

MAY 77

OK,OK,OK, HERE, IT IS. OUR SENATE BILL HAS PASSED THE SENATE, AS YOU SHOULD KNOW BY NOW, AND THESE PEOPLE LISTED BELOW ARE THE ONES WHO ARE NOW HANDLING THIS BILL. A '+' means that the person is in favor of our Bill, a '-' means the person is opposed, and a '*' means that the person is a "fence-sitter". SO.....write those letters BUT keep in mind the comments about abusive letters that were printed in the last two Newsletters. THIS IS ALL FOR REAL, FOLKS. OK? ok.

Achilles, T.C. Jr.	RR1,Box 174 West Linn, OR 97068	Rep (Dist.)	27	+
Blumenauer, Earl	7317 SE Woodward St Portland 97206	Dem	11	*
Brogioitti, Robert	Rt 2, Box 2671 LaGrande 97850	Rep	58	+
Bugas, Ted	1608 Irving Astoria 97103	Rep	2	+
Burrows, Mary M.	3105 Firwood Way Eugene 97401	Rep	41	*
Byers, Bernard	3221 S. Main Rd Lebanon 97355	Dem	37	*
Cherry, Howard	1602 N. Willamette Bl Portland 97217	Dem	14	-
Chrest, James	9112 N. Kimball St Portland 97203	Dem	15	+
Davis, Drew	11121 SE Boise St Portland 97266	Dem	20	+
Dereli, Margaret	260-15th St SE Salem 97301	Dem	32	*
Duff, Jack	Rt 1 Box 62 Adams 97801	Rep	57	*
Fadeley, Nancie	260 Sunset Dr Eugene 97403	Dem	42	*
Fawbush, Wayne	Rt 2, Box 1246 Hood River 97031	Dem	56	*
Frohnmayr, Dave	2875 Baker Bl Eugene 97403	Rep	40	*
Gardner, Mark	1120 NE 17th Ave #4 Hillsboro 97123	Dem	4	*
Gilmour, Jeffrey L	Rt 1, Box 108 Jefferson 97352	Dem	30	*
Grannell, William	438 Northwood Rd North Bend 97459	Dem	47	*
Gustafson, Rick	8733 SE 104th Ave Portland 97266	Dem	21	*
Hanneman, Paul	Rt 2, Box 16 Cloverdale 97112	Rep	3	*
Johnson, Cecil L	3515 Upper River Rd Grants Pass 97526	Rep	49	+
Johnson, Sam	PO Box 356 Redmond 97756	Rep	54	*
Jones, D. E.	1461 NW Third Ave Ontario 97914	Rep	60	+
Kafoury, Gretchen	1508 NE Stanton St Portland 97212	Dem	13	*
Katz, Vera	2068 NW Johnson St Portland 97209	Dem	8	*
Kerans, Grattan	1015 Willa Way Eugene 97404	Dem	39	*
Kinsey, Lloyd	2122 NE Alameda St Portland 97212	Rep	18	*
Klein, Clayton	6887 Blackwell Rd Central Point 97501	Dem	50	+
Kulongoski, Ted	30303 Maple Dr Junction City 97448	Dem	43	-
Lang, Phillip D	7330 SE 42nd Ave Portland 97206	Dem	10	*
Lindquist, Ed	5187 SE Rinearson Milwaukie 97222	Dem	26	*
Lombard, Ben Jr	133 Manzanita Ashland 97520	Rep	52	+
Magruder, Dick	Rt 2 Box 36 Clatskanie 97016	Dem	1	*
Markham, Bill	Rt 1 Glenbrook Riddle 97469	Rep	46	+
Marsh, Tom	12060 SW Butner Rd Portland 97225	Dem	5	-
Martin, Roger E	13750 SW Knaus Rd Lake Oswego 97034	Rep	24	+
Marx, Robert	Rt 1, Box 64-C Monmouth 97361	Dem	34	*
Monroe, W. Rod	3950 SE Woodward St Portland 97202	Dem	12	-
Morris, Brad	516 Glairgeau Circle Medford 97501	Rep	51	*
Myers, Hardy	132 NE Laurelhurst Pl Portland 97232	Rep	19	+
Otto, Glenn E	1225 E. Columbia Troutdale 97060	Dem	23	*
Priestley, Wally	6226 NE 32nd Ave Portland 97211	Dem	16	+
Ragsdale, Michael	14250 SW Rochester Dr Beaverton 97005	Rep	6	*
Richards, Sandy	19103 NE Hassalo St Portland 97230	Dem	22	+
Riebel, Alan	3235 Sumac Dr S Salem 97302	Rep	31	+
Rieke, Mary	5519 SW Menefee Dr Portland 97201	Rep	9	*
Rijken, Max C	PO Box 576 Newport 97365	Dem	38	*
Rogers, Bill	PO Box 109 Vida 97488	Rep	44	*
Rutherford, William	PO Box 696 McMinnville 97128	Rep	29	+
Shaw, Al	Rt 1 Box 567 Roseburg 97470	Rep	45	+
Simpson, Max	Sumpter Stage Route Baker 97814	Dem	59	+
Starr, George	909 NE 114th Ave Portland 97220	Dem	17	+
Stevenson, Edward	933 S. First Ave Coquille 97423	Dem	48	*
Sumner, Jack	Rt #1 Heppner 97836	Dem	55	*
Van Vliet, Tony	1530 NE 13th St Corvallis	Rep	35	-
Vian, Bob	1845 Claxter Rd Salem 97303	Dem	33	+

