794 or 364-1937. They had 46 and 43 people at their 1st and 2nd meetings with 18 new memberships. Well done!

Did you see the quality posters these people had at the swap-meet? They're a limited print item, go for \$3.00 and worth it. The small profit goes towards the operating cost of ABATE of Mid-Valley.

MEMBERSHIP DRIVE WINNER

Brian Stoval accepted the trophy on the behalf of ABATE of River City(The Dalles). The award going to these people for their successful organization of our first new chapter and the signing of 20 some members.

CONGRATULATIONS!!!

Time is running out. Yeah....so you're a registered member of ABATE. Big deal!!! You guys are going to have to lend yourselves to the fact that if you don't donate a little more physical effort to the organization you're going to be legislated right off the road. That, folks, is a fact.

We must all take our share of the load. To reach a successful goal, this is absolutely necessary. Without it we fail.

Bills are coming up in the next session of the legislature which are going to be aimed at frame alterations and suspension alterations. These bills will directly affect all custom machines. I must repeat. This next session of the legislature could very well make choppers a thing of the past. That means no more, gone, zero.

In the past, a handful of dedicated people have been carrying the ball for us. This is no longer sufficient. The riders must do their part. All riders, not just a few, must start thinking. Go to the meetings and voice yourself. Nobody likes to write letters, but, it is a job that is all part of the game. You must register to vote. Even if you don't vote get yourself registered. Letters from registered voters carry a lot of weight. Do you have a wife or girl-friend who can type? Have her write a letter or two. We must form a large-scale effort.

Fellow Brothers, we must act now! We have many obstacles to over-come. But, to do this everyone must do something. It all depends on how bad you want to ride in the coming years. The next session of the legislature starts in January. We must prepare ourselves now!! If you plan to fight big time laws you must have big time preparation. How about a law that says all bikers must wear a big flashing sign on their backs? MOTORCYCLE! MOTORCYCLE! MOTORCYCLE! or, how about one that says all bikes must put crash bars and bumpers on their bikes? It all sounds wonderful dosen't it? Have fun with your turn signals.

Respectfully Submitted,
Jerry Graham

BIKER

Our kind of newsmagazine has offered reduced subscription rates to members of ARATE . We are glad to pass on these savings to you. Send \$6.00 for a one yr. subscription (25 papers) to BIKER Box 2610 Long Beach, Calif. 90801.

OUR VOICE ON NATIONAL TELEVISION

Ed Armstrong nationally known writer of technical articles and member of ARATE has offered to speak for us on national T.V. You have seen his articles in BIKER Easyriders, and other motorcycle publications.

Tom Snyder, of the Tomorrow Show(NBC) will allow Ed to air the views of motorcyclists if he is convinced it is of interest to enough people. Here's a big opportunity for all of us - let us be heard! Drop a line today to :

Mr. Tom Snyder
c/o Tomorrow Show
NBC Television Network
New York, New York

Don't forget to mention Ed's address;
ARATE of Chicago c/o Ed Armstrong
215 Grove Ave. Fox River Grove, Ill. 60021

LIBERTARIAN PARTY

A tri-county meeting for the purpose of electing officers and plan a course of action for this area will be held Dec 8th at 7pm - Neighbors of Woodcraft Building 1410 S.W. Morrison. They'd appreciate a call if you plan to attend ;632-6884
Libertarian Party
Rt. 1 Box 508
Beaver Creek 97004

HELMETS ARE BOTH GOOD AND BAD

The purpose of this report is to present valid conclusions from statistics which have been researched in a logical manner. After becoming acquainted with these statistics and conclusions, you must then determine whether the wearing of a helmet is good or bad. Of course, that decision must be based in a large part upon the type of motorcycling under consideration. For example, anyone engaged in any form of competition where speed is a factor would be foolish not to wear a protective helmet of his own volition. But, to the contrary, should a motorcyclist driving slowly through city traffic be deprived of his ability to see and hear other vehicles which accompany him through that traffic and present a potential threat to his continued existence?

