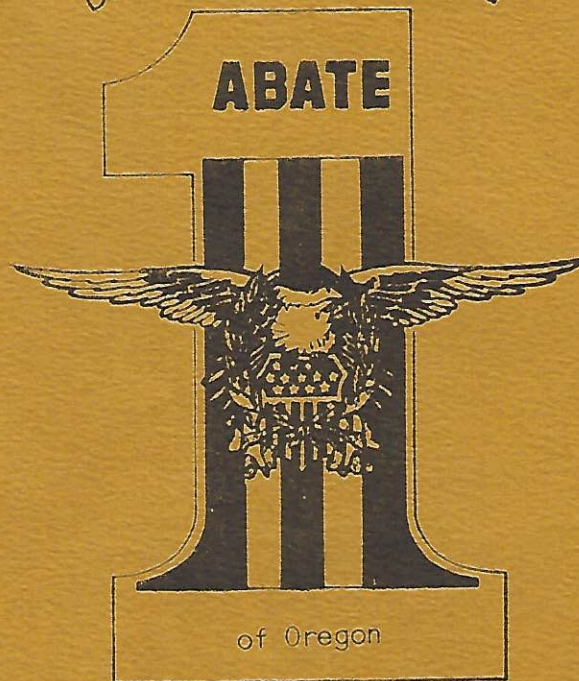


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George Dowling  
Brian Stovall

Editor of Newsletter:  
"Rusty" Mayall  
Membership Secretary:  
Dennise Forsman  
Correspondence Secretary:  
Sugar-Kane Barton

ABATE

of Oregon

P. O. Box 4504 Portland 97208

"A FEW WORDS FROM YOUR NEW CHAIRMAN....."

The elections held on January 24, 1978, were declared null and void at a Board of Directors meeting on February 8. The main reason for declaring the elections null and void is that many non-members of ABATE of Oregon were present at the election, and four people elected to the Board of Directors were non-members. There was a misunderstanding as to who could sell Memberships in ABATE of Oregon. The only Memberships recognized by ABATE of Oregon are those processed by the Membership Secretary of ABATE of Oregon. No Memberships sold by other chapters will be recognized until they are processed by the Membership Secretary of ABATE of Oregon. Therefore, that brings us to the elections of February 14.

As of this date, I am now the new Chairman of ABATE of Oregon. My name is Victor Wright; I was the Treasurer for the past year. I hope to do just as good a job as Luke Metcalfe. At the February 14 meeting, I was asked to represent ABATE of Oregon at the ABATE National Convention at Daytona, on March 10, 11 and 12--- and while we're at it, any people who wish to make donations strictly for the cost of the plane fare can send in their contributions.

We hope to instill a little more interest in our organization by planning more activities.....such as spaghetti feeds, cake sales, beer runs, poker runs, etc. Therefore, we are in drastic need of an Activities Committee. Anyone interested in joining or becoming such a committee, be at the next meeting in Portland.

Also, we are in need of a Legislative Action Committee to get started on our strategy for the next Legislative Session. As some of you know, or maybe all of you know by now, there is a move to introduce a new mandatory Helmet Bill at the next Session. We've got to nip this action in the bud, so let's get started NOW.

That's all for now.....thank you.

\* \* \* \* \*

NATIONAL ABATE MEETING AT DAYTONA BEACH, FLORIDA.....READ ON:

A meeting to be held on March 10 will be strictly for State ABATE Co-Ordinators to better organize and better finance our National Headquarters in Washington, D.C. This is a necessary step to separate ourselves from the 'National ABATE Headquarters' in Sacramento. The Sacramento 'Headquarters' is too closely associated with Easyriders Magazine, and we feel that their main goal is to make more money for Easyriders Magazine.

\* \* \* \* \*

RIVER CITY CHAPTER (RIGHT THERE IN RIVER CITY).....DON'T MISS THIS ONE, FOLKS:

COMING EVENTS: There will be a Spring Run in the The Dalles area on April 1 & 2, at the Shelton Camp Ground, near Fossil, Oregon. For directions and more information, write to Brian Stovall, Rt 4 Box 40 A, The Dalles, OR 97050.

