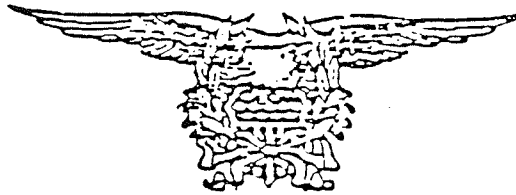


NOVEMBER
1988
NEWSLETTER



EDITOR:
VICKY PETERSEN
NE PORTLAND CHAPTER

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

COORDINATOR'S CORNER

We had really good news coverage at our Freedom Run II to the State Capitol on Sunday, October 23rd. Each news station showed a little different coverage, so the public got an eye view of what was going on.

I was surprised that only 200 people turned out to support freedom of choice. How do you expect to maintain your freedom of choice if you don't fight for it? As an individual, don't expect the other guy to fight it for you.

We have t-shirts left over from our sale at the run. We made enough money to pay back Brian Stovall the \$300.00 he loaned to Citizens For Freedom of Choice. Elsewhere in this newsletter are pictures of the designs on the t-shirts.

We will have the t-shirts available at the November 12 State Board Meeting. They will be distributed to your chapter representatives to take back to the chapters. If purchased through your chapter, they will be \$10.00. We will also have some available to order through the mail. The price will be \$12.50, with \$2.50 covering cost of mailing.

Well, November 8 is the big day for voting!! We need to maintain our freedom. As I have stressed before, many times, that if Ballot Measure 3 is defeated, we will then have something to work with, to repeal our Helmet Law.

Carolyn and I have returned from the Meeting Of The Minds. Following is a report on what happened at that meeting. It is very informative, hitting on the high spots of the seminars. Please read it. It is worth your time.

There were two motions made at the last State Board Meeting that I'm reporting. One motion was: "I move that Lincoln County State Reps present a motion at the next State Board Meeting that the percentage paid by each chapter quarterly into the State Organization be raised to 25%."

See you next month.....Rotten Roger

NEWSLETTER EDITOR'S BLOCK

There was no report for the second month from the Secretary on what happened at the State Board Meeting in October. Only 10 of the chapters reported on what was going on. What happened to the rest of ya? Remember to get your reports in to me by the 15th of the month. If you go by three months with out reporting, well.....Vicky

/

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

ABATE of Oregon has over 800 members across the state to which newsletters are mailed the first week of every 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 as follows:

BUSINESS CARD SIZE:	\$ 25.00 - 3 months	1/4 PAGE:	\$ 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 in the 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 and title of person placing ad. Send it and your first month's ad copy, prepaid, to ABATE of Oregon, Inc., PO Box 4504, Portland, OR 97208. Please make checks payable to ABATE of Oregon, Inc.

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Portland, OR 97232.

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.

MEETING OF THE MINDS
WICHITA KANSAS, OCTOBER 14-16, 1988

Sponsored by the Motorcycle Riders Foundation (MRF)

The Meeting of the Minds was mind boggling. Following is a brief outline of the seminars which Roger and I attended. Was it worth our time and your money? You bet! Did we get a lot of information to share with you? See below for the highlights, you will be seeing and hearing more and in greater detail over the next year. Somehow, seeing a room crammed full of bikers, who each knew more about the legislative process than Joe Average citizen reaffirmed why Roger and I continue to serve ABATE of Oregon to the best of our ability. You care about your rights and that makes it easy to do what we can to help you fight for them. At this point, ABATE of Oregon is looking at 1,000 members for the first time in our history. One thousand freedom fighters have got to make a difference!

On Friday we divided into smaller groups for workshops on ways to improve our organizations; Saturday, sessions as a whole to give us tools to achieve our goals.

Friday - Rotating Workshops:

First session Friday: "Marketing" conducted by Michael "Balls" Farabaugh of ABATE of Indiana and a Motorcycle Riders Foundation Steering Committee Member.

- o Freedom fighters are opinionated and argumentative
 - Turn negatives into positives
 - Officers should work for members
 - Teamwork/compromise/communication = leadership
- o Leading problems of organizations
 - Money/structure/bullshit
 - Apathy/ego/no goals/no communication
- o Tools to improve our organization
 - Quality tools = quality membership
 - . Legal services, motorcycle safety programs, emergency services, 800 number, insurance.
 - . Membership card used for discounts
 - Constant search for benefits for members
 - Money - how to get it, how to use wisely
 - . Successful events - organization and participation
 - . Budgets - events and organization
- o Selling points for membership
 - Voice in Government
 - Quality parties
 - Monthly newsletter
 - Involvement in area charities i.e., toy runs, senior citizens, etc.

Second Session Friday - "Political Action Committees", Conducted by Howard Segermark, Washington D.C. lobbyist & Charles Umbenhauer, Pennsylvania.

- o Best use of limited resources
 - Triage system
 - . Don't spend money on losers
 - . Don't spend money on winners
 - . Spend money where it can make a difference
 - Legal challenges
 - . At this point no successful legal challenges to helmet law
 - . Costs: Min \$5,000, 2 years, and 10-15% chance of winning
- o Know when to compromise - politics is the art of the achievable
- o Picking a lobbyist

Meeting of the Minds Report

2

- Someone with knowledge of transportation
- Someone who can work with transportation committee
- Develop a strategy
 - . Sponsor legislation
 - . Concentrate on key committees
- o Our organization MUST SPEAK WITH ONE VOICE
 - One person liaison with the legislature
 - That person communicates with the organization
- o Help the legislators who help us
 - Donations to their campaigns
 - Help with their campaigns
 - Thank them

Third Session Friday: "Committee Hearing" Bob Illingworth, Minnesota Motorcycle Riders Lobbyist and Bill Gannon, Modified Motorcycle Association of Massachusetts

- o Legislative Committee Hearings
 - Testimony, short to the point
 - Statistics, use right stats
 - Handwritten letters still best tool
- o Positive legislation to
 - Benefit our sport
 - Solve problems
- o Position paper
 - Examples from Massachusetts and Michigan
 - Explains our position on all motorcycle legislation
- o One person must be in charge of Legislative Affairs

First Session Saturday: "Referendum and the Political Process" presented by Wayne Curtain formerly of North Dakota

- o Danger of the Referendum
 - Don't challenge to a vote of the people
 - Don't damage egos
- o Work with candidates who support us
- o Develop our own candidates
- o Have a campaign plan

Second Session Saturday: "Risk Compensation Theory" by Dr. Ranauld MacKenzie, M.D.

- o In simplistic terms the Risk Compensation Theory is:
 - How you ride a motorcycle in:
 - . a bathing suit, slower
 - . full safety gear, faster
 - You compensate for dangers and ride accordingly
- o Helmets can increase accidents because wearers feel less vulnerable
- o Risk Compensation - Increasing risks to compensate for regulation
 - Riding faster
 - Alcohol/Drugs

Third Session Saturday: "The American Biker's Journal" published by the MRF, presented by Dan Boyd ABATE of the USA

- o First edition passed out at conference
- o Ideas and suggestions for future issues
- o One copy for each chapter will be passed out at board meeting

Fourth Session Saturday: "NITSA/GM Helmet Study", presented by Dr. Jonathan Goldstein, Bowdin College Department of Economics, Brunswick Maine

- o GM Study - Flawed because there was no control for all variables
- o Harbor View Trauma Center Study - Flawed because a Level I Trauma Center gets only atypical serious injuries which tend to outstrip individual medical resources
- o Be aware of faulty data - know what to look for and what to use as comparisons
- o Unhelmeted riders are over represented in accidents
 - Contributing causes:
 - . Higher crash speeds
 - . Higher alcohol consumption

Fifth Session Saturday: AMA representative Jim Bensburg (former AMA Grand National Champion riding a Harley Davidson)

- o AMA
 - 155,000 members out of 7 million registered motorcyclists
 - Has never supported mandatory helmet laws
- o Threats/challenges to motorcycling
 - Last two years motorcycle fatalities have dropped
 - Safetycrats are politically acceptable
- o What is acceptable to us
- o Medical costs:
 - Motorcyclists 37% paid by insurance 63% unpaid
 - National average 40% paid by insurance 60% unpaid
- o When any freedom is taken away we all suffer (jet skis, ATV's etc.)
- o Ethics and integrity
 - It's not who's right
 - It's what's right
 - Don't ruin credibility

Sixth Session Saturday: "Prejudice in the Court Room" presented by Russell Brown, Bikers Against Manslaughter

- o Yes there is prejudice against motorcycles
 - Some towns, riding a motorcycle grounds for losing case
 - McCall's Magazine, Date ad presents "Dirty Biker" stereotype

Seventh Session Saturday: "Michael Dukakis" presented by Bill Gannon, MMA of Massachusetts

- o Dukakis is dangerous to motorcycling
 - He diverted motorcycle education funds to the general fund
 - He is in favor of mandatory helmet laws

Last Two Saturday Sessions: Choice of "Introduction to M.S.F. the new Experienced Riders Course" or "Database Program" Roger and I chose the Database Program

- o MRF offers a "bikers bulletin board" computer access to nationwide information about legislation and motorcycling
- o The database is available for MRF member organizations

Saturday Dinner Speaker - Kansas Senator James Francisco, Mulvane, Kansas. Senator Francisco introduced the legislation that removed the helmets in Kansas

First Session Sunday: Summary and Closing

- o Burn out - aggravated by the system, aggravated by techniques, not able to give quality time
 - am I contributing or losing patience with the organization
 - its time for a break
- o Our problems only start with helmet laws
 - Insurance premiums
 - Licensing requirements
 - Education in schools
- o Report from California - Floyd is behind 60 to 40%
- o Request from Florida: Needed "Friend of the Court Letters" from attorneys for their Federal Court battle against the helmet law. The Amicus Curiae is a motion for additional argument and the case is being heard in Federal Court with the possibility of going to the Supreme Court. Friend of the Court Letters should be sent to David Picou, PO Box 2123, Tampa Florida, 33622.

