

ABATE



of WASHINGTON

Dedicated to Freedom of the Road

NEWSLETTER

MARCH 1979

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STATE COORDINATOR-----	JERRY WESTFALL
DEPUTY STATE COORDINATOR---	MERLE JORNLIN
TREASURER-----	CHERYL HEMMERT
SECRETARY-----	GORDIE HODSDON
PERSONAL AIDS TO STATE COORDINATOR	
AND STATE SGT AT ARMS-----	DEACON, "BIG AL" WISMAN
AMBASSADOR AT LARGE-----	GYPSY
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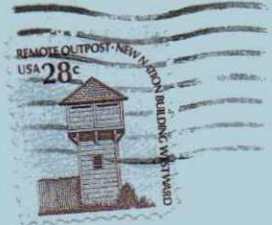
V. Pres.

JOIN abate



Coming together is a beginning;
keeping together is progress;
working together is success.
(Henry Ford)

Rich Rod
1309 E 62nd ST.
TACOMA, WA
98404



JOIN ABATE

"THOUGHTS AND THINGS FROM YOUR STATE COORDINATOR"

Well, at the time of this writing, ABATE has been a Chapter Oriented Organization now for one month. It has been a very exciting and involved month. We've seen our Chapters grow from six to twelve and our membership increased almost 200% in the past two months! I've been asked to attend various Chapter meetings in the State and have been very impressed and pleased with how they're doing. For being a Chapter Organization for such a short time, our people have been busting their balls!! All the Chapter meetings that I've been to this past month, which includes, Seattle, Olympia, Grays Harbor County, Tacoma and Vancouver, I can say these people are VERY much into ABATE and are working VERY hard to make it what we all want it to be. A solid, effective Brotherhood. The interest shown is astronomical! The dedication beyond question!

My plans for the future include attending the rest of the Chapters meetings as-soon-as-possible. It's difficult to set a fair schedule and I hope the people will be patient. I am taking them as I can get them on my calendar!! I plan not to just pass through your Chapters but to meet you people and get involved with them. I will attend all Chapter meetings, then I'll start over again. I feel the best way to keep close to my Brothers and Sisters, is to be there amongst them. I just wish there could be a way to get to you all at the same time. It's difficult and a heavy road to travel but I'll be there. I probably won't be able to do much the first couple weeks in March cause I have to have some foot surgery done so I can get this old body on the scoot this spring. I'll be in a leg cast for six weeks but as soon as the Doc says I can get up on my feet, I'll be back out on the road to our people, leg cast or not!

I'd again like to say to our Brothers and Sisters, "Thanks to you it's working". Without your efforts and dedication, it wouldn't be what it's become today. Keep up the good work and we'll have the best damn ABATE Organization in the Nation!!

GET INVOLVED. BECOME A PART OF IT AND MOST IMPORTANT OF ALL, RIDE EASY AND RIDE FREE.

Jerry Westfall

BOARD MEETING

It is tentative scheduled on April 22 at the South Park Community Center in Tacoma. More information forthcoming in the April Newsletter.

YOUR MEMBERSHIP IS
DUE FOR RENEWAL

EDITORIAL PAGE

DIVIDING LINE

An ugly story has reached us here at ABATE. Ugly in that it tells a tale of separation, hostility and mis-trust in our own ranks.

Evidently in Washington (Eastern) there is a move to form a "Federation" of Bikers that would purposely exclude some riders for their choice of club and/or attitude. Everyone involved and affected by the situations bringing about this action are suffering from something Western Washington has done away with. Fear.

It appears to us that fear of each other has caused this split in the Riders of Eastern Washington. Instead of working together and realizing that we are all one in the 1980's some of the people are still in the 50's and 60's. Personal differences and group trips should not over-ride the fact that we as a class of people are on the firing line. If you fight between yourselves, you make your eventual destruction that much easier to construct.

ABATE of Washington does not recognize or support any attempt to form a Federation that does not represent all Riders. Furthermore, we condemn any person or group that would cause problems and hassles in the Brotherhood.

If you want to accomplish some heavy trips and ride as one, get in touch with ABATE. It's what we're all about Brother.

