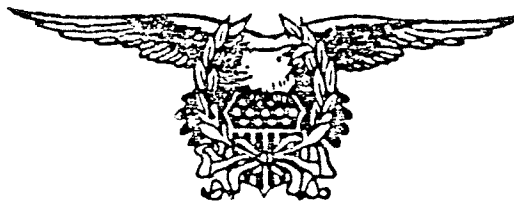


FEBRUARY
1988
NEWSLETTER



EDITOR:
VICKY PETERSEN
NE PORTLAND CHAPTER

A.B.A.T.E. of Oregon, Inc.

A REPORT FROM YOUR STATE COORDINATOR - ROTTEN ROGER

As a member, one of your most basic responsibilities should be to recruit new members. ABATE of Oregon is only as effective as the number of members we have. We must have a certain amount of members to maintain an effective force in our State Government. All bikers or motorcycle enthusiasts are potential members of ABATE. There is no reason why anyone who believes in Biker's Rights and freedom, should not be a member of ABATE of Oregon....

We have been gathering our signatures on the arguments together from around the state and have sent them off to the respective County Clerks for verification. We will know by the Board Meeting if we have enough signatures to get our arguments in the Voters Pamphlet for free.

Representative Bernie Agrons from Klamath Falls is going to put an argument against Ballot Measure 2 in the Voters Pamphlet. We sincerely appreciate the support that Representative Agrons has been giving us both in the past and the present. We also appreciate the help that Representative Peggy Jolin and Representative Don Butsch have given us by endorsing one of our arguments. The support of these three Representatives means a great deal to our Organization in our fight for "freedom."

We are getting our Trifolds printed and will have them at the Board Meeting. The Trifolds are very informative and will help the public better understand our position on "freedom of choice."

The different Chapters are having benefits for our PAC (Citizens For Freedom Of Choice). Contact your chapter officers for more information about what your chapter is doing. Freedom is not cheap or easy...Remember, if we ALL work together, we can keep that freedom that means so much to each and every one of us....

Rotten Roger, State Coordinator

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one (1) week of the meeting. This is your Chapter's monthly communication.

Please send to: State Coordinator, Roger Hendricks
PO Box 4504
Portland, OR 97208.

JANUARY 9, 1988 STATE BOARD MEETING MINUTES

The January State Board Meeting was held on January 9, 1988 at the Sundown Station in Creswell, Oregon. The meeting was called to order by Roger Hendricks at 1:00 p.m.

Sargent-at-Arms Jerry Scott from St. Johns started the meeting out by informing everyone that there would be a .25 cent per occurrence fine levied against anyone using foul language.

Roll call was taken with all chapters present with two voting reps except Klamath Falls Chapter. Several chapters had chapter officers in attendance as required by the Rules of Operation.

The minutes of the previous meeting were accepted as presented.

Joy reported that she had just received the books, but there appeared to be \$2,769.99 in checking, \$52.83 in savings, and approximately \$300.00 in the postal fund. Four chapters still owe for the helmet law buttons.

Membership stands at 722 members. Top four chapters are SE Portland with 117, Jackson County with 114, NE Portland with 111, and Lincoln County with 74.

A report was given in Barb's absence on Ways and Means. She needs each chapter to have two people sign up as Fossil Reps.

Steering Committee Report:

Arguments:

Each chapter now has all five petitions. The signatures are not coming in as fast as first anticipated. Everyone needs to get out more and obtain more signatures.

Ways and Means (Citizens For Freedom Of Choice):

Rusty requested that each chapter's Ways and Means Representative on the Steering Committee send him an update on their chapter's money raising activities a week before each State Board Meeting.

The date of the Freedom Run to Salem has been set as March 20 with a rain date of March 27. Flyers will be coming. See your state reps for more information.

Media:

Pat Gleason gave a report on the media packages he is preparing. There will be a cable cast in Portland on January 15. This will be taped and copies will be available.

Pat Henley of St. Johns made a motion that a letter be sent to all motorcycle rights organizations and to several rider magazines asking for donations to be sent to "Citizens For Freedom Of Choice." The motion was passed.

Announcements were made and the meeting was adjourned.

Submitted by: Vicki Lechner

STATE MEMBERSHIP REPORT

State Total Membership as of January 1, 1988	-	722
Goal by April 1, 1988	-	1,000
MEMBERS NEED BY APRIL 1, 1988	-	278

Any organization that can get it together, like I have seen this Organization do to fight the mandatory helmet law for everyone, can sure get 278 members and keep the ones we have now. Come on ABATE of Oregon, let's get those old members back and work on new ones. If your chapter wants a list of past members, let me know. I have names on file and your chapter membership secretary can have your list.

INDIVIDUAL CHAPTER TOTALS:

Douglas County	58
Jackson County	114
Klamath Falls	18
Lane County	23
Lincoln County	74
Mt. Hood	46
NE Portland	111
Salem	42
SE Portland	117
St. Johns	40
Washington County	47
Chapter-At-Large (Indian Creek)	32

(Wouldn't it be embarrassing if Indian Creek came up the winner in our membership drive?) Remember, the chapter with the biggest INCREASE IN MEMBERSHIP wins, and everyone in the chapter will receive a prize, to be distributed at the April State Board Meeting.

Ride Free....Mother, aka Don's Ol' Lady, but I AM NOT ROGER'S OLD LADY, right, Vicky?)

(Mother Dear...who packs her little sleeping bag, toothbrush and briefcase everytime there is a weekend party after the Board Meeting!!....tee hee...boy, don't I know what you mean tho. I would say you were "Don's Ol' Lady," "Rog's Ol' Pal" and a great friend to boot. Don and I get to babysit the 'girls' (Tas and Sabrina) and 'boys' (Sydney and Dingo) so we're not alone!!....Somebody's got to watch the children you know....Vicky)

"On the street where you live...." A line from an anonymous extortion note

"HOLY BATSHIT, FATMAN!!....I mean..." - Robin (to Batman)

NOTICE...HELP!!!

All of the NE Portland Chapter's Fund raising items were ripped off. On Wednesday, January 20, 1988 (right after our meeting) the Ways and Means Officer's car was broken into. Over 40 bright red and bright blue Summer Run "87" T-shirts were stolen, along with officer patches, courtesy cards, buttons, etc. If you go (or can go) to any hock shops, second hand stores, etc., watch for these items. If you see anyone who ordinarily would not be wearing "our" kind of shirts, check it out. The items were taken in the parking lot at Gateway Bowling Alley, NE 105th and Halsey. We would appreciate ANY info, no matter how far-fetched it may seem.

Contact: Anna Markley: 252-5645
Lorena Taylor: 255-9493

AMA KICKS-OFF RIDER VOTE '88 PROGRAM

WESTERVILLE, OHIO — The AMA's Government Relations Department recently launched its 1988 Rider Vote program. With the primary elections only a few months away, it's important for all riders to be sure to register and vote.

The 1988 elections will be of great importance to all motorcyclists. In addition to the presidency, voters will fill all 435 seats in the House of Representatives as well as 34 Senate posts. Add to this the various state legislature seats and local government positions up for grabs and you can see that the 1988 vote is of great magnitude.

For 1988, the Rider Vote logo has been redesigned by Marc Dobner, artist for the AMA's American Motorcyclist magazine, in the form of a spark plug to urge riders to "ignite" their own futures.

Next year's primaries and elections promise some new and threatening twists. On the May 17, 1988, primary ballot in Oregon, voters (non motorcyclists too!) will decide the fate of an adult mandatory helmet issue by way of a referendum vote. This makes it more urgent than ever for motorcyclists to go to the polls. The fewer riders who vote, the more disproportionate the vote will be swayed in favor of the non-motorcyclist.



Dog endorsements

The SUNDOWN STATION

Welcome's You to Creswell

NEW OWNERS - Doc & Sue

Live Music every Thur -

Fri - Sat nights.

Dance to STETZON.

#1 Country & Rock Band

in the Northwest.

BIKER'S WELCOME

Meeting place of the State Board
of A.B.A.T.E. of Oregon Inc.

2135 Front Street, Creswell, Oregon

503-895-4708

REMEMBER TO VOTE MAY 17!!

A MESSAGE FROM YOUR NEWSLETTER EDITOR

Well, here we are again...Turnout for the newsletter chapter reports was just super!! We couldn't have got any better than this. 100% contribution. I'm proud of you guys, keep it up!! Everybody, I'm sure, is busy gathering together signatures on Ballot Measure 2. A lot of signatures were gathered at the Motorsports Show this last weekend, January 15-17th. ABATE had a booth there and everyone pitched in and worked hard to get those arguments signed. Roger and I went out Sunday and walked around our neighborhood gathering signatures. Everyone was very cooperative and we filled up our sheets! Look for Roger's report for the final tally on the arguments, since deadline was January 27.

We added something new this month...You will see it below. At the Board Meeting it was decided that our different chapters will have their addresses and who to contact for questions, printed. I have seven chapters so far, so those of you that aren't listed, please send me your address and person to contact if you will. Just mail to me at our PO Box 4504, attention Newsletter Editor.

That is about all for this month...Hope you enjoyed the newsletter last month. I want to let you guys know how much I appreciate the kind words and vote of confidence that you gave me over the last newsletter. It really made me feel good!! Get those letters mailed in to "DEAR MOTHER". She is waiting breathlessly to give you her wise wisdom....I can't wait to hear what she comes up with for my dog's birthday!!...Vicky

CHAPTER ADDRESSES AND CONTACT PERSON:

Jackson County Chapter

PO Box 1184

Medford, OR 97501

For info: Frank (THE VOICE) Way, Coordinator
Phone: 664-1475 - Evenings

Klamath Falls Chapter

2521 Link St

Klamath Falls, OR 97601

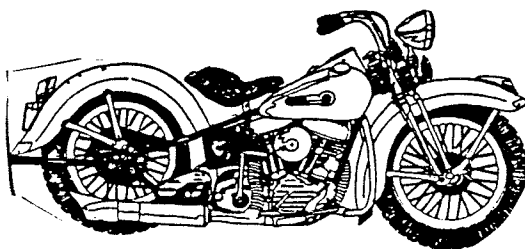
Lincoln County Chapter

PO Box 665

Newport, OR 97365

For info: Randy Becker, Coordinator
Phone: 563-2398

continued:



CHAPTER ADDRESSES AND CONTACT PERSON: (continued)

NE Portland Chapter

PO Box 5792
Portland, OR 97208

For info: Pat Gleason, Coordinator
Phone: 665-7551

SE Portland Chapter

PO Box 06027
Portland, OR 97206

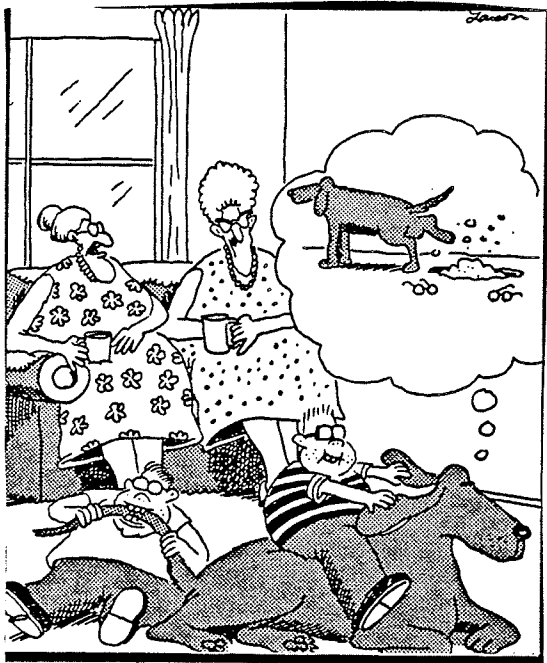
St. Johns Chapter

PO Box 03506
Portland, OR 97203

Washington County Chapter

PO Box 1353
Hillsboro, OR 97124

For info: Scarf
Phone: 640-5638



**"You know, I bet your kids and Bruno
would like to go outside where they'd
have room to really play."**



Join ABATE, and get involved. Let's get together in a mass so our voice means something and has the weight and strength of numbers.

**DON'T PUT IT OFF — THE PEOPLE
WHO ARE MAKING THE LAWS
AREN'T!!!!**

A.B.A.T.E. is a non-profit organization striving to retain our rights on and off the road. We are not a CLUB. We are motorcycle enthusiasts not a gang. When we ride together, we ride for the pleasure of it, to raise money for a charity, and there is often safety in numbers (cars will see us). The majority of A.B.A.T.E. members are professional people, and we come from all walks of life. We are fighting for your rights and ours.

NEWSLETTER REPORTS

DOUGLAS COUNTY CHAPTER

Note: Douglas County sent me two reports, so I am combining them. They are December's and January's....Vicky

December's Report:

Well, we are deep in the throws of the holiday season and planning our annual Christmas party for the boys at Pitchford Boys Ranch. We have people making cookies or other kinds of goodies, and we are seeking donations of stuff that the boys may need, such as combs, razors, toothbrushes, toothpaste and anything else that they may have to share with everyone else out there. Really, it just gives them something they can call their own. We also try to get games donated, or pool chalk or sticks, as the boys do have a pool table.

