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LET THE PEOPLE WHO
RIDE - DECIDE



DEDICATED TO RESPONSIBLE
MOTORCYCLE LEGISLATION

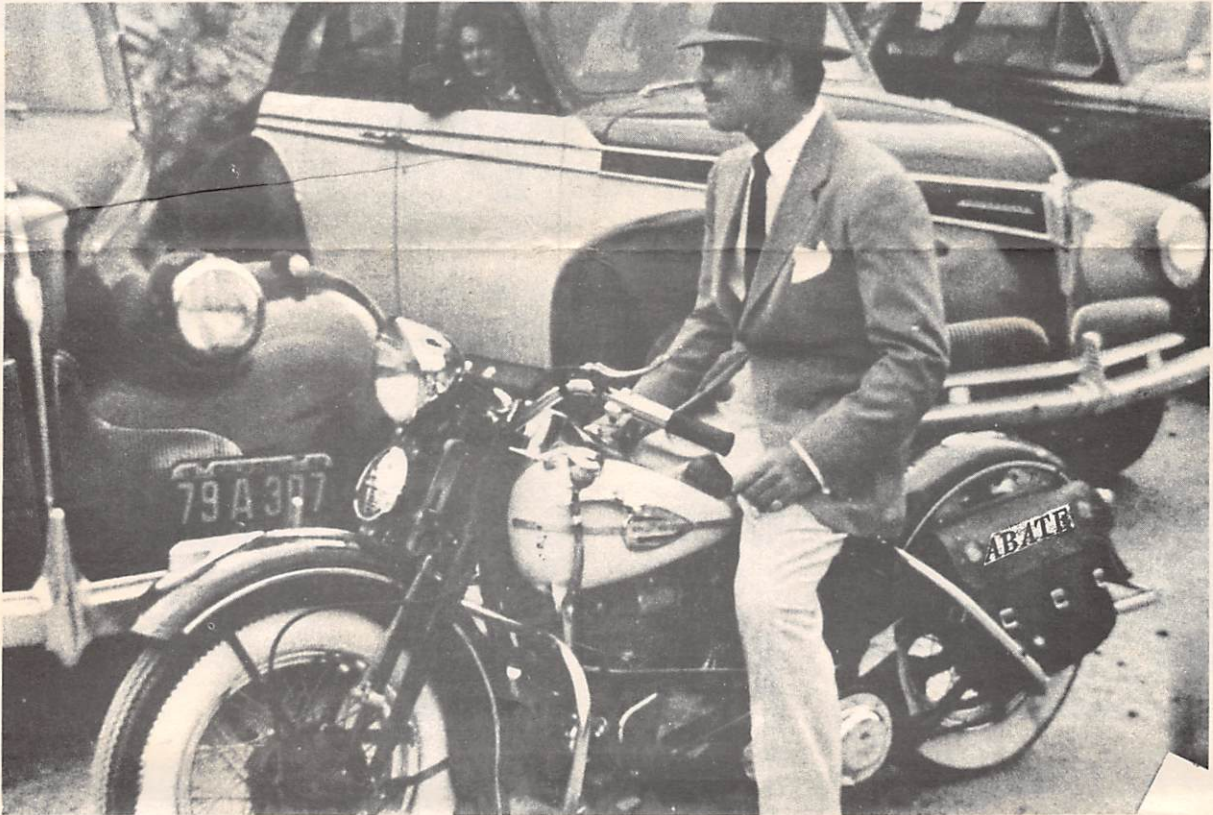
Vol. 5-8

ABATE of Maryland, INC.

25¢

"BUT MR. GABLE, ACTING GOVERNOR LEE SAYS
YOU MUST WEAR A HELMET IN MARYLAND!"

"FRANKLY MY DEAR
I DON'T GIVE A DAMN!!"



BIKERS'

COMING TOGETHER IS A BEGINNING *
STAYING TOGETHER IS PROGRESS *
WORKING TOGETHER IS SUCCESS !

700 Sunday AM
WWD

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ACTING GOV. BLAIR LEE
... agonized over decision

Lee to Veto Bill On Cycle Helmets

By Robert Meyers

Washington Post Staff Writer

ANNAPOLIS—Acting Maryland Gov. Blair Lee III said yesterday he will veto a bill that would have permitted motorcyclists to ride without wearing helmets.