"House of Representatives"

CONTD. ON NEXT PAGE.....

1

Whallon, Glen	13340 SE Rusk Rd. Milwaukie 97222	Dem	25	*
Whiting, Pat	8122 SW Spruce Tigard 97223	Dem	7	*
Wilhelms, Gary	3869 Madison St Klamath Falls 97601	Rep	53	+
Wolfer, Curt	458 Monte Vista Silverton 97381	Dem	28	+
Yih, Mae	Rt 2 Box 274-L Albany 97321	Dem	36	*

NOW DON'T FORGET.....YOU CAN ALWAYS WRITE TO THESE PEOPLE IN CARE OF THE CAPITOL BUILDING IN SALEM, ALSO. AND WHILE WE'RE ON THE SUBJECT, WE NEED YOUR HELP IN ANOTHER AREA TOO.....

For all concerned: We are preparing a white paper of updated information on motorcycle statistics from all states which have repealed the Helmet Law; also qualifications of Medical Examiners (coroners). We plan to present this to any or all Representatives who are 'rail sitters' or are against us.

COPIES OF ALL YOUR ANSWERS FROM THE HOUSE OF REPRESENTATIVES: We need them so will know how they stand on SB 287 and HR 2340. With this information we will be able to update our charts. WE DESPERATELY NEED THESE COPIES IMMEDIATELY. With this information we will also be able to best know who to hit with our white paper.

ALL ABATE CHAPTERS.....ATTENTION:

*****WE NEED YOUR INFORMATION ABOUT YOUR CHAPTERS*****
 We can not have Statewide communication without your cooperation. This is imperative.
 SPECIAL ATTENTION: ALBANY 111 We need you!! Let us hear from you. How can we help you?
 Let us know.

AN OPEN LETTER FROM RIVER CITY ABATE:

"Senate Bill 287 has been given to the House Transportation Committee. With only a few weeks of the legislative session left it is vitally important to our purpose to affect this committee and especially its chairwoman, Pat Whiting. After these few we can concentrate our efforts on the rest of the House members.

All ABATE members need to do every bit they possibly can right now and in the next few weeks. This is the end of the line, folks! Here are some things you can do to help. In our chapter we have what we call the Inspiration Committee. When we formed it we just wanted to inspire people to join and come to meetings. We also got to get high and talk with them outside the meetings (which are always distracting). An Inspiration committee can go to see people now for the above purposes and take paper, pencils, envelopes, stamps and information with them. This produces lots of letters. Information should cover the Bills, Bill numbers, the committee name, chairman's and members' names and room numbers, and facts to use in the letters. Anybody can write letters to aid us so don't forget your shoestring relatives. We need to get a maximum number of people working at all of this and volunteering to do tasks instead of waiting till asked. We need to promote participation at all meetings. The Inspiration Committees can do this at all times. Also, people should volunteer to telephone people (members and anyone else who is interested) about meetings and matters. Postcards just before a meeting are also helpful if you have the resources.

With all this influential letter writing going on, SB 287 will soon have a work session in the committee. All right, this is our big gun! We have already seen what our presence in Salem can do to help our Bill, so how about everyone in ABATE and anyone else who'll come along showing up for that occasion. We may have as little as two days notice so everyone should be ready to go on short notice. Now, all this brings up an important point. How much is this fight worth to you? Everyone of us spends money on our motorcycle(s). How about spending one day's pay not to have to wear a helmet anymore? It is an important part of your biking life. Hats off in 77!

Respectfully submitted, Brian Stovall, Joe Melero of River City ABATE.
 PS--Just in case it wasn't clear, every member should be an active part of the Inspiration committee and not be just waiting for the committee to find you."