Also, the calendars should be done and ready to send up to the next State Board meeting. We will be assembling them at Tripper and Muriel's house this Tuesday evening. We hope to sell them all right away. Remember, one would make an excellent Christmas, Birthday, or any other holiday gift. Support your organization and buy one, two, three, etc. (Note: there is a reduced copy of the front of the calendar elsewhere in the Newsletter...Vicky)

We are also trying to plan more fund raisers. We want to put together another Casino Night real soon because the last one was such a big success.

Hope everyone is pulling together to fight the helmet law and anything else that may come up to take more of our freedoms away. We have lost too many already.

We want to wish everyone a very happy and safe holiday season. Hope everything is great with everyone.

Remember, our annual New Year's Day ride is coming up. Everyone will again meet at Abby's Pizza in Winston at 10:00 A.M. Have a safe, fun, and warm ride...

January Report:

We are in the full throws of another Casino Night fund raiser. This one is to raise money for "Citizens of Freedom of Choice." We hope it will be another good money maker like the last one was. It will be held January 30, 1988 at the Union Gap Tavern in Roseburg. We hope a bunch of members and friends from other chapters will be able to make it down for this one. The proceeds are going to a very worthwhile cause, one we are all supposed to be fighting for...our freedoms. We have also been frantically working on getting our petitions all signed. I am sure we don't all want to be wearing helmets next year.

We are also going to be having a wood raffle for a fund raiser. We hope that will bring a little more money in to help us on our fight for our freedoms...

JACKSON COUNTY CHAPTER

Southwinds at Liz and Frank's blew us away - Terry, Don, Marquis, Ginger, Louie, Lucy and myself all agreed, it was productive, enthusiastic and a good time shared by new friends. If your chapter hasn't had their Southwinds yet, and you're a new board member, talk to your coordinator and set one up, you won't regret it, you'll learn alot about doing your job better. (Jo Lee: what is a Southwinds? Sounds interesting. In your next report could you give us a low down on exactly what it is for those of us that don't know? Thanks...Vicky)

Our upcoming Casino Night on January 23, 1988 will be held at a new place, Touvelle Tavern. It will be a benefit for "Citizens For Freedom of Choice." Sweethearts Day will soon be here and we're planning a sweetheart of a party. See our flyer in this newsletter for more details.

Our major focus at this time is gathering signatures and educating people about Ballot Measure 2. We know what the passage of Measure 2 means - we wear helmets, but the underlying realism is that yet another freedom is gone. We are making people aware of this. Get involved with your local Steering Committee, find out what you can do to help. Don't give up another one of your personal freedoms. Think Snow...Jo Lee.

KLAMATH FALLS CHAPTER

This belongs in Ripley's Believe It Or Not!!!...because 15 of our members came together through representation, by proxy, with 7 voting members present, and 7 new offices filled. Here are the results:

Coordinator and State Representative:	Bob Motschenbacher
Vice Coordinator and Sargent-at-Arms:	Harley Inman
Treasurer:	Kristi Gow
Secretary and Membership Secretary:	Murge (Margy Jane Gunter)
Paraphanalia Officer:	Preston Shaw
State Representative:	Charles Garrett

Also a new situation in meetings. Once a month same place, Ingas Cheese Haus, 4023 South 6th Street, at 6:00 P.M., third Monday of each month.

If you need to contact someone to find out about chapter information call: Preston Shaw 882-7070, or Mike Cutler 882-0479. If you hate to talk on the phone, then come to a meeting. May will be here in a twinkle of an eye. We have ideas on how to reach people here in K. Falls, and a good reason to get involved. Your FREEDOM is on the line!! Many rides, with the right to choose to one and all...Murge (Mary Jane Gunter)

Shirley and Pete - I hope everything is going better for you and that you are feeling lots better. Hang in there.....Vicky

-P-

LANE COUNTY CHAPTER

1988 will be a fantastic year. We already have four new members which have stocked the fire in all of us. We have finished our house cleaning and have a membership campaign planned for January, February and March...a new idea that should produce many new members for our chapter.

Good ideas pour out at each meeting, something this writer hasn't experienced in years!!

Until next month, ride safe and free...Honda Bob

LINCOLN COUNTY CHAPTER

I admit it - getting those signatures on the petitions is not as easy as it sounded. But each person that we talk to, whether they sign or not has been given information from another point of view to think about before voting in May. Just maybe, they will decide to vote our way.

We've had one fund raiser for "Citizens For Freedom Of Choice." The Christmas Tree sales were not as good as in years past, but we still managed to raise \$161.00.

Our Anniversary Party will be March 5 at Moby Dick's in Newport. We are planning on having a sock hop with those oldies but goodies. There will be costume contests, twist contests and all the other fun things that go along with the theme. We hope to see a bunch of you there. Grease back your hair, dig out that poodle skirt and be-bop to Newport on a Saturday night.

February 20 we will be having a garage sale and bake goods sale in Newport. The proceeds of the garage sale is going to our chapter, but the bake goods will be sold with all funds going to "Citizens For Freedom Of Choice." Now is the time for everyone to donate all those priceless collectors items that have been carefully stored in attics, garages and under the bed. If you happen to be in or around Newport, stop by and add to your own collection.

MT. HOOD CHAPTER

(Angie did her best to get her newsletter report to me on time, but our burst of ice and snow prevented her from hand delivering it, so we are putting it in this time...Vicky)

First of all, I want to congratulate all our new officers:

Representative:	Rhinehard Wolf
Legislative Director and Membership Secretary:	Jan Garrett
Historian:	Jeannie Garrett
Ways and Means Director:	Diane Jones
Sargent-At-Arms:	George Porter

continued:

MT. HOOD CHAPTER (continued)

I also want to thank our previous officers for a job well done.

Secondly, we were late in getting our newsletter in last month but the Care Run was a big thought in our minds and it seems minute to say thanks for a very good job done in allowing our Care Run to become a success.

To our good friend and respected Mayor of Troutdale, Mr. Sam Cox, for the use of Grange Hall again...a great applause of appreciation.

To our most valuable and appreciated merchants who donated wholeheartedly:

Portland Honda	Sawyers Market	Columbia Harley
Beaverton Honda	Spilkettes	Bear's Bike Barn
St. Johns Honda	Rubys	Scott Bergman
Titanic Ice	Portland Motorsports	Irv Cognieto
Franz Bakery	A & J Motorsports	Stagecoach
Palace Meats	Hem While Wait	Tracy Niels
Frenchies Tavern	Porter Nursery	Springdale Tavern
Barbara Gallaher	Tippy Canoe	B & I Tavern
Brass Rails Tavern	Barlow Trail Inn	Paolas Pizza
Whistle Stop	Boring Burgers	Orcoheat
Pleasant Home Tavern	Brightwood Tavern	Thriftways Sandy
Timber Tavern		

We never could have done it without all of you. A great big thank you to each and everyone who so eagerly gave donations and those people in the chapter that gave so much of their time to help. We remain a proud Mt. Hood Chapter and the Community Action Center, thank you also.

We also have to let everyone interested know the whereabouts of our chapter meetings. We have moved our meetings from Paolas Pizza in Sandy to T.J.'s Restaurant and Lounge, 39024 Proctor Blvd., Sandy, Oregon 97055, Phone 668-4979. Ride Safely and Happy Holidays...Angie Beebout

(Angie: I think I misspelled some of the names. If I did, I'm sorry...Vicky)

"I'd rather be a don of the Mafia than President of the United States.." Frank Sinatra to Eddie Fisher

NE PORTLAND CHAPTER

Hello once again from the NE Portland chapter. We've been pretty busy working on the petitions for the voters pamphlets, but we have a few more pots simmering on the back burners. We have a poker run scheduled for February 20, with a rain date for February 27. All donations from this run will go to fight the helmet bill so make sure you come and show your support. There's a flyer on the run in this newsletter. We've also started work on our Summer Run and Toy Run for 1988 so they will be something to really look forward to. More information on those later.

continued:

NE PORTLAND CHAPTER (continued)

We lost one of our members last month to the ice on the road. Heather Anderson was one of our newer members, but she had really stepped in and started to help out in any way she could. Most of us didn't get the chance to really get to know her, but the few of us that did, knew what a special person she was. She will be thought of and missed a treat deal.

We have another Camp West Wind work party coming up March 4th, 5th, and 6th. If you've never been to a work party down at West Wind, you don't know what you're missing. It's down on the coast right outside of Lincoln City, and the camp itself is on an island that you have to go by boat to get to. We do a lot of cleaning up from the winter storms, fixing up the cabins, chopping wood, and whatever else needs to be done. Then they give us a free weekend to go down and just party and relax. This year our free weekend will be August 27th and 28th. If you would like to go down and help work, contact Rusty at 255-9493 in Portland for more information.

Well, that's about it for this month, so ride free and be sure to get your petitions signed and get out there and vote on May 17th so that we'll all be able to RIDE FREE. In Brotherhood...Leslie

"A man who has never gone to school may steal from a freight car, but if he has a university education, he may steal the whole railroad..."
Theodore Roosevelt

"I don't think the intelligence reports are all that hot. Some days I get more out of the New York Times..." - JFK on the CIA

SALEM CHAPTER

Greetings from Salem Chapter. Valentine's Day is almost on us. Oops...did you forget? Well, there's a Brother and Sister here in Salem who didn't! Russ Hathaway, Chapter Coordinator and Treasurer, and Cyndi Foster, Historian, are tying the knot on February 14th. It should be great fun and an event to remember. Full report next newsletter. (We wish you both the best of everything..."CC" and girls)

The Chapter is busy brain-storming ideas for fund raisers. As we all know, it takes this, that and the other thing; and variety is the spice of life so the more input collected without saying yes or no, the more variety you'll get, and the more different events you'll have.

Does anybody know what AMOABATEMRFBAMAIMNCOM is? I plucked this item from "The Rural Oregon Biker", and if you break it down you'll find AMO-ABATE-MRF-BAM-AIM-NCOM, which is what the paper is all about. If you'd like a complimentary issue, write "The Rural Oregon Biker" 5224 Cherry Heights Rd., West, The Dalles, OR 97058. Be sure to include your name and address.

Till next month, keep the ideas flowing, and the energy levels high (but don't burn out). Ride safe but free..."CC"

SE PORTLAND CHAPTER

Howdy from SE Portland...By the time this hits your mailbox we should have a definite date set for our fund raising party for "Citizens For Freedom Of Choice." It will be in February, so stay tuned for details and flyers.

We are also offering a \$50.00 prize for the person bringing in the most new members during the membership drive. This only lasts for three months and started in January, so hurry up and get everyone to join that you can. ABATE is doing MORE to protect motorcyclist's freedoms than any other group in Oregon, so give it all of your support.

Our Steering Committee is setting up our booth at many events to get the word out about the helmet law. We are also collecting signatures for the petitions to get our arguments in the voter's pamphlet for the May election. If you're interested in helping, call Mike Steggemann at 760-7847. We need all the help we can get.

If YOU ride a motorcycle, ABATE is working for you. Attend a meeting and show your support. See ya on the road...Phil

ST. JOHNS CHAPTER

Oops, with all the festivities in December and the 4 W's (wet, windy, wild and white) keeping us all guessing as to what was going to happen, January's input was totally forgotten about. So here's a February update...December was busy with tree decorating in St. Johns Square, (brrrr!!) the kid's Christmas Party, complete with making tree decorations and who else but Santa, a local drive to help needy families, with which we joined forces with the Scout Pack #412 and collecting food, clothing and household items.

Weather not permitting, meetings have been cancelled, but I think everyone has survived. The Petitions are filling up fast and we're all furiously getting more before the deadline. After all, this February is to come to a stand still. Anyone in for Motorcycle Snow Sculptures?, a unique idea for Chapter and State Historians. "That's all for now folks!" Happy Valentines Day, Ride Free...Barb

"I could fire anybody and be proud of it....."
-Donald Reagan

"It's a good thing I was born a woman or I'd have been a drag queen..." - Dolly Parton

"Outside of a dog a book is a man's best friend.
Inside of a dog it's too dark to read..."
-Groucho Marx

"Behind every successful man stands a surprised mother-in-law..." Hubert Humphrey

WASHINGTON COUNTY CHAPTER

Hello from Washington County...Here's hoping everybody had safe and happy holidays. There is not a whole lot to report from the chapter this month. Everybody is busy working on signatures for the arguments, and also, with the holidays just past, most everybody was involved in other home-related activities.

Washington County is sponsoring a pool shoot on January 23 at the Sunset Saloon. Sign up is at 1:00 P.M. and it starts at 2:00 P.M. Entry is \$5.00 and it will be of the double elimination type. Please attend. This function is being put on by Bill and Rita, the same ones that produced our great toy run. We would like to thank them one more time.

Don't forget the Freedom Run!! This should be a big fund-raiser for "Citizens for Freedom Of Choice." If you have any questions on how to set up your times, don't hesitate to give us a call, and we will help you any way we can.