After sitting for three days straight I felt like I had just ridden 300 miles on the back of a hardtail. Next year - late September in Indiana. Will I be there, count on it. We got your money's worth in information and ideas. Detailed plans will be following. After all, as Balls said there's no better people in the world than motorcycle people!

* * * * *

MEMBERSHIP REPORT: Totals by chapter and state total below

CHAPTER	TOTAL SEPT 1 88	GAIN/LOSS OCT 1 88	TOTAL OCT 1 88
CENTRAL OREGON	26	1	27
COOS COUNTY	22	4	26
DOUGLAS COUNTY	52	7	59
INDIAN CREEK	40	0	40
JACKSON COUNTY	122	-16	106
JOSEPHINE COUNTY	0	37	37
KLAMATH FALLS	20	2	22
LANE COUNTY	26	7	33
LINCOLN COUNTY	71	2	73
MT HOOD	45	7	52
NE PORTLAND	135	1	136
SALEM	58	11	69
SE PORTLAND	142	0	142
ST JOHNS	56	-4	52
WASHINGTON COUNTY	42	0	42
YAMHILL COUNTY	42	4	46
TOTAL MEMBERSHIP	899	63	962

417K

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NEWSLETTER REPORTS

CENTRAL OREGON CHAPTER

Not to terribly much happening over on the east side of the mountains.

We had a chapter yard sale to raise funds for our chapter treasury. Here's a word of thanks for all the members who participated in the sale September 24-25.

Randy Matson is our Assistant Sgt. at Arms.

We are trying to get a hold of State Representatives, Senators and other people in high places to come to one of our chapter meetings before the big election and get their views on issues that affect us.

Well, like I said, not much happening over here, so I'll sign off...Florence Wollam, Secretary

COOS COUNTY CHAPTER

We've been busy here with our food run for the Salvation Army. We are co-sponsoring it with ICBA. It's November 12th, so if you can, come on down. It will be a good time for a good cause.

Also, a note here for those of you living in the 48th district. Some of our members talked with Walt Schroeder at the Harvest Festival. He's running for State Rep in your district and he voted NO on helmets and will vote NO on seatbelts. Sounds like a good man!! We need more people like him in office. Until next month....

DOUGLAS COUNTY CHAPTER

This is the second month for you guys....Beware of the third!!

JACKSON COUNTY CHAPTER

Well, since our last report, our South Umpqua Run has come and gone and the chapter would like to have our Jackson County Run at this sight. We have people working hard on our Toy Run and on our Senior Citizens Dinner. We've been taking nominations for the new board officers and the election will soon be upon us.

Some of our chapter's members recently participated in a poker run to help a local family whose child has cancer; the chapter also make a donation to help out. Happy Thanksgiving!! JoLee

JOSEPHINE COUNTY CHAPTER

Hello everyone!! As you know, we are one of the newest chapters in ABATE. We are roughly 50 members strong already and full of enthusiasm.

One of our members was in a bad car accident September 5 and is still in critical condition. She has taken 45 plus pints of blood. Our chapter is organizing a blood drive in her name to help defray the cost. Ruby Duncan, our PR Officer is trying to coordinate with the Red Cross or Hospital. Anyone interested can give blood in her name, Zelda Satterly, and she is in Josephine Memorial in Grants Pass.

JOSEPHINE COUNTY CHAPTER (continued)

We are also planning a yard sale the first week in November, a sign painting party against Ballot Measure 3 and a Toy Run around the end of November. Busy, busy busy!!! Wish us luck. Trike Terri.

KLAMATH FALLS CHAPTER

No report this month. I know you guys are trying to get things organized, so don't forget us next month...Vicky

LANE COUNTY CHAPTER

Yes!! There is some good news coming to you from Lane County. We are alive and well again, and you will be sure to hear from us more often, guaranteed!! Two months ago, we were 3 members weak, this month we have a grand total of 20 ACTIVE members strong, with new blood pumping through, strengthening the chapter. (Great..Keep up the good work....Vicky)

October 16, we had Casino Night, which is open to the public. Donations have been made by area businesses for our door prizes who will be mentioned on that occasion.

As you well know, October 23 is the Freedom Run. We hope to see you there, so we can show our strength at the Capitol to show them how we feel about Ballot Measure 3.

I'm still new to my new position of Newsletter Editor. I promise my next bit of info will be more formal. Ride safe and free! Lady Blue (Hey, I think you did a great job....Vicky)

LINCOLN COUNTY CHAPTER

No report....

MT. HOOD CHAPTER

Neither do you....

NE PORTLAND CHAPTER

Nor you.....

SALEM CHAPTER

Howdy to all you range riders...I'm writing this month's script from the trail.. Actually I'm here in Sunny Sacramento for the AMA-Camel Pro Challenge (Sacramento Mile) and I'm so proud to tell you that Scotty Parker of the H.D. race team has just broken the Sacramento mile record during this heat..and has just gone on to win the race. Making him and Harley #1 this year in mile racing. The crowd is going crazy pushing onto the track. Makes ya proud. Before the race HOG put on a big spread with lots to eat and plenty of goodies raffled off for free. Camel Smoke had a drawing for a yellow sportster that some dude I don't even know won. Sure wish it was me...

SALEM CHAPTER (continued)

Salem Chapter is planning to do food baskets this year for the DAV. If there are any members of Vietnam Vet MC's out there that would like to give a hand, give me a call at 581-8201 or Russ at 585-6518. Remember this is for your Bro's.

There is discussion going on in our chapter about lend of support to NCOM. If anyone can add inforamtion to this issue please call so I can report back to our members and make the right choice.

I see that Christmas advertisements are hitting us already on the tube, and we should all be gearing for TOY RUNS. I know Salem is getting ready. Let's make this a great holiday for the kids out there.

Coming elections are just around the corner. Besides the seatbelt law there are other issues dealing with freedom of choice. Remember that we may not agree with them, but they still are issues of "Freedom Of Choice." Please use your vote wisely and with an open mind.

Well partners, time for me to hit the trail.. The little woman is wating for me back at the ranch and I miss them Home Grown Tomatoes.

Well, adios buckaroos and buckarets. Safe prairie riding!! Tex Basin

SE PORTLAND CHAPTER

Hi from SE. By the time you read this, we will know if the mandatory seatbelt law passed. What freedom will they try to take away next?? This month we will also have a new leader for our country, or let's hope he's a leader. This is also the last newsletter before the Toy Run, so watch for details. (Look elsewhere in the newsletter for the letter from Shriners, the list of toys, and the flyer...Vicky)

This month I've got some input from some of our members. First, Vic Voltz informed me that the Christ's Disciples are organizing a Toy Run in Vancouver on Saturday, November 26, meeting in the parking lot of the Church Of God, 3300 NE 78th St. Show some support for your friends across the river.

Second, our Coordinator, Reno gave me this poem for the newsletter, which pretty much says it all:

DO YOU JUST BELONG

Are you an active member the kind that would be missed?

Or are you jsut contented that your name is on the list?

Do you attend the meetings and mingle with the crowd?

Or do you stay at home and crab both long and loud?

Do you take an active part to help the group along?

Or are you satisified to be the kind that "just belongs?"

There is quite a schedule that means success is done,

and this can be achieved with the help of everyone.

So attend the meetings regularly and help with hand and heart.

Don't just be a member, but take an active part.

Think this over members, are we right or wrong?

Are you an active member, or do you just belong?

See ya on the road, Phil.

ST. JOHNS CHAPTER

From way up north, brrrr....By George, I think fall is here. The days are beautiful but those nights are getting chilly. Summer's runs are over, for another year. Hey, Salem, thumbs up and thanks guys, you were great.

Our local Scout Troop will be handling needy families for the holidays and we'll be giving them a hand, the kid's Xmas party and a local nursing home for the residents, along with Santa. We'll also be sponsering a soccer team next season.

Along with working on ways to repeal Ballot Measure 2, to beat Measure 3 and 6 and several others, we are quite busy.

The Chapter will be publishing a St. Johns newsletter soon. Any input, info and ads are welcome with willing typing fingers. All input should be sent to St. Johns Chapter, PO Box 03506, Portland, OR 97203. Inquiries to same or call 289-2250, Barb.

