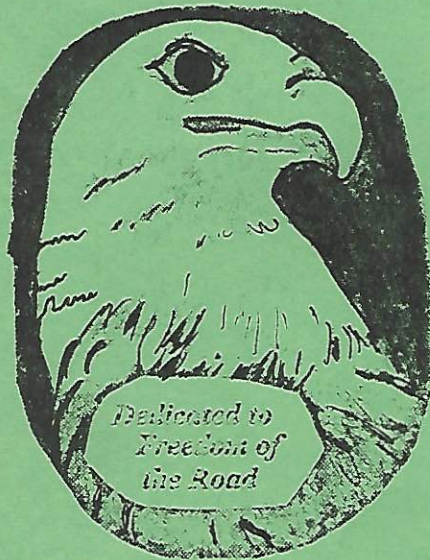


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THIS IS IT ↘

THIS IS WHERE WE STAND.....ok, folks, this is it:
 First of all, most of you probably know that SB 287 has passed both the Senate and the House. The first vote on the "third reading" (in the House) passed Ayes 37, Nays 23. THE PEOPLE WHO VOTED AGAINST SB 287 ON THE FIRST VOTE ARE: Achilles, Blumenauer, Burrows, Cherry, Dereli, Duff, Frohnmayer, Grannell, Katz, Kerans, Kulongoski, Lindquist, Marsh, Monroe, Morris, Riebel, Rieke, Rogers, Sumner, Van Vliet, Vian, Whiting, Mr. Speaker. Rep. Gretchen Kafoury served notice that same evening for possible reconsideration, and the following day, it was reconsidered. The vote for reconsideration was Yes 31, No 29. Then, Kafoury asked to have the bill sent to Business and Consumer Affairs, where it would have effectively been killed, as it would be tabled there; the Legislature would have then closed with our bill in that position. The vote on this was Yes 20, No 39. Then Rep. Magruder asked to have it sent to the Rules Committee. It was pointed out that if the bill went to the Rules Committee, it would end up right back on the floor of the House, so the vote on that was Yes 23, No 36. They voted again and passed the bill, Yes 34, No 24. NOW LOOK AT THESE FIGURES AGAIN: The first vote was 37 to 23. After some people got up and made some statements, and hassled around. This is with NO NEW TESTIMONY. Just people trying every last trick they could think of to kill SB 287. The second vote on passage was 34 to 24. Even with no new testimony, and all arguments already having been made, this is how much ground they gained. WHAT IF THEY HAD VOTED A THIRD TIME? This is why YOUR LETTERS AND TELEGRAMS ARE SO IMPORTANT. Sometimes, that can be the only deciding factor at times like this. Good old Rep. John Doe will have this in the back of his mind when deciding whether or not to change his vote. If your letter has crossed his desk, and he is aware if it (believe me, they are aware of letters....don't think they aren't) it may help influence him to stick to a vote in your favor. That is how sensitive the issue is. We did not "have it made"; it was a dirty battle down to the last gasping effort. And if the Abate members had not been camped out on the steps of the Capitol building for three weeks, and had not been there in the room during this activity, WE COULD VERY WELL HAVE LOST IT. Now, below is a list of how these people voted on the second vote for passage of SB 287. Keep it in mind on voting day.

Measure SB 287 Date 6/23/77 (date report prepared)
 Yeas 34 Nays 24 Absent 1 Excused 1

N		Y		N		Y		N		Y	
Achilles	x			Blumenauer	x			Brogoitti		x	
Bugas		x		Burrows	x			Byers		x	
Cherry	x			Chrest		x		Davis		x	
Dereli	x			Duff	x			Fadeley		x	
Fawbush		x		Frohnmayer	x			Gardner		x	
Gilmour		x		Grannell	x			Gustafson		x	
Hanneman		x		Johnson, C.		x		Johnson, S.		x	
Jones		x		Kafoury	x			Katz	x		
Kerans	x			Kinsey		x		Klein		x	
Kulongoski	x			Lindquist	x			Lombard		x	
Magruder		x		Markham		x		Marsh	x		
Martin		x		Marx		x		Monroe	x		
Morris	x			Myers		x		Otto		Excused	
Priestly		x		Ragsdale		x		Riebel	x		
Rieke	x			Rijken		x		Rogers	x		
Rutherford		x		Shaw		x		Simpson		x	
Starr		x		Stevenson		x		Sumner	x		
Van Vliet	x			Vian	x			Whallon		x	
Whiting	x			Wilhelms		x		Walfer		Absent	
Yih		x		Mr. Speaker	x						