Lee also said that he will sign another measure that would lower Maryland's air pollution standards in order to attract more business to the state.

Both bills were the subject of intense lobbying by opponents and proponents during the legislative session that concluded in April.

"These guys may want the freedom to splatter their brains over the highway," Lee said of those favoring helmetless riding. "But it's not going to be because I made it possible for them." The bill he will veto would have repealed a law requiring the helmets.

He said he agonized over his decision because of the "freedom of choice" raised by cyclists, who also argued that the helmets contributed to injuries rather than prevented them.

However, Lee said he made his choice after concluding that cyclists injured in states without a mandatory helmet law have a "greater severity of accidents and head injuries" than do cyclists injured in states with such a law.

Motorcyclists began congregating outside the State House here about 6 p.m. to protest the veto, and by late evening they numbered about 50. Annapolis police said early today there had been no incidents and no arrests and that the crowd of cyclists had thinned to fewer than 10.

Friday, May 26, 1978

THE WASHINGTON POST

By DOUG STRUCK
Staff Writer

Acting Gov. Blair Lee III said yesterday he will "reluctantly" veto a bill that would have permitted motorcyclists to ride without helmets.

He also said he will sign a bill pushed by liquor dealers to keep beer and wine sales out of supermarkets, and a bill pushed by gas station dealers to keep gas 'n' go stations from undercutting their prices.

The helmet bill veto caused a quick protest by cyclists yesterday. Leather-jacketed cyclists have been stalking the State House halls for years to get the bill passed, and finally saw their efforts succeed this year.

Lee said he "really agonized over this one."

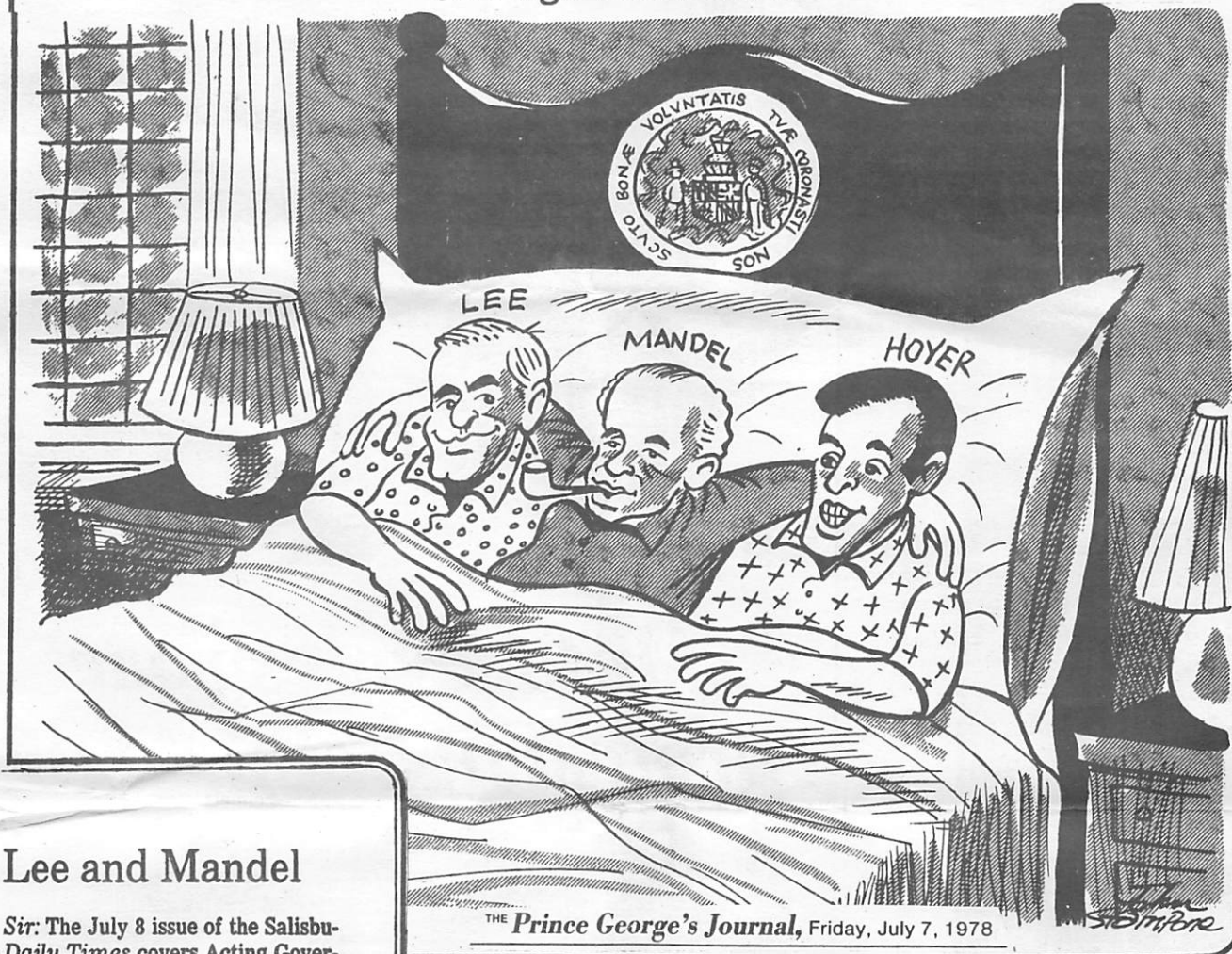
But, he said, "Those guys want the freedom to spatter their brains all over the place, but it's not going to be because I make it possible for them."

