

ABATE of OREGON
A Brotherhood Against Totalitarian Enactments

September 20-21 hundreds of motorcycle riders from all over the state will gather at the Elkhorn Recreation site.

The purpose of the gathering is to join together as a group so our voice means something and has the weight and strength of numbers. We want to be HEARD!

The people who make the laws are people who know nothing about motorcycles. We shall dedicate ourselves to educating the Oregon State Legislature on all aspects of motorcycling so they have the proper facts with which to make the right laws regarding motorcycling in Oregon. We intend to act as a legislative watch-dog group concerned with adverse motorcycle legislation both existing and proposed.

We want to know why the Department of Transportation finds it necessary to use blackmail tactics forcing states to enact mandatory helmet laws, thereby abdicating the powers of Congress to pass laws.

We agree with the 14th amendment which states " No state shall make or enforce any law which shall abridge the privileges or immunities of the Citizens of the United States ".

We do not beleive in Government forced self-protection when it pertains to only an individuals' safety and his safety alone.

-LET THOSE WHO RIDE DECIDE-

Why are we FORCED to wear helmets (they are the actual cause of many deaths) while other citizens of the U.S.A. have been allowed to wear their seat belts if they CHOOSE.

We would support a bill that would take the present mandatory helmet law and put it in its proper form as an optional law, thereby making it an individual choice as has been done with seat belts in cars.

We would propose proper education instead of legislation. Are you aware that 75% of all motorcycle accidents occur during a riders' first 90 days?; that 72% of all motorcycle-vehicle accidents are caused by the negligent operation of automobiles? We would suggest educating the young novice rider, educating the automobile drivers to motorcycle awareness and educating the law makers to the true facts.

We shall unite in a concentrated effort to obtain fair motorcycle legislation and shall move towards these goals in every legal and orderly manner available to us.

We shall exercise our rights as citizens-those of free speech and the right to assemble.

Motorcycles-Motorcycles-Motorcycles

We urge the members of the media to attend-we shall be glad to cooperate with you as we have in the past. We will be camped as shown on the map and plan to assemble at the Capitol Building at noon on September 21. We request your coverage of this event.

Thank You.
Luke Metcalfe
Chairman-ABATE of Oregon
223-0428

Luke Metcalfe

More than 600 enthusiasts on 500 motorcycles gathered on the steps of the capitol in Salem, Oregon Sunday Sept. 21st to protest the mandatory helmet law.

The rally, sponsored by ABATE of Oregon, elicited support from riders all over the state and from Washington, Idaho, California, Colorado, and Arizona, who had camped overnight at Elkhorn Recreation Site 32 miles E. of Salem.

Luke Metcalfe, Chairman of Abate (A Brotherhood Against Totalitarian Enactments), urged the motorcyclists to unite and write their Congressmen and other law-makers to repeal the helmet law and work together against other adverse motorcycle legislation. He stated " we're particularly opposed to blackmail tactics used by the Dept. of Transportation (a non-elected body)- in effect forcing states to enact mandatory helmet laws or otherwise being made to show cause why they should'nt be deprived of 10% of their federal highway funds such as has happened to California, Utah, and Illinois. The law has not reduced the fatality rate - now we're picking them up with broken necks because of the helmets!"

He further contended " education, not legislation, is the answer- educate the novice rider (75% of all motorcycle accidents occur during a riders first 90 days), educate the automobile driver to motorcycle awareness (72% of all motorcycle-vehicle accidents are caused by the negligent operation of the vehicle) and educate our law-makers to the true facts".

The rally was peaceful and orderly. While state police stood by, the motorcyclists, who had ridden in bare-headed, cleaned up the cigarette butts and other debris, donned their helmets and headed for home. Several departed with " We'll be back--bigger and better".

Oregon finally jumped into the helmet war. On Sept. 20th, motorcycles from all over the state with help from Washington, Idaho, Colorado, California, and I'd better not forget the guy who kept hollering " don't forget Arizona".

The music never did arrive but with a plentiful supply of beer, a concessions truck on the scene and so many motorcycles and foxy ladies around I think the only dissappointed ones there wre the two guest speakers and myself---we really wanted that microphone!