Greg Walker,
Editorial Journalist

FROM THE CAPITOL

House Bill -5 this Bill has been set-aside for this session. Hopefully, no one will bring up this controversial issue again.

House Bill -655 there was a Public Hearing held on this Bill on February 12, 1979. Out of that meeting a workshop session was held with Merle Jornlin in attendance. At that meeting some changes were made in our favor in this Bill. This Bill has been set-aside for the regular session. Hopefully, if we have an extended session, we can maybe get something into Law on this Bill.

Substitute Senate Bill -2097 The House Transportation Committee has looked at this Bill and made following change. To Legally Operate a Moped, a person must be 16 years of age or older and hold a Valid Drivers License issued by his State of Residence.

Merle and Walt would like to thank all the people who attended and those who spoke at the Public Hearing February 12, 1979.

All the people that spoke at the hearing made Committee aware that we are trying to work within the System and to improve those Laws that Specifically Involve Motorcyclists.

Merle & Walt
Lobbyist

EDITORIAL PAGE

Greetings ABATE members. I was appointed political editor for our state ABATE Newsletter. My job will be to keep you people informed on federal issues such as EPA noise and emission proposals and any other legislation I come across from other states (such as the recent, ban on motorcycles bill, in New York City). I don't like wasting time so I'm going to jump into the heart of this letter to you all. Basically the two issues I'm concerned with now are the EPA noise proposals and the bill in N.Y. (12663-A) on the banning of motorcycles on that cities streets during evening hours.

As some of you may or may not know, EPA has put the heavy hand on our precious mode of transportation. If any of you have ridden any new bike, you know what I'm talking about. You can't hear them since they've gone to the 83 db mufflers. Also, the 79's sport, a new non-adjustable lean burn carburetor. This is aimed at low noise and emissions for our citizens. All the while, Georgia-Pacific and hundreds (thousands!) of other factories continue to pollute our air at an astonishing rate compared to small engines such as motorcycles. I lived on the freeway for a year in Bellingham and of all the noises that stuck out most, bikes weren't one of them. Big-semis and other trucks made the most noise and shook the hell out of my house in the process. I'm not going to go into the exact proposed levels here. I have copies I took from various magazines that outline the proposals pretty thoroughly and even answer some questions you might have. I'll see that your chapter coordinators get a copy of them to distribute to you people. I'll give you some addresses to write to for information from EPA. As usual, when writing letters to these agencies, BE POLITE and concise with your opinions, etc. You'll have much more effect that way. For copies on the regulations write:

Motorcycle Noise, AW490
Environment Protection Agency,
Washington, D.C. 20460

On the N.Y.C. issue, what has basically come down is a couple irrate polititions got together and got a bill offered at 2 a.m. to the Assembly and Senate of N.Y. State. This way no public hearings could get in the way of "democracy". Anyway it got to Gov. Carey before anyone really knew and he signed it. All that's necessary for it to go into effect is for it to be passed into a city ordinance by the N.Y.C. council. I'll also get copies of the 2 articles in "Street Chopper", Feb 1979 issue, for you to refer to when you write your letters. That's about it. I'll be commenting on these and other issues of concern in future newsletters. Till then ride free and get those letters in the mail!! It really makes a difference when someone gets a stack of letters on his/her desk instead of just a few.

Brian Coons,
Political Journalist

Write your Senators!
DO IT NOW!

A HEARING:

It's quite A commentary to attend a public hearing and have your opponent shake you down as if you're a raving animal loose in the city. Of course, that was exactly the picture that the Washington State Patrol High Command wanted to present to the Media and Committee Members.

And no wonder. The only proponent of a mandatory clothing law is the WSP and when given the opportunity to speak first to the committee, it was painfully obvious why the overly dramatic show of uniforms was planned. Mr. Landon's representative spoke for approximately 10 minutes and it was the same old show. Statistics that were easily broken down and a hollow plea for safety through education with no progressive additions proposed by WSP.

When compared to the 60-75 Bikers who filled the room representing for the most part ABATE of Washington and armed with speakers that had prepared not only statements against the issue but additions, possible programs and the offer to work with the committee on the subjects to insure a well-researched positive answer to motorcycle safety...well a smear campaign looked to be our opponents answer.

