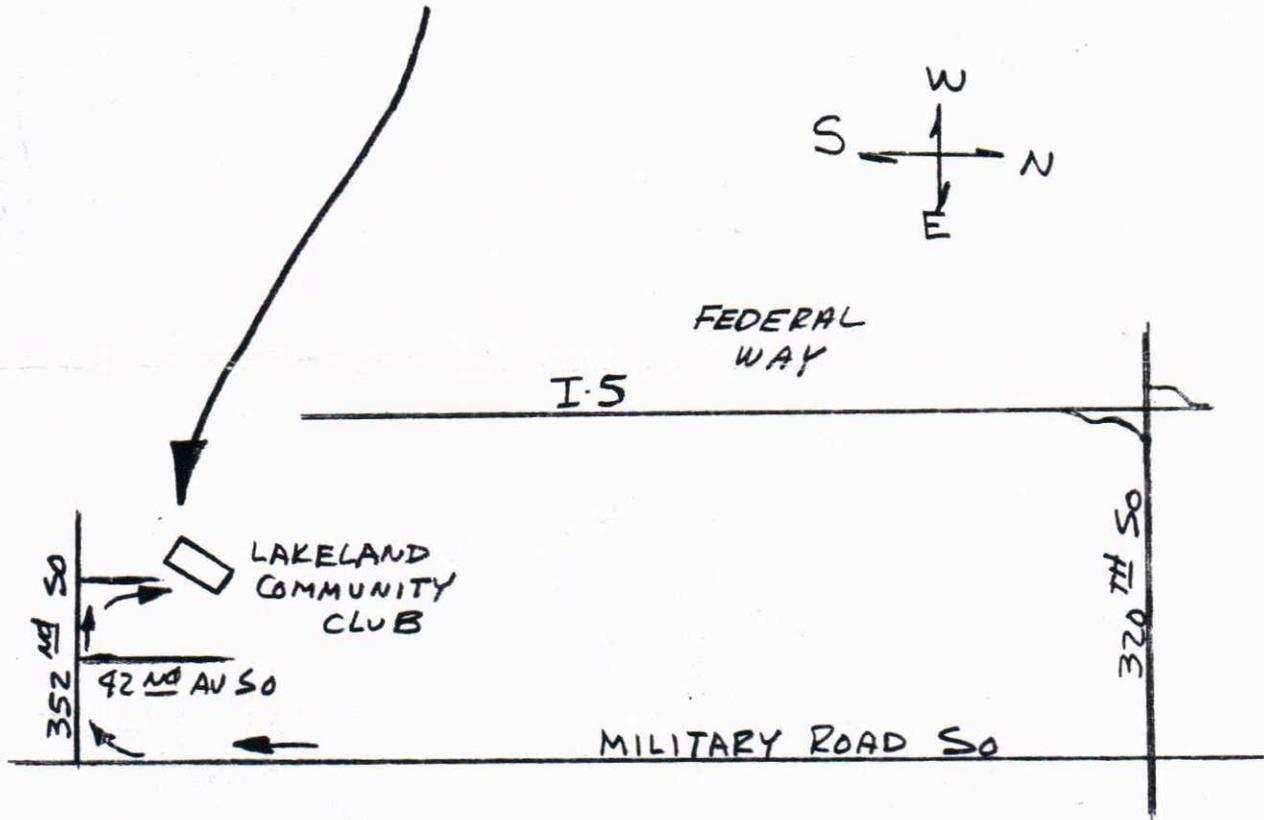




ELECTIONS FOR OFFICERS  
"ABATE"  
OF WASHINGTON  
AT REGULAR MEETING  
NOVEMBER 13, 1978



PHONE (206) 373-9944

5% OFF FOR  
MEMBERS

AUTHORIZED  
JAMMER  
DEALER

STEP'S CHOP SHOP  
CUSTOM MOTORCYCLE PARTS  
NEW & USED MOTORCYCLE PARTS

2102 E. 11TH ST.

BREMERTON, WA 98310



H. D. Corley reports that during the past month that he has had the opportunity to make it over to the peninsula and help some of the brothers of the Bremerton area organize an ABATE chapter over there. \*\*\*\* During the summer months, concentration of efforts east of the mountains helped to get a chapter started in the Tri-Cities. A rep, Honda Bob Campbell, from there was able to get over here for the Congressional Subcommittee Hearing the 16th of October.