Last but not least, remember to get out and vote on November 8. We're all registered to vote. ARE YOU? Till next month, ride free...Barb

WASHINGTON COUNTY CHAPTER

We are busy working on preparations for the Toy Run of 1988.

We will use the same starting place as last year, and will end at the Fire Department with the toy donations. There will be an informal get-together at JOES PASTIME.

We are also working on a Christmas Dance for 1988. There will be live music by *SKYLAR*. Country rock of the 50's and 60's. Free frefereshments, spagetti feed and children under 16 will get in free. This will will be held at the hall in North Plains. See the flyers in the newsletter for more information.

One other function coming up is the election of your reps. If you receive this newsletter, please attend your chapter meetings and exercise your freedom of choice to elect who you want to represent you in the coming year. Thank you...Don.

YAMHILL COUNTY

Here we are getting closer to the November elections. Our Chapter is trying to get our lawn signs up. Have materials ready, just need to be stenciled and printed.

Our chapter is also going through some positive changes right now. Some low morals, but not for long. Lessons to be learned by everyone. Now we can re-unite and get it together. It is easy to stray from the real reason we are all members: A BROTHERHOOD AGAINST TOTALITARIAN ENACTMENTS. This is why ALL is need to be at the Capitol steps on October 23. With everyone's support, it can be done. Measure 3 and 6 are very important steps to defeating our silly helmet law. The public is naive and uninformed. Therefore WE all need to work our hardest. Shed society's mold and express FREEDOM OF CHOICE.

Congratulations go to Gary and Pam Nicholson for a new baby girl!! Linda Rider.

LETTERS TO THE EDITOR

Dear Vicky:

This letter is REALLY addressed to you. I got my newsletter today and found the presentation outline that Mike Stegman and I brought to and presented at the August State Board Meeting in the Letters To The Editor.

I've a few questions. At the Board Meeting when someone (I believe it was you) asked if it could be presented in the Letters To The Editor, I consented. Though it wasn't written as such and it certainly wasn't ADDRESSED to you. Further, why did you spell my name ANONOMOUS? You spelled it right in the minutes from the meeting. I don't like being turned into an anonomou sniper. I've belonged to ABATE of Oregon for five years and before that I was in ABATE of Syracuse, New York for several years.

In response to what did each member do to help defeat the helmet law, (my paraphrase of your reply). I donated an eagle ring (sterling silver) which made ABATE \$60.00. I paseed out signs and bumper stickers. I was at the Jessie Jackson rally handing out literature the night before the vote.

Now to clarify something else. There are a lot of riders out there who have at one time or another been interested in ABATE, or at least were willing to check it out, and were turned off. I am among them. The outline you printed, that we rode 200 miles to present, was my effor to "get involved and do something about it." I stated the problem and a solution....Jerry DePaolis

P.S. PRINT THIS. Any questions, I'm in the book.

Dear Jerry:

In response to your letter, the reason I stated that your outline was addressed to me, I wasn't referring to ME PERSONALLY. ME AS THE EDITOR, as it was stated that it was to be put in as Letters To The Editor. I also asked at the Board Meeting if you wanted your name printed or should it be printed as Anonamous, and I was told by the Board to put Anonamous in after they asked you, and you said you didn't care one way or the other.

Also, you have me confused with Vicki the Secretary. She is the one who put your name in the minutes. I have nothing to do with that.

When I asked in the letter if each member went out and did their part to educate the public and make them aware of what our freedom means, I was asking in general. I did not aim that personally at you.

It was an informative outline. I'm sorry that you took some things as aimed personally at you. I didn't feel that is was aimed that way.

Vicky, Editor.

LETTERS TO THE EDITOR (continued)

Hey Gang!!

Mt. Hood Chapter asked for a few lines on Sturgis 88.

Well, to start it off, our "85" sporty kept right up with Ross and his mostly "48" pan (from Florida) 70-80 MPH the whole way, no problems at all. The only problem was me and my peanut bladder!!

But on to the fun...you had no choice but to have fun. Never a dull moment. Saw a few plates from Oregon. Met people from all over the world. Lukas, flew his bike from Switzerland to New York, then rode the rest of the way. Holland, Alaska, Mexico, everywhere!! A lot of blistered butts, but no matter how sore the buns, no snivelling was heard from anyone.

If you haven't had the chance to go to Sturgis, save some cash and go!! Nothing like being sung to sleep (if you sleep, ha ha) by the beautiful lullabies of Hogs running wild everywhere!! Talk about one hell of a family reunion!!

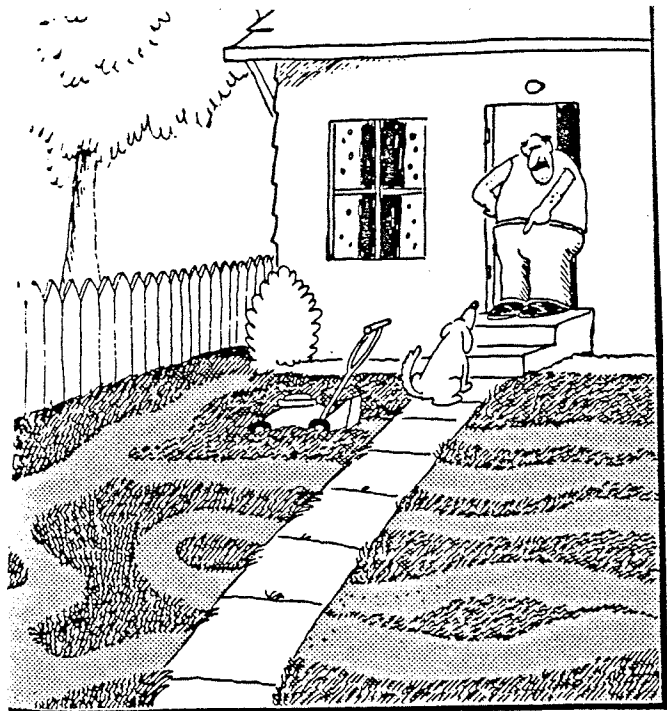
The only thing you really need to watch out for is the cops. They have no helmet law from Washington, Idaho, Montana, Wyoming to South Dakota, but South Dakota does have an eye protection law. And they will not hesitate for one second to give you a ticket for the most petty offence. And you better be prepared to pay your ticket on the spot!! COD, no lie. But don't let that get you down. Just watch yourself and don't drive drunk!!

There's so much to tell you, but you'll just have to go to Sturgis and see for yourself. You won't believe your eyes. Oh, don't forget 1990 is the 50th anniversary for Sturgis, so plan to leave at least a week early to get a good campsite. Ride safe and live free!!

Don't forget to stop at the Mint Tavern in Harden, Montana. They're waiting with open arms and a drink on the house!!

Yours truly,

Smokin Joe and Vixen of Yamhill Chapter.



"You call that mowin' the lawn? ...Bad dog!...
No biscuit!...Bad dog!"

St. John's A.B.A.T.E.



ST. JOHNS CHAPTER

BENEFIT SOCIAL

for "Tobey" Help Cover
MEDICAL COST'S

Potluck -
- RAFFLE -
- Door Prizes -
- \$300 Donation -
at 7:00

NOVEMBER 19th, 1988 - 7:30 PM

Prefetto's Pizza
4857 N. Lombard



\$5.00 DONATION AT DOOR
OR BRING A NEW TOY

LIVE MUSIC

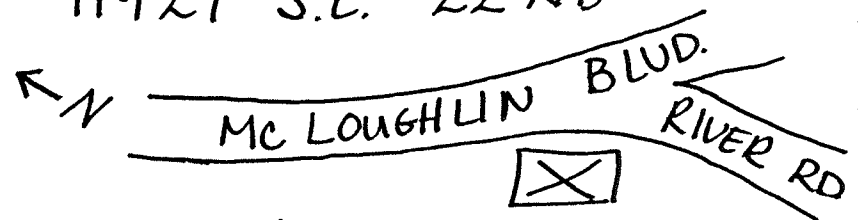
DRAWINGS
PRIZES



LAST CHANCE PARTY

ON
NOVEMBER 26, 1988
8pm to 2am

River Road House
11921 S.E. 22ND



BIKES IN FRONT
CARS IN BACK

MORE INFORMATION
CALL: MIKEY
659-9205

Sponsored BY THE N.E. and S.E. CHAPTERS OF A.B.A.T.E.

TOY RUN PARADE

6TH ANNUAL

A.B.A.T.E. OF OREGON
WASHINGTON COUNTY CHAPTER

BENEFIT FOR HILLSBORO FIRE DEPT.