So the committee was warned about possible trouble from us. Our people were searched for weapons when entering the meeting area, followed when going anywhere on the floor, to include, the bathroom and generally harassed and intimidated by at least four uniforms and another three or four plainclothes security.

It was obvious that we were to be pictured as thugs that know only the boundry of mass fire-power from Law Enforcement to keep us in line.

Instead the Committee was met with suits, ties, work clothes, in short, people. People who have an interest in their government and want to help. People who are not afraid to walk the gauntlet of police lines to attend an open hearing, people that have well thought out ideas and beliefs and trust the system to respond.

The Committee responded well with interest and questions that showed their empathy with the people they represent. After the initial tension created by the WSP was found to be a myth, the meeting progressed and ended on a positive and united note. A great deal of respect should go to the committee members.

As for the WSP, when asked why so many troopers were on hand, one responed saying; "...because of the motorcyclists...is there a better reason?" Concerned with our safety? Hell no, and thats a sad way to serve with honor, isn't it?

Greg Walker,
Editorial Journalist

P.M. NORTHWEST SHOW

The showing on P.M. Northwest aired February 15th. was a real success! We believe we put our points across well and in doing so possibly were able to communicate to the general public that "Bikers", as such, are also capable, intelligent and resourceful individuals. We had a lot to say and we said it! The time span was short but for the time they allowed us, we got our views presented. A job well done and our greatful thanks to all those who participated, especially those riders who showed. They looked real good.

MEMBERSHIP: Dues-Fee's-Donations

We would like to impress upon our general membership the necessary requirements on how to handle any funds that you may be submitting to the State Secretary and/or State Treasury. If the Chapters are submitting funds for membership, ABATE paraphenalia or for State ABATE runs and/or events, PLEASE, SEND CHECK OR MONEY ORDER ONLY!! DO NOT SEND CASH!! You should also indicate with the submittal, what the funds are for; i.e.; membership, ABATE pins, patches; runs, events, etc. When funds are sent in for State ABATE runs or events, you should make sure that your NAME AND MEMBERSHIP NUMBER is indicated so we can set up a register. If an individual is a non-member who wants to make a run, then this should also be indicated. Members should be using your Chapter Secretaries for these kind of transactions. The better the information supplied, the tighter control we'll have on funds submitted.

NAME AND ADDRESS INFORMATION

All Chapter Directors who require Name/Address information from the ABATE State Secretary, should have their Secretaries contact the State Secretary, P.O. Box 85, Auburn, Wa. 98002. Also, it is the responsibility of the Chapter Secretaries to notify the State Secretary as to their members change of address and/or membership status.

DISTRICT CHAPTER MEETINGS

It is suggested that all Chapters consider having their meetings twice monthly. This would enable the Chapter Directors as well as the Chapter members to keep in closer contact with each other. The Directors would be able to keep their members better informed and the members able to communicate to their officers more frequently. A thirty day span between meetings tends to keep people mis-informed and unmotivated. Having meetings twice monthly would benefit your Chapters as well as those involved. This is not a requirement for the Chapters, only a suggestion.

The following policy will be in force pertaining to the formation of ABATE Chapters in the State of Washington. For recognition as an Abate of Washington Chapter, Chapters need to have:

1. (10) Ten Paid-up members.
2. Have a meeting to Elect Officers - President, Vice-President Secretary-Treasurer.
3. Submit Names and Addresses of Members plus Telephone Numbers for President, Vice-President and Secretary-Treasurer. Also submit: Time, Date and Place of monthly meetings to: State Secretary, ABATE, P.O. Box 85, Auburn, Wa. 98002.

MEMBERSHIP

Keep in mind our drive on membership!! The Chapter with the greatest membership increase from Feb. 1st. up to June 16th., the Saturday of our Greenwater Run, will be awarded a plaque for their efforts and dedication. Membership is where its at! The more people, the greater our power!! Membership applications can be obtained from your Chapter Secretaries. If your out puttin' around or with Brothers/Sisters that are bikers, sign them!! There's one hell of a bit of competition going on now between Grays Harbor County and Lewis County!! These people are bustin some ass getting memberships!! Seattle is running a very close third!! SIGN EM UP!! LETS RIDE!!