Find the Representative from your district here, write to that person, and tell them you know how they voted on this issue. If they voted for it, thank them. If they voted against it, ask them why, tell them you want a reply to your letter. But most of all, tell them you will remember them on VOTING DAY.

NOW: SB 287 is on its way to the Governors desk. It will be there very soon. THERE IS NO TIME NOW TO WRITE A LETTER TO THE GOVERNOR. You must send telegrams. Call Western Union, which has a toll-free number for sending messages. You can add it on to your phone bill, if you have one. If you live in the Salem area, I suppose you could hand-deliver a letter to the Governor's office. Whatever. THERE IS STILL NO GUARANTEE THAT THE GOVERNOR WILL NOT VETO THE BILL. He has five days to consider it, once it formally reaches his desk. He can sign it into law, refuse to sign it, in which case it will become law without his signature, or he can veto it. If he refuses to sign it, it means that we have not done our job of convincing him, and DON'T THINK THAT FOR ONE MINUTE THE HELMET LAW WILL NOT BE RE-INTRODUCED AT AN UP-COMING SESSION. If we introduce legislation for more education, they will try to tack on a helmet requirement to it. That will get a foot in the door for future helmet laws. IF THE LAW IS WRONG, IT'S WRONG. Period. If we let people get similar laws passed, it will affect us in the future, because they set a precedent. Now, SB 287 only repeals mandatory use for those over 18, so it would not affect Highschool Student Drivers, but we hope to get a complete repeal someday.

AGAIN: TELEGRAMS TO THE GOVERNOR. LET THOSE WHO RIDE DECIDE. ACT NOW!!!!!! FAST!!!!!!

* * * * *
AND NOW, just to let you know who some of our friends are, the following letter was sent to Ed Lindquist, Chairman of the House Rules Committee, by Rep. Sandy Richards. Read on:

"RE: SB 287

Dear Ed,

I am writing to request that the Rules Committee report SB 287, with or without recommendation to the House floor. The partial repeal of the motorcycle helmet law has passed the Senate, and I believe the members of the House should also have the opportunity to vote on the question.

I admire the spirit and persistence of the proponents of the helmet law repeal. They have kept their vigil on the steps of the Capitol for over a week with the hope that this bill could be considered by both Houses of the Legislature.

Most Sincerely, Rep. Sandy Richards"

This letter was dated June 15, 1977. This was back when the bill was still in the House Rules Committee, and was waiting to be voted on whether or not it would even get to the House at all. Like we said before, there is more to this process than meets the eye, and it was not at any time a sure thing, and it is not now. Your support is still essential. But we thought you would like to know that there are some friends of the Oregon Motorcycle Rider in Salem.

* * * * *
THIS IS WHAT THEY ARE SAYING ABOUT US: the good, and the bad....if you don't like anything you read here, let the Newspaper know (politely). Letters DO count.

The Oregon Statesman, June 23, 1977

Salem, OR

"Motorcyclists Fight 'Big Brother'"by Walt Penk

" 'Big brother government' is the opponent for a small band of motorcyclists who literally have camped on the steps of the Capitol the past two weeks.

The signs they carry proclaim their support for Senate Bill 287 which would repeal the 1968 law requiring motorcyclists to wear helmets.

Each night about 10 men and women line up in their sleeping bags along the marble wall near the front entrance. Nearby is a camper on Court Street NE where they can get a sandwich or a cup of coffee.