Well, that is it for now, maybe by next month things will heat up a bit, and we'll have more to report. Till then, ride easy and free....Don

EPA delaying its ban on sale of leaded fuel

By JOHN HYDE

Of The Register's Washington Bureau

WASHINGTON, D.C. — The federal government Tuesday agreed to allow the continued sale of automotive fuel containing small amounts of lead.

The decision, announced by the Environmental Protection Agency, reverses a policy that would have banned the sale of leaded gasoline as of Jan. 1, 1987.

Senator Charles Grassley (Rep., Ia.) hailed the decision as a victory for farmers, many of whom have older equipment designed to be powered by leaded gasoline.

"Up Front"

"I'm glad the potential for hardship among farmers facing the phaseout of leaded fuels was rectified up front," Grassley said in a statement.

Federal policy has been aiming for the reduction, and eventual elimination, of leaded gasoline since 1974, when new automobiles were required to have engines designed to use unleaded fuel. Numerous studies have shown lead is a significant hazard to the environment.

Concerned that a total ban on leaded fuel could lead to the damage of farm equipment, Grassley wrote an amendment to the 1985 Farm Bill requiring the EPA to study the effect of its plan on the agricultural com-

munity.

The amendment also required the EPA to allow the sale of gas containing .1 grams of lead per gallon while the study was being conducted.

Last summer, the EPA released test results showing some older engines did incur extensive valve seat wear when operated with unleaded gas. Other tests also showed that damage to older engines could be prevented with as little as .1 gram of lead per gallon of fuel.

"Potential Crisis"

Tuesday the EPA said the study had convinced the agency to "postpone indefinitely" the total phaseout of leaded fuel.

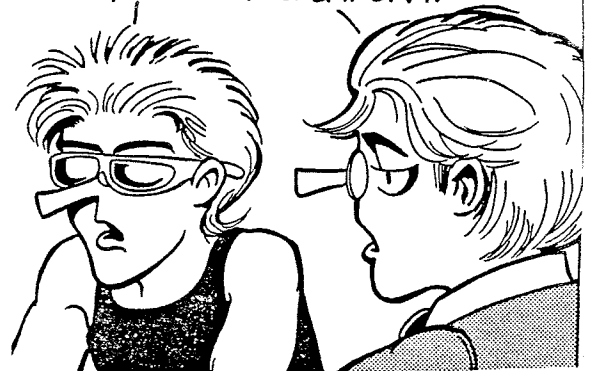
"This study was designed to prevent a potential crisis in the making," said Grassley. "By forcing EPA to consider agricultural problems inherent in phasing out leaded gasoline, Iowa farmers have won a significant reprieve."

Leaded gasoline is no longer sold in many urban areas of the country, since the majority of vehicles now require the use of unleaded fuel.

The sale of leaded gasoline in rural areas will continue to rely on the willingness of oil companies to manufacture and market it.

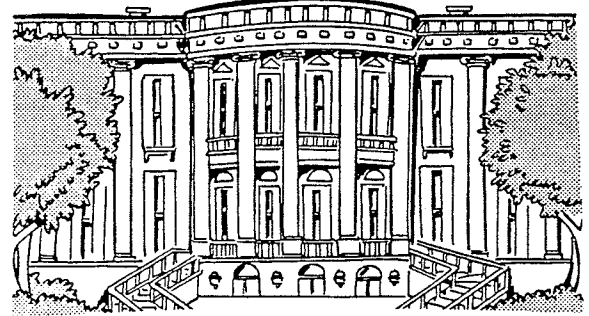
I MISS
THE EARLY
'80S, MAN.

I KNOW YOU
DO, SAL. IT WAS
A GREAT ERA.



YOU HAVE TO KEEP BELIEVING, SIR! FOR SUPPLY SIDE MAGIC TO WORK, YOU HAVE TO WISH WITH ALL YOUR MIGHT!

OKAY... UNH! THERE! CAN I OPEN MY EYES NOW? TINKER? TINKER BELL?



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"DEAR MOTHER" COLUMN

I have been involved, off and on, in ABATE since it started. I had the pleasure of working with Luke Metcalf through our first Helmet Protest. Everyone worked hard and "TOGETHER". Everyone's ideas were taken into consideration. One thing I have watched happen continuously over the years is peoples ideas being shot down or not followed up on. New people feel left out and quickly drop out without ever giving this organization a real chance. I feel these people need a little more encouragement from our more experienced members. But, on the other hand, those who have new ideas and suggestions need to take the responsibility for these ideas, and if they feel they will work, then MAKE THEM WORK. New blood is one of the only ways we can keep ABATE strong. Your opinion on this please. Thank you...Anonymus - Old Timer

A note from Mother, in answer to "Desperate" from last month:

"Here's the first letter to Mother about one of her special guard dog grandsons who is going to be the big legal 3 in dog but 21 in people years and needs a bodacious biker celebration..."

Dear Desperate!

You're right, the usual beer and milk bone party doesn't get it for a special occasion like this one. And, then there's the problem of "safe sex". We want our darling to live beyond 4 or 5. (I have sad memories of good old Harley who threw his back out at the advanced age of 10 performing some kind of strange rites and had to retire to that great Guard-Dog-Of-Motorcycles-and-ABATE-Computers Heaven.) SO, for a fun-filled celebration, strap that old helmet on Sydney (you know where it will do the most good), round up a couple of sweet young things, lock big brother up where he can't watch, and let Sydney "party" (if you get my meaning, after all this is a family publication)!! After the excitement, collect gas money from the sweet young things. Unlock Dingo, so he and Sydney can compare notes, over (not beer) but Jack Daniels and of course, milk bones. Have a good one Sydney!! Love, Mother (Or in your case pal, Granny)

* special thanks goes to Gateway Hobbies, NE 106th and

Halsey for donating an FLH Harley Davidson motorcycle

model to be raffled off at the NE Chapter Meeting. - Anna M.

- 14 -

"WHAT'S HAPPENING OUT THERE?" COLUMN

Ok guys, no initials this month!! A few people out there have the same initials, and boy, are they wondering who was riding in RR's traveling circus last month! Hmm...does that mean that somebody wasn't home when him/her was supposed to be? Lets see if you can guess who played footsie with who and who spent most of his/her time sleeping (the snoring kept the rest of us awake) on the way to the board meeting in RR's mini traveling circus (the one without the bed, bathroom and kitchen. This mini traveling circus just has a leaky roof, lots of heat, and no room to get away from the footsies and snoring). I tell you people, you just don't know what you are missing when you don't ride to the Board Meeting. When ? and ? were snoring and playing kissy-face back and forth to and from Creswell, ? and ? were playing footsie, and then ? and ? giggled a lot and breathed.....(should I say heavy?). I can hardly wait for the next Board Meeting when RR travels to The Sweetheart Party after the Board Meeting. I'm not going to be there, but who knows where I hide my bugs and tape recorder....It just may be YOU who gets to wonder if I am referring to ? who plays footsie and sleeps upside down.....See ya next month!!!-Signed...The Phantom Bugger....

LETTERS TO THE EDITOR

It sure would be nice if we could get our monthly newsletter in time to go to some of the events. We missed many good events in December because of tardiness...Lee and Linnie

Comment From Salem's Newsletter Editor to Other Chapter Newsletter Editors:

In regards to people's comments about not getting "Run" information in time to go; keep in mind the newsletter comes out a month after you put your information in. In other words, what you write this month comes out next month, so think and write a month ahead (at least a month). Confused? That's what Newsletter Editors are all about!! Ride safe, but free..."CC"

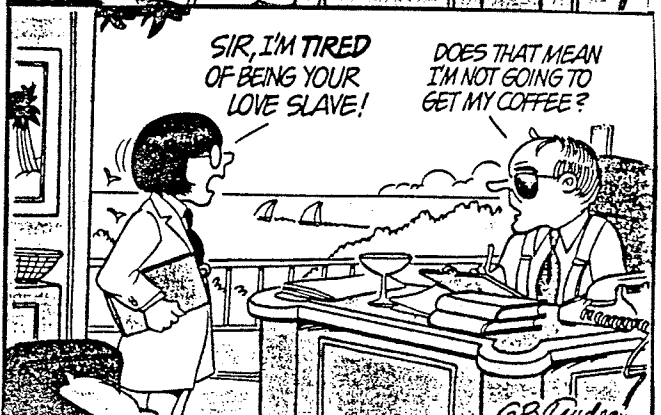
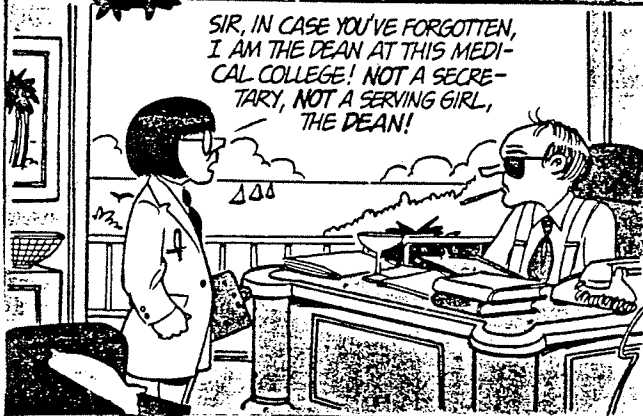
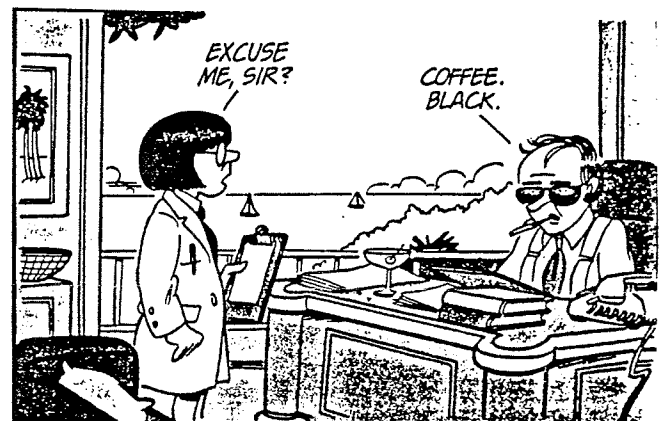
Comment from Vicky, Newsletter Editor

Too true, too true, about not getting information on the events in on time...The best thing you Chapters out there can do, is when you have a party, send a flyer in to me at least 2 months ahead. Now this is the way this rag is run...This is January 29, the newsletter is going to the printer's on Feb. 1. It will be sent out from the printer's after they do everything they need to do

continued:

LETTERS TO THE EDITOR (continued)

to get it together, on the 8th of Feb. Now if you had any flyers for parties in February, don't wait until the middle of January to get them to me. Make up a 'dummy' flyer if you have too, and give it to me the middle of December so that it can be put in the January newsletter so everybody can get dressed and ready to party in February. Of course, if your party is the latter part of February, (like after the 15th or so) you don't need to worry about it, because the newsletter should reach you in plenty of time since it was mailed from the Portland Post Office on the 8th. Follow me? When I get a flyer from somebody and they say be sure to put it in the February Newsletter, you can bet it will be in here. Look at all the ones in it this month! Am I quick, or what? But like I said earlier, it is best to be prepared and get a dummy flyer (if you don't have the original printed up yet) in to me way ahead of time. Also, mention these parties in your chapter reports at least a month ahead, with date, time, place, etc....Enuf said. Got the point? Good...Thank you....Now on to the jokes....Vicky

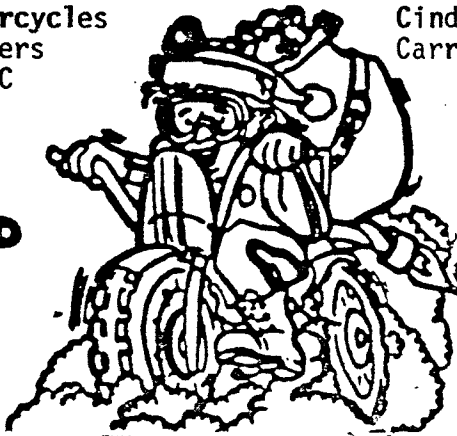


The East Portland Chapters wish to thank the following businesses and people for their contributions to the ABATE Shriners Toy Run for 1987:

Portland Motorsports
Columbia Motorcycles-Vancouver
Eastside Motorcycles
Gerber Legendary Blades
Beaverton Honda-Harley
Cycle Hub
Four Seasons
Laidlaw, Inc.
Pogo's Tap Room
Mervins Gateway Store
Quality Industrial Refinishers
Tom Petersons
Geraldine Blair
Wynetta Vergis
The Totem Pole Tavern
Bubba's Tavern
McDonald Industries
Gensco Inc.
Totem Equipment Co.
Trail Equipment Co.
Pattison Repair Service
Ross Equipment Co.
Contractors Crane and Equipment
Kosta's Inc.
Eugenia and Timoleon Terzis
Paul and Michelle Cianciarulo
Force and Motion Ind.
Porthole Tavern
The Table Lounge and Restaurant
Albertons
Vicki Messinger
Pete and Shirley Wilson
Neil and Martha Keogh
Lorena Taylor
Anna Markley
Steve Wilshire
Gresham GI Joe's
Doc Ray
Judy Kotchik and Sta's Lewak
UR Video Store-Robert Miller
Joyce Walker
A and J's Motorcycles
Langlitz Leathers
Gypsy Jokers MC