CHAPTER REPRESENTATIVES

A reminder, if you have not already done so, the Chapters are requested to provide at least one member to sit on the Greenwater Run Committee. The Chapters may want these people representative for them on all state functions and events. This is up to you people. It wouldn't hurt to form an Action/Event Committee for the State and have these people serve as Committee Members. They would be in a good position to formulate and coordinate our runs etc. It would be a beautiful communications link between the Chapters and the State. Any suggestions and ideas are always welcome. Submit through your Chapter Secretary and have them inputed to the State Board. Get Involved!! Submit your Greenwater Committee Representative names to Greg Walker as-soon-as-possible.

CHAPTER NEWSLETTER DATA

Chapters are encouraged to submit input data for our monthly Newsletter to Harold Corley, 11454 71st. Pl. So., Seattle, Wa. 98178. We're going to set up various sections of the Newsletter to provide our members with a communication link. We'll be setting up an Editorial Section, Letters To The Editor, where you can voice your ideas and opinions, an Advertisement Section for your personal ads, an Event Section to keep you informed of whats happened and/or whats about to happen. Got Any Ideas?

TIME

We would like to mention to our membership that when you send in your applications for membership that it does take a while to get all the paper work processed. We haven't forgotten you! Your applications have to be mailed to the State Secretary and he has to, in turn, make up the membership cards, Post the names and addresses to the membership list, Type up Rolex file cards for the membership files and mail the funds to the State Treasurer, then mail out the cards. If the new applications are from Chapters, those membership cards will be mailed to the Chapter Secretaries, if they are independent or individual riders, then those will be mailed to the individuals. Also with the Newsletter, if a person submits their Application for membership after the current months Newsletter has been mailed, then they will receive their Newsletter on the next months mailing list.

We are a very large growing organization and the involvement is getting greater. Please allow us sufficient time to process your needs and requirements. We won't let you down and we certainly won't forget you. It should be allowed 1-2 weeks for membership application processing. Your cooperation and patience is appreciated. Thanks.

BIKERS RIGHTS-BROTHERS AND SISTERS NOTE

There are currently a large amount of various types of Legislation being proposed throughout the United States that would directly effect you as Motorcycle Riders. We can not express deeply enough to you the extreme need that you write your Local, State and National Representatives and have your views heard.

The U.S. Department of Energy has made proposals which ration gasoline to Motorcyclists.

National Highway Traffic Safety Administrator, Joan Claybrook, is pushing very hard to impose mandatory helmet laws in all States. She has stated she will urge Congress to reverse its position on mandatory helmet usage laws. She has also indicated that she would like to see Motorcyclists "Switch from black leather jackets...into something yellow..."

New York City has banned the use of Motorcycles on their streets between the hours of 9pm and 8am. There are other boroughs and townships within New York State, and now working in New Jersey, to bring forth the same type of Legislative proposals.

The list goes on and on. Please - write these people!! It only takes a few minutes to sit down and write a letter. Expecially when you figure its going to effect you as a rider. If you people don't get involved - then you got no right to bitch!! Write your letter, sign your name at the end of your message. Keep the contents short but to the point. Put your return address on the letter. State your reason for writing. Your own personal experience, if applicable, is your best supporting evidence. Avoid stereotyped phrases, such as "Let those who Ride Decide" and "Helmet Laws Suck". These tend to identify your letter as part of a pressure campaign. Don't threaten. Ask those Representatives you write to to express his/her position in their reply. Thank the Legislators who please you with their support. MOST IMPORTANT - REGISTER TO VOTE!! WE PUT THEM IN - WE CAN TAKE THEM OUT!!

PATCHES-LOGO PINS

We are presently putting together an order system so that our members will be able to obtain the ABATE patches and logo pins. ABATE patches will be available the first part of April. We have 350 patches coming in. Send your orders BY CHAPTER ONLY and your donation of \$2.00 each to the State Secretary. Be sure to indicate that these funds are for PATCHES!! We'll be getting ABATE logo pins shortly. These will be \$3.00 each. Get your orders in now. The patches, when we order them, take any where's from 4-6 weeks.