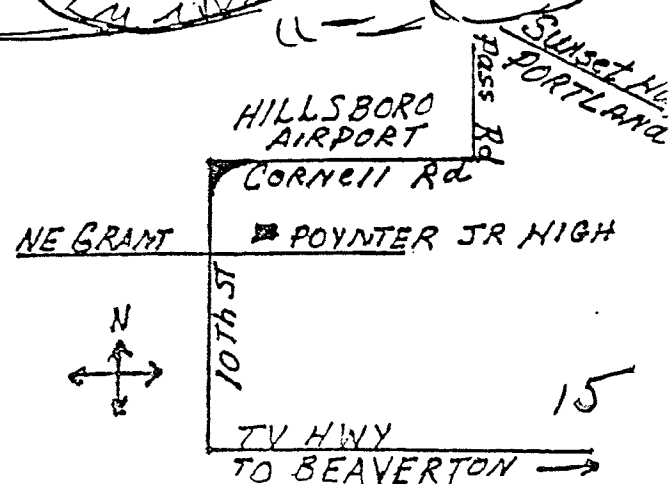
SATURDAY--NOVEMBER 26TH--1988
ALL MOTORCYCLISTS WELCOME--BRING A TOY

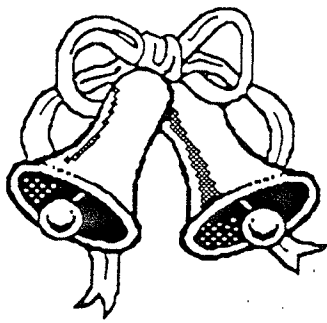


ASSEMBLE AT POYNTER JR. HIGH--11:AM
1535 NE GRANT, HILLSBORO

12:00---PARADE BEGINS
INFO--640-5638 640--5277

(PRIZES, DRAWINGS-- AFTER PARADE)
TICKET MUST BE PRESENT TO WIN





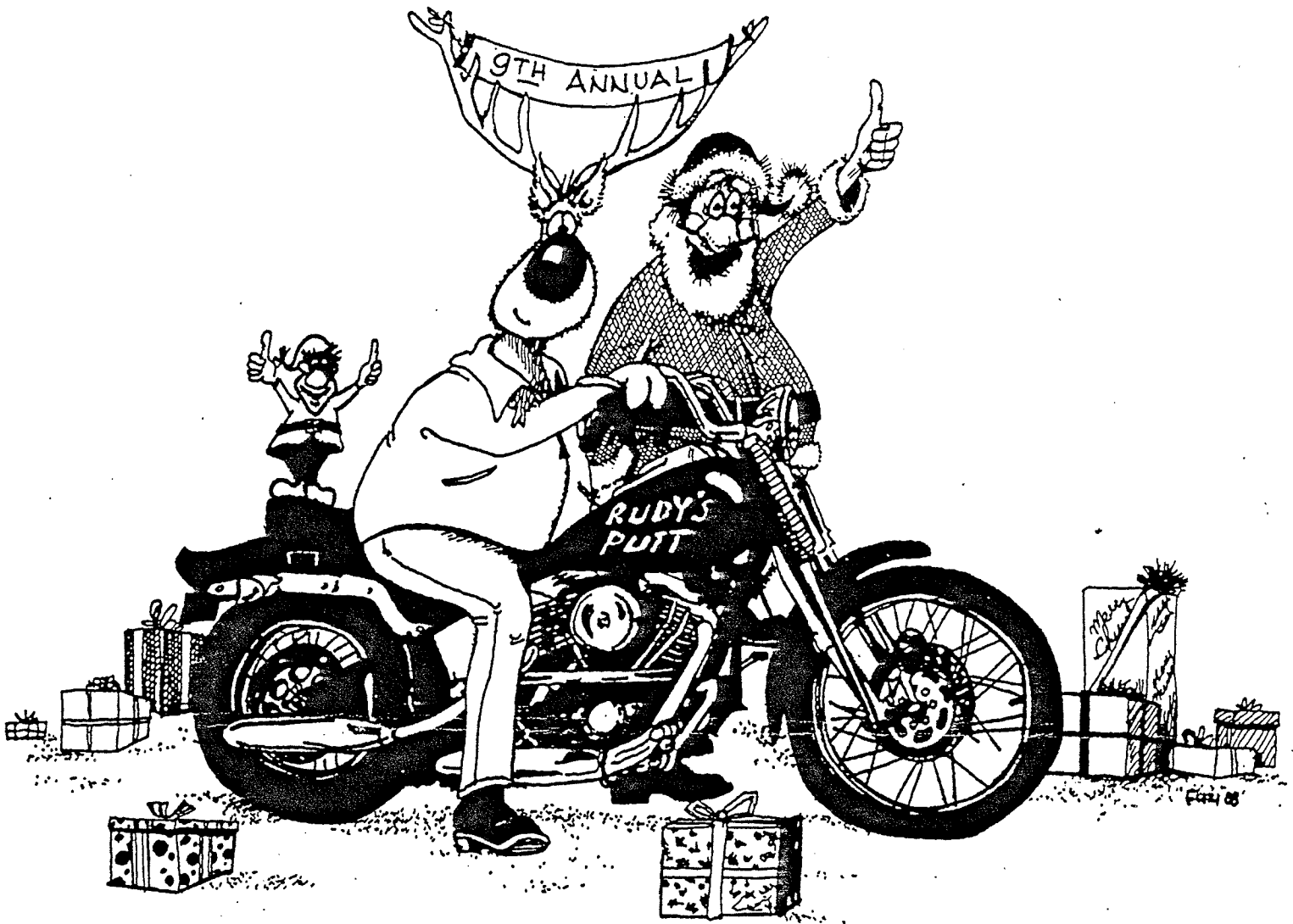
EAST PORTLAND A.B.A.T.E.

presents

TOY RUN '88

TO BENEFIT THE SHRINERS HOSPITAL

December 3, 1988



MEET AT CLIFF LAMB'S A & J CYCLE - 10th & WOODWARD



For More Information:

Sarge: 639-0873
Mike: 659-9205
Trash: 287-5031

- Form up at 11:30am; Leave at 12:45pm
- T-Shirts, Coffee & Donuts available
- Meet Santa & Mrs. Claus

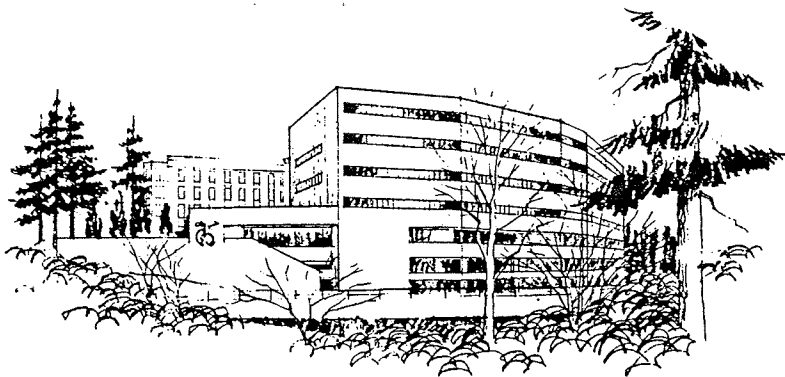
BRING A NEW TOY!



JARVIS B. BLACK
Chairman, Board of Governors

PAUL CAMPBELL, M.D.
Chief of Staff

PATRICIA J. TURECKI
Administrator



"BECAUSE
WE CARE"

SHRINERS HOSPITAL FOR CRIPPLED CHILDREN

September 28, 1988

To: Merchants Participating in the 1988 ABATE Toy Run;

The Members of ABATE of Oregon and Shriners Hospital are preparing for the 9th Annual ABATE Toy Run.

For the last nine years, the ABATE Members have worked hard to bring toys to the patients during the Christmas Season. The gifts from last Year's Toy Run have been used for various Special Events, birthdays, ETC. with our patients and families. We also use the items for Game prizes, the Welcome Wagon, Discharge gifts and for Out-patient clinics.

Thanks to the Community and the ABATE Members, we are able to make our patients' Hospital stay a little less BORING!!! Enclosed you will find an updated list of our most requested toys and games.

Thank-you for your interest and support of our patients and families!

Cindy Mullan
Child Life/Recreation
Department

P.S.

For direct Deposit Contribution:

(24-12) PAY TO THE ORDER OF (096)
FIRST INTERSTATE BANK OF OREGON, N.A.
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PORTLAND A.B.A.T.E. CHAPTERS
SHRINERS FUND
098 201312-6

Thank you Mickey

SHRINERS HOSPITAL'S TOY WISH LIST

INFANTS

Mobiles (especially with music boxes attached)
ANY Fisher Price toys appropriate for infants to use
Infant Mirrors
Soft Books

PRESCHOOLERS

Mattel See-n-Say
Disney Poppin' Pals
Play Doh
Duplos
Plastic kitchen toys (ie: dishes, tea sets, pans, etc.)
Colorforms
Crayon-by-Numbers
Fisher Price Playsets; Airport, Farm, Hospital, Schoolhouse, etc.
Fisher Price PEOPLE!!!
GAMES (such as; Chutes and Ladders, Candyland, checkers, Memory)
Stuffed Animals

SCHOOL-AGES (6-12 yrs.)