We had our ABATE of Oregon "booth" set up in the back of Brother Speed sloop truck all decked out in red, white, and blue and two lovely young ladies ---Nancy and Carol who operated the thing ALL day, informing people, signing up new members, and obtaining signatures.

It was a far-out party but morning did come and it was time to get back to business. We were'nt expected at the capitol until noon, so there was plenty time to eat get gas, and clean the place up. The BLM provided wood and the campgrounds at Elkhorn recreational site.

When we started pulling out at 11 a.m. Sunday bikes fell in behind like clockwork until we were 500 strong in one tight outa-sight pack. It was something else! I never saw the other end until we were standing on the steps of the capitol. That bareheaded snake must have been nearly two miles long---Helmets Suck!

Surprisingly, we arrived right on time--when the last scooter had shut down, it was 12 noon. We put this together in less than a month despite some hassles and changes you would'nt believe---no one came to talk with us (it is an off year in the legislature here) and the media coverage was'nt spectacular so I rapped a few words of encouragement and we all went home (or to some tavern down the road away--we did'nt want to wear out our welcome).

I must say the man was very easy to get along with--we had no hassles all week-end.

We're new at this and have a lot to learn but-----
WE'LL BE BACK-----BIGGER AND BETTER!!!!!!

Luke Metcalfe
ABATE of Oregon
2424 S.W. Jefferson Rd.
Portland, Oregon 97201

September 22, 1975

Well, we did it--after sitting on our duffs around here all these years, we finally got into the battle. A far cry from the past when on a couple occasions, 32 or 57 people made a strike at the mandatory helmet law--500 motorcycles rode in one pack to the Capitol Bldg. in Salem, Oregon, Sunday September 21. What a sight!

It all sort of began a few weeks ago in the Oregon State Penitentiary at a meeting of the Screaming Eagles M/C. (Oregon being one of few states allowing such social activities--a story by itself.) This seemed to be the one place several clubs come together. Well, one night an idea struck someone--let's start doing something about adverse motorcycle legislation besides sniveling! We decided our best bet would be to coordinate with an established, wide-spread organization--ABATE. On August 22, an attorney who is helping us, Don Chambers, my lady Nancy, and myself, went to Salem and incorporated ABATE of Oregon--a non-profit organization to deal with bumper like laws.

We will be meeting once a month, but, have been meeting once a week up till now to get the job done. We had our first meeting August 26th and wasted little time electing a Board of Directors and stating our aims getting down to serious business--having a protest rally. Ron Bohnstedt, of Salem, found us a spot, the Polk County fairgrounds, 10 miles from Salem. We put our \$150 down for the rent and went about getting the rest of it together; beer, food, permits, etc. Oh Boy! Did we run into a wall! A certain person with the Oregon State Police ain't for real--I Hope. He said they'd be there, but not to help and several words leading us to believe that without his blessings the Oregon Liquor Control Commission would issue no permits. The OLCC in turn put pressure on the tavern that was going to provide the food and beer. The Polk County Sherriff's Office was little help. Every attempt to contact them resulted in anyone who knew anything, could tell us anything, or do anything were always "out". Far Out! In the meantime, we've put out flyers to every shop, friend, club, loner, and organization we could find in the state. Some situation! All of a sudden, we're falling on our butt the first time out.

Giving up ain't our game. On the 10th of September, we located some Bureau of Land Management property, nailed it down on the 12th and we were back in business. Keep in mind that now we have but one week to go and nothing but a park. Well, we'd been making contacts all along, so all it really took was some full-time hard work. We put out more flyers, got radio announcements, contacted everyone we could again, and decided we could station some people at the fairgrounds with new maps to hand out to those showing up there. At the worst, they had

to ride 42 more miles down a good road on a nice day. Easy one.

Emiles Fine Mobile Foods provided a trailer unit stocked with soft drinks, corn on the cob, hamburgers, etc. A couple of clubs brought beer and we took up a collection for more-no one went hungry or thirsty.

In Portland, we assembled Saturday morning at B.C. Choppers on 82nd Avenue. We putted out at 10:30, some 200 strong and enjoyed a fine ride to Elkhorn, some 70 miles with our helmets and headlights on-no hassles, no tickets. Beautiful!