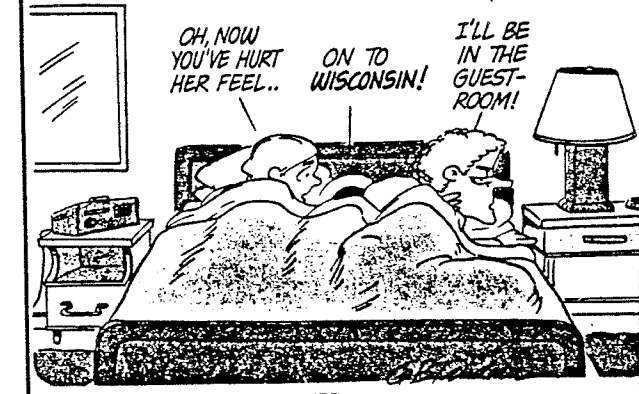
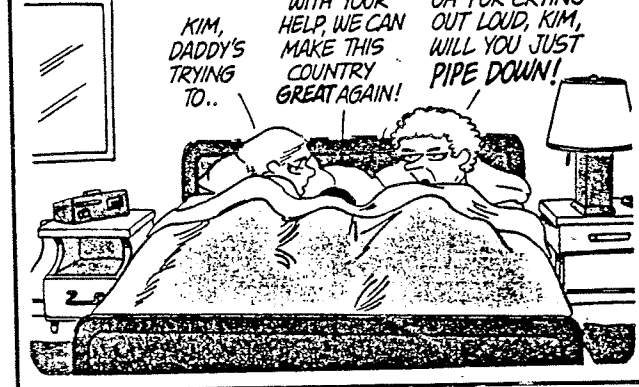
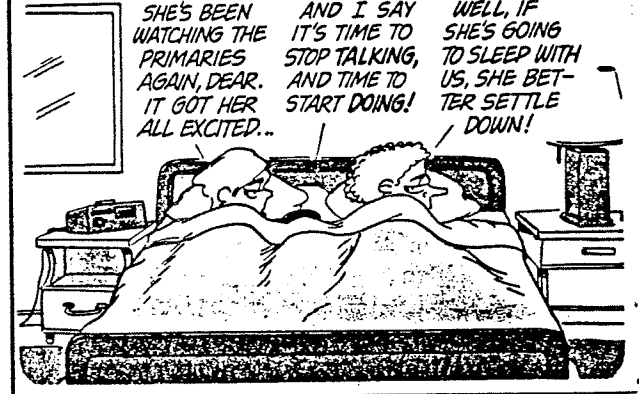
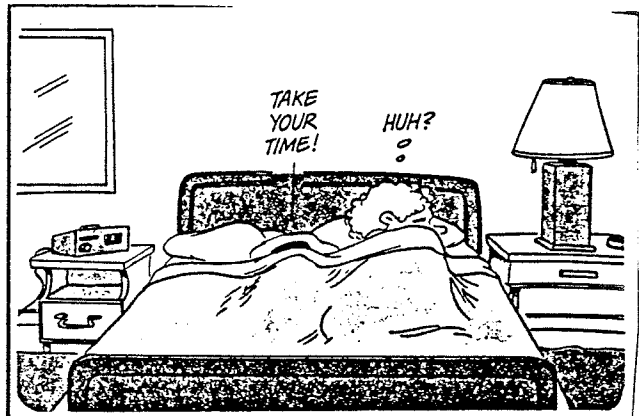
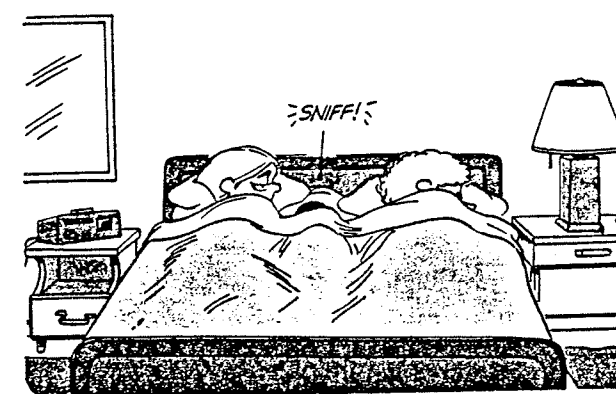
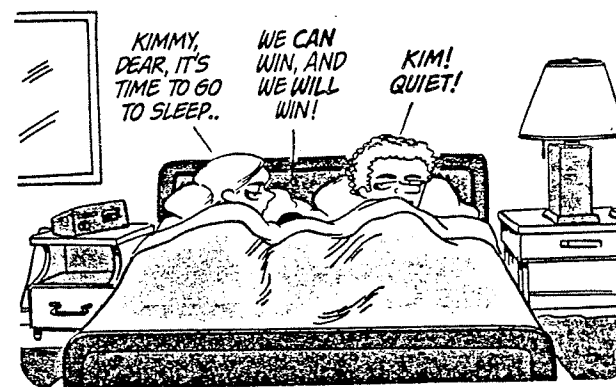
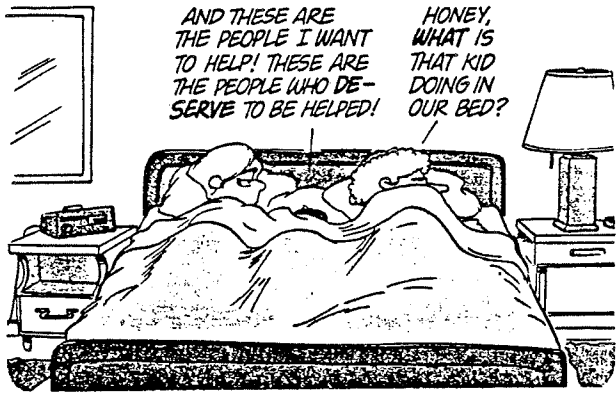
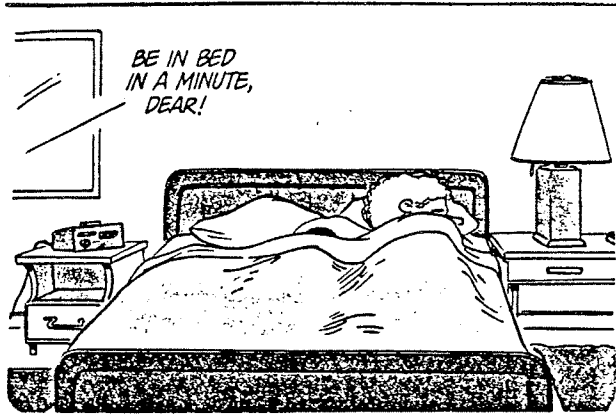
Outsiders MC
Brother Speed MC
Jeff Giddings
Harmony Inn
Easyriders Magazine
River Road House Tavern-Shirley
Ken Morgan
Mary Jane's Flowers
Video 4U
Cindy-From Astro Gas Station
Carrows-Stark St. Restuarant
Naps IGA
Linda Smith
Opal Shay
Cash's Carpet and Drapery
Jimbo
Hallmark
Ralph A. Baer and Co.
Finnegan's Toys and Gifts
Kings Wild Tavern
City Kids
A Children's Place
University Beauty College
Jimmy's Barber Shop
Hairstyles By Betty
Superfine Foods-Mr. and Mrs. Chow
Award Video
Everybody's Records and Tapes
Video Chest
Ramagon
Childs Play
Discovery Toys-Reni Matlock
Discovery Toys-Nicky Laman
Toward's Products, Inc.-Dick Leeb
End Games
Robert Hunter and Co.
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**PORTLAND
A.B.A.T.E.**



PRESENTS...

**TOY RUN '87
TO BENEFIT THE
SHRINERS HOSPITAL**



FEBRUARY 1988

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

BOARD MEETING CALENDARS

2ND SATURDAY OF
EVERY MONTH

MARCH 1988

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

COMMENTS FROM THE SALEM CHAPTER

"A BIG THANK YOU to all "86-87" officers who gave so unselfishly to help support a good cause "OUR FREEDOM"!! Also to all our members who also give unselfishly, we appreciate all of you. Also a huge THANK YOU to all "88" officers. Without all of you, we could never be. Thanks, Vicki."

"Frankly, Brothers and Sisters, we are downright apprehensive about the outcome of the Helmet Bill that will be voted on the May '88 Primary Election. We have managed to survive 48 years on this earth without being required to wear a helmet while riding our motorcycle. We have worn a helmet when we felt like it was necessary due to the weather or some other riding condition, but we were it because we wanted to!! We feel quite competent to make this decision all by ourselves. We do not think someone who has never ridden a motorcycle should have any say in this matter. The Oregon Primary Election, however, gives NONRIDERS the right to take away the rights of those who do. We resent this and intend to do what we can to educate fellow workers, and we encourage all riders to talk about this to ANYONE who will listen and post info on work place bulletin boards. Marvelous Mel and Sharon

* * WHY SHOULD I ADVERTISE IN THE A.B.A.T.E. NEWSLETTER? * *

A.B.A.T.E. of Oregon has over 650 members across the state to which newsletters are mailed the first week of each month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

Our advertising rates are set to allow you the maximum amount of flexibility in purchasing advertising space in our newsletter, and we sell space on a quarterly, half-yearly or yearly basis. Our rates are listed below:

BUSINESS		1/4 PAGE:	
CARD SIZE:	\$ 25.00 - 3 months		\$ 44.00 - 3 months
	\$ 45.00 - 6 months		\$ 80.00 - 6 months
	\$ 75.00 - 12 months		\$133.00 -12 months
1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
	\$127.00 - 6 months		\$213.00 - 6 months
	\$200.00 - 12 months		\$333.00 -12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times! Advertising copy must be submitted by the 15th of the month in order to appear in the following month's newsletter and must be camera ready. To order your ad in our widely read newsletter, please submit the following information; Firm's Name, Address, Telephone Number, City, Zip code, Size of Advertisement, Time to Run, state whether you want the same ad or a different ad copy each month and Name & Title of person placing ad. Send it and your first month's ad copy, pre-paid, to A.B.A.T.E. of Oregon Inc., P.O. Box 4504, Portland, Oregon 97208. (Please make checks payable to: A.B.A.T.E. of Oregon Inc.)

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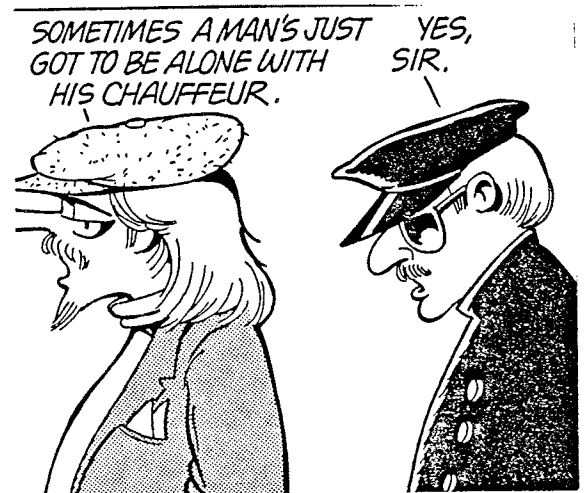
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"Bibbity, bobbity, boo..."

-S. Strange, Psychiatrist

"I am NOT a crook!!!"
-Any Crook





ed youngblood

President

Lessons of the Danforth Days

Years from now, I expect we'll look back and call it "the Danforth Days." It was the period from July 20 through October 14, 1987, and it was one of the most exciting and frightening periods that our Association has seen in nearly a decade.

It began when U.S. Sen. John Danforth (R-Missouri) introduced legislation that would have empowered the federal government to ban or radically alter the design characteristics of motorcycles. It ended when the senator sat down with us to explain that he would abandon his bill if the AMA and its members would work with him to seek positive motorcycle safety programs that we all can support.

The defeat of this negative legislation over a 90-day period didn't just happen. It took a concerted effort by our government relations staff, intensive investigative reporting by the AM editorial staff, literally thousands of letters by concerned AMA members, and a high level of attention on the part of many of the commercial motorcycle publications that resulted in more letters.

The threat came and passed so quickly that I am concerned we may miss some of its lessons. There are more important issues at stake here

than the mere defeat of the Motorcycle Safety Act of 1987.

The Danforth Days should have taught us that our enemies are not always what they appear to be. It would have been easy to focus solely on Sen. Danforth and proclaim him the ultimate enemy of motorcycling. That would have been a dreadful mistake, because it would not have been true. It became apparent that his actions were influenced by his staff, and that staff was to some extent misled and victimized by a powerful organization. That organization, the Insurance Institute for Highway Safety, may well turn out to be motorcycling's ultimate enemy.

To me, the most fortunate aspect of the whole affair is that we did not merely stave off another piece of negative legislation. I believe that we made an ally in the process and found a friend for motorcycle safety. The lesson for all of us is that unless there is clear personal malice involved, never attack the person while attacking the issue. Be courteous and respectful in your letters to government leaders, even if you profoundly disagree with their position on a particular issue.