Lee said, "The argument of freedom of choice is appealing in many ways. I do believe government over many years has tended to grab us too tightly and control our every movement."

But, he said, "There is pretty substantial evidence that removing that requirement will lead to accidents of greater severity and make a higher incidence of serious head accidents."

“ LET THOSE WHO RIDE DECIDE ”

Strange Bedfellows



Lee and Mandel

Sir: The July 8 issue of the Salisbury Daily Times covers Acting Governor Lee's campaign activities in Ocean City. Should we all feel sorry for a man in this capacity, now acting governor and asking the people of Maryland to elect him to this high state office, who openly admits that his memory function becomes a blank in a period of a few months?

As to his "discussing state government operations" with Mandel, Lee comments that the discussions were casual and he could not recall what was discussed!

Is it that his memory function is so poor (a sad situation for a Governor) or is it just hard-line politics that Lee feels is not for publication to we the people of the State of Maryland. To quote the Times:

"The last time I was there was three months ago. I can't remember why."

It is all very obvious that Lee has never "cut the apron strings" from the old association—or maybe his memory has failed again and he forgot it.

Bill Layton.

Salisbury.

THE SUN, Saturday, July 15, 1978

Take a stand — now or never

My gawd! I think the biker's freedom is coming to an end! After all, to steal, yea rip-off (out), the thunder of a H-D — unthinkable! 75 db(A) ridiculous! H-D should not, and I hope would not or at best BETTER NOT submit to another unwarranted and unwanted silly-assed regulation. For that matter neither should Triumph or Laverda or any other self-respecting motorcycle company.

Most of the folks who want the sound level lowered are honest Joe Suburbanite types who work 9-5 all week and then are set free on weekends. These people will never know the feeling of freedom we all have when putting down the highways and byways with the wind in our face and hair. They will never know what it is like to ride one of our so-called "noisy death traps." They're both envious and threatened by our free and easy way of life and travel, so they start making helmet laws and lights on laws and now worse, sound laws.

I think we should put the shoe on the other foot and push for no radio in

car laws (so we'll be heard), all clear bodied car laws (so we'll have a better chance of being seen) and car operator helmet laws. Sound crazy? Hell yes, but so is all this crap they push on us. So all you "free and easy" bikers, no matter what you ride, make a stand. Write your congressmen, senators, hell, even the EPA! Let them know you're fed up with this crap. Do it before a good sounding exhaust system becomes a museum piece.

Get involved. Don't take your riding freedom for granted. Join the AMA or ABATE, but do something. Don't just sit there thinking everything's cool, cause sure as hell you'll nod off. Thing is, when you wake up, your kid (though only a rug-rat now) will be sitting there and he'll ask... "Daddy, what was a Harley-Davidson?"

BILL TRACY
Carson, CA

Thanks Bill. We couldn't have said it better.