MEETING LOCATIONS:

Summerville City Hall 7:00 pm Second Friday of each month...Call Ron Caswell 534-5463
 Shakey's Pizza Parlor...Commercial St South..(Salem)Shoa Box.Wednesday at 8:00 pm..Larry Bland
 Spookey's Pizza Parlor...The Dalles...1st Tues, 8pm; 3rd Sun. 8 pm...Brian Stovall 298-1317
 Sugar Lamb298-8827

YOUR LOCAL MEETING PLACE SHOULD BE LISTED HERE. IF NOT, THAT'S BECAUSE WE DON'T KNOW EITHER!!!!

HOT LINE NUMBERS....AGAIN.....244-1283 and 286-3885 (Portland) If anyone else has a local number that can be used for a "hot line" information number in their area, just let us know and it will appear here.

A.B.A.T.E. OF OREGON BOARD OF DIRECTORS:

Chairman.....Luke Metcalf- Secretaries....Sandra Strasburg and Denise Forsman
Treasurer....Vic Wright Education.....Scooter Faria
Safety.....Ken Hammon Editor.....Rusty Mayall

REMEMBER....only current ABATE Members can vote at elections, so don't let yours expire.

The following is from the CAPITAL JOURNAL, Salem Oregon; Friday, May 13, 1977.

"CYCLE BUFFS BUILD A NEW IMAGE.....by Cheryl Wheeler, Capital Journal Reporter
Between 30 and 40 motorcycle riders meet each week at a local pizza parlor to learn how to ride with the system.

Last May about 1,000 motorcyclists tossed their helmets aside and rolled past local, and state police to the Capitol in protest of Oregon law that requires them to wear helmets.

'Joe Blow citizen on the street looked down on us for that,' said a Salem motorcyclist.

This year the cyclists plan no helmetless rides to the Capitol.

Instead, about 8 pm every Wednesday, members of a group called ABATE park their bikes outside a south Salem pizza parlor. Inside, they discuss motorcycle-related legislation and how to work within the legislative process.

ABATE is an acronym for 'A Brotherhood Against Totalitarian Enactments', said Larry Bland, chairman of the Salem ABATE chapter. 'Totalitarian', he explained to another ABATE member, means 'undue harrassment.'

ABATE is a national organization with about five chartered groups in Oregon, including the one in Salem and the "Screaming Eagles" at the state penitentiary.

The group is dedicated to 'freedom of the road', and to changing a bad public image of motorcycle groups, which it believes came from movies like 'Hells Angels'.

'We want to be recognized like anyone else--not a bunch of dirty bikers,' said Bland. The group is doing all it can--including staying out of the limelight--to avoid 'bad press'.

ABATE members come to weekly meetings from as far as Silverton, Stayton and McMinnville.

A cyclist who talks out of order during the meeting is fined 25 cents. Any disorderly cyclists are asked to leave.

This week, the group talked about a youth who was killed last month in a motorcycle accident.

Bland said a coroner's report indicated that the helmet was responsible for the death.

That report will be submitted as legislative testimony and proof that 'what we're saying is right', Bland said.

What he and the others say, is that helmets cut down on peripheral vision and hearing. In warm weather, they say the helmets generate enough heat to force the driver to take a hand from the bike away perspiration.

The cyclists talked about their 'brothers in the (Portland) hospital and agreed ABATE should send cards to anyone who goes 'down on his scooter.'

There was a California rider who had heard the Oregon group planned a helmet protest run and came north.

'I want to fly with you people if you get going.' he said.

The California rider probably will find himself giving up the breezy rides and shooting the breeze inside a legislative hearing room.

If so, there will be no whistling or name calling, and he will have to 'dress nice', according to Bland. Those were the rules when the group helped convince the Senate that helmets should not be mandatory. Those will be the rules when they begin work in the House.

Bland said the group's interests go beyond helmets.

He said it is unsafe that a youth with a small bike can pass the state Department of Motor Vehicle cycle operator test, then promptly buy a big bike which he or she cannot handle.

While fighting those battles, there is the struggle to gain public acceptance. Some ABATE members sport the long hair. There are the head-bands, the black leather jackets, and the jean jackets laden with patches.

To a bike rider, every patch tells a story, said Bland. The one set of 'wings' on his jacket reveals to bikers he has had a broken bone. Bland, 30, works in the children's department of a Salem shoe store.

Another had 'Gypsy Joker' written across his back. The Gypsy Jokers are a bike club. Members of any club are allowed to join the ABATE organization, said Bland."