By attacking the issue and not the senator, we have turned a problem into an opportunity. How often has an influential policy maker invited us to participate in the advancement of motorcycle safety? It would be foolish to let this opportunity pass us by. We must—industry and user included—now take an active rather than reactive posture!

The Danforth Days should also have taught us that we have clout. I'm not suggesting that we should brag and rest on our laurels. Rather, I'm pointing out that our grass roots lobbying worked! It worked swiftly and effectively. That fact should become the cornerstone of a membership recruitment campaign for the Association and a morale booster for all of motorcycling.

There are those among us who appear to have a bit of an inferiority complex. They lament that the AMA is not as powerful as, for instance, the NRA. They proclaim that our defense of the multiple use of public lands will be hopelessly outgunned by the huge and aggressive army of the Sierra Club. It appears to me that this defeatism comes from their own negative outlook on life. It surely isn't supported by recent evidence. We should reject this negative thinking, acknowledge the strength we have and build on it to increase our strength.

Certainly, we must maintain a grasp on reality. It is fatal to overestimate our strength or underestimate that of motorcycling's opponents, but our clout can be compounded through an optimistic "can do" attitude.

But back to the subject of motorcycling's enemies. Years ago, an Insurance Institute for Highway Safety (IIHS) official named Albert Benjamin Kelley stated publicly that perhaps motorcycles have no place in the transportation of the future. The Danforth Days should have proven to us that this objective is still on the IIHS agenda.

At the risk of violating the law and its own charter, the IIHS appears to have actively lobbied for the Motorcycle Safety Act of 1987, and backed up that effort with a well-orchestrated campaign that included a research report and videotape feed designed specifically for the media. Having failed in its attack on motorcycling through Sen. Danforth's office, the IIHS has carried on, seeking every opportunity to advance its dogma against motorcycling in the public press. For more background on this organization, see the story beginning on page 19.

Surely, one of the most important lessons we should learn from the Dan-

*There are more
important issues at stake
here than the mere
defeat of the Motorcycle
Safety Act.*

forth Days is that the senator's bill was not the threat; it was only a symptom. The threat will continue and we should assume that our surprising strength will only make the IIHS more careful and skillful in its further attacks on motorcycling.

And the fact that the battle is not over should lead us to one final, important lesson from the Danforth Days. A lot of what the senator said about how our industry is promoting and marketing its product is true. There are a lot of positive, socially acceptable attributes of motorcycling that have been ignored in recent years as the manufacturers and many of the magazines have persistently glorified acceleration, speed and performance.

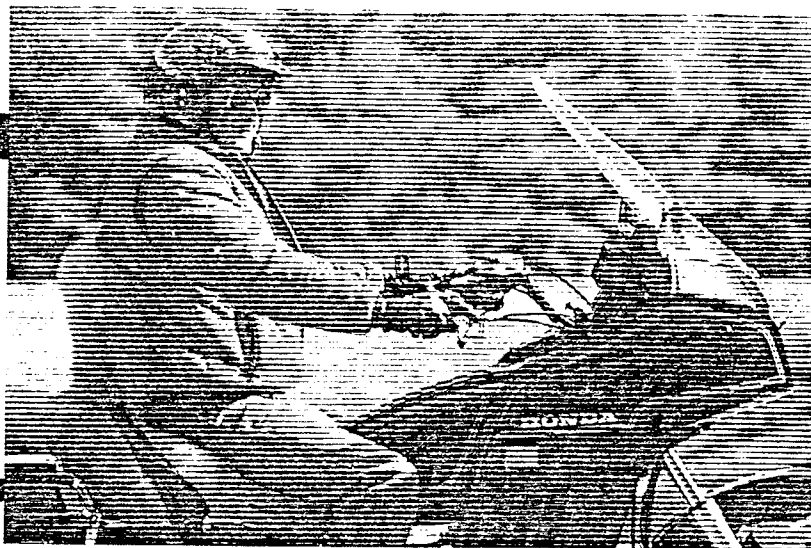
More than a year ago, the administrator of the National Highway Traffic Safety Administration met with industry leaders and in effect said, "Knock it off; we can't ignore it much longer." There is no evidence that anyone listened to that warning. Then came Danforth as a second warning. Do we need a third? Will we be allowed a third?

If we look back on the Danforth Days, conclude that we have just dodged another bullet, and go on behaving as we have, then surely the motorcycle industry will have no one but itself to blame.

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IIHS TARGET:

MOTORCYCLISTS



They were the force behind Sen. John Danforth's "Motorcycle Safety Act of 1987." They claim to be committed to improving motorcycle safety, but their history shows that they're only involved when it serves their own interests, or those of the huge insurance industry. And they've gone on record with an option to ban all motorcycles.✕

"They" are the Insurance Institute for Highway Safety (IIHS). And "they" are the dark cloud lurking behind the silver lining in our victory over Danforth's bike ban.

While Danforth got most of the notoriety from the proposed superbike legislation, it was the IIHS that was pulling the strings in the background. The Insurance Institute supplied information and videotape footage to Danforth's staff members that appeared to make sportbikes the culprit in a purported increase in motorcycle fatalities. And in his conversations with the AMA, Danforth indicated that he based his legislation on that information.

In fact, the Danforth legislation was only one part of a carefully orchestrated campaign against sportbikes on the part of the IIHS. And that campaign is still moving forward despite the setback it suffered when Danforth decided to abandon his legislation after consultation with the AMA.

What's the purpose of this campaign? Consider this: Albert Benjamin Kelley, former vice president of the IIHS, seriously suggested in 1975 that one option to eliminate motorcycle injuries would be to eliminate motorcycles. The public outrage over that comment may have softened the institute's public statements since, but that doesn't mean

that the group's agenda has changed.

So what is the IIHS, and why does this group have it in for motorcycles?

The Insurance Institute for Highway Safety, founded in 1959, represents itself as an independent research and information organization concerned with saving lives on the nation's highways. As one IIHS publication put it, the institute tries to "help lift from the country the horrible annual burden of motor vehicle deaths and injuries."

That's a noble goal, but the fact is that the IIHS has other interests to serve. You see, the money to run the institute comes from insurance companies. And insurance companies, like all businesses, are interested in profits.

Thomas Morrill, former board chairman of the institute, explained the relationship between research and profits in a speech made in 1971:

"Any means of reducing the losses entering the insurance system lowers our (the insurance companies') costs, reduces discontent among our customers, and broadens our markets to additional economic levels. The crash loss reduction efforts of automobile insurers, which are growing in scope and effectiveness, are held together by the glue of self-interest—and I know of no stronger glue. There is every reason for the insurers to assert their role in crash loss reduction; it is difficult to conceive of any other form of private enterprise in which the same congruity of public and private interest exists."

In other words, what's good for the insurance industry is good for the country, right? Unless you happen to enjoy something that the IIHS considers unsafe—like participating in any activity that includes risk.

The AMA first came into contact with the IIHS in the '70s, when mandatory helmet laws were the hot topic in motorcycle safety. The AMA was successfully campaigning against a federal blackmail system under which the states had to adopt mandatory helmet laws or lose highway funds. The IIHS, meanwhile, supported that federal blackmail power.

Since then, the AMA has developed a comprehensive approach to motorcycle safety that includes support for stricter licensing laws (and stricter enforcement of existing laws), tougher testing, rider-education programs funded entirely by motorcyclists, drug and alcohol awareness programs, and programs to make automobile drivers more alert to motorcyclists.

On the other hand, the IIHS has stuck with single-issue, equipment-related approaches to motorcycle safety. The institute continues to push for mandatory helmet laws, and campaigned in favor of lights-on laws for motorcycles. Now, the IIHS has decided that sportbikes—what the institute refers to as "race-design bikes"—are the obstacle to improving motorcycle safety.

Surprisingly, the IIHS has been responsible for one bit of fairly good research on the subject of motorcycle safety, and the style of that work contrasts sharply with more current research sponsored by the institute. In an IIHS-supported study released in two stages in 1975, Dr. Jess Kraus, then with the University of California in Davis, looked at motorcycle accidents during the year 1970 in Sacramento County, California, and came up with some important considerations.

First and foremost, Kraus found that,

Continued

"The highest injury rates were observed for male motorcycle drivers 15 to 19 years of age, with a peak rate occurring for those 18." In fact, a chart from that study shows that an 18-year-old male is 15 times more likely to be injured in a motorcycle accident than a 45-year-old male. Kraus called age "the single most significant factor related to motorcycle crash injuries," adding, "The significant number of younger male drivers involved in injury-producing motorcycle collisions suggests that perhaps age is indicative of other variables such as differential exposure, lack of driving experience, use of alcohol while driving, and other related factors."

Kraus also discovered that accident risks were highest for motorcyclists with less than one year of experience, for those who use their motorcycles more than the norm and for those with the poorest driving records. Oddly, Kraus' report indicates a higher risk for riders who "claimed to have received motorcycle drivers' training." However, this study was conducted before the Motorcycle Safety Foundation had established its highly regarded training courses, so it's hard to say what form that "training" may have taken.

In performing that study, Kraus tracked down injured motorcyclists through police reports, hospital records and death certificates. He then sent out questionnaires to the motorcyclists to get more information about their riding and personal habits. Near the end of the report, he explains the need for that diversified approach. Other researchers, Kraus says, had "suggested that accident reports from police agencies are an unreliable source of identification of all persons injured in motorcycle collisions. Our present study supports this conclusion, for less than 39 percent of all injured motorcyclists were identified using only official police reports."

All in all, that early Kraus study did a lot to improve understanding of the nature of motorcycle accidents. But it apparently had little effect on IIHS policy. Presented with this complex group of factors contributing to motorcycle accidents, the institute took the easy way out, deciding that helmet laws were the answer.

Why ignore such worthwhile data? To understand that, you have to remember the political climate of that era. During 1975, the U.S. Congress was debating a bill that would eventually end the federal blackmail power over the states when it came to mandatory helmet laws. We can only speculate about what was going on at the IIHS, which had been firmly in favor of helmet laws. Certainly, the organization saw support for its position eroding. And just as certainly, the institute needed a study that would lend credibility to its position. Conveniently enough, somewhere among

the many factors Kraus considered (several steps down from age and experience), he found that helmets helped prevent injuries.

For an organization that was deep in a struggle to retain mandatory helmet laws, the Kraus study wasn't perfect. It included too many elements that didn't lend themselves to simple legislative answers. But it was available, and apparently that was good enough.

A look at the IIHS' current "Selected Bibliography" shows how important the helmet-law debate was to that organization. Out of 360 studies, research papers and magazine articles listed, all of them supported by the IIHS, you won't find one mention of motorcycle safety prior to 1975.

In that year, while Congress was debating helmet laws, the IIHS suddenly discovered motorcycles. Three IIHS-sponsored studies, all featuring Dr. Jess Kraus as one of the principal researchers, surfaced just in time to shore up the institute's position.

As the year wound down, it became obvious that Congress would eliminate the federal blackmail power. In November, just a few weeks before the final vote went in favor of the AMA's position, Kelley made his famous statements concerning a possible ban of all motorcycles. His comments, made at a meeting of the American Association for Automotive Medicine, included one last pitch for retention of mandatory helmet laws through federal blackmail. Then, perhaps realizing that the helmet-law fight was a losing cause, Kelley raised the option of banning some or all motorcycles.

He defended that statement a few months later in an article entitled "Motorcycles and Public Apathy," that was published in the American Journal of Public Health. In a commentary that sounds very much like sour grapes, Kelley defended any amount of government meddling in the sport of motorcycling:

"Since it shares in paying the costs of the mayhem, the public at large has a right to take steps to reduce it, just as organized cyclists have a right to argue (with facts rather than firebrands, it is hoped) against such steps. The cyclists are certainly exercising their right; the same cannot be said of the public."

In other words, we motorcyclists had been a little too successful in our lobbying efforts, and we obviously couldn't be trusted to decide these matters for ourselves.

Interestingly, Kelley's original paper to the medical group is no longer included in the Insurance Institute's "Selected Bibliography." Maybe it's become too much of an embarrassment even for the IIHS, or maybe the IIHS would prefer that its agenda for motorcycling not be stated so openly.

All of this is pretty ancient history to motorcyclists. Since those days, the AMA and other industry groups have gone on to promote motorcycle safety through a number of positive programs. Harry Hurt has conducted his landmark study of motorcycle accidents. The Motorcycle Safety Foundation has established and refined its beginning and experienced rider courses, and has prepared comprehensive motorcycle skills tests that have been adopted in many states. The AMA has been successful in helping to get self-funded rider-education programs started in 29 states and has put together its Ride Straight campaign against irresponsible alcohol use.

But for most of the past 13 years, the IIHS appears to have been stuck in a time warp. Of the 10 motorcycle studies sponsored by the IIHS between 1976 and 1986, five deal exclusively with mandatory helmet laws. Another pair of reports deals with daytime headlight use by motorcyclists, an issue that was resolved even before the helmet question when manufacturers started selling motorcycles with the headlight permanently on. And another study concerned, you guessed it, both helmets and daytime headlight use.