RUMORS

1. That Walter really knows what ABATE stands for but was just trying to stall the committee...
2. That Honda Bob (Tri-Cities) is going to become Harley Bob...
3. That the tapes were destroyed...
4. That Daytona was really a telethon for Jerry Lewis...
5. That Deacon is really 5'2"...
6. That the Helmet Law (79) is shelved...
7. That every Executive Meeting is proceeded by a Hearse...(why)
8. That Jim Anderson is getting a HOG...
9. That Washington State Abate is the largest, fastest growing ABATE in the Western United States...
10. That Gray's Harbor has 94 members...

GREENWATER RUN!!

The day's getting closer and closer!! We would like to remind you that when you send in your reservation request, that you submit them directly to the State Secretary, P.O. Box 85, Auburn, Wa. 98002. The reservations are \$8.00 per member and \$10.00 per non-member - NO CASH!! Keep in mind, we have Brothers and Sisters out there that are not members and not all of our Brothers and Sisters ride bikes. Not yet anyway. What better way to get them biker orientated than to have them make a run with us!! BE SURE WHEN YOUR MAKING YOUR RESERVATION(S) THAT YOU GIVE YOUR NAME AND MEMBERSHIP NUMBER!! IF NON-MEMBERS, PLEASE INDICATE SO WE CAN BUILD OUR RUN REGISTER. This is very important. It's going to be a big job keeping these run reservations in order. It's up to you to make it work. Reservations are non-returnable. We don't want to get into the hassle of on the next to last day people cancelling when all the plans and activity is coming down. The task of returning would be very difficult to say the least. REMEMBER, THE RUN WILL BE SUCCESSFUL ONLY WITH YOUR HELP AND INVOLVEMENT!! RESERVATIONS SHOULD BE IN NO LATER THAN MAY 19th.

NEW CHARTER'S

If you know of anyone that is planning to put together a new Chapter, help them as much as possible and have them get in touch with our State Secretary. They should submit their membership applications and a list of their members names and addresses as-soon-as-possible. They should also notify the State Secretary as soon as they have had their first meeting with their elected officers so we can officially recognize their Chapter and welcome them to our Brotherhood.

We would like to welcome to Washington State Abate, the following new Chapters: Tacoma (Pierce County), Oak Harbor (Island County) and the Tri-Cities. Tacomans (President) is Rich Roe, (Vice-President) Jack Flash, (Secretary) Kim Lavergue and the (Treasurer) Crazy Tom. Oak Harbors (President) is Fred Thompson, (Vice-President) Kevin Conway and the (Secretary-Treasurer) is Tony Metson. The Tri-Cities (President) is Honda Bob Campbell, (Vice-President) Doc Solinivich and the (Secretary-Treasurer) is Mike Yencopal. WELCOME!!

CHAPTER MEETINGS

With puttin' weather right around the corner, it's probable that some Chapters will be changing their meetings so they're not being held on the week-ends. So that I can set up my calendar to schedule attending Chapter meets, I would like for all Chapters to submit to me their meeting schedules with day - time - and a map on directions on how to get there. I realise that this information has been released through the Newsletter in the past but I would like it personally sent to me at my home address. Your cooperation is appreciated.

NOW THAT I'VE GOTTEN YOUR ATTENTION!!

SEX

HAVE YOU PAID YOUR DUES LATELY,
AND/OR RENEWED YOUR MEMBERSHIP?

Jerry Westfall,
Coordinator
Washington State ABATE
13059 S.E. 103rd. St.
Renton, Wa. 98055

CHAPTER MEETINGS

Seattle Chapter: Meetings held on first Sunday of month at Nicky's Tavern, 9041 Holman Rd. N.W. at 2:00 p.m.

Bremerton Chapter: Meetings held on last Monday of month at Step's Chop Shop, 2102 E 11th. St. Phone: 373-9944

Vancouver Chapter: Meetings held on third Monday each month at Rosemere Community Center, 1501 E 33rd. St. Phone: 694-4674

Mason County Chapter: Meetings held on second Sunday of month at the Union Fire Hall at 2:00 p.m.

Tacoma Chapter: Meetings held on second Sunday of month at 3:00 p.m. Call 752-1490 for directions.