Elkhorn Recreation Site is a beautiful spot for any get-together. The BLM furnished a couple truckloads of wood, there was water, a river, lots of trees-what else could you desire that you couldn't bring yourself.

Motorcycles and people kept coming in all day. Motorcycles from all over-I saw license plates from Oregon, Washington, Idaho, California, Colorado, Arizona, and Wisconsin. There was plenty of food and beer-one damn good party. The only real hitch was that something happened to the band-the music never did show up. While a good party was had by all, we wanted that microphone-we had Wade Knutson to give a talk on safety, Mr. Chambers to speak to us about the laws, and of course, I had a handful I wanted to say.

After a few hours of sleep, we managed to get the place cleaned up and by word of mouth to pass on the ride to the Capital plan. At 11:00, we rode out-some 500 motorcycles, 700 people. We maintained 45 mph in one nice tight pack using our own traffic controllers. What a sight! At one point you come down a grade into a 2 mile straight away; looking back I couldn't see the end of that snake. I mean it blew my mind!

We rode our predetermined route, arriving at the Capitol Bldg. right on schedule. Standing on the steps, I thought the scooters would never quit coming.

Well, it's not an election year and we haven't attracted much attention yet in some areas, so there weren't any government people there and not much media coverage, so everyone sat on and around the steps and listened to me rap a few words about ABATE, where we are at and where we are going. Everyone seemed to be pretty together.

Good responses from the clubs. They were, in alphabetical order: Brother Speed (Ore., Ida.), Choosy Beggars (Ore.), Devils Disciples (Nomads), Free Souls (Ore., Wash.), Friends of the Highway (Ore.), Gypsy Jokers (USA), Outsiders (Ore., Wash.), Societys Saints (Ore.), Screaming Eagles (OSP) and the Shifters (Wash.).

"Petition for the REPEAL or REVISION of the Oregon MANDATORY HELMET LAW"

BY, OF, and FOR: the people of the state of Oregon.

TO: Our legislative and lawmaking bodies, elected state and local representatives.

TO WIT: and residents of the State of Oregon being guaranteed a government of the people, by the people, and for the people do hereby submit our signatures for these changes in accordance with the Constitution of this country.....

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MAIL ALL PETITIONS TO ABATE OF Oregon, 2424 SW Jefferson Rd.,Portland, 97201.

* A Brotherhood Against Totalitarian Enactments *

Please support Bills HR 3869 (S. 2252), HR 6211, and HR 6918 so that motorcyclists will be able to go to the State Legislature and ask for helmet repeal without fear of coercion from the Dept. of Transportation.

I feel the individual should have the right to decide when and how to exercise personal safety.

You can be assured of my continued support of you so long as you represent the best interest of motorcyclists.

We would support a bill that would take the present mandatory helmet law and put it in it's proper form as an optional law, thereby making it an individual choice as has been done with seat belts in cars.

Thank You,

Luke Metcalfe
Chairman-ABATE of Ore.
2424 S.W. Jefferson Rd.
Portland, Oregon, 97201

To the Editors of the Scribe:

Your Sept. 18 issue contained an article titled, "Noise Pollution" by Paul Lobell. While I cannot argue that a noise problem exists, I cannot condone the extreme prejudice exhibited in the statement, "Motorcycles on the other hand, transport hoodlums, greasers, and petty thieves". This is a terrible piece of dirty, yellow journalism-being extremely unfair and untrue-a classic example of the "comic-book" syndrome, B-grade movie attitude that has repressed motorcyclists freedom for years.

The noise pollution presented by travel, industry and recreation is nowhere near the danger to the Citizens of the United States as the Mind Pollution projected by Mr. Lobell.

Would you like to learn of the good things motorcyclists do? I challenge you to find out! Contact me-don't be afraid, I'm not a "hoodlum, greaser, or petty thief" - but,

One Hot Biker
Luke Metcalfe
2424 SW Jefferson Rd.
Portland, Oregon 97201
223-0428

Luke Metcalfe

NOISE POLLUTION

by Paul Lobell

OVER THE PAST several decades, noise levels in American cities have risen approximately one decibel (db) per year. This means the noise level doubles every ten years. Noise pollution plagues all of us and yet only recently has it been recognized as a major eroder of the quality of urban life.