Subtract those eight research papers and you're left with just two studies that have tackled any of the issues raised by Kraus back in 1975. Both of these concern motorcycle riding and alcohol use.

What that means is that 13 years after its own researcher told the IIHS that age

Ethics and the IIHS

Elsewhere in this issue, Ed Youngblood, president of the AMA, says that the IIHS "may well turn out to be motorcycling's ultimate enemy." Others in the industry obviously agree. In his excellent article on the Danforth bill, Dexter Ford of Motorcyclist magazine referred to the "determined motorcycle haters" at the IIHS. And Paul Dean of Cycle World called this organization the "Death Star."

But there are some chinks appearing in the Death Star's armor.

The IIHS banks on an image of credibility among the nation's lawmakers. And that credibility depends upon the institute's objectivity and impartiality. For instance, as an organization that claims to be involved purely in education and research, the IIHS may not involve itself in lobbying or litigation.

IIHS President Brian O'Neill told us as

and riding experience were the key factors in motorcycle accidents, the institute has never once followed up on those elements—either in studies or in IIHS policy statements.

So why worry about an organization so rooted in the past that it hasn't tackled anything new in more than a decade? Because, as we told you at the beginning, the IIHS is at it again, and this time it's found a new scapegoat: sportbikes.

This whole episode should give motorcyclists a feeling of déjà vu. Once again, the IIHS is proposing a simple, equipment-oriented solution to the complex question of motorcycle safety. And once again, the institute is orchestrating that campaign with a study by Dr. Jess Kraus, now with the University of California in Los Angeles.

Kraus' latest study is called "Motorcycle Design and Crash Injuries in California, 1985." Two months ago, we examined it in detail, but some of what we said then bears repeating.

What Kraus did was loosely group all road motorcycles into four general categories: touring, street, dual-purpose and something he calls "race-design." He then looked at California police reports for 1985 and totaled up the number of accidents that involved serious injuries or fatalities for each class. Finally, he compared his accident figures to state registration numbers and decided that "race-design" bikes were the most dangerous, followed by street

bikes, dual-purpose bikes and touring bikes.

The study has several obvious flaws. For instance, Kraus claims, "Virtually all of the motorcycle models could be unambiguously classified into these categories." And yet, in the short list of motorcycles included in a table at the end, we find that the Kawasaki GPz550, a competent production racer, is listed among street bikes, while Honda's 700cc Nighthawk S, with no racetrack history to recommend it, is included among the "race-design" bikes.

Why? We're not sure, but a little bit of mathematical work showed us that including the GPz figures in the "race-design" section would have eliminated most of the difference Kraus claims to have found in crash rates between styles of motorcycle in that displacement class. And that result comes just from working with the few examples he lists in the report. We have no way of knowing how Kraus classified (or mis-classified) hundreds of other motorcycle models.

And there's more. You may remember Dr. Kraus telling us back in 1975 that other researchers had "suggested that accident reports from police agencies are an unreliable source of identification of all persons injured in motorcycle collisions." You may remember Kraus telling us, "Our present study supports this conclusion. . ."

Guess what? Thirteen years later, Kraus has ignored his own findings. This

new study relies solely on that "unreliable source": police reports.

You may also remember Kraus telling us 13 years ago that age was "the single most significant factor" in motorcycle accidents. You may remember his concerns about the role of rider experience, number of miles ridden, poor driving history, alcohol and even rider training in causing motorcycle accidents.

So what role did these important factors play in his latest study? Exactly none. Even though he had information about the ages of accident victims right there on the police reports, Kraus either chose not to bother with it or was instructed by the institute to ignore it. Even though it would have been easy to find out if the motorcycle riders involved in the crashes had been ticketed for driving while intoxicated, no one checked those figures.

And therein lies the difference between the IIHS' current campaign against sportbikes and its attempts to hold on to mandatory helmet laws in the '70s. Back then, the IIHS was saddled with a study that was too complex. While the institute was arguing in favor of a simple, equipment-oriented fix for motorcycle safety, its own study was demonstrating that only a comprehensive approach involving human factors would make a difference.

The IIHS obviously learned from that experience. There are no bothersome ambiguities in this new study. The IIHS

Continued

much: "There are two reasons we are not permitted to lobby," he said. "One, it is in our bylaws that we don't lobby, and two, it would be a violation of our tax status to lobby. We do testify extensively on issues. . . but always by invitation. Lobbying—going to congressmen's and senators' offices and knocking on the door and saying, 'We'd like to talk to you about such and such a bill or such and such an issue'—we are absolutely forbidden to do."

But there is a thin line between lobbying and education. And actions of the IIHS regarding the "Motorcycle Safety Act of 1987" may have overstepped that boundary.

We know from O'Neill that IIHS staff members did discuss Dr. Jess Kraus' uncompleted study of "race-design" motorcycles with Sen. Danforth's staff before Danforth introduced his bill in July. O'Neill told us these discussions took place in late spring or early summer, more than a month before the "Motorcycle Safety Act of 1987" was introduced and about four months before the release of the Kraus study. Danforth told us that he was even shown videotape footage of a sportbike rider crashing that later became a part of CBS television's "West 57th Street" segment on "Bullet Bikes."

It's one thing for an independent research group to complete a study and issue it to all parties involved. It's another thing entirely for such an organization to selectively feed information from an uncompleted study to a senator's staff (and apparently to a television network).

The key question is, why would IIHS staff members be discussing this un-



completed study with staff members for a U.S. senator if they weren't advocating some type of legislation?

"We have all sorts of ongoing discussions (with these people)," O'Neill told us, "and sometimes they range into other subjects. Sen. Danforth, in our view, has been one of the advocates of highway safety on the Hill. I mean, he has championed a lot of issues, including some issues that we are interested in. But I want to make it clear that Sen. Danforth is not our senator—we don't

own Sen. Danforth or his staff."

So we are led to believe that Danforth staff members and some people from the IIHS were just sitting around one day, perhaps discussing the progress of a bill concerning truck brakes, when the topic of sport motorcycles came up all by itself. And the IIHS folks said, "Funny you should mention that. We happen to have a study in progress on that issue."

At least that's the way the IIHS wants that discussion remembered. For their part, Danforth's staff members have refused to deny that it was the IIHS that initiated the discussion of "race-design" motorcycles.

AM has also unearthed information related to ethical (and perhaps policy) violations on the part of some IIHS staff members when it comes to the institute's ban against involving itself in litigation. We're following up on that and several other leads and will report them in detail in an upcoming issue, and through our national press release network.

All of this brings us back to the issue of credibility. Is the IIHS throwing away its credibility (and its own charter) to pursue its dogmatic public health agenda? Or is its leadership just so wrapped up in publicity hounding that it can't mind the store? Stay tuned.

knew exactly what target (and perhaps even what results) it wanted to hit, and it ignored everything that might have gotten in the way.

However, even in this simplistic study there are indications of an underlying reality that the IIHS chooses to ignore. The news release accompanying copies of the study says, "Racing-style cycles are being marketed with emphasis on high speed, rapid acceleration and aerodynamic styling."

If those were, indeed, the problem areas that separate "race-design" motorcycles from other bikes, then you would certainly expect that the raciest—the ones with the highest speeds and most rapid acceleration—would also be the most dangerous.

Not true. What the study appears to show is that motorcycles in the 576-675cc class are far and away the most dangerous, whether they are "race-design" or "street-design" machines. Bigger bikes, those in the 676-775cc or 776cc and over classes, are substantially safer. In fact, the "race-design" bikes in the 676-775cc class end up safer than the "street-design" bikes in the 576-675cc class.

Somewhere in all of this is a faint echo from 13 years ago. The 600cc class has become a popular entry-level class for new, young motorcyclists. And back in 1975, Dr. Jess Kraus told us that age and riding experience were among the most important factors in motorcycle crashes. But, of course, Kraus didn't bother to check the age or riding experience of those 600cc riders who were injured—that wasn't the target.

Harry Hurt, who works across town from Jess Kraus at the University of Southern California, built upon Kraus' early work in a study known as the Hurt Report that was released in 1979. Even though that study was not sponsored by the IIHS, Brian O'Neill, the institute's current president, has called it, "the most comprehensive, in-depth study of motorcycle accidents."

Hurt's study, which went into much greater detail than anything before or since, also found that age and riding experience were among the key factors in motorcycle crashes. And it pinned down a number of other elements, including the fact that motorcycle accidents are most commonly caused by a car turning left in front of the motorcyclist.

Hurt says that Kraus' latest study is "fatally flawed" because it fails to consider any factors other than the number of motorcycles crashed in comparison to the number of motorcycles registered. It doesn't even compare the number of crashes to the number of miles ridden by the accident victim. In other words, a rider who travels 20,000 miles a year and has an accident—regardless of who causes it—would be



*Brian O'Neill believes
that machines exert
some type of irresistible
control over humans.*

considered more dangerous than a rider who travels 200 miles a year and doesn't have an accident.

We asked O'Neill about Hurt's criticism. "I would say that Harry Hurt doesn't know very much about epidemiology (the study of the causes of injury and death) if he thinks that is a fatal flaw," O'Neill responded.

He added, "This is the standard basis for studies of this kind involving passenger vehicles and trucks."

We decided to check that. So we went to the National Safety Council to see how they do their research on automobile accidents. Guess what? All of their figures are in accidents per vehicle mile traveled. They don't even list any data in the form of accidents per registered vehicle. And Alan Hoskin, manager of the statistics department for the agency, told us, "Vehicle mileage is the most common data used in these surveys."

The problem is that mileage data is harder to track down, and it appears that the IIHS didn't want to be bothered with the extra work.

Why does the IIHS keep pursuing these simplistic solutions to complex issues? It all comes down to a matter of philosophy. You see, Brian O'Neill believes that machines exert some type of irresistible control over humans. As an example, he speculated about two 40-year-old men, one of whom drives a station wagon and the other who drives a Corvette.

"I strongly believe," O'Neill told us, "that if you switch those two drivers around and make the Corvette driver drive the station wagon and the station

wagon driver drive the Corvette, you wouldn't reverse the situation (of which car is more dangerous). I don't think the Corvette driver in the station wagon would have as good a record as the guy who originally wanted the station wagon, the same as I don't think the guy in the Corvette would have as bad a record as the guy who chose the Corvette, but I think they would go in that direction."

In other words, sports cars (and sport-bikes) somehow entice their operators to travel more recklessly, and the solution is to eliminate the machines.

Fans of sports cars ought to pay attention, because O'Neill wasn't just using that as an isolated example. During November, he and Ed Youngblood, president of the AMA, offered opposing points of view on the issue of sportbikes in editorials sent to the 90 Gannett newspapers across the country. In his editorial, O'Neill noted, "Motorcycle manufacturers aren't alone, either. Automakers are producing and marketing increasing numbers of cars with performance levels inappropriate for public roads."

The philosophy that says that one group should decide what's inappropriate for the rest of us stems from what O'Neill refers to as "the public health approach." What that means is looking at deaths and injuries from an overview and figuring out ways to protect society from those deaths and injuries. Quite often, the public health approach finds that the way to eliminate deaths and injuries is to eliminate the activity associated with them.

If people hurt themselves hang gliding, well, society can get along just fine without hang gliders, so let's get rid of them. If people hurt themselves in Corvettes, we can get along just fine without Corvettes. And if people hurt themselves on motorcycles, well, you get the idea. Of course, this theory ignores the benefits to public health that accrue in a free society from recreation, risk and personal enjoyment.

The important point to remember is that the public health approach as pursued by the IIHS isn't interested in making you a safer motorcyclist. From a public health standpoint, rider education and motorist awareness programs simply perpetuate a public health problem: motorcycling. The IIHS's public health solution is to eliminate the problem.

And that's exactly where the IIHS is still headed. As O'Neill told us, "We are going to continue to look at this issue. We are talking to Jess Kraus about some other things we might do and some other things we might look at."

Concerning superbikes, we asked? "Superbikes and other bikes," he said.

Does anybody out there remember Ben Kelley?

DOES HISTORY REPEAT ITSELF?

- In the 1880's there was a group of people in America who liked to roam the hills and valleys of this great land.
- They liked to ride with the wind in their faces, and the sun on their backs.
- They loved the outdoors, and they had a special sense of freedom.
- They wore leather, and had a style of clothing that was their own.
- They often had long hair, and some wore rings in their ears.
- They liked to gather together around campfires and share brotherhood.
- They were divided into many tribes and clans, each with their own leader.
- They distrusted each other, and the leaders often would argue.
- They were never able to unify all the tribes and clans.

THESE PEOPLE WERE CALLED INDIANS

The Government and the Do-Gooders of society did not like the Indians because they were different, and people who are different are always seen as a threat. So, the Government passed laws which restricted the Indians' rights and denied their freedom. Eventually, the Indian was forced to live in confined areas (called Reservations), where their way of life was effectively destroyed.

- Now, in the 1980's there is a group of people in America who like to roam the hills and valleys of this great land.
- They like to ride with the wind in their faces and the sun on their backs.
- They love the outdoors, and they have a special sense of freedom.
- They wear leather, and have a style of clothing all their own.