We now have new officers for the River City Chapter:

Chairman: Joe Melero

Co-Chairman: Lee Glaspy

Secretary-Treasurer: Teresa Hepker

Sgts. at Arm: Brian Stovall

Terry Humpherys

\* \* \* \* \*

THE FOLLOWING IS A LETTER FROM A MEMBER.....HIS SHOP HAS HAD AN AD IN OUR NEWSLETTER IN PAST ISSUES ALSO.....

"Dear brothers and sisters of ABATE: I have been an ABATE Member since the inception of Oregon's affiliation with the National Organization. Trouble is that I am not an active Member in the normal sense of the term. I am doing life in the Oregon State Penitentiary. But then I am not here because of the alleged crime against me so much as for the fact that I'm a 'biker'.

There is some hope though. I have a leather goods shop in Salem, Oregon. It is called "Symmetry Leather" and is located at 320 NE Court Street in the city center, I supply the store from inside these walls with all types of belts, trucker wallets, billfolds, purses, saddle bags, tool bags, as well as many other types of accoutrements for motorcycle riders. This small business is the only means of support for my family and for the exorbitant legal fees needed to maintain the constant legal battle for my freedom. Justice is not for the common man; it is for those with enough money to pay (for) it.

Any Member of ABATE in good standing, and upon presentation of their Membership card at the store will receive a 20% discount upon all unconsigned items in stock.

Sincerely, your ABATE brother

*Ron "Flat" Draves*

RON DRAVES # 36112

FROM YOUR NEW SAFETY DIRECTOR, DAVID THIEROLF:

"From the Portland Harley-Davidson shop--this information is being passed on to our ABATE people. This is why we need a National Office and Lobbyist in Washington, D.C."

(On AMF Harley-Davidson Letterhead, Milwaukee, Wisconsin)

"January 3, 1978

Dear Dealer:

Harley-Davidson motorcycles built after January 1, 1978 must meet Federal EPA and California emissions standards. Changes to meet the standards result in better, smoother performance as well as lower emissions. The changes include:

- \*A new high-capacity air cleaner
- \*A new carburetor with tighter quality control, high and low idle feature, and an improved choke mechanism
- \*Transistorized, breakerless ignition system
- \*Closed crankcase breather system

We would like to caution you, however, that it will be illegal to make certain modifications to emissions certified vehicles.

Section 203 (a) (3) (A) of the Clean Air Act prohibits:

"any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser; or

"(B) for any person engaged in the business of repairing, servicing, selling, leasing, or trading of motor vehicles or motor vehicle engines, knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title following its sale and delivery to the ultimate purchaser."

The Clean Air Act established penalties of up to \$10,000, for each violation by a dealer and up to \$2,500 for each violation by independent mechanics, speed shops, etc. Section 205 reads:

"Any manufacturer, dealer or other person who violates paragraph (3) (A) of section 203 (a) shall be subject to a civil penalty of not more than \$10,000. Any person who violates paragraph (3)(B) of section 203 (a) shall be subject to a civil penalty of not more than \$2,500. Any such violation with respect to paragraph (1), (3) or (4) of section 203 (a) shall constitute a separate offense with respect to each motor vehicle or motor vehicle engine."

The "devices or elements of design" (emissions related components) include basic engine components such as the pistons, cylinders, cylinder heads, valves, cams, intake manifold and carburetor. They also include the air cleaner, exhaust pipes and mufflers. Modifications to these components may be considered as "Tampering" and could constitute a violation of the Clean Air Act.

The Clean Air Act does not prohibit repairs to motorcycles. However, adjustments, repairs, re replacements must not result in significant (out of specification) changes to any emissions related components. In general, any adjustments, repairs or replacements to emissions related components described in Harley-Davidson service or maintenance literature can be considered to be in compliance with the Clean Air Act. Adjustments, repairs or replacements not covered in Harley-Davidson literature should be approached with caution.

These regulations do not apply to motorcycles built before January 1, 1978. But you should be aware that it may now be illegal for you or your employees to make modifications on the motorcycles built after January 1, 1978. It is expected that the

EPA Enforcement group will be actively searching for instances of "Tampering" and we urge you to become thoroughly familiar with the Clean Air Act so as not to unwittingly place yourself in the position of violating any of its provisions.