Excessive noise causes stress and hearing loss. Evidence shows the gradual hearing loss associated with aging is not a "natural" process at all, but is caused by our constant exposure to "un-natural" noise levels. A study of the Sudan's Maaban tribe, a non-industrial and therefore quiet society, showed seventy-year-olds heard as well as fifteen-year-olds, until they abandoned their traditional way of life to work in cities.

The effects of noise-related stress on the human mind and body are not fully known. But it is a physiologically measurable phenomenon that in most people noise levels of about 70 db cause increased blood pressure. To give some idea how "moderate" 70 db is, street noise in downtown Portland during peak hours is at least twice that.

Jack-hammers Exempt

Several weeks ago, I was jolted by the extremely loud, grating sound of a jack-hammer outside my home. "O.K.," I growled, "this is too much. I'm going to report this to the proper authorities." With the aid of a phone book, I concluded that the Noise Pollution Section of the State De-

partment of Environmental Quality (DEQ) was probably the place.

The people in the Noise Pollution Section, a reasonable bunch, are sincerely interested in controlling noise in Oregon. But, they regretted to inform me, jack-hammers are exempt from any state noise regulations. They were powerless to do anything about the offending jack-hammer. They were, however, perfectly willing to discuss the philosophical implications of noise in general or jack-hammers in particular.

David Sweet and John Hector of the DEQ Noise Pollution Section are realists about noise. It can't be licked overnight, but they figure inroads are slowly being made; Quiet is beginning to fight back against Noise.

DEQ Noise Regulations

The DEQ has noise regulations governing in-use motor vehicles, new motor vehicles, industry and commerce, and will soon develop regulations for public roads and racing events. Manufacturers of new vehicles must certify that their vehicles meet the DEQ's maximum allowable noise standards. The requirements do not reach maximum noise-suppression levels until 1978. The impact of this kind of regulation will not be felt for years, but the DEQ is confident that it will ultimately lead to quieter streets.

For in-use motor vehicles, a similar scale based upon model year applies but is much less easily enforced. Hector and Sweet hope that in the near future DEQ exhaust emission stations will include mandatory noise testing for all automobiles. In Boulder, Co-

lorado, officials have instituted a roadside noise trap, similar to a speed trap. A noise-measuring device is set up, and any vehicle which exceeds allowable standards is chased down by a cop-car and ticketed. No such program is presently contemplated in Oregon.

Loud Trucks, Motorcycles

Surveys show that trucks and motorcycles are the most frequent noise violators. Trucks, since virtually all of them are in-

involved in interstate commerce, nominally fall under the jurisdiction of the federal government. The federal Environmental Protection Agency estimates that diesel trucks alone subject one-third of the U.S. population to potentially harmful noise levels.

Now you come
to the good part
READ ON!

Motorcycles generally elicit more violently disgruntled responses than trucks since trucks are viewed as agents of business, and the American way of life. Motorcycles, on the other hand transport hoodlums, greasers, and petty thieves. Though I don't favor business nor disfavor petty thieves, I have often fantasized owning a bazooka and calmly annihilating every loud motorcycle which came into range.)

Oregon has the fastest growing motorcycle sales rate in the country. Aside from enforcing new vehicle standards, most local concern about motorcycles centers on off-the-road vehicles. Many of these dirt bikes intentionally omit mufflers (although this is now illegal); they destroy the tranquility of parks or other secluded areas. The motorcycle task force of the city's police department has the authority to hunt and ticket this pest whenever it occurs on public lands or whenever private property owners request help.)

Handling Portland Complaints

The Portland office of the DEQ receives approximately 75 noise complaints a month. When the problem involves a motor vehicle, as more than half the complaints do, the complainant is asked to secure the license number of the offending vehicle so the DEQ can contact the owner. Sweet and Hector said this method often yields results. For a deteriorated exhaust system, a letter usually catalyzes procrastinating car owners into action. More difficult are would-be hot-rodders who intentionally soup-up their cars to achieve a more hot-rod-like effect.

hicle, the DEQ often sends field representatives to study and measure noise levels at the source. Recently, the DEQ received a complaint about the roller-coaster at Sea side; Mr. Sweet spent a day at the beach documenting the alleged violation.