- They often have long hair, some wear rings in their ears.
- They like to gather together around campfires and share brotherhood.
- They are divided into many clubs, clans, and associations, each with their own leader.
- They're distrustful of each other, and their leaders continually argue.
- They are not able or willing to unify all the clubs, clans, or associations.

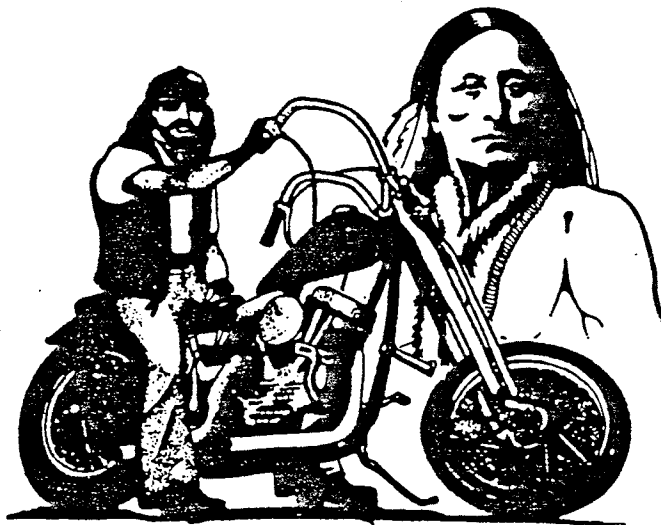
THESE PEOPLE ARE CALLED BIKERS

Now, the Government and the Do-Gooders of society do not like these Bikers because they are different. People who are different are always seen as a threat. So, the Government keeps passing laws to restrict the rights of the Bikers, and to deny them their full freedom.

Where do we go from here? Is history repeating itself?

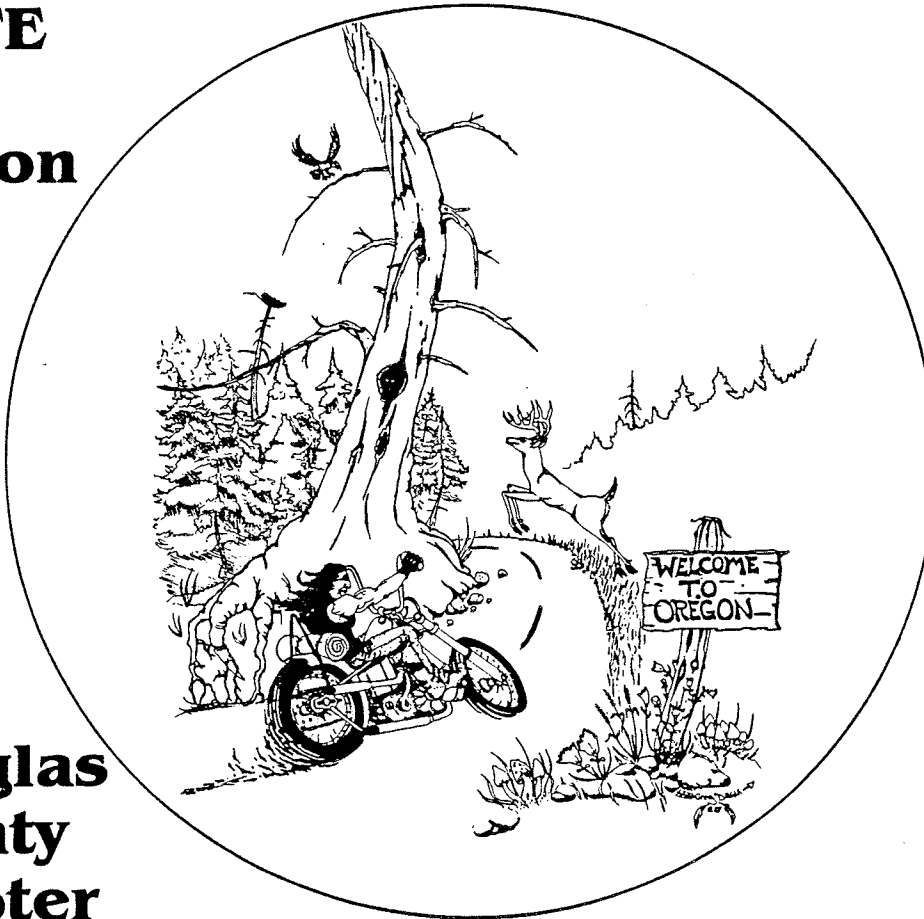
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4. A winner works harder than a loser and has more time; A loser is always "too busy" to do what is necessary.
5. A winner goes through a problem; A loser goes around it, and never gets past it.
6. A winner makes commitments; A loser makes promises.
7. A winner says, "I'm good, but not as good as I ought to be"; A loser says, "I'm not as bad as a lot of other people".
8. A winner listens; A loser just waits till it's his turn to talk.
9. A winner respects those who are superior to him and tries to learn from them; A loser resents those who are superior to him, and tries to find chinks in their armor.
10. A winner explains; A loser explains away.
11. A winner feels responsible for more than his job; A loser says, "I only work here".
12. A winner says, "There ought to be a better way to do it"; A loser says, "That's the way it's always been done here".

Author Unknown

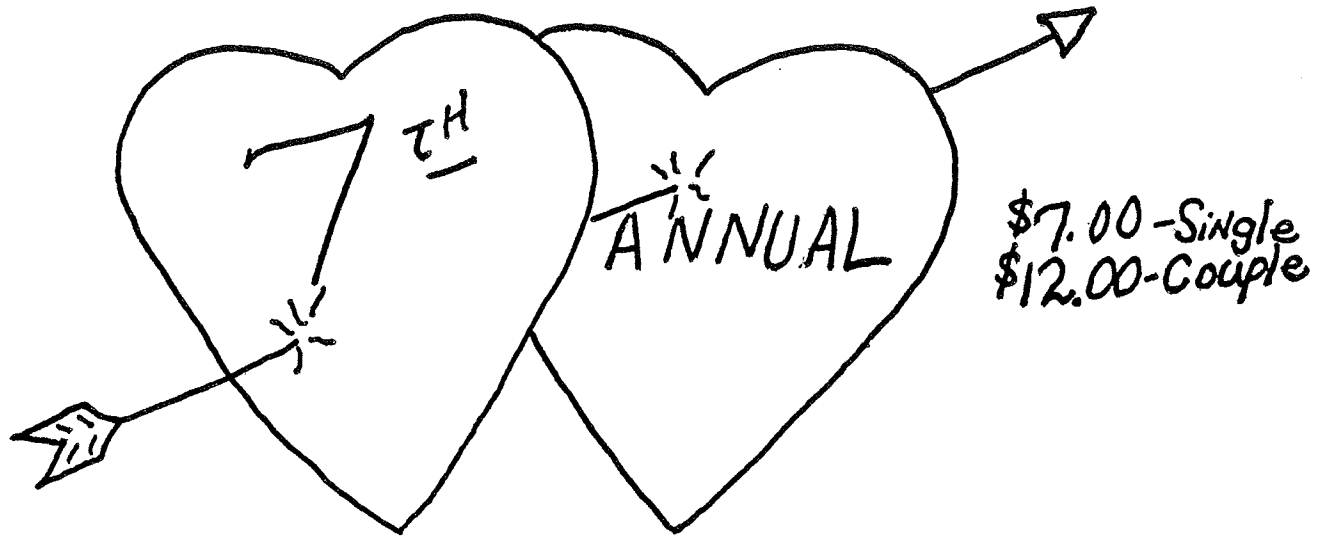
Approximate Blood Alcohol Percentage

Drinks	Body Weight in Pounds							
	100	120	140	160	180	200	220	240
One	.04	.04	.03	.03	.02	.02	.02	.02
Two	.09	.07	.06	.06	.05	.04	.04	.04
Three	.13	.11	.09	.08	.07	.07	.06	.06
Four	.18	.15	.13	.11	.10	.09	.08	.07
Five	.22	.18	.16	.14	.12	.11	.10	.09
Six	.26	.22	.19	.17	.15	.13	.12	.11
Seven	.31	.26	.22	.19	.17	.15	.14	.13
Eight	.35	.29	.25	.22	.20	.18	.16	.15
Nine	.40	.33	.28	.25	.22	.20	.18	.17
Ten	.44	.37	.31	.28	.24	.22	.20	.18

Subtract .01 for each 40 minutes or .03 for each 2 hours of drinking.
One drink is 1 1/4 oz. of 80 proof liquor, 12 oz. of beer, or 4 oz. of table wine.

-26-

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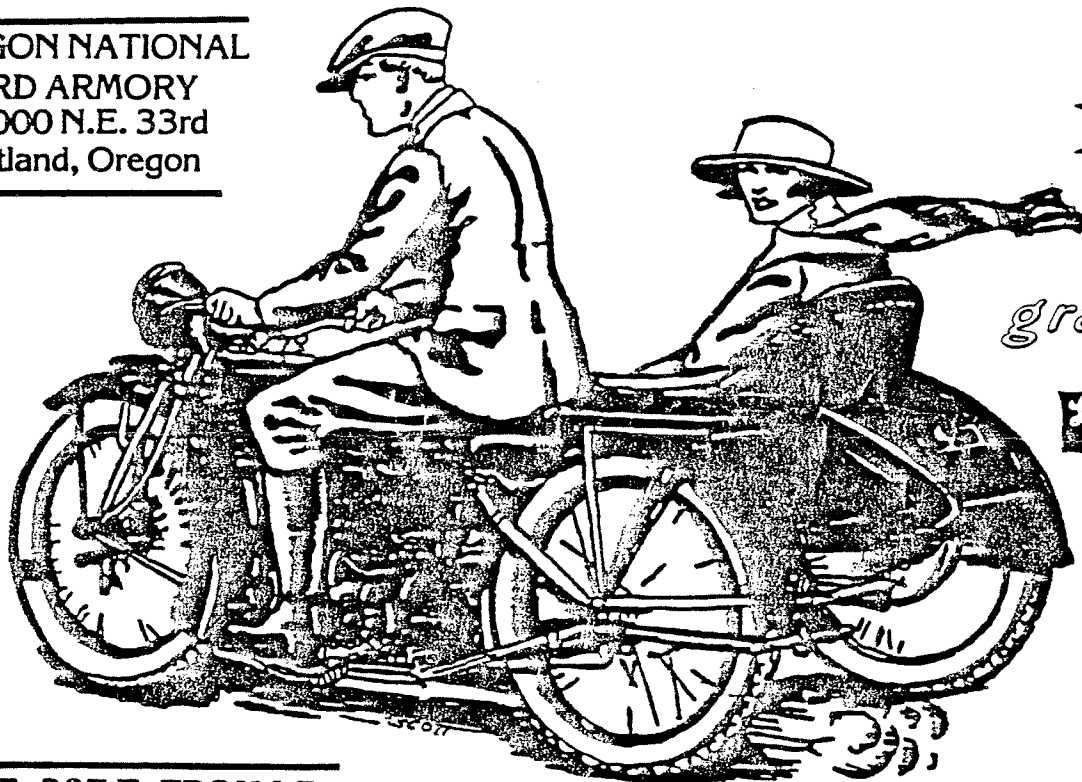
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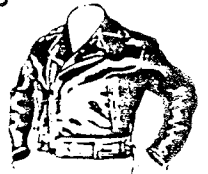
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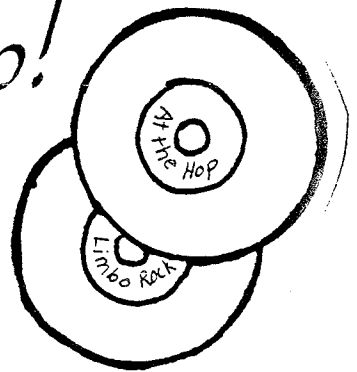
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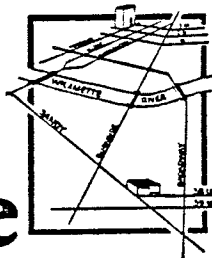
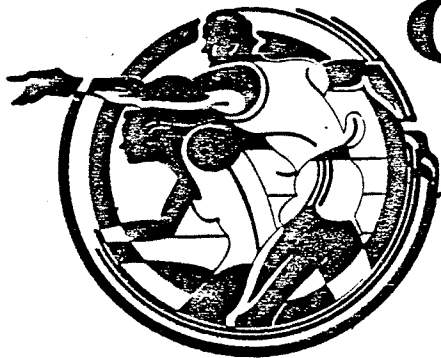
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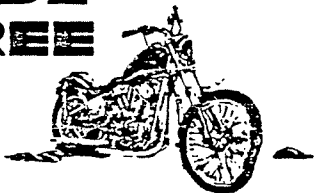
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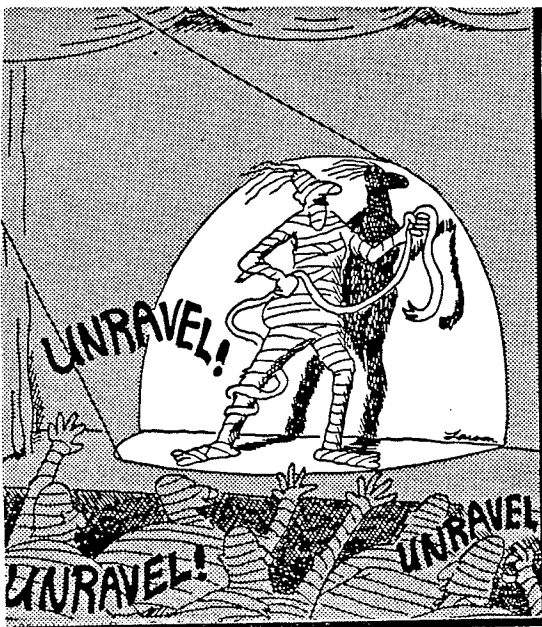
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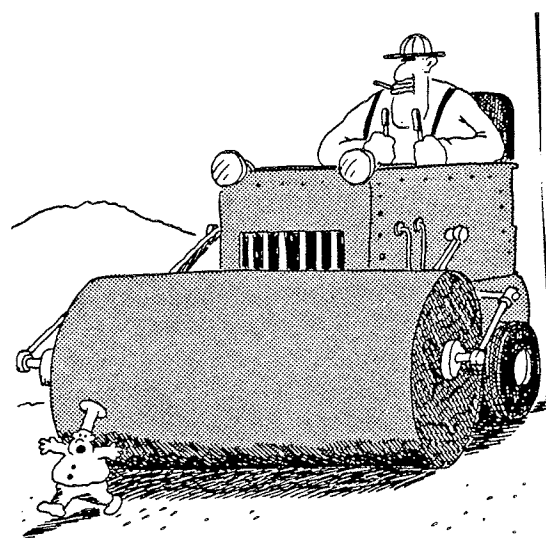
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NEEDED: Two persons from each chapter to help with Fossil Plans. Phone is a must and name with chapter. Chapter Plans for booth: Would like ALL chapters to participate. Need Security Volunteers, and Beer Volunteers. Please contact: Barb Gallaher, PO Box 03506, Portland, OR 97203 (5-88)