Members down Vancouver way are putting together a chapter there and plan to coordinate activities with Oregon ABATE the last we hear. \*\*\*\* Meanwhile, members up near the Canadian border are working on establishing a chapter in or near Bellingham and need some ideas and help in getting the local biker population interested in our activity. \*\*\*\*\*

Start thinking about some of the types of fun activities and runs we can sponsor next summer and get your suggestions in to H.D. or Two-Stroke, so we can put together a calendar so everyone will know what's happening. This is above and beyond our lobbying activity in Olympia

In order to keep this newsletter from becoming a one-man operation we are soliciting contributions from all of you out there. If you have something to say; editorial comment, joke, news item, whatever; make sure we get it so's we can put it in this rag. Artwork and ideas for cartoons are also welcome. Let's get it together and make this the best year for ABATE yet.

#### Freedom of choice:

I feel the letter on the use of motorcycle helmets (from the Readers, October 5, 1978) tends to show only one aspect of a multi-sided concern. It is understandable the author feels as he (she) does because of the physical and emotional stress currently placed on him (her).

However, protective clothing and head gear are worn by those of us who are aware of the consequences as a result of our own experiences, the experiences of friends, or simply as a matter of personal safety and choice. Local clubs and national organizations recommend the use of such protective gear, but allow us, as free citizens, to make that choice.

The letter, like so many others, only incites those not informed or involved in the sport to press for helmet laws. This only becomes the key to open the way for further federal regulations involving not only the motorcyclist, but all motorists. I don't think that's what we really want or need.

I sincerely wish for the speedy and total recovery of the author's brother to ride again, and help spread the value of wearing protective clothing and head gear.

Dale Berlin, G-5200  
American Motorcyclist Association,  
Boeing Motorcycle Club,  
Tacoma Chiefs Motorcycle Club

#### Motorcycle safety:

May I express my condolences to the reader who wrote of a brother's serious motorcycle accident. Motorcycling is a fascinating and space-saving mode of transportation, but it can be very hazardous to the uncaredful. And motorcycle safety is not very well understood. Perhaps I might offer a few brief comments to help readers understand. There are a lot of Boeing employees who ride, and many relatives who are concerned.

As much as we'd like to believe that there exists some simple cure for riding injuries and fatalities, motorcycling — like flying — is a complex business. I've studied it for a number of years. What it boils down to is this: "There are bold riders and old riders. There are very few old, bold riders." Or, to put it differently, safe cycling is a result of serious attention. Of knowing how to avoid accidents rather than just hoping to survive them. But, how does a rider learn safe riding tactics other than just by trial-and-error?

We have come to understand that rider training is particularly important. That's why the Boeing Employees Motorcycle Club has offered riding courses, and continues to offer safety tips at club meetings (the third Tuesday of each month). But our safety efforts are not going well. The club has been discouraged from conducting future training as being inappropriate for a "recreation" sponsored activity if non-Boeing riders are included. We do care about motorcycle safety, and we would like to be able to offer help not only to Boeing employees who ride, but also to the surrounding community.

I would welcome fresh ideas on how the Boeing club might proceed with future training, particularly from any arm of the company that could assist us to use Boeing property for off-hour classes.

In the meantime, the Boeing News would be helpful to ensure that motorcycle club activities are fully explained to readers, with particular emphasis on safety efforts.

David L. Hough, M-7762  
Boeing Motorcycle Club  
safety coordinator