BIKER June 28, 1978

4 **BLOOD RUN**

ABATE OF MARYLAND

2nd ANNUAL

NON STOP

Escorted by P.G. County S.O.D.
Motorcycle Police

Run begins at 10:00 AM from
Parks and Planning
6600 Kenelworth Ave
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Run ends at
Red Cross Bldg.
6206 Belcrest Road
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At the Red Cross Bldg., will
be three (3) acres of land
for an all day party and Jam
Session, there will be Blue
Grass Bands, Food And Bever-
ages.

REMEMBER NO Alcohol before
donations.

Try to eat breakfast.

This is your Blood Bank

Late comers meet at the
Red Cross Bldg.

SEE YOU THERE !!!

...A big thanks to Cycling East
for alerting its readers about
the repeal effort via a large
article about AMA, ABATE, MIC,
and "you name it." Watch Cy-
cling East for much more street
biker info in the future.

...The list of bike magazines
that support ABATE continues to
grow: Biker, Road Riders, Cycle
World, American Motorcyclist,
Cycling East, Motorcycle News
East, Street Choppers, Super-
cycle, Cycle Guide, and so on.

**SUPPORT THOSE WHO
SUPPORT YOU!**



Motorcycles roar protest of helmet law

By JOHN ALOYSIUS FARRELL
Staff Writer

For Acting Governor Blair Lee III, it
wasn't the greatest of nights.

While the governor was attending a
dinner at the Maryland Inn last night
around 6:30, according to city police
reports, the affair was interrupted by a
"smart-alecky" heckler.

According to the city's radio reports,
two unidentified men were walking in and
out of the dining room and, police on the
scene said, giving the acting governor a
hard time.

Three city police cruisers, including a K-
9 unit, arrived at the inn, located on
Church Circle, but were not needed for any
possible disturbance. The hecklers had
gone by the time they got there after being
asked to leave.

The police said that the incident was not
related to a further disturbance of the
governor's evening. About two hours later,
said Police Chief Bernard Kalnoske, a
crowd of about 50 angry motorcyclists,
gathered in front of the governor's man-
sion.

According to the police chief, who was
called in from home by the officers on duty
last night, the cyclists were riding around

State Circle, some carrying placards
reading "Helmet law unfair!"

They were protesting Lee's decision to
veto a law passed by the General
Assembly which would repeal the legal
requirement that requires motorcycle
riders to wear helmets.

Kalnoske said that at one point the
bikers lined their machines up in front of
the mansion and began to rev and "pop"
their engines.

Kalnoske, State Police Lt. Leaston
Booker, and a member of the governor's
executive protection unit met with the
cyclists to avoid a confrontation between
the angry bikers and the state and city
policemen at the scene, the chief said.

After holding an impromptu election to
appoint a spokesman, the bikers told the
law enforcement officials that they would
not leave and would continue the revving
and backfiring until they talked with Lee.

At the time, Lee was hosting a reception
at the mansion, Kalnoske said, but agreed
to meet with a delegation of the cyclists at
11 this morning.

Fri., May 26, 1978
EVENING CAPITAL

"When you're done with your newsletter,

As a lot of you may already know, the July 2nd Veto Protest Rally was held in Annapolis, Md.

In spite of the holiday weekend and the rain, we had a favorable attendance with many on motorcycles. The rains stopped as our Rally began, our speakers all showed up, including Del. Rummage, who interrupted his vacation in Ocean City to attend and participate. Senator Bosick drew a tremendous applause when he made the statement that, "He wants to be the first to smash a G.D. Helmet on the steps of Annapolis in July 1979."

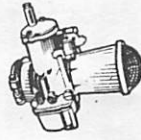
Our other speakers were: Del. Harchenhorn, who co-sponsored Del. Rummage's H.B. 1096 Helmet Repeal this year, Mr. Gary Winn, Legislative Analyst for the A.M.A. and Del. Comenda.

The news coverage of the Rally from WTTG of Wash. and Channel 2 of Balt. was excellent. They reported our Rally and its' purpose without projecting the stereotyped image of a "street biker" which was greatly appreciated.

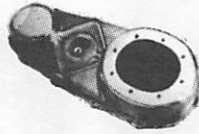
Del. Rummage has indicated that next year, he will introduce a bill that will require mandatory head gear for all operators and occupants of all motor driven vehicles; such as cars, trucks, etc. and, directly behind this bill will be "our" helmet repeal for motorcyclists. After the outcry from the general public over his first bill, it will be obvious how we all feel about having to wear a helmet by force.