Capitol police have been most polite, the motorcyclists agree. The officers supply them with brooms, buckets and mops to spruce up the steps each evening.

Matriarch of the motorcyclists is Barbara Mayall of Portland who uses the camper to cook meals for the protesters who come from all around Oregon.

(Continued on page 3)

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Mrs. Mayall, mother of four grown sons, says her husband doesn't have anything to do with motorcycles. One of her sons bought a cycle but won't ride it until he has had proper instruction.

The camper is owned by Denise Thierolf of Portland, who works during the day and comes down in the evening. Her husband, David Thierolf, has taken time off from his work to help carry the picket signs. He gets more attention than most because he is on crutches--the result of a motorcycle accident.

Thierolf said 23 states have repealed mandatory helmet laws since December. The states passed these laws when the U.S. Transportation Department set an edict which would cut federal matching highway funds by 10 per cent to states without helmet laws. Last December, Former President Ford approved repeal of this regulation.

Helmets are valuable at certain times, Thierolf said. In rain or cold the headgear is necessary. But in crowded downtown traffic the helmets reduce hearing and the operator can't tell when a vehicle is coming from behind. The helmets also reduce side vision. But the main objection is government adoption of laws on safety which should be left up to the individual, Thierolf said.

Repeal already has passed the Senate. For a time it was bottled up in the House Transportation Committee. It was shifted to the Rules Committee, which passed it out to the House of Representatives. Action on the floor is expected soon."

AND AS WE NOW KNOW, there was some action.

It is interesting to note that head injuries cause many, if not most, deaths in auto accidents. If people were convinced that motorcycle helmets would save their lives, they would all be wearing them voluntarily. Obviously, they're not.

The "public burden" argument holds less weight: sure, if a car runs over you and you are injured, or leave survivors, they might become supported by public funds. So are old, sick, and retarded people. If bikers who get hurt, and their survivors do not deserve the use of public support, then neither do those other helpless people. Why not just shoot all the infirm and save lots of money that way? DON'T LET PEOPLE PUT YOU DOWN AND DEPRIVE YOU OF YOUR RIGHTS BECAUSE YOU RIDE A MOTORCYCLE. By researching equipment performance, maintaining your vehicle in safe condition, and learning how to be a good, defensive driver, you are taking responsibility for your own life. This is what grown-ups should do. Once you are born, you are really on your own, and it is up to the individual rider to save their own life by avoiding accidents. It is up to the responsible person to make vital decisions for themselves. The government can't save your life for you if you ride a motorcycle. etc, etc, etc,.....

* * * * *

OREGONIAN, June 23, 1977

By Richard Colby "Motorcycle Deaths Decrease if Helmets Worn, Studies Show"

"Three of five Oregon motorcyclists who died in accidents this month while not wearing helmets probably would have survived had they worn them, a spokesman for the Oregon Motor Vehicles Division said Wednesday.

Vinita Howard, Public information officer and statistics-keeper for the division, said checks with medical examiners in counties where the fatalities took place found that two of the victims, boys 11 and 12 in Coos County, probably would have died even had they been wearing helmets because of other injuries.

In the three other cases, however, deaths were determined as caused by "traumatic head and neck injuries," Miss Howard said.

So far this month, seven persons--including two wearing helmets--have died in crashes of their vehicles, division figures show.

Dr. William Brady, state medical examiner, said a study of motorcycle deaths conducted by his office and the state Traffic Safety Commission in the three years before and three years after the mandatory helmet law was passed in 1967, found a higher survival rate following enactment.

'Over all, we found a significant decrease in the relative number of deaths from before, allowing for the large increase in the numbers of motorcycles during the study period.' he said.

(Continued on page 4)

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Although the study's figures showed that about a third of the 90 persons involved both before and after helmets became mandatory were killed even though wearing them, half of the remainder might have survived had they worn helmets, Dr. Brady said. The medical examiner said motorcycle accident fatalities generally fall into three categories:

- Those in which the rider is traveling at a high rate of speed and runs into a fixed object or over an embankment, killing himself whether or not he has a helmet on.
- Those when the motorcycle collides with a car or truck and injuries are also severe enough to kill whether or not a helmet is present.
- And those in which the accident is at low speed and head injuries occur or do not occur depending on whether the rider has a helmet on.