Acoustical Test Project

The city's Acoustical Project, located in the Bureau of Neighborhood Environment, was commissioned in July, 1973 with matching federal/local funds to study noise in Portland and propose a strategy to combat the problem. The study is one of the most comprehensive ever conducted and may serve as a model for similar attempts in other U.S. cities.

Dr. Paul Herman, director of The Acoustical Project, is eloquent on the subject of noise. As though to demonstrate the difficulties of noise, Dr. Herman led me to a WhizBurger for our discussion of noise pollution. There, amidst the whizzing burgers, howling french fries, and screeching cokes, he spoke of noise.

Noise, he explained, is an insidious problem, causing stress, hearing loss, and irritation: noise erodes the quality of life. People superficially appear to adjust to noise, but actually do not. Noise levels above 45 db disturb sleep patterns no matter how long people have been exposed.

Noise Ordinance Proposed

Out of the Acoustical Project has come a proposed local noise ordinance to establish, among other things, maximum allowable noise levels for various zones. In residential areas this level is 55 db. The ordinance has been before city council twice, and both times was sent back to Dr. Herman's office for further revision. It is due to appear again around the beginning of October. Most testimony before the council has been from special-interest groups, opposed to one part or another of the ordinance. Supporters of Quiet are needed for their testimony.

Will Quiet Win Out?

What are the sources of loud and disturbing noise? Machines mostly, and according to Dr. Herman, "there isn't a single

piece of equipment made which can't be made quieter." Why, then do we tolerate present noise levels? One answer involves cost-benefit analysis: spending money. President Ford's Council of Economic Advisors has even gone so far as to compute the cost of quiet per decibel per person. To make quieter machines would cost more and cut into profits; capitalists oppose such moves. A more general, less simplistic answer is that societal change is slow and can't occur until Quiet becomes a generally accepted and revered value. □

This has to be one of the most slanted, prejudiced statements ever published - being extremely unfair and untrue - a classic example of the comic-book syndrome, B-grade movie attitude that has repressed motorcycle freedoms everywhere. We have been continually penalized because of these attitudes projected by unknowing, uncaring persons such as Lobell.

*We must strike back at this type of yellow journalism
Inform these people - I urge everyone to write:*

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Portland, Ore. 97214

or call: 235-2137

Voice your opinion, make it heard

*Luke Metcalf
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2424 S.W. Jefferson Rd.
Portland, Oregon 97201*

ABATE according to Webster's Dictionary, means to "put a stop to, end, terminate, to become less in amount, degree, force, etc., to beat down" In Oregon, ABATE is a recently formed organization dedicated to doing all the above things to restrictive motorcycle legislation, and has as it's immediate target, the repeal of mandatory helmet laws. ABATE means "A Brotherhood Against Totalitarian Enactments" and in this case, is seeking to have all motorcyclists join them in their fight against laws restricting the rights and enjoyment of the sport of motorcycling.

In their brief existence, they have successfully put on a rally against the helmet law which concluded with a motorcycle parade of some 500 machines and 750 riders to the capital building in Salem. An impressive first effort.

ABATE has been active in having their membership contact Senators and Representatives on the state and federal level, and have received favorable replies from those who have taken the time to do so. The main effort at this time is the federal level, since there are several bills pending to repeal or amend

the Department of Transportation's requirement that the states have a helmet law or lose federal highway funds (which amounts to federal blackmail of the states). These bills are: Senate Bill F-2252, and House Bills HR-6211, HR-3869, and HR-6819. Apparently, any one of these bills accomplish the purpose, and ABATE requests that you write your Senator or Representative to urge passage of one of these bills.

ABATE has been contacting clubs in the state to secure support and enlarge their membership. For those of you who would like to actively support their cause, send \$5.00 membership to ABATE, 2424 SW Jefferson Rd., Portland, OR 97201.