This should also help to move our repeal bill through with a pretty good response.

We Have
What
You Need



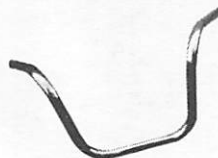
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PARTS



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****SWAP MEET****

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ABATE Members : \$1.00

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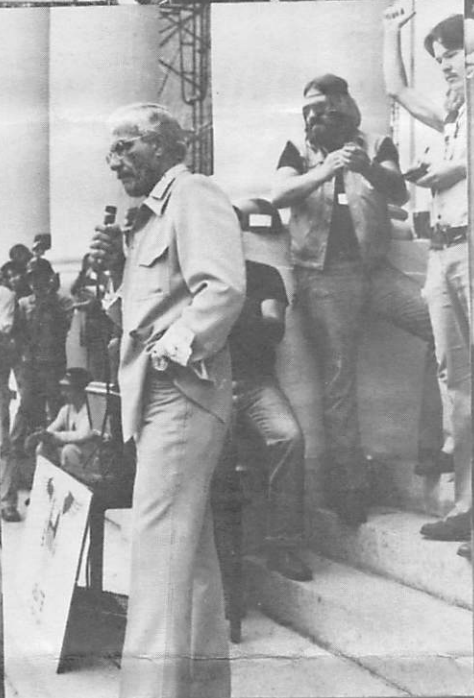
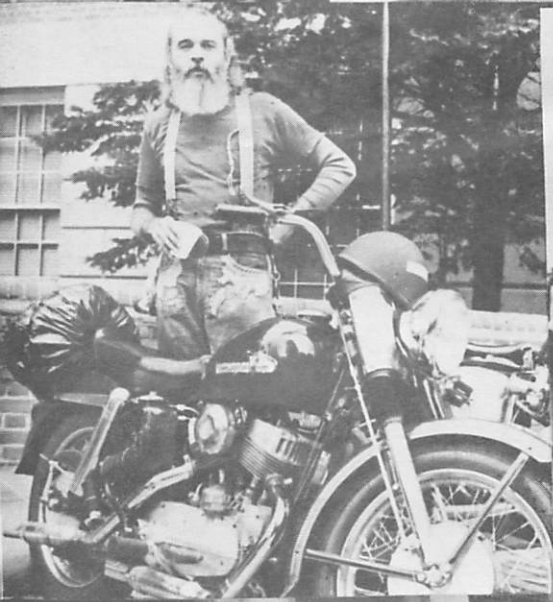
HARLEY DELIGHT

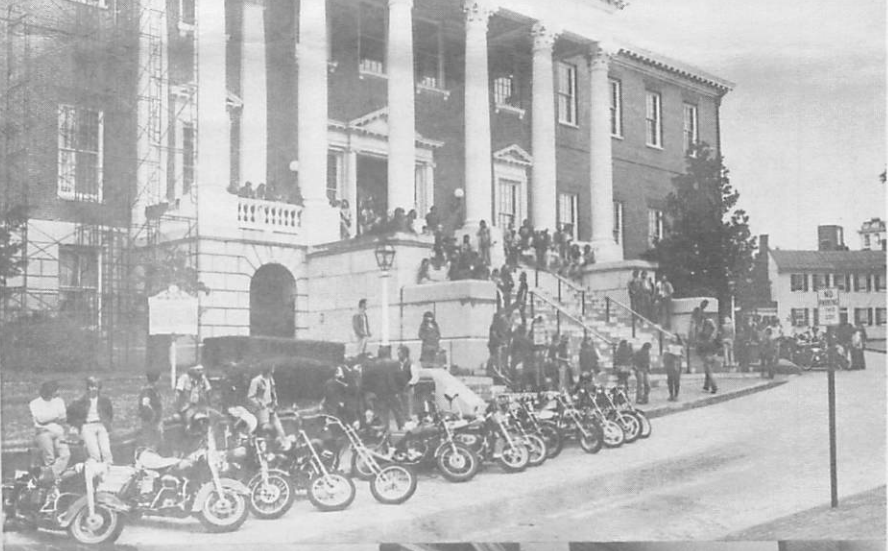
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don't let it sit & collect dust—pass it on to a bro!"







The family dog is rabid . . .