In the latter category, he said, are young persons or inexperienced riders whose deaths clearly could have been avoided had they had helmets on, because of striking a fixed object at low speed.

Miss Howard also said that in states where helmet laws have been repealed, a 20 per cent increase in motorcycle fatalities the next year has been typical.

She acknowledged that anti-helmet motorcyclists have argued that it is their right to risk death by not wearing protective headgear, an argument she called "phony".

'It's public money that picks up the pieces. It's public money that may take care of you and your children if you're invalidated,' she said.

'What we're saying is that if you die out on a public highway, it is not a private matter.' A professional motorcyclist for the Portland Police Bureau, Sgt. Craig Nelson said riding without helmets appears to increase the risk of head injuries in accidents noticeably. 'If you don't fall down, it's great,' he said of doing without them. 'I see a lot of heads crushed. It's the first thing that goes.'

The safety-conscious motorcyclist should get the best helmet possible, he said. 'You don't want to go halfway on it, because the better it is, the better your chances.'

* * * * *
HERE ARE SOME MORE COMMENTS FROM PAPERS IN THE PORTLAND AND SALEM AREA:

"...Sen. Vern Cook, D-Gresham, floor leader for the repeal measure, said that a helmet protects a motorcyclist involved in an accident but also may contribute to an accident by reducing the wearer's peripheral vision, limiting his hearing ability and causing temperatures of up to 130 degrees inside the helmet.

....Cook said that....there has not been enough clear evidence that they save lives to require their use.

Sen. Betty Roberts, D-Portland, said she believes the law requiring helmets is an undue infringement on motorcyclist's rights.

But Sen. Wallace Carson, R-Salem, opposed the bill, saying that a University of California study had produced 'no evidence' that helmets cause accidents or aggravate some kinds of injuries, but found they do provide protection.

....Cook....said (most motorcyclists) are going to 'operate as reasonable, prudent cyclists', using the helmets when they believe the advantages in protection outweigh the disadvantages."

* * * * *
"HELMET VIGIL PAYS"

* * * * *
"BIKERS SIT TO PROTEST HELMET LAW"

By Nelson Pickett

"SALEM--David Thierolf, a biker for the past 10 rears, sits in the sun on the steps of the capitol where he has camped for the past nine days and points to the white plaster cast that covers his entire right leg.

'I was wearing my motorcycle helmet when this happened, and it didn't help me a bit,' he said bitterly.

Thierolf is among ABATE (A Brotherhood Against Totalitarian Enactments) members who have vowed to remain at the capitol 24 hours a day until the Legislature repeals the state's mandatory helmet law for motorcycle drivers.

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Thierolf maintains his helmet contributed to his recent accident that broke his leg in two places when his bike collided with a car. The helmet, he said, impaired his vision. He said he isn't about to throw away his helmet if Oregon joins the 23 states that repealed such a law.

'We just want the law changed so we can decide ourselves whether to wear a helmet,' he said. 'Out on the road I would still carry my helmet and will wear it when it gets cold or rains.'

The bill repealing the law would make helmets optional for drivers 18 years of age or older. The bill is now in the Rules Committee.

Thierolf believes helmets impair hearing and can scramble a driver's brains in hot weather. 'The heat buildup on a warm day will contribute to fatigue,' he said.

The 24 year old Portlander criticized Dr. William Brady, state medical examiner, who has testified that the helmets save many lives.

'He doesn't know how many lives helmets save because all the people he works with are dead,' he said.

Thierolf said there is an ABATE fund of about \$600 the group has left for feeding parking meters and themselves for their vigil."