Officers of ABATE of OREGON are: Luke Metcalfe, Chairman of the Board; Vic Saban, Treasurer; Nancy Christopher, Secretary; Gene Wolford; Don Kelly.

ABATE is planning a motorcycle swap meet, watch for the date.

What about the helmet law and California, Utah and Illinois?

Latest word from the AMA legislative department is that the Department of Highway Safety postponed any action on their blackmail "sanctions" against the three states that haven't bowed to the dictatorship of the federal bureaucracy. No money will be seized from the three states that reject helmet laws until late December, possibly in time for Christmas. What a nice present from D.C.; pink slips for some 10 thousand state transportation workers!

Meanwhile, the three House of Representatives bills that will trim the Department's claws in the helmet matter have been consolidated into one bill that may be attached to H8235, the new Highway Appropriations Act. Hearings on H8235 may begin this month. AMA legislative analyst Bob Rasor says "there is a good deal of support for the amendment," in both houses of Congress. The Senate "Free Motorcycling" bills have not been scheduled for hearing yet.

Something new should break on the helmet law front within the next few weeks, and Biker will be there to keep you up with it.

Coleman won't push helmet law sanctions

LINCOLN, NEB.

Transportation Secretary William T. Coleman Jr. Wednesday said he would not enforce federal sanctions against states that have no motorcycle helmet law.

Coleman, responding to questions at the regional White House conference on economic and domestic affairs, said;

"I don't think that the law makes much sense and I'm most reluctant to enforce it."

Nebraska, for the past few years, has been without a motorcycle helmet law and thus invited the possibility of federal sanctions, which would include loss of almost \$7 million in federal funds.

The Nebraska Unicameral last session did pass a motorcycle helmet law, but a temporary injunction held it in abeyance while the issue is pending in the courts.

Coleman said he would cut off the funds only if the U.S. Transportation Dept. was threatened with lawsuit for failure to impose the sanction. He added he hoped that would not happen during his tenure as secretary.

On Holloman Air Force base in New Mexico, all bicycle riders must abide by the same rules as motorcyclists. This means that they have to wear helmets, gloves, leather jackets and bright orange vests. Rumor has it roller skaters will soon have to follow suit.

Court upholds cycle hat law

The Arizona Court of Appeals has upheld a state law requiring motorcyclists to wear helmets.

Harold Beeman 26, convicted in city court of riding bareheaded and turned back in his Superior Court appeal, argued unsuccessfully in Appeals Court that the mandatory helmet law violates his constitutional rights.

Helmets give motorcyclists a false sense of security and may hamper a motorcyclist's ability to hear, said Beeman.

"I look at it this way," Beeman wrote in his appeal brief. "If I posed a real threat to the community by not wearing a helmet . . . the law would be just."

"I feel my life should be left in my own hands to do with as I see fit with due regard to others."

Appeals Judge Jack Ogg disagreed, citing a federal court decision in Massachusetts.

"In view of the evidence . . . that motorcyclists are especially prone to serious head injuries . . . the public has an interest in minimizing the resources directly involved," the federal court said.

"From the moment of injury, society picks the person up off the highway, delivers him to a municipal hospital and municipal doctors, provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and . . . may assume the responsibility for his and his family's continued subsistence."

"We do not understand a state of mind that permits plaintiff to think that only he himself is concerned."

"We agree with the observation," Ogg wrote, holding that Arizona's helmet law is a valid constitutional extension of the state's police power.

California Senator Alan Cranston, speaking on behalf of S-2293, the helmet law repealer: "The safety of the general driving public is not enhanced by a mandatory motorcycle helmet law. The public safety is better served by the State's strong licensing program for motorcyclists, motorcycle driver education courses in the schools, the continuing safety programs of motorcycle clubs, and enforcement . . ." Right on, Senator.

The AMA has stated in testimony before the U.S. Representatives Sub-committee on Surface Transportation, that the government is guilty of inaction and blackmail in the matter of motorcycle safety. Speaking on behalf of 140,000 American M/C Association members, Gene Wirwahn and Bob Rasor took the D.O.T. to task. Keep up the good work, AMA.