Story Cassette Tapes with books	Nerf Ball Sets (ie: Basketball with Hoops, and Footballs.)
UNO cards	Beachballs
Regular playing cards	Velcro Ball Dart sets
Snap together models	TRAIN sets
Model paint and paint thinner	Car Racing Sets
Felt pen coloring posters	Atari Game Cartridges for Atari 2600
Shrinky Dinks	Joysticks for the Atari
Play Doh Fun Factories	
Halloween Costumes	
<u>GAMES</u> : Operation, Sorry, Life, Checkers/Chess, Battlezone, Connect Four, ETC.	
Transformers	
TOMY HANDHELD GAMES	Craft Kit/projects (latch hook kits, jewelry making kits, stitchery, etc.)
Walkmen with headphones	

TEENAGERS

Glue-together Models	Brain Teasers
Model Glue	Word puzzle books
Model paint and paint thinner	Romance Novels for teens
Craft Kits (leather projects, stitchery kits, rug latching, etc.)	
Cassette tapes of CURRENT Rock Groups (Def Leppard, Vanhalen, Don Henley, etc.)	
GAMES: Backgammon, Statago, Risk, Trivial Pursuit (young players Addition), T.V. Video games (ie: Bingo, Clue, etc.).	
Toiletries: Aftershave, cologne, perfume, make-up items, jewelry, watches, etc.)	

GENERAL ITEMS NEEDED:

Party supplies (table cloths, crepe paper, children's wrapping paper, Streamers, Year-round holiday decorations, Face painting supplies, etc.)	
BATTERIES (AA's, C's, D's and 9volts)	Felt pen packs
Bottles of Elmers Glue	Sketch Pads
Blank Cassette tapes with cases	crayons
TRS80 Radio shack Computer games and/or computer Assesories	

10/88

SHRINERS HOSPITAL FOR CRIPPLED CHILDREN

3101 S. W. SAM JACKSON PARK ROAD • PORTLAND, OREGON 97201 • TELEPHONE (503) 241-5090

18

8TH

ANNUAL TOY RUN

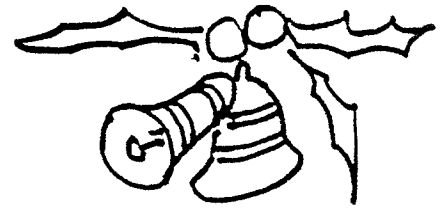


DEC. 3 11:00AM

BiMart Parking Lot Ashland

To Naval Reserves. Bring a Toy

Toy Boxes Located At Most Elementry Schools,
And Local Businesses And Bike Shops.



Good And Usable Toys Please
Can Goods Or
Perishables Excepted Also.



ABATE
OF OREGON



JACKSON COUNTY

FOR INFO, & PICK-UP

FRANK WAY - 779-3646

CHRISTMAS PARTY DANCE !!

WASHINGTON COUNTY CHAPTER
DECEMBER 10, 1988
8:00 P.M. TO 12:00 MIDNIGHT

50'S AND 60'S COUNTRY ROCK

SKYLARS

LIVE BAND

BRING A CAN OF FOOD
FOR THE SUNSHINE
DIVISION



INFORMATION:

640-5277

640-5638

NORTH PLAINS COMMUNITY HALL
255 N.W. HILLCREST AVE.

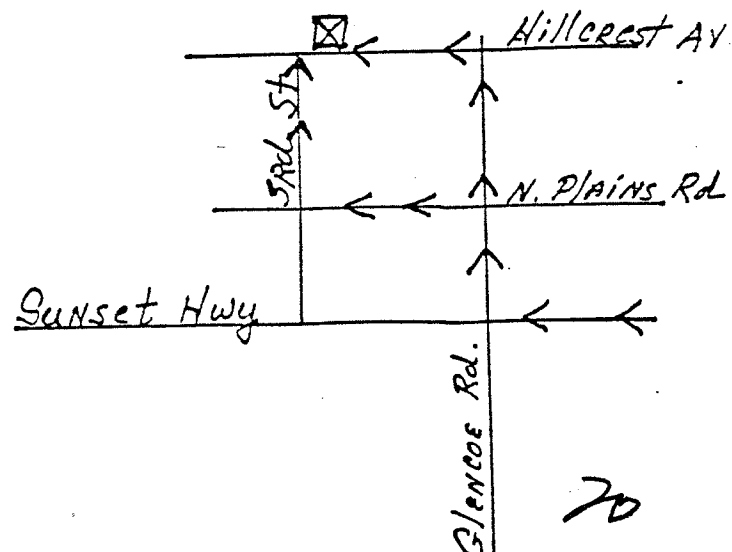
OFF STREET PARKING
SECURITY

\$10.00 PER COUPLE

\$5.00 SINGLE

"EVERYONE WELCOME"

BEVERAGES WILL BE FURNISHED
SPAGETTI FEED
KIDS WELCOME



Kids Under 12 Free

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

Josephine County Chapter
PO Box 1385
Merlin, OR 97532

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

Mt. Hood Chapter
PO Box 13021
Portland, OR 97218

NE Portland Chapter
PO Box 5792
Portland, OR 97228
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
For info: Barbara Gallaher
Phone: 289-2250

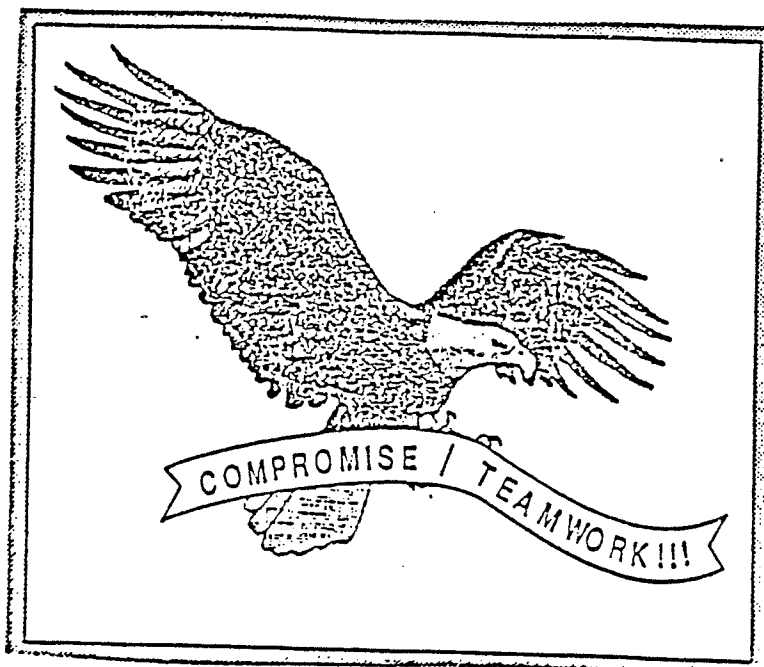
Washington County Chapter
PO Box 1353
Hillsboro, OR 97124
For info: Earl Frank (Scarf)
Phone: 640-5638

Yamhill County Chapter
Fatty Woldridge
1554 E 2nd
Newberg, OR 97132-3217
or: Dennis and Judy Jones
538-6716 evenings

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COUNTS!**

**EVERY DOLLAR
COUNTS!**

**SIGN UP A FRIEND
TODAY!**



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 MOTORCYCLE ACCIDENTS
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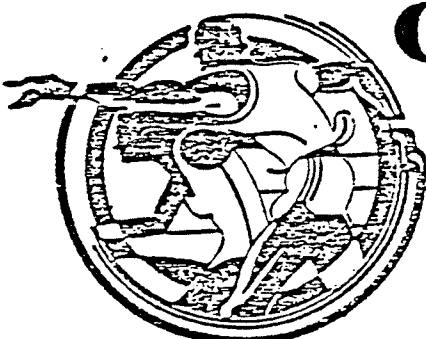
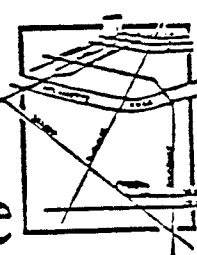
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You, too, can enjoy the benefits of our "ACTION PAC" of guarantees, a custom tailored package of values.

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- Consistently good, throughout the job, over time . . . Guaranteed!
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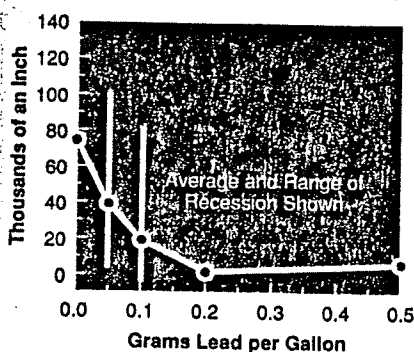
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• 3747 N.E. Sandy Blvd. • Portland, OR 97232 • 287-8321
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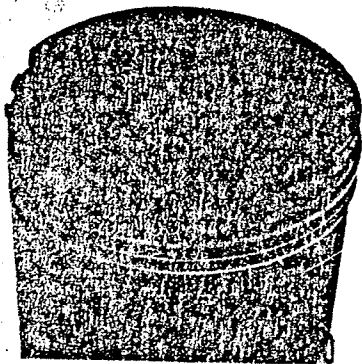
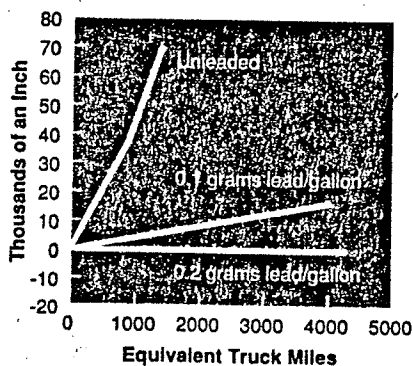
"which means fast starts, fast finishes and smooth running in between. Plus a team committed to customer support."