Auburn Chapter: Meetings held on second Sunday of month at 3:00 p.m. at Walt and Lori Land's, 111 9th. St. S.E., Auburn, Wa. Phone: 833-8462

Lewis County Chapter: Meeting held on first Saturday of each month. 608 Folsom Central Cycle Supply, Chehalis. Phone: 736-3607

Olympia Chapter: Meetings held on first Saturday of each month. Captain Coyotes Tavern at 11:00 a.m.

Grays Harbor County Chapter: Meetings held on second Saturday each month. Contact Terry Church, Chapter President at 249-3873

Tri-Cities Chapter: Meetings held on second Sunday of each month.

Bellingham Chapter: Meetings held on fourth Sunday of each month. For information call Brian Coons at 595-2267.

QUICK QUIPS

IF MISSING MEMBERSHIP CARD - CONTACT OUR STATE SECRETARY.

ANY CHANGE OF ADDRESS - CONTACT STATE SECRETARY.

MEMBERSHIP ETC. - "NO CASH" ANY FUNCTION. USE CHECKS OR MONEY ORDERS.

CHAPTERS - NOTIFY STATE SECRETARY AS TO ELECTED OFFICIALS AND CHAPTER ADDRESSES.

CHAPTER SECRETARIES - PLEASE SEND TYPE-WRITTEN MINUTES OF YOUR MEETINGS TO THE STATE SECRETARY NO LATER THAN ONE WEEK AFTER YOUR MEETINGS.

NEW MEMBERSHIPS AND RENEWALS MUST BE SUBMITTED ON ABATE MEMBERSHIP APPLICATIONS. IDENTIFY IF NEW OR RENEWAL, ALSO INDICATE CHAPTER.

Jim "Butch" Butcher, Tattoo Techniques of Bremerton, has a need for a Step Van or Bus to set up a Portable Shop which he will use on our June Opener and possibly future State and Chapter Runs that we may have. If any Brothers or Sisters out there know of such a vehicle available, please call "Butch" at 876-9059 (Bremerton).

WANTED

Steering Gearbox
for a 57' $\frac{1}{2}$ ton truck
Call Bruce Kratochuil
784-5601

FOR SALE

1975 SPORTSTER - Complete New Top End -
4" over tubes - Superglide - Rear Shocks -
Fender and Rear Disc 16" Wheel - Candy
Apple Blue. Call Gordie 863-2913
\$2250.00 or offer.

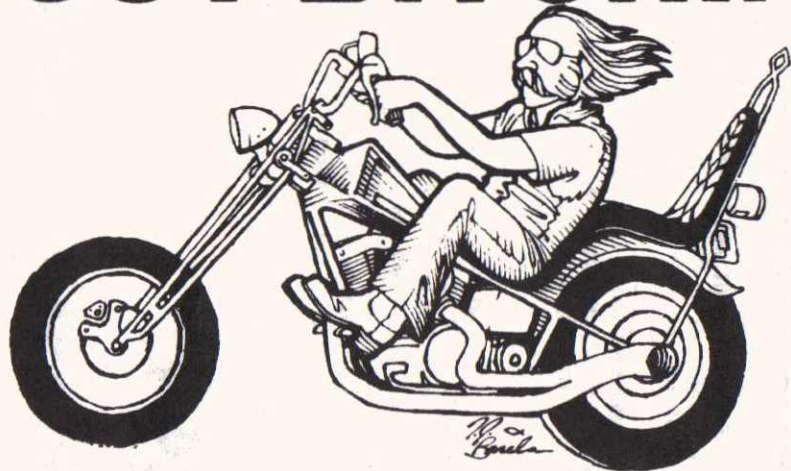
FOR SALE

1973 Harley Davidson Police Special
30,000 miles, Disc Brake, all Stock
Saddlebags, Windshield. \$2700.00
Call: 244-5925 days - 243-9407 eve.

FOR SALE

1975 Honda C1360 - 1000 miles
New condition - New Tires
Battery Tired. \$700.00
Call Harold - 772-0322

JUST BITCHIN



Sieg Heil Joan Claybrook

Think it's been a bitch dealing with Joan Clabrook, the head bitch of the Nazi Highway Traffic Safety Administration? Well, as Al Jolson used to say, "You ain't seen nothing yet."