ACCIDENTS PRECEDE INJURIES!

No one is more concerned about the motorcyclists' well-being than the motorcyclist himself. Representatives of the automobile insurance industry are quick to acknowledge that 72% of all motorcycle accidents are caused by the negligent operation of automobiles. Because an accident must precede either an injury or a fatality to a motorcyclist, isn't it then logical to reduce such injuries and fatalities by reducing accidents? And isn't it logical to presume that 72% of the accidents would be eliminated if the negligent operation of automobiles could be eliminated.

An educational program directed toward making the operators of automobiles more aware of motorcycles is the logical approach to a solution of the problem. But the automobile insurance companies apparently don't wish to risk offending their customers. They would rather encase the motorcyclist in a suit of so-called protective armor so that when their negligent operator-type customers run over a motorcyclist, it doesn't run the hospital bill too high!

Fact 5 -- New York State DMV stated in their "Research Report, Motorcycle Accidents, 1969", that "the reduction... in the frequency of motorcycle accidents may be related to the general safety-oriented atmosphere created by the DMV in the driving population. Posters, bulletins and pamphlets had been distributed concerning motorcycle safety and explaining the new safety equipment requirements. It is reasonable to assume that part of the reduction in motorcycle accidents is the result of law enforcement"

Fact 6 -- Head injuries figure in only 15% of all accidents in New York State both before and after enactment of the helmet law.

Fact 7 -- Following enactment of the helmet law, incidence of broken necks doubled.

Fact 8 -- The major cause of motorcycle fatalities is trauma to the heart (ruptured heart).

CONCLUSION: Motorcycle fatality and injury accidents have not decreased in New York State since enactment of the compulsory helmet law. There is reason to suspect a slight increase in fatalities.

DATA SOURCE: New York DMV, Bureau of Statistics and Coroner's Records.

Just to prove that this is not an isolated instance, look at what happened in the State of Washington:

Year	Motorcycle Registrations	Motorcycle Accidents %	% Fatalities To Accidents
64	29,875	4.5	2.4
65	43,923	3.6	2.0
66	55,476	3.3	2.5

MASS OF INFORMATION

Apparently, no governmental agency has ever conducted any significant research of the data contained in records maintained by coroners and medical examiners. What little research accomplished by these government agencies has been nothing more than to obtain statistics which seemingly support their foregone conclusions. No one has yet proven that a compulsory helmet law saves lives. And yet, we can prove that such research must be accomplished because there is reason to believe that a mandatory helmet law takes more lives than it saves. For example, look at what happened in the State of New York:

Year	Motorcycle Registrations	Motorcycle Accidents %	% Injuries To Accidents	% Fatalities To Accidents
65	44,760	8.5	87.4	1.89
66	67,890	7.8	92.4	1.71
67	67,177	4.8	94.4	1.62
68	75,632	4.8	92.7	1.67
69	81,326	4.5	91.0	1.91
70	78,000	5.5	92.7	2.06

(DMV est)

- Fact 1 - Helmet law enacted January 1967.
- Fact 2 - Accident ratio decreases as number of registrations increases. Possible cause is increased public awareness of the presence of motorcycles.
- Fact 3 - Injury ratio per accident remains relatively constant after enactment of helmet law.
- Fact 4 - Fatality ratio increases following enactment of helmet law.

67	53,065	2.8	2.0
68	46,637	2.4	1.9
69	48,062	2.0	2.3

- Fact 1 - Helmet law enacted in August of 1967.
- Fact 2 - Washington enacted other laws in August of 1967 requiring eye protection, mirrors, and driver testing and licensing. This plus increased public awareness probably accounts for the decrease in accident ratios.
- Fact 3 - Fatality ratio remains relatively constant since enactment of the helmet law.
- Fact 4 - Review of the King County Medical Examiner records reveal the following motorcycle fatality data:

Year	Fatal Head Injuries	Fatal Neck Injuries	Fatalities From all causes	Head and Neck % of all causes
66	8	1	11	81.8
67	6 (14)	2 (3)	11 (22)	72.7 (77.3)
68	5	0	5	100.0
69	5	0	9	55.6
70	9	3	12	100.0
71	5 (24)	6 (9)	11 (37)	100.0 (89.2)

CONCLUSION: Motorcycle fatalities have not decreased in Washington since enactment of the compulsory helmet law.