Where "ACTION speaks louder than words"

Valve Recession in Thousands of Inches



Valve Recession in Thousands of Inches



At the top, a graph charting the average valve recession in some V-eight engines after 60 hours of operation on fuels with differing concentrations of lead. The second graph confirms the first; it shows the results of tests using low-lead and unleaded fuels in a truck engine run at high speeds. Finally, an example of what fuel-related problems such as detonation and preignition can do to your engine. Not a pretty sight.

ing to find not only the right additive, but also the proper concentration. Since most of the boosters use alcohol, often in large amounts, they are not recommended for two-stroke engines.

What about using racing or aviation gasolines? Racing gasolines with octane ratings of 100 to almost 120 are available, but they are expensive, anywhere from \$2.50 a gallon on up. While racing gasolines come in both leaded or unleaded form, only the unleaded kind is legal for street use. Again, you will have to do some experimenting with the amount of racing fuel you should mix with pump gasoline. Using more than just enough to boost the octane rating to the point where problems are eliminated is just a waste of money.

Using AVGAS in a motorcycle is not recommended for several reasons. Because AVGAS has to work at high altitudes and low pressures without vapor lock, it has different characteristics than MOGAS. Thus to work properly in a motorcycle you should rejet the carburetors. AVGAS is also becoming hard to find since its low usage makes it unprofitable for refiners to produce. Even some aircraft owners are now using MOGAS in their airplanes. If you are going to try "special fuels" to increase octane numbers, your best bet is to go with one of the racing gasolines. No matter which way you go, be warned that storing gasoline is dangerous and often prohibited by local ordinances. In addition, gasoline stored for long periods of time can go stale or absorb moisture, resulting in poor performance or worse when finally used.

When it comes to putting lead back into gasolines for older bike engines that need it, additives are probably the only way you can go. While there are lots of TEL-substitute additives on the market, the jury is still out on how effective they are in preventing valve recession. Recent tests by one refiner, for example, showed that one additive was quite effective but another only provided the desired protection when used in quantities much greater than the recommended dosage on the label. The substitutes available

today range from a new gasoline containing HiTEC 1000 marketed by the Ethyl Corporation, to Real Lead 104+ Valve Saver, put out by Octane Boost Corporation of Dallas, Texas, that claims to add the equivalent of TEL legally allowed by the EPA. Other products use chemicals that supposedly duplicate the lubricating properties of TEL. The better known of these are Powershield, made by the Lubrizol Corporation, and DMA-4 produced by Dupont. These solutions don't come cheap, but they are probably cheaper than an engine rebuild. For example, Real Lead 104+ costs \$9 a quart and its directions call for one quart per 20 gallons of gasoline.

The best advice if you use fuels that contain alcohol is to keep your tank topped off and sealed to keep moisture out. This goes double if you drive a two-stroke. While oxygenated fuels are supposed to contain no more than 10-percent alcohol, dealers may knowingly or unknowingly be peddling gasolines with greater percentages. Perhaps the best advice is to avoid gasolines containing alcohol unless you are sure of the product's quality. In some parts of the country, many retailers are posting special notices advising that they sell non-alcohol fuels. If you live in an area such as Colorado, where oxygenated fuel is mandated during part of the year for environmental reasons, to be on the safe side you might consider using fuels containing ether-based MTBE. So far MTBE has not caused any problems, but it also burns hotter like alcohol.

The bottom line? If and when you do a valve job on an older engine, you should use the opportunity to put in harder valve seats that can handle unleaded fuels, if the seats are available. If your dealer can't handle the job he should know of someone who can. Though you could probably get by with one of the lead additives or substitutes, the peace of mind you'll have after installing hardened valve seats is worth the cost. Those of you who own motorcycles whose engines already have hardened valves and don't suffer from any fuel-related maladies, consider yourself fortunate. ■

When the introduction of catalytic converters made the use of unleaded gasoline compulsory, the engine manufacturers went to harder valve seats to overcome any problems resulting from the loss of the lubrication provided by leaded gasoline. As lead is slowly phased out of all gasolines, older engines designed to run on leaded fuels will suffer severe problems if they have to live on a steady diet of unleaded gasoline. The worst of those problems is exhaust-valve recession. Without any protection from lead, flakey oxides begin to form on the valve seats, especially at high temperatures. These flakes break away and form nodules on the faces of the valves themselves, which in turn grind away the valve seats. The seats then recede into the cylinder head, allowing exhaust gases to escape when the exhaust valves are supposed to be closed. The first signs of valve recession are a loss of compression and power. In terminal stages of valve recession, the valves burn up and it's time for a valve job.

Until recently, there had been little testing to determine the minimum amount of lead needed to prevent valve recession. In recent tests of automobile and truck engines, it appears that 0.2 grams of lead per gallon of gasoline will provide protection even in engines that are run hard. It turns out that the operating conditions determine the extent of the problem, with engine speed probably the most important factor. If you ride your bike at moderate speeds and never load it down, you can probably get by with very low concentrations of lead, or even unleaded gasoline.

But if you frequently practice Steve McQueen imitations on your vintage bike, then you are going to need more valve protection. The International Society for Vehicle Preservation (ISVP), which has done a lot of research on the leaded/unleaded controversy, has identified conditions that require some form of exhaust-valve protection. For motorcycles these include continuous operation at wide-open throttle, climbing grades greater than two to three percent, hot weather (over 95 degrees F), carrying a

passenger or pulling a trailer. They specifically pointed out that Japanese bikes built before the early '70s, pre-1984 Harleys, pre-1981 BMWs and all Moto Guzzi, Ducati and British motorcycles are susceptible to valve recession, especially if driven over 55 mph.

Because of the efforts of the ISVP, the EPA rescinded its plan to eliminate all leaded gasolines by January 1, 1988. Instead, it will allow the current 0.1 grams of lead per gallon "leaded" gasolines to be sold indefinitely. The EPA feels that as older vehicles disappear from the road it will no longer be profitable to produce leaded gasoline. While 0.1 grams per gallon will provide marginal protection, the problem is that the 0.1 value is only an average value that a refiner must meet. There is no guarantee that the supposedly leaded fuel you pump into your tank actually contains this amount. It may contain more or less, or contain so little TEL that it's really unleaded.