On Thursday, January 11, Claybrook, known as "Jammin' Joan" by her second in command Joseph P. Goebbels because of her campaign to jam helmets on motorcyclists' heads, released a federal report stating that the repeal of state laws requiring that motorcyclists wear helmets has more than doubled the rate of fatal head injuries in cycle accidents.

This time Joan and her Brown Shirts want to take it all the way and reinstate the mandatory helmet law. The DOT will be working on Congress this year to reinstate the federal rules that require states to adopt a helmet law or lose 10% of their federal highway money. Are you listening Stuart McKinney?

It didn't matter to Claybrook that the report she released was based on only three helmetless states, Colorado, Kansas and South Dakota, where she claims the motorcycle death rate went up 24% in 1977 over 1976.

It didn't matter to Claybrook that during the same time period fatalities increased 53% in Ohio, 56% in New York, 63% in Georgia, 63% in Massachusetts, 63% in New Jersey, 63% in West Virginia and 202% in Wyoming which are all states with helmet laws.

It didn't matter to Claybrook that 2½%, a minimal figure, of the total fatal accidents involve mopeds, which are classified as motorcycles in 33 states, as reported by the Fatal

Accident Reporting System (FARS). Nor did it matter to Claybrook that FARS can not even determine if 31% of the fatalities were even using helmets.

It doesn't matter to Claybrook that more than half of the fatalities in car accidents are the result of head injuries. You don't hear her screaming for mandatory helmets for car drivers and their passengers. Can you imagine what would happen if the Department Opposed to Transportation came out with a mandatory helmet bill for cage drivers?

Stuff like facts only get in the way of propaganda. Hell, Claybrook doesn't care about your safety. She only cares about helmets.

And she ain't sitting on her ass. Letters are going out to all the state governors to inform them of the study and to get them to support helmet laws. Claybrook is also letting the insurance companies know about her trumped up findings.

It didn't matter to Claybrook that a study in Los Angeles showed that more than half of fatal motorcycle accidents are caused by cage jockies that claim they didn't see the motorcyclist coming. "Maybe we should start a campaign to do away with the black leather jackets and get them all to wear something yellow," is Claybrook's answer to the L.A. study.

We can't confirm this but we heard that Claybrook wants all motorcyclists to wear yellow Stars of David both on the front and back of their jackets. That way, she reasons, it would be easier to see and also identify motorcyclists. It has also been suggested that motorcyclists be required to have a star tattooed on their arms. The reasoning behind that is clear in that it is a well known fact that motorcyclists all have tattoos anyway, so they won't put up a fuss.

Once all of the motorcyclists are tattooed it will be fairly easy to round them up and send them to rehabilita-

tion camps where they will be taught the dangers of motorcycling.

Before I get anymore carried away I better stop or the publishers here will be yanking out their hair in fear of a law suit.

Seriously, every one of you should sit down right now, don't wait till you finish your beer, and write a letter to your governor, your congressmen and senators. As much as we would all like to consider Claybrook a joke, we can't. She is dead serious about her plans to jam helmets on your heads and she has the power to do it. The letter doesn't have to be long, just keep it as polite as possible.

If letter writing doesn't work, maybe bikers should begin to seriously consider a national protest. It's a fact that bikers are and will remain second class citizens until they bring some attention to themselves.

When was the last time you saw a newspaper story, court case, what have you where one of the more vocal minorities like Blacks, gays, women or even prostitutes were maligned and there weren't at least a half dozen follow up stories reputing what went down? How come these so-called minorities get the press and bikers don't? It might be because all of these minorities have marched on Washington, D.C. and made it clear that they've had enough.

It's about time that the people in government realized that bikers are not second class citizens. Maybe just the threat of a national protest for biker's rights will be enough for the government to start taking us seriously.

Working with the government officials is fine and bikers should try to work even more closely with the government this year, but if we fail to get any action from the government there are other means of getting their attention.

I don't know about you, but I don't want to see "In the wind" become an outmoded phrase.

Gutenaben.