Further, statistically speaking, motorcyclists in King County Washington have a 14% greater fatality rate from head and neck injuries since enactment of the compulsory helmet law.

DATA SOURCE: State of Washington DMV and the Research and Technology Department.

Helmet law repeal

To the Editor: Once again, the motorcycle helmet law opponents will soon be converging on the 1977 Oregon Legislature to repeal the helmet law. This time the opponents have a good chance to win.

President Ford signed the Federal



Highway Act of 1975 on May 5, 1976, taking away the blackmail threat of the Department of Transportation against states not having helmet laws. Since then, seven states have repealed their laws on helmets.

DOT's pressure on bureaucrats is based on the old "shell and pea" game. They would withhold pertinent information to cite statistics in their favor. Here is an example: In Illinois, from 1968 to 1969, only 93 brothers died in 17 months with the helmet law in force, and without the law from 1969 to 1970, 208 died in 19 months. That's a 123 per cent difference. Very convincing.

Not even increased registration of 12 per cent plus two extra months helped those against helmets. However, they are saved by the trickery involved. Remember that if a congressman hears that 93 died with the law, 208 without the law, he's all for the law.

But look at the time period breakdowns. The big riding season in Illinois starts in about May or June. There are very few riders out during January through June.

The period with the law in force (January, 1968, to May, 1969) includes only one riding season and two non-riding seasons. The period with no law (May, 1969, to December, 1970) includes two big riding seasons and only one non-riding season.

Add that to the 12 per cent extra months in the period with no law, and the increase in the number of bikers, and those bare totals are now terribly biased in favor of the helmet hawkers.

This is how DOT tricks non-riders into thinking its way.

I urge everyone to help support those of us against the continuation of DOT's bureaucratic bull. The helmet laws are for bucks, not safety. Let those who ride decide.

J. SEIVERS,
5843 NE Davis St.

WE NEED YOUR HELP. The Washington State Penitentiary Motorcycle Association is in need of parts, paint, frames, engines, to keep our motorcycle safety and maintenance programs running. We are a non-profit organization and we need your support and donations to make our programs work.

We are training, and teaching the members of our Association about motorcycles, with on the job training.

We have a program that deals with hand tools and instruction in their use and care. We have two-stroke engine class, and four-stroke engine class that teach our members the internal working parts of motorcycle engines.

We have our own body repair class, teaching moulding, frame work, the painting course has instruction in care of spray paint guns, sanding, tank art and plain basic painting.

Members are taught the use of welding equipment in the shop, how to properly run a bead, to bevel a piece of metal that won't come apart from the use it was designed for. Also we draft, design and build gas tanks, and oil tanks. Along with tune-ing engines, moulding frames, tracing electrical shorts, painting, tire and wheel alignment our teachers instruct members on the most important part of riding a motorcycle. Safety, the things to watch for, the sounds to listen for, the safe way to ride that bike around town and on those country runs we all like so much.

This is a startling headline, but not nearly as startling as some facts which have been coming to light about so-called motorcycle *safety* helmets. The truth of the matter is that both federal and state governments may have unwittingly decreed the death penalty for many persons just because they choose to ride a motorcycle.

At this time, 45 states have enacted mandatory helmet laws for motorcyclists. These laws have been enacted under the guise of safety as being "in the best interests of the motorcyclists". The true reason for enactment of such laws is the Federal Highway Funds Aid Act of 1968 which threatens to withhold ten percent of federal highway funds from any state which does not enact laws supporting all elements of the National Highway Safety Act of 1966, an Act requiring the compulsory wearing of helmets by motorcyclists. Few states can afford to give up ten percent of their federal highway funds; therefore it is easier to 'inconvenience' a few motorcyclists - even if it means killing some of them in the process!