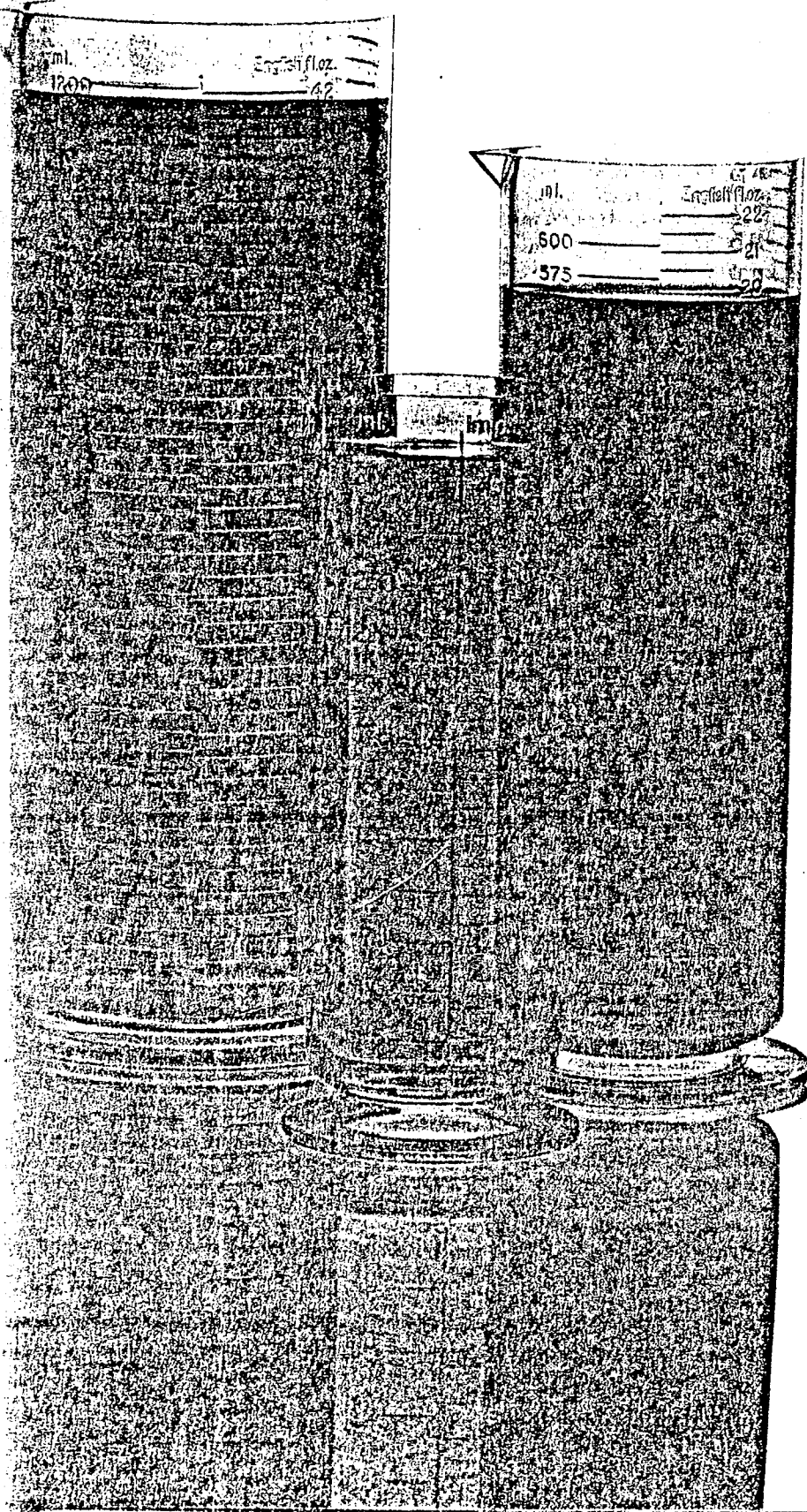
There's a lot of controversy over the use of oxygenated fuels, those alcohol-containing fuels such as ethanol, gasohol and methanol. However, one thing is known. As any Scotch drinker will attest, alcohol and water mix very well, since alcohol is hygroscopic or water-absorbing. By the same token gasoline and alcohol mix only marginally. Thus alcohol-containing gasolines will have a tendency to absorb water. And because the water/alcohol mixture is denser than gasoline, it will settle in the bottom of your fuel tank. If you try to burn alcohol/water rather than gasoline you could have starting problems, too-lean mixture ratios, excessive operating temperatures, or even vapor lock in hot weather. If the bike sits for long periods between rides, corrosion and oxidation can damage the aluminum and magnesium parts used to keep engine weight down. Corrosion can also damage carburetor parts, bearings, fuel tanks, pistons and rings. Over extended periods of time, alcohol will deteriorate the many rubber and plastic parts that are used in fuel systems.

Things are even worse for two-stroke engines where, in addition to the pre-

vious problems, alcohol can cause the oil mixed with the gasoline to separate out, reducing vital lubrication. Many two-cycle engine makers warn that fuel containing alcohol is a "no-no" and its use may invalidate the motorcycle warranty, especially if the alcohol content is greater than 10 percent, the legal limit for gasoline.

Now that we have identified some of the problems with today's fuels, let's look at some of the ways we can adapt. First, the octane problem. Too low an octane rating and too high a compression ratio can result in knocking, pinging, detonation, preignition, and running-on or dieseling. These are more than just annoying, they can destroy an engine in a short period of time. There are several ways to overcome the low-octane problem, but before trying them make sure that your engine is tuned to specification. Often a tune-up will cure the problem. In addition, because carbon buildup can increase compression ratios and provide "hot spots" for preignition, decarbonizing, while more drastic than a tune-up, can often eliminate the problem. You can decrease the compression ratio of any engine simply by adding a thicker head gasket, or with more difficulty, by changing heads or pistons, but you will suffer a penalty in performance as the compression ratio is reduced. As a rule of thumb, any engine with a compression ratio greater than 9:1 will probably require a higher-octane gasoline than the typical 86 AKI of today's regular. When riding, detonation and preignition can be reduced somewhat by keeping the engine speed up and not letting it lug.

Of course, the easiest solution to a low-octane problem is to switch to a higher-octane pump gasoline, such as premium unleaded, but this shouldn't replace checking the engine's state of tune. Do a little shopping to find the highest RON, MON or AKI rating, which is labeled on the pump. You can also go to one of the many octane-boosting additives on the market today. Some of these will do the trick, while others are pure "snake oils." Start with reliable brand names and do a little experiment-



research laboratory in Dayton, Ohio, made a discovery that would revolutionize the internal combustion engine. The discovery was tetraethyl lead, or TEL, and with its implementation the compression ratio and horsepower race was off to a roaring start. By adding the maximum of just over 4 grams of TEL to each gallon of gasoline, it is possible to reach maximum octane ratings of over 120! Before you rush out to buy a pint of TEL to end your engine pinging and knocking problem, you should be aware that TEL is a deadly compound and virtually impossible for anyone but refiners to buy. Handling even minute amounts of TEL could be extremely hazardous to your health.

While the main reason for putting TEL in gasoline was to increase octane ratings, it had an important side effect. Lead turned out to be a great lubricant for valves. As leaded fuel burns, it leaves a tan-colored, lead-oxide deposit with good lubricating properties. You have probably seen these deposits on the spark plugs from engines run on leaded fuel.

FACTS ABOUT

FUEL

Do you know what
all those letters
and numbers on
the pump *really*
mean? **by Bill Sluru**

Buying gasoline for your motorcycle can be confusing today. With all the various types available, such as unleaded, leaded, gasohol and ethanol, you might wonder which one is right for your bike. Letters posted on the pump like AKI, RON, MON and MTBE just add to the confusion. While you can blindly pump the lowest-priced stuff into your tank, with some careful selection you can get the best performance from your bike while prolonging its life.

Before I go any further, I should point out that the best place to find out what gasoline you should be using is in your operator's manual. Operator's manuals are unique pieces of literature. Their volume would put them on the bestseller lists, yet they are read by very few. Your manual should tell you what types of gasoline to use and which ones to avoid. And who knows better what fuel to use than the people who built the engine?

Let's first clear up the confusion on gasoline types and nomenclature. I'll

start with the octane rating. The octane rating of a gasoline is determined in the laboratory by a somewhat complicated procedure using a special single-cylinder engine, but not a motorcycle engine. To measure the octane number of a gasoline, the engine is run on the fuel while its compression ratio is increased until the engine starts knocking. Then without changing the compression ratio, the engine is run on blends of two test fuels; N-heptane, which knocks very easily, and isooctane, which resists knocking. The percentage of N-heptane is decreased and isooctane is increased until knocking in the test engine matches that of the gasoline that is being rated. The percentage of isooctane under these conditions then becomes the octane number. For example, let's say the blend that matches the knocking of the test fuel includes 14 percent N-heptane and 86 percent isooctane. This gasoline would then be assigned an octane rating of 86.

Now I'm going to add a further com-

plication, since knocking partly depends on how hard you drive your machine. Thus octane numbers depend on the test engine's operating conditions. If the engine is run under a prescribed set of severe operating conditions, the Motor-ing Octane Number or MON, is determined. When run under less severe operating conditions, the Research Octane Number, or RON is determined. There is usually a 10-point spread between these octane numbers, with the MON being the lower value. At the pump you may see the RON and MON posted, plus another number, the AKI or Anti-Knock Index, which is no more than the average of the RON and MON.

Back in the early days of motoring, compression ratios were very low, like 4:1 or maybe 5:1, mainly because of the quality of gasoline available. Anything higher and the resultant knocking was intolerable. Besides, before the electric starter, a very low compression ratio made turning the crank easier. Then in the early '20s, "Boss" Kettering and his boys at the GM

"Although the California Dates ad is probably not actionable in the legal sense," said Bikers Against Manslaughter founding attorney Russ Brown, "it is truly a demeaning and ill-conceived advertisement which the Date Committee should be compelled to withdraw."

Speaking on behalf of McCall's Magazine, which ran the ad in their October issue, Associate Publisher Bobbie Halfin said that McCall's does not refuse advertising based on creative or artistic reasons, "unless it is lude or makes unsubstantiated medical claims." She declined to say whether or not McCall's would accept the ad again.

B.A.M. attempted to phone the CDAC, but our calls went unreturned.

Motorcyclists across the country are therefore encouraged to write the CDAC and urge them to reconsider their current ad campaign. Address your letters to the California Date Advisory Committee, P.O. Box 1736, Indio, CA 92202, or call (619) 347-4510. Please be polite, but let them know that we've worked long and hard to overcome the stereotype represented in their ads and they should stop perpetuating the myth.

As an added incentive to write, and because the public's perception of motorcyclists is important in determining how well our biker rights advocates are received by legislators and the media, Russ Brown has authorized B.A.M. National Director Bill Bish to donate \$500 to the motorcycle rights organization whose member writes the best letter to the Date Committee. Also, the letter's author will receive a \$100 gift certificate to his/her favorite motorcycle shop.

To qualify, mail your letter to the CDAC and send a copy of that letter to: Bikers Against Manslaughter, 5455 Wilshire Blvd., Ste. 1600, Los Angeles, CA 90036, or call (800)4-BIKERS if you need more information. Please write on the letter your daytime phone number and the name of the organization you belong to (one only). Independent judges will determine a winner sometime in January.