Sincerely,  
John A. Davidson  
President"

*A separate letter from the same people.....*

"December 13, 1977

Dear Dealer,

Due to an Environmental Protection Agency ruling, AMF/Harley-Davidson will be unable to manufacture low compression Electra-Glide motorcycles, Electra-Glides requiring 3-speed and reverse transmission, or Sidecars that are to be attached to 1978 model Electra-Glides produced after January 1, 1978, until we qualify these options, early in 1978.

This means that any orders you may have placed with us with the above requirements that are dated after the first of the year will not be manufactured for you until these vehicles have been certified and approved by the E.P.A. We are not able to move your orders up for shipment before January 1, 1978 because the schedule is full. AMF/Harley-Davidson will be testing these vehicles and will attempt to receive E.P.A. approval within the next 90-120 days. As soon as this approval is received, orders we are holding and any new orders that you wish to place will be accepted and manufactured.

Sincerely,  
Harry B. Pray, Police Sales Manager"

\* \* \* \* \*

*Locally, a worthwhile cause needs your help.....*

The Loaves and Fishes program (lower Burnside area) needs help and contributions from anyone.....specifically, they need twelve table cloths, candles, brown uniform jackets, (two 32 medium, one small, one large), white shirts in assorted sizes, brown bow ties, plastic plate covers, two serving carts.....also they could use \$500!! If you have any of these items that you can spare, please contact Mr. Mungari at 226-1906.

\* \* \* \* \*

"I'M NOT GETTING MY NEWSLETTER!!!!!!!" Did you know that, if the Post Office doesn't like the looks of your address, or if you have moved, your Newsletter will NOT get forwarded? They will NOT send it back to us, so we can at least update our mailing list. Guess what? They THROW THEM AWAY!! That's right. Now, after reading about how we need more money to help mail them in the first place, don't you think it would be a good idea if EVERYBODY who moves would let US know, so that we are not spending your money to print and mail a Newsletter that will get thrown away by a uniformed government employee? EVEN IF YOU FILL OUT A CHANGE OF ADDRESS CARD AT THE POST OFFICE, you still have to tell US about it, because the Post Office will NOT forward bulk rate mail. Which means your Newsletter. We are probably wasting a certain amount of money right now, because of people who have moved and not told us. If you do not have a good mailing address, or will not have one for a while, then TELL US, so we will make your address temporarily 'inactive' on the mailing list. Or, at least find a friend who will accept delivery at their home address for you, and same them up for you to read when you gat back to them. Or something. BUT....please, please, please tell us one wat or the other. NOW, it works both ways. If you know of someone who says they are not getting their Newsletter, pass the work along. Obviously, if you're not getting

# Check- List for 1978:

ABATE MEMBERSHIP

ABATE RENEWAL

*"Pays for itself everytime you ride!"*



your Newsletter, you're not going to be reading this...it will be in the garbage. Man, don't let that big eagle down like that!!! It's too damn expensive, and you are too valuable to ABATE as a Member to let yourself stay out of touch like that. So, pass the word along.

If, for any reason, you don't want anyone to know where you are, okay. Just tell us, somehow, so we aren't throwing YOUR money away on a lost Newsletter. Maybe, in the future, we can bring a copy of the back issues of the Newsletter to the meetings, or something, so you can read up. Or call us for a back issue, if we can find one. Or, just call the Hot Lines, and ask what you've been missing!! But, don't let them throw your Newsletter away, month after month. It costs too much, and besides, it just ain't RIGHT. Okay? okay.

\* \* \* \* \*

HERE'S A SPECIAL THANK-YOU to Bill McEldowney for his \$20 donation to ABATE of Oregon.

\* \* \* \* \*

HOT LINE NUMBERS: AGAIN: (503) 286-3885 and/or 244-1283.

\* \* \* \* \*

SCREAMING EAGLES M/C: Due to typist's error and/or general scramble of paper, for which an apology is made, the parts list for SEMC was omitted from the last Newsletter. HOWEVER, we are now offering an update of this information.....