4

A CONCERNED MEMBER SEZ:

"BEEN RIPPED OFF BY A SHOP or something like that lately? Use your voice. The Newsletter is your way out....bought some inferior custom parts or whatever....sound off in your Newsletter. For openers I just went through a giant hassle with Phase III....their belts are too short."

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DOWN THE ROAD.....

SAVE YOUR DEQ TEST SLIPS. Research is underway to square away the DEQ's trip. We are going to need a small amount of help. If you should happen to have any correspondence with this agency or whatever, send a copy of it or the original if you don't want it or are too lazy to get a copy made. We'll send you a copy back if you request it.

Send what you got to: Legislative Research ABATE of Oregon P O Box 4504 Portland 97208

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BROKEN BONE CLUB: David Thierolf, Providence Hospital, Portland.....Gordie Philbauch, Meridian Park.....T.J., Emanuel. IF ANY OTHER BIKERS are in the hospital or laid up, let us know, so we can send cards to let them know we are pulling for them. OK? ok.

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AND WHILE WE'RE ON THE SUBJECT OF GETTING RIPPED OFF.....45 engine #56G1910 is also hot, now, due to a recent theft from an ABATE member. What else can we say?

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IF YOU'VE BEEN READING THE NEWSPAPERS, you know that the law making the use of auto seatbelts mandatory has passed the Senate. The "punishment" for this heinous offense is a ticket for an \$11 fine. There is no provision for those who are injured by the use of seatbelts. You should read up on this one. It is just another example of irresponsible lawmaking. Write to the Governor with your opinion on this one. He took a ride in the "Convincer", a machine that has a chair you sit in and take a seven-mph ride down a ramp and hit a sudden stop at the bottom. Since you are wearing a seat belt during the trip, you are able to walk away from it, of course. This is the basis of our Governor's enthusiasm for this Bill. He made the comment that when he hit bottom, his head really snapped. Too bad he wasn't wearing a motorcycle helmet when that happened. If he lived through that one, he might have more enthusiasm for our Helmet Repeal Bill. Say, I wonder if we could borrow that contraption.....

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MORE MEETING NOTES:

La Grande, The Dalles, White Salmon, Salem, Portland, and Screaming Eagles were represented at the statewide meeting in The Dalles last weekend, May 14--at 2:30 at Brian Stovall's. A lot of business was covered and we believed a lot of air was cleared.

It was decided that statewide meetings will be held three times a year to iron out all problems and to clear the air.

- Statewide ABATE Run for August: Help us plan for a place. Send us all your suggestions.
- Send a basic map to the place, and tell us how big it is, and basically what kind of facilities are there; closest gas stops, etc. We really need your help on that one.
- WOULD ALL CHAPTERS SEND US THEIR HOT LINE NUMBERS SO WE CAN PUBLISH THEM? THANKS.
- It was decided to charge \$50 flat for all clubs who wish to join ABATE as a club. Their ABATE patches will have to be bought through their club. They will not receive cards, but a certificate to the fact will be given to the club as a whole--however, their names will be on file with ABATE.
- Reports were given on legislature and how we should approach the House for SB 287 and HR 2340. We feel these are extremely important meetings, not only for the business involved, but **because we become closer to each other, for a better understanding of how to help attain our goals.**

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AND NOW, another very important thing. We know you are all busy right now, getting ready for the 77 riding season, writing letters, etc., but.....WHY NOT: Do a friend a favor. If you know someone who is not an ABATE member, who is an Oregon Motorcycle Rider, bring the person along to the next meeting. Even if you are not able to attend meetings on a regular basis yourself, you are always welcome at all ABATE meetings, and any of your riding friends are welcome, too. Instead of trying to explain all about ABATE and what the organization is doing, has done, and plans to do on behalf of motorcycle riders, let your friends and co-workers see for themselves. Get the person to come to a meeting, meet our Chairman, and Board of Directors, and ask any questions he/she may have. An ABATE Membership is one of the few things left in this world that is really worth ten dollars. Do a friend a favor. Give him/her a chance to buy an ABATE membership in person. We don't sell ABATE: the facts speak for themselves. OK? ok. Any more questions? Just ask!!!!

Roadside Hazard Results In \$4.95 Million Jury Award

A Florida jury has awarded \$4.95 million damages to a man who crashed into a boulder which had been placed in a highway median strip to stop people from driving on the grass. The man became a paraplegic as a result of injuries sustained in the crash.

Most of the damages, \$3.8 million, must be paid by the town of Tamarac, which planned the development of the highway and contracted with a housing developer for landscaping. Testimony showed that the town's consulting engineer had warned the town about the dangerous position of the boulder.