"CLIPPINGS FROM HERE AND THERE"

DAILY OLYMPIAN - FEB. 13, 1979

Bikers Blast Helmet Legislation

Legislature

By NANCY ANN PARKES
Associated Press Writer

A motorcycle helmet is about as effective as an eggshell once you're going over 13 miles per hour, says a member of a Seattle bikers' club.

An educational program for motorcyclists would do a lot more towards reducing fatality rates than a mandatory helmet law, added Gordy Hodston, state representative of A Brotherhood Against Totalitarian Enactments.

He testified Monday night before the House Transportation Committee — HB5, which would make the use of helmets mandatory for bikers under age 18, and HB655, which would

create an educational program designed to reduce on-the-road injury and would impose tougher licensing restrictions.

"HB5 is an honest attempt to protect young persons," said Capt. Russell Sherman of the Washington State Patrol.

Sherman said motorcycle fatalities have increased by 46 percent in Washington, adding that more than 20 percent of the victims were less than 20 years old.

However, he noted that the statistics didn't indicate how many of the motorcyclists and how many other motorists were at fault.

Washington's mandatory helmet law was repealed in September 1977 after Congress halted a cut-off of state highway funds to states lacking a helmet requirement. Another 25 states also have repealed mandatory helmet laws.

All of the bikers who spoke at

the meeting said helmets made driving more dangerous by impeding side vision and hearing.

Rep. P.J. Gallagher, D-Tacoma, asked why police wore helmets if they were so dangerous.

"How often does a motorist run into a police officer?" said one biker. He claimed automobile drivers often try to run motorcyclists off the road.

Bikers also said police helmets are built differently from those made for civilians, allowing officers to hear better.

Hodston claimed state Transportation Department studies showed no dramatic increase or decrease in fatalities since Washington's mandatory helmet law was repealed in 1977.

Hodston also claimed 68 percent of cyclist fatalities were the fault of automobile drivers.

Greg Walker, a Tacoma ABATE spokesman and former police officer, said the issue was one of personal choice.

"The question is how far the government can go towards protecting the people?" said Walker. "How many times is a bill like this going to come up? How many dollars are spent and how many committees like this will meet? People across the country have said they don't want it."

Gov. Dixy Lee Ray, who signed the bill repealing the old helmet law, has not indicated whether or not she would sign a measure to reinstate it.

Do Seat Belts or Helmets Help?

By Dan Coughlin

A study of the relationship between traffic fatalities and vehicle safety equipment such as seat belts or motorcycle helmets is being launched by King County Medical Examiner Dr. Donald T. Reay.

He said yesterday that "nobody has really looked at the question systematically."

Reay said he is "bothered" by the debate over motorcycle helmets.

"It's always presented in terms of whether the person was wearing a helmet or not wearing a helmet," he said. "Nobody ever asks whether a helmet could have prevented the injuries that actually were the cause of death. It may be, for instance, that helmets actually aggravate neck

injuries. We intend to find out."

The study will include all traffic fatalities in the county, he said.

"In the past, accidents have been looked at from a traffic engineering point of view, or a police point of view. We intend to look at them from a medical point of view."

One of the objectives of the study is to link vehicle design and maintenance with the injuries.

"If we had hard data we might be able to say that a person died of chest injuries — in a defective vehicle filled with carbon monoxide," he said.

In a presentation to the County Council's health and human services committee, Reay said

there is no "in-depth" investigation when a single vehicle is involved in a fatal accident.

"Considerable data from dummies in testing laboratories has accumulated, but careful injury - vehicle - accident site correlations have not been performed with any consistency," he said.

The study will be conducted by an investigator on 24-hour call for a two-year period. Reay said he believes some relevant statistics will be developed within six months.

The council committee gave tentative approval to a \$21,690 expenditure to buy a specially equipped vehicle, cameras and X-ray equipment for the project. The money is to come from the Washington State Traffic Safety Commission, which has endorsed the project.

POSITION OPENED

Instructor/Coordinator
Motorcycle Repair Technology
For Steilacoom Community College
9401 Fatwast Dr. S.W. (Tacoma)
Dick Mogg - Dean of Instruction
Closes March 9 - to start March 15