Saturday night at the crypt



The Pillsbury Doughboy meets Frank's Asphalt and Concrete Paving Service.

STATE WAYS AND MEANS

State Ways and Means Officer
Barbara Gallaher
PO Box 4504
Portland, OR 97208

K Falls Chapter (continued)
2521 Link Street
Klamath Falls, OR 97601

(I would like to hear from chapters
interested in State T'Shirts with
Chapter logo on back - Barb)

Chapter Rockers	\$ 2.75
ABATE Eagle Pins	\$ 5.00
Legislative Patches- only 3 left	\$ 6.00 ea.
Sweatshirts XL	\$10.00
Chapter Officer Rockers	\$ 2.75
Fossil Pins	\$ 1.50
10th Aniv. Pins-sale	\$ 1.00
Year Bars '83-86'	\$ 1.00
Orders of 10 or more	\$.55
Indian Creek Rockers	\$ 2.75

ABATE pewter belt buckle, Freedom of the Road	\$15.00
ABATE leather belt, silver goncho	\$15.00
ABATE uplifted wing hat	
ABATE glass beer mug, 5 color	\$ 5.00
Helmet laws suck stickers, small	\$.50
Helmet laws still suck stickers, small	\$.50
Let those who ride decide stickers, small	\$ 1.00

Lincoln County Chapter
Rick Vester
SRS Box 5XA
Depoe Bay, OR 97341

Washington County Chapter
Lloyd Harris
2416 15th Avenue
Forest Grove, OR 97116

T-s Beaver Creek	\$ 8.00
T-s Lincoln County	\$ 8.00
Tanks Beaver Creek	\$ 6.00
Long sleeve T's B.C.	\$ 9.00
Sweatshirts, hooded	\$16.50
Sweatshirts, Crewneck	\$11.50
T-s Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

Independence Run Patches	\$ 3.00
Washington County Toy Run Patches	\$ 3.00

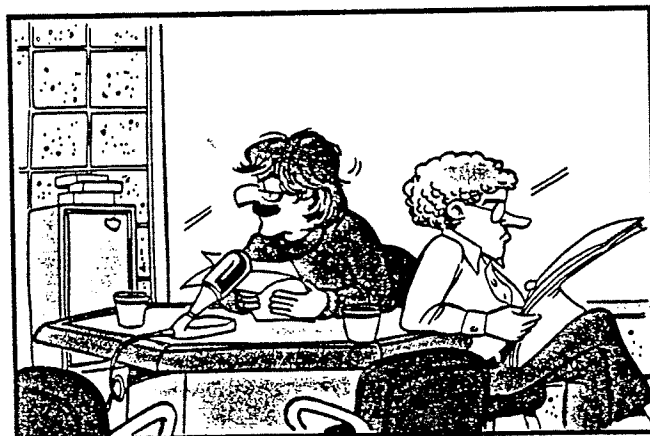
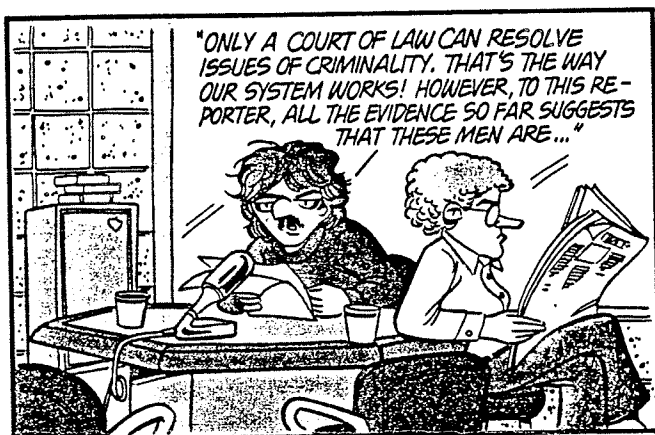
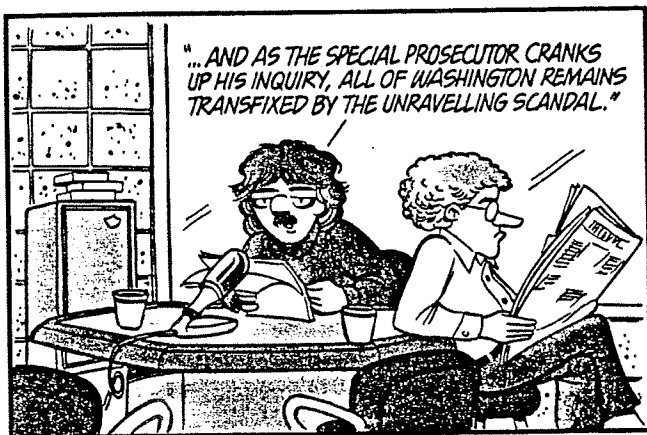
K Falls Chapter
2521 Link Street
Klamath Falls, OR 97601

Marv Eastman
2789 Avenue A
White City, OR 97503

ABATE Courtesy Cards 100	\$ 6.50
Year Pins	\$ 2.00
ABATE logo pins, gold, silver, pewter	\$ 5.00
ABATE Eagle Pins, gold silver	\$ 5.00
ABATE wing pin, silver	\$ 5.00
ABATE wing pin, uplifted	\$ 5.00
ABATE oval pin black, gold	\$ 3.00
ABATE #1 small pin 3 color	\$ 3.00

Beer Can Wrapper	\$ 4.00
ABATE scarves	\$ 4.00
License plate brackets	\$ 5.00

(If any of you chapters have changes on this, be sure to let me know. Otherwise
this page will stay this way...Vicky)



I got a little extra space here to fill up. I encourage all of you out there to get those new members that Mother was talking about. The more members we get, the better this Organization will grow. This is a crucial time what with the May 17 Primary Election coming up. There is the Freedom Run (which you will here more about in the days to come) and just lots of benefits going on to raise money to fight this Ballot Measure 2. We want to ride free, ride in the wind, ride for our freedom. I just blab along, but it really is important to educate the public, let them know what we are fighting for. When Roger and I walked around the neighborhood gathering signatures, you just can't imagine the reactions people gave us. Some not so good, but the majority is with us once they realize what freedom is about....

A.B.A.T.E. of Oregon, Inc. MEMBERSHIP APPLICATION

NEW: _____ RENEWAL: _____ IF RENEWAL, CARD NUMBER: _____ EXP. DATE _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD:

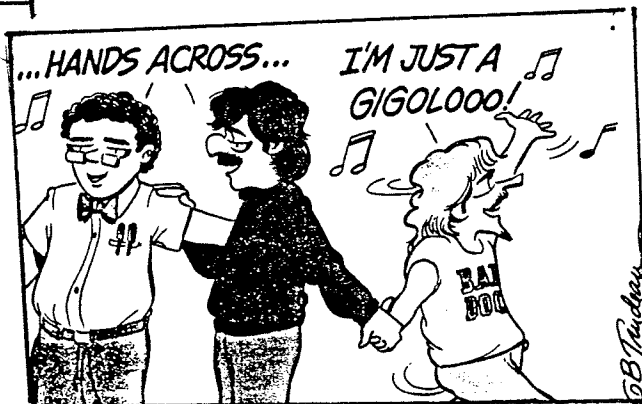
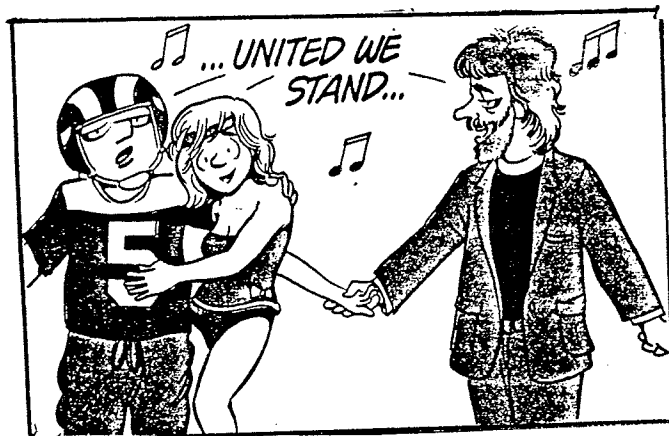
NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$15 FULL MEMBERSHIP _____ \$6 EACH ADDITIONAL MEMBER _____ DATE PAID: _____

TOTAL AMOUNT ENCLOSED: \$ _____ RECEIVED BY: _____

SEND TO: MEMBERSHIP SECRETARY
A.B.A.T.E. OF OREGON, INC.
PO BOX 4504
PORTLAND, OR 97208



ABATE OF OREGON CHAPTER MEETINGS - WHERE AND WHEN

1st & 3rd Sun.: DOUGLAS COUNTY: At 11 AM, Round Table Pizza in Roseburg.
1st & 3rd Sun.: ST. JOHNS: At 12 Noon, Prefetto's Pizza, 4857 N Lombard.
1st & 3rd Sun.: JACKSON COUNTY: At 11 AM, J.D.E.'s in Phoenix.

1st & 3rd Mon.: SE PORTLAND: At 8 PM, The Pizza Baron, SE 122 and Division.
3rd Mon.: KLAMATH FALLS: At Inga's Cheese Haus, 4023 S 6th St. Call
Preston at 887-7070 or Mike Cutler at 884-0479
for info.

2nd & 4th Tue.: WASHINGTON CTY: At 8 PM, Sunshine Pizza in Forest Grove.

1st & 3rd Wed.: NE PORTLAND: At 7:30 PM, Gino's Pizza, NE 108th and Halsey.
2nd & 4th Wed.: SALEM: At 8 PM, Casey's Pizza on S Commercial. Call
Russ Hathaway 585-6518 or Jack Hinkle 585-4231.

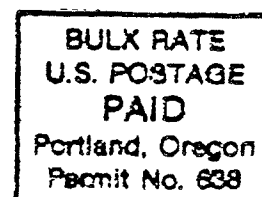
1st & 3rd Thurs.: MT. HOOD: 7:30 PM, TJ's Lounge and Rest., 39024 Proctor
Blvd, Sandy, OR. Call 668-4979 for info.

1st & 3rd Fri.: LINCOLN COUNTY: 7:30 PM, Moby Dicks Restaurant in Newport.
2nd & 4th Fri.: LANE COUNTY: 7:30 PM. Call Bob Hevle 461-0223 for info.

The FEB Board Meeting is on 2/13/88. The MAR Board Meeting is on 3/12/88.
LOCATION: Sundown Station, 2135 Front St, Creswell, OR PHONE 1895-4708

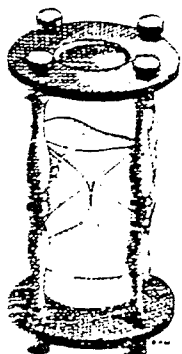


A.B.A.T.E. of Oregon, Inc.
P. O. Box 4504
Portland, Oregon 97208



**POSTMASTER: PLEASE FORWARD!
ADDRESS CORRECTION REQUESTED**

Is Your Time
RUNNING OUT?



Renew your
membership now!
Check your address label
to see if you're due!