These are pretty harsh statements...but they are factual. Statistically, it can be proven that the wearing of a motorcycle helmet is more apt to kill you than it is to save your life. We will examine those statistics momentarily, but first we must establish several basic facts.

"GOVERNMENT DECREES DEATH PENALTY FOR 90% OF ALL MOTORCYCLISTS!"

This is the title which was first considered for this report. The figure of 90% was based upon the fact that 45 (or 90%) of the 50 states have mandatory helmet laws. *But* to use such a

statistic would be to report the same injustice that our government is doing when it reports the number of lives being saved by mandatory helmet laws. In actuality, 25% of the nation's motorcyclists reside in California: one of the five states which does not have a mandatory helmet law. Therefore, no more than 75% (rather than 90%) of the nation's motorcyclists could possibly be subject to such a government decree.

Our point here is to offer an example of how easily statistics can be used improperly to validate a foregone conclusion. Such was the case in a recent news release from Commissioner Walter Pudinski of the California Highway Patrol wherein he announced a 53.1% increase in motorcycle fatalities between 1968 and 1972. While that is undoubtedly a true fact, Commissioner Pudinski failed to also mention that there was a corresponding increase in the total number of motorcycles during that same period. Nor did he mention that a fatality has to be preceded by an accident and that 72% of all motorcycle accidents are caused by negligent operators of automobiles. What Commissioner Pudinski *did* remember to mention in his press release was that California was one of the few remaining states not having a compulsory helmet law!

It would seem that government has no compunction regarding the mis-use of facts in its attempt to gain public support of what 'Big Brother' feels is in the best interests of motorcyclists, even though 'Big Brother's' ideas are not founded upon conclusive facts. If government must persist in these methods, one can only presume that someone, somewhere, has determined the exact dollar value of a motorcyclist's life and has determined that gaining 10% of the federal highway aid funds offsets the loss of life which must ensue.



A Study Of Statistics Casts A New Light On The Helmet Controversy And Indicates That, Perhaps. . . .

YOUR 'GOVERNMENT IS TRYING TO KILL YOU!

10.

All these programs take materials, parts, and time. We are very limited on funds and because we are not supported by any public grants we carry the load as best we can. We are short on the things that are needed to keep these programs going. Things that will help members to be mechanics, body men and painters, giving all of us the opportunity to learn useful trades in the kind of work we love to do.

We need your help to help ourselves. Any and all donations are tax deductable, our tax number is WA-PE-NM- A24409.

If you have wrecked bikes that are just too expensive to be rebuilt by your people, think of us, we need those bikes to help teach our members.

We can use any donations that have something to do with a motorcycle. We can put your donation to excellent use.

All of us here at the W.S.P.M.A. extend our "Thanks" to those of you who have already done so much for us.

For any information contact Mike Abrams, President, W.S.P.M.A., P.O. Box 520 Walla Walla, Washington 99362

Thank You,

Mike Abrams

Mike Abrams
President
Washington State Penitentiary
Motorcycle Association

IN



MEMORY

LITTLE



FOR SALE

Copy of the U.S. Constitution \$1.00

ABATE patches - red, white and blue \$2.00

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

Book-Kicking The Helmet Habit \$3.00

Send to: ABATE of Kansas
2530 So. 37th St.
Kansas City, Kansas 66106

Stickers 6" vinyl - stick anywhere

Helmet Laws Suck.....100/\$10

Let Those Who Ride Decide.....100/\$10

55MPH Be Dammed (9" sticker)....4/\$1.00

ABATE T-Shirts - white w/logo.....\$4.00

State size when ordering.

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Box 5172
Albany, N.Y. 12205

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keep ads to 25 words or less.

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tank, 21", 15" rear, fresh motor. \$3,000/offer
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