* * * * *
"Steven Fatheree....was killed instantly when his motorcycle hit (the) truck at the intersection of NW 16th avenue and Everett Street....His passenger, Catherine Vaughters.... was listed in critical condition with a head injury and a fractured jaw....In the fatal accident, police said both Fatheree and his passenger were wearing helmets....Police said the motorcycle, travelling at a high rate of speed, had entered the intersection through a red light and hit the rear of the truck. Damage to the truck was minor, they said."
* * * * *

*"If that car hadn't run that red light,
I never would have broke my leg....."*

* * * * *
SUMMER PARTY RUN TO THE DALLES.....ABATE MEMBERS ONLY (Be prepared to show your card)
July 16, there will be a party in The Dalles at Brian Stovall's house...for more information call your Hot Line Numbers: 244-1283 or 286-3885. There will be some food, but bring anything else you would like to see there. OK?? OK.

NOTICE TO ALL ABATE MEMBERS:

The next National Abate Conference and Coordinator's Meeting will be Labor Day weekend September 3, 4, & 5 at Old Military Trail Campgrounds, Lake Perry, Kansas. Here are some of the plans for this year:

1. There will be \$1 admittance fee at the gate--you will receive a Labor Day 77 pin to wear when you pay your dollar. The rest of the money will be used to pay bands, power supply rental, etc.
2. It will be required that persons be a member of ABATE of other approved motorcycle organizations before they arrive. One exception--each member will be allowed one guest.
3. The Coordinator's meeting will be at 11:00 am on Sunday the 4th. Place of the meeting to be announced later. Passes will be sent to each ABATE chapter and all other approved organizations prior to Labor Day.
4. There will be a chuck wagon with meals other than hamburgers and hot dogs, including breakfast, all for reasonable price.
5. There will be a tent store with various groceries and medical supplies.

6. We have a booth where all groups can display and sell their merchandise. We ask that all groups find some volunteers to man this booth.
7. Arrangements have been made with a motorcycle shop to stay open that entire weekend in Kansas City. We will call him on CB for any parts needed and one of our members will make a trip once a day to pick up parts.
8. We would like other chapters or groups who are interested to host an event, such as slow races, bike show, or whatever they come up with. They will charge the fee for their event, furnish prizes, etc. Event submissions will be served on a first come first served basis, so get your submission into ABATE of Kansas as soon as possible.
9. We suggest that all bikers who play a musical instrument and have a way to bring them, do so. Those of you who were there last year remember that the bands quit at 1:00 am but the bikers didn't and we had one dude with a harmonica and another using ice chests for drums who made some pretty good sounds.

The above notice is taken from the ABATE of Illinois Newsletter, June 1977

* * * * *
 * "it can't happen here....." * * * * *

IN THE FUTURE, YOU MIGHT EXPECT THE FOLLOWING:

TO: All Male Taxpayers
 FROM: Internal Revenue Service
 SUBJECT: Increased Tax Payments

Dear Taxpayer:

The only thing the Internal Revenue has not taxed is your pecker. This is due to the fact that 40% of the time it is hanging around unemployed, 30% of the time it is pissed off, 20% of the time it is hard up, and 10% of the time it is employed but operates in the hole. Furthermore, it has two dependents, and they are both nuts.

Accordingly, after February 1, 1977 your pecker will be taxed, based on its size, using the "Pecker-Checker Scale" below. Determine your category and insert the additional tax under "Other Taxes", Page 2, Part V, Line 6 of your standard Income Tax Return, (Form 1040).

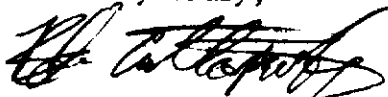
Pecker-Checker Scale

10 to 12 inches	Luxury Tax	\$ 50.00
8 to 10 inches	Pole Tax	25.00
6 to 8 inches	Priviledge Tax	15.00
4 to 6 inches	Nuisance Tax	5.00

NOTE: Anyone under four (4) inches is eligible for a refund. DO NOT APPLY FOR AN EXTENSION.

Males with peckers in excess of 12 inches should file under "Capital Gains".

Yours very truly,



Robert J. Cutchapeckeroff
 IRS Director, XVFI

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