BIKERS AGAINST MANSLAUGHTER

National Headquarters

5455 Wilshire Boulevard, Suite 1600, Los Angeles, California 90036

RUSS BROWN
Founder

PRESS RELEASE **** PRESS RELEASE **** PRESS RELEASE

William H. Bish
National Director

For Release Upon Receipt
October 7, 1988

For further information:
Bill Bish (800) 424-5377

ADVERTISING CAMPAIGN DEGRADING TO MOTORCYCLISTS

LOS ANGELES -- In a nationwide advertising campaign for California Dates, a stereotype "biker" is pictured over the caption, "He Doesn't Get Many Dates." The ad copy goes on to suggest that the biker is unhealthy, dirty and lawless.

You'd think that in the wake of the motorcycle community's uproar over such negative biker images as those portrayed in advertisements for American Express and Scott Lawn Products, resulting in those ads being cancelled, that advertising executives would learn to re-direct their prejudices.

Instead of seeing our efforts lead to a decrease in such false and misleading characterizations, however, we see the California Date Advisory Committee capitalizing on the media-created stereotype to produce the worst and most offensive ad ever!



HE DOESN'T GET MANY DATES.

If he did, he might trade that chopper in for a ten-speed. After all, dates can give anyone a healthy outlook. They're low in calories and have nearly every nutrient a body needs. So who knows? If he showers, shaves and eats a few dates, he might marry a debutante. Stop running from officers. Start running for office. Maybe win.



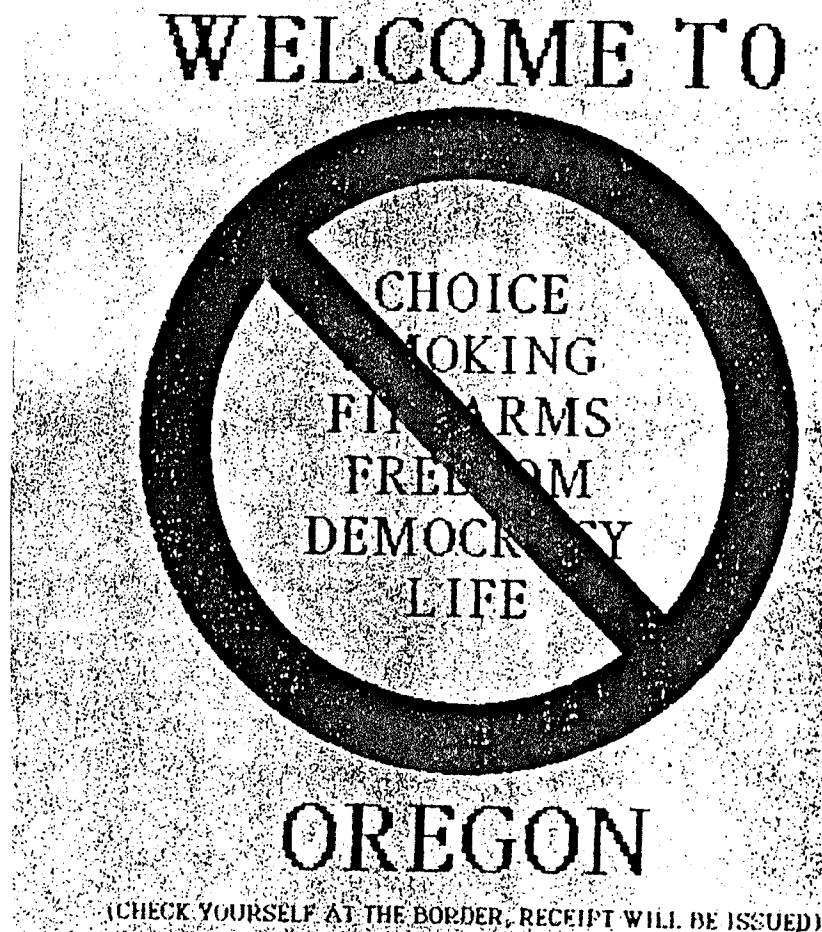
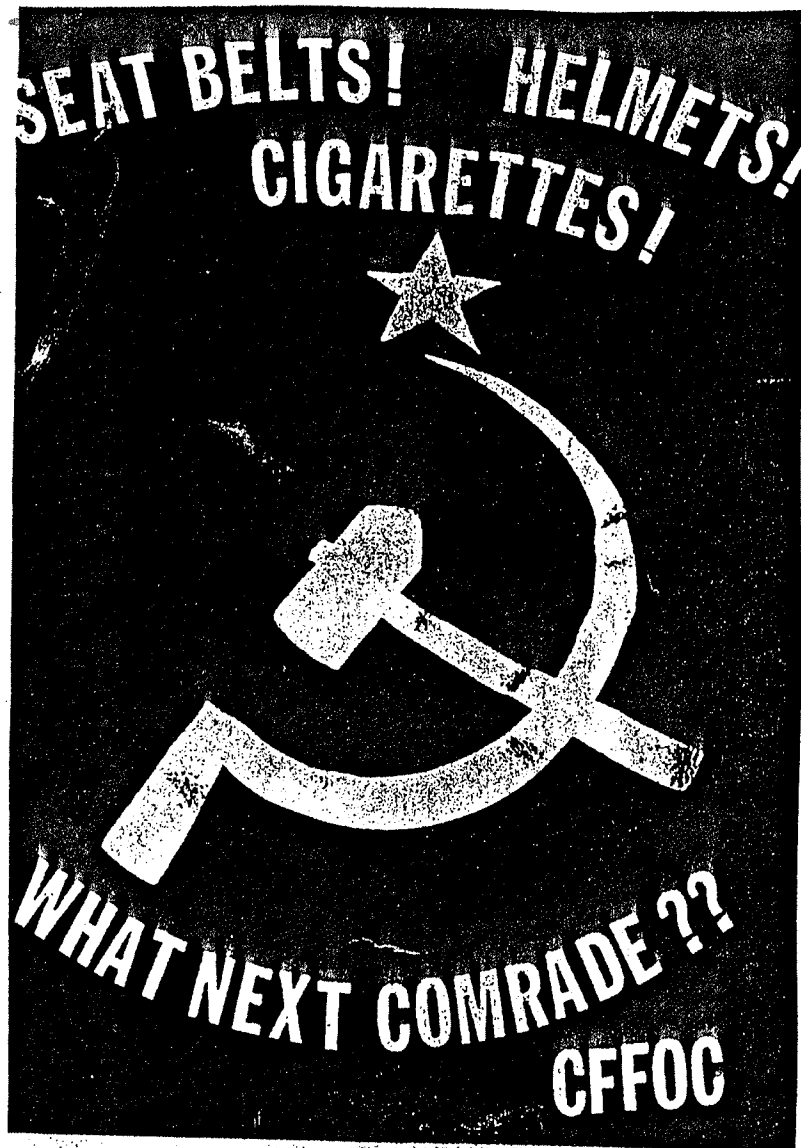
California
Dates

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(1-800-424-5377)

24 HOURS TOLL FREE NATIONWIDE

23



THESE ARE THE T-SHIRT DESIGNS THAT CITIZENS FOR FREEDOM OF CHOICE IS SELLING. \$12.50 IF ORDERING BY MAIL. YOU MAY ORDER THESE AT THE FOLLOWING ADDRESS: CITIZENS FOR FREEDOM OF CHOICE
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Portland, OR 97211

COME IN ALL SIZES, SMALL, MEDIUM, LARGE, EXTRA LARGE. YOUR STATE REPS WILL ALSO HAVE THEM. THEY WILL SELL FOR \$10.00 IF PURCHASING THROUGH YOUR CHAPTER. ALSO XL. THEY COME IN MEDIUM TOO, I FORGOT.

Legislative Proposal: Medical Exemption from Helmet Use
10/8/88

Presented to ABATE of Oregon, Inc. Board of Directors by Teresa Hepker
(Language to be added is typed in ***bold italic*** letters.)

ORS 814.290 and 811.220 shall be amended to read:

814.290 Exemptions from protective headgear requirements. This section establishes exemptions from the requirements and penalties relating to the use of protective headgear under ORS 814.260 to 814.280. A person is not in violation of ORS 814.260, 814.270 or 814.280 if the person is any of the following:

- (1) Within an inclosed cab.
- (2) Operating or riding within a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour.
- (3) ***Any person for whom a certificate is issued by the division under ORS 811.220.***

811.220 Certificates of exemption from child safety system ***or protective headgear*** requirement. The administrator of the division shall issue a certificate of exemption required under ORS 811.215 ***or 814.290*** for any person on whose behalf a statement signed by a physician is presented to the division. For a physician's statement to qualify under this section, the physician giving the statement must set forth reasons in the statement why use of a child safety system, or safety belt or safety harness by the child, ***or protective headgear by the person,*** would be impractical or harmful to the person by reason of physical condition, medical problem or body size.

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