At the trial, the plaintiff's attorney argued that motorists should not be "punished" with the likelihood of serious injury if they drive on the grass. Expert witnesses testifying for the plaintiff cited research on roadside hazards that has demonstrated the needless danger of landscaping highways with objects that, if hit by a vehicle, can cause serious injury to the occupants.

The plaintiff, Tom Garchar, was hospitalized for eight months following the crash in August 1974. The jury returned a \$6 million verdict. But they found Garchar 30 percent negligent in the crash so his award was reduced to \$4.2 million. His wife was awarded \$750,000 for loss of consortium.

The developer, Leadership Housing, and Broward County, which owned the highway, settled out of court for \$1.15 million before the closing arguments in the trial. This amount was deducted from the total award and the town of Tamarac must pay the remaining \$3.8 million.

Speed Limit Enforcement Rules Tightened

All states must now clearly state that they are enforcing the 55 mile per hour speed limit. The Federal Highway Administration has promulgated this requirement because of ambiguous certifications filed by some states under earlier — less stringent — certification procedures. States which do not enforce the speed limit face a shut-off of federal highway construction funds. (See *Status Report*, Vol. 10, No. 13, July 30, 1975.)

Although the agency had originally proposed that states provide information on the number of speeding citations given out at speeds from 56 to 65 mph, from 66 to 75 mph, and over 75 mph, the agency dropped that requirement in response to comments from the states. States opposed the requirement because of the cost of making the data processing change and because of "fears that the change would overemphasize the importance of issuing speed limit citations to the detriment of other enforcement techniques," FHWA said. The agency still retains the requirement that states must report the total number of speeding citations issued.

Omission

The previous issue of *Status Report*, which reprinted a *Wall Street Journal* article on General Motor's failure to make air bags generally available, neglected to state that this article appeared in the Nov. 11, 1976 issue of that paper.

DOT Urged To Prevent Helmet Law Repeals

The Department of Transportation should take "immediate steps" to provide state legislatures with information on "the efficacy of motorcycle helmets in reducing motorcycle deaths" according to the National Highway Safety Advisory Committee, a presidentially appointed DOT advisory group. Such data are needed to combat the continued drive to repeal helmet laws, the committee said.

Meanwhile, at its recent annual meeting, the American Association for Automotive Medicine adopted resolutions urging Congress to reinstate DOT's authority to invoke penalties against "states that fail to enact and enforce laws requiring helmet use by all motorcyclists" and calling upon DOT "to take whatever steps are necessary to bring about compliance by every state" with the department's helmet use standard. AAAM also urged state governors to resist efforts to repeal helmet laws and to adopt mandatory helmet use laws in those states that currently do not meet the federal highway safety standard on helmet use.

DATA COLLECTION

The National Highway Safety Advisory Committee called on DOT to collect and analyze data on motorcycle deaths and injuries in states that have repealed their laws, as well as in comparable states that have not repealed their laws. This information "together with other evidence of the efficacy of helmets in reducing motorcycle deaths should be made available as soon as possible, especially to legislatures that are considering repeal of helmet laws," the committee said. (Research by the Insurance Institute for Highway Safety and others has consistently shown that motorcycle helmet use laws effectively reduce fatalities in motorcycle crashes. See *Status Report*, Vol. 10, No. 18, Nov. 5, 1975.)

The committee also urged National Highway Traffic Safety Administration's regional offices to work with governors' highway safety representatives in states where helmet laws are threatened "in an effort to maintain existing laws."

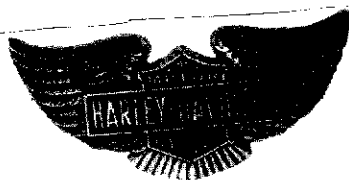
In 1966, only three states had such laws. A federal standard requiring such use was issued in 1967, and by 1975 all but three states had enacted such laws. Currently 12 states - having nearly a third of the registered motorcycles in the U.S. - do not have motorcycle helmet use laws conforming to the federal highway safety standard. Those states represent approximately 25 percent of the U.S. population.

Louisiana became the most recent state to repeal its helmet law since Congress eliminated penalties that DOT could levy against states that revoke such laws. (See *Status Report*, Vol. 11, No. 14, Aug. 30, 1976.) The other states are: Alaska, Arizona, Connecticut, Iowa, Kansas, Oklahoma, Rhode Island and South Dakota. Three other states - California, Illinois and Utah - either had no such law or had a limited law before the Congressional action.

* As you can see by this report "they" are still after us - we must constantly stay alert and willing to work for our rights - nobody "gives" them to us. Editor

YAMAHA

DUCATI



BSA

TRIUMPH

Status Report

Norton



December 13, 1976

MOTO GUZZI