First of all, they need a little cash.....they are 'in the red' by \$25. Secondly, as you can imagine, they need various parts, specifically, gaskets of all types, and: Paint, sandpaper, 60 weight oil, any chrome parts (brackets, etc.), chrome moly tubing, scrap steel (for fabrication.....), any parts and gaskets for a 45 engine, as they are building a 'special' 45" Harley flathead engine, which will be offered for sale in the future at \$1000. If you can't wait, they have a 'new' 45 incher for sale NOW, at \$350. It is a 'stock' engine; apparently one cooling fin is broke, (but that's on the outside anyhow).

They have three sets of Harley 74 flywheels, and one set of 61" wheels.

Also needed are: a Panhead distributor, 74" D-ring (two sets), and a Panhead primary cover.

Any other parts will also be welcomed, but they are working on a Panhead and a 'special' 45 right now, so now is the time to clean out the garage.....

For more information, please contact Ken Hammon, at 244-9134.

AND.....a double-hello to Ritchie, our Friendly Biker!!

\* \* \* \* \*

THIS IS A GOOD PLACE TO SAY: "Your contributions are necessary to make this Newsletter worthwhile for everyone!!!"

\* \* \* \* \*

Ralph Nadar is asking for the resignation of Miss Claybrook, Now head of the National Highway Traffic Safety Administration.

Ed Armstrong, ABATE engineering activist and motorcycle safety consultant is opting for that position. ABATE members should write their U.S. Senators and Congressmen urging that Miss Claybrook be replaced by Mr. Ed Armstrong of 215 Grove Ave., Fox River Grove, Illinois 60021. With our people appointed as heads of the bureaucracy our problems would be minimal.



The following is taken word-for-word from Volume IX, No. 12, of the M.O.R.E Newsletter:  
"TEN COMMANDMENTS for Safe Motorcycling

1. Check your own personal condition: Make certain that you are both physically and mentally 'ready' to ride. If you have a passenger that is unfamiliar with motorcycling, take a few minutes out and explain why certain maneuvers are essential to motorcycle operation. It will made them more relaxed and your ride much more enjoyable.
2. Check the condition of your motorcycle. Pay especial attention to the condition of your tires, brakes, spokes and those nuts and bolts that attach axles and levers necessary for the operation of your motorcycle. Periodically check clutch and throttle cables for wear and fraying that can cause them to hang up in their respective sheathing.
3. Wear protective clothing and equipment. It is inevitable that if you ride for any great length of time, you will become involved in some sort of accident and the added protection may make a huge difference in the outcome.
4. Be visible! Accident statistics overwhelmingly indicate that motorcycle accidents involving other motor vehicles were caused by drivers that "didn't see" the motorcycle. Wear bright colors. Turn your headlight on. Make those other drivers see you.
5. Constantly watch the road surface for "foreign objects" and overall road conditions. Expect to find loose gravel where side-roads and driveways intersect with the road that you are traveling. Never drive so fast that you cannot stop in the distance that you can see the road is clear.
6. Leave sufficient distance between your motorcycle and the vehicle that you are following to allow you to dodge 'foreign objects' and other road hazards that a four-wheeled vehicle can straddle, such as mufflers, tire casings, boards, boxes, etc. Watch for items that are in danger of falling from other vehicles and trucks.
7. Never ride in the 'blind zone' of other vehicles. When passing another vehicle, make certain that you have seen the other driver's eyes in his rear-view mirror. Remember, if you have seen him, he has seen you. When approaching a line of vehicles on a two-lane road, or when cresting a hill, move to the right-hand side of your lane so that drivers in the second and succeeding vehicles can see you. This will give you some additional room to maneuver if one of the oncoming vehicles pulls out to pass the vehicle ahead of it.
8. Always know your escape path! Anticipate that every driver will do the most stupid thing possible, and then drive accordingly. Cover your foot and hand brakes at all times when in traffic and be ready to use them instantly. Stay alert for tell-tale signs.
9. Know any obey the laws that pertain to your motorcycle and its operation. Never anticipate that other drivers will ever obey the laws. In the event of an accident, there is no satisfaction in being the party that was 'right' if you are also 'dear right'.
10. Practice courtesy at all times. You will find that other drivers will be more ready to extend courtesies to you when you are courteous to them."

\* \* \* \* \*

*Another contribution from your Safety Director:*

"WHERE ACCIDENTS HAPPEN

Approximately 40% of accidents occur at intersections and 60% not at intersections. About 70% of all the accidents occur during day-light hours. About 66% of the intersection addicents involve an automobile making a left turn into the path of an on-coming motorcyclist. Motorists are at fault in almost 70% of the intersection accidents.

Motorcycle operators in non-intersections accidents are at fault in about 40% of the accidents.

From: The Motorcycle Safety Foundation (MSF)"

\* \* \* \* \*

"HEY! HEY! HEY! I have a chopped 73 Honda 450 in real good shape, runs good, looks good. A lot of new parts. Am asking \$600.00. If interested please call Gregg at 234-6198 after 6 pm. Keep on Biking. Gregg, Treasurer of ABATE of Oregon."

\* \* \* \* \*

The following letter appeared in the Oregonian Newspaper on November 19, 1977. Be sure to read Carl Brophy's reply, which follows this:

"MOTHER WRITES

To the Editor: I'm writing this letter with a very heavy heart. Friday, October 21, my youngest son, Peter, and his friend, Randy Smith, were killed in a motorcycle accident.

Two 16-year-old boys with everything to live for had their lives taken away from them because the Oregon Legislature passed and Gov. Straub signed the law which abolished the helmet requirement for those 18 and older.

True, Peter and Randy were only 16, but are our elected officials so unrealistic as to think that younger boys, in their carefree manner, would not adhere to the same ruling? Was the pressure from various motorcycle groups so great that it was too much for our Legislature to cope with; that they succumbed rather than make laws for the safety of the people who elected them, and their children?

My family and I will never recover from this needless tragedy, and we will do everything in our power to have the helmet law made mandatory again. If we don't have lawmakers who have the guts to do this, then let's get some who can. Maybe in that way we can save the lives of other Peters and Randys.

EVELYN CLAPP Rte 1, Box 247, Gresham."

"CARL BROPHY

Editor--Oregonian

While reading some of the Oregonians issued during my absence I noticed a letter of Evelyn Clapp on November 19 on cycle helmets and I'd like to comment:

Would such people have the legislature be responsible when youths disregard laws, fall over cliffs, swim in dangerous waters etc? These are matters for proper training of youths, and good sense in adults who should not be penalized for the failures of parents. If we allow government to dictate our adult private lives we are enroute to the despotism under which much of the world lives. There is evidence that Americans still prefer freedom. Despite much propaganda there is still no compulsory seat belt law; even the interlock system was thrown out. Likewise there is no compulsory wearing-at-all-times of lifejackets in boats, parachutes in airplanes, padded suits by skiers, helmets for bicyclists or even golfers. When people are killed or injured in these activities there is hardly a whisper for compulsory personal gear even though the aggregate loss is hundreds of times that accruing to (helmetless) motorcyclists. While I favor helmet use, the benefit is minor relative to many other variable safety factors. And a law compelling usage will not prevent a single accident.

My studies reveal that it is difficult to obtain unbiased information on motorcycling. Statistic collators already "know" what they are trying to prove. This is partly due to a xenophobic cultural prejudice rather like that prevailing against ethnic minorities only a few years ago (also applies to the Oregonian). Fair treatment can hardly be expected, and the game of shaping "statistics" will go on. So while cycling is responsible for only a tiny portion of accidents it is the frequent target of pernicious attacks. Are there perhaps some elements which see in the motorcyclist minority the opportunity to breach serious freedoms? To dictate the kind of clothing one must wear in private life? After that there is no limit."

---

CAMP WESTWIND WORK PARTY: March 18 & 19. Since there was so much interest, and since the earlier work party had to be passed up by ABATE, due to occupation with more pressing matters, the YWCA is arranging to have a special work party weekend for those of us who are interested. You will have to bring your own food this time, and sleeping bag, etc, as usual. For more information, please call your Hot Line numbers. Inside sources tell us that they are building a new cabin, and there is lots of work to do. Hot Line numbers are: 286-3885 and 244-1283, both 503 area code.

\* \* \* \* \*



**STATE OF OREGON**



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Freedom of  
the Road*

ABATE of Oregon  
P. O. Box 4504  
Portland, OR 97208



Slim Holeman  
520 S.W. 144th  
Beaverton, Ore 97005

HAS YOUR MEMBERSHIP EXPIRED???