"Like good citizens we cooperated on this noise issue once before. Now our cooperation is being shoved right up our exhaust pipes in some of the most glaring examples of government dirty trickery since Nixon went west."

Remember the little kid who constantly cried "wolf" to get attention? People finally quit listening . . . and a real wolf ate the little buggar alive!

Some motorcyclists view our political problems as "crying wolf." They either don't believe our sport is threatened, or don't care enough to fight for it. They too are about to be eaten alive.

You see, the wolf is at the door, clad in the clothing of America's democratic government. An institution we are taught to trust, respect and defend is steadily yielding its authority to an uncontrollable bureaucracy with an insatiable thirst for power. The family dog is rabid. Man's best friend suddenly has its fangs at our throats.

Let's consider an example. The AMA has traditionally favored quiet motorcycles and in the early 70s it became obvious that bikers were taking the issue seriously. Responsibility dictated that we muffle our racers, spark arrest our woods bikes and buy quiet new road machines from the various manufacturers. We put a big dent in the noise problem, and the few remaining nerds who still knock out their baffles are a disappearing minority.

In return for this responsible citizenship, we got federal blackmail and bumbling certification of helmets, a stone wall on rider education and Carter's infamous land closure executive order. The wolf won't back off just because we act like good little lambs. Like it or not, powerful bureaucrats are actively seeking an end to all motorcycling.

To understand this hostility, we must recognize that bureaucracy feeds on itself; indeed its suffocating growth demands steadily increasing power. In the years following our docile cooperation on noise control, we bikers have become an absolute embarrassment. We've won every major bureau-battle to date, wounded the wolf and questioned his rule. As a result, he is determined to huff and puff and blow our sport down.

The latest confrontation involves Environmental Protection Agency (EPA) noise standards which could outlaw Harley-Davidson vee-twins and all two-stroke dirt bikes, and which will add \$200-400 to the price of *all* motorcycles by 1985. Significantly, nothing in those regs deals with the *real* motorcycle noise problem, which is the minority of noisy nerds mentioned earlier.

It's ironic that we've come full circle. Like good citizens we cooperated on this noise issue once before. Now our cooperation is being shoved up our exhaust pipes in some of the most glaring government dirty trickery since Nixon went west. If we seem more militant than usual this month, it's because we're damned mad. Why? Read on.

The EPA held a public hearing in St. Petersburg, Florida, allegedly to find out how folks really feel about bike noise. They promptly took dead aim on the area's senior citizens. PR person Jill Lucas, contracted by EPA with *your* tax dollars, told the news media, "Studies by the EPA have shown that the sound of a motorcycle—along with other noise makers—can ruin a person's hearing and contribute to high blood pressure, birth defects and viral infections"! Of a

California hearing she said, Anaheim "is the area where we expect all the Hell's Angels to complain about the rules." In St. Petersburg, "we're hoping all the people will come out and cheer us."

This was no flaming preservationist or babbling insurance institute mouthpiece. This is the United States government talking! Of the people, by the people and for the people, remember? And why is EPA so desperate? Because they have not yet gained full control of the democratic process. By law they can't meddle with anything that is not clearly defined as involving public welfare. If cheerleader Jill couldn't dupe those old folks into raising a fuss, EPA might lose a massive noise program on which to squander \$200 million of your tax dollars for the next seven years. (Never forget that the first objective of bureaucracy is to feed itself.)

This craziness must stop. The EPA has proven that a non-elected Washington power structure is intent on hassling, regulating and pricing the dirt rider, road rider, dealer and manufacturer right out of business. If we want to survive, as motorcyclists, we'd better prepare for a long hard battle. After all, unless you're prepared to withhold your taxes next April, the enemy has a lot of money with which to fight!

It is again time to show the stuffed shirts in Washington that we mean business. Flood the EPA with letters telling them what you think of its proposed regulations. Write Carter's head inflation fighter and tell him you don't want to pay \$200-400 extra for a worthless certification program. Write to the following addresses and be sure to send us copies of your letters.

Douglas Costle, Administrator
U.S. Environmental Protection Agency
Washington, D.C. 20460

The Honorable Robert Strauss
Special Counsel on Inflation
1800 G Street NW
Washington, D.C. 20605

Finally, we've got to have a "war chest." Dig into your jeans and join the Legislative Supporter Club outlined on pages 34-35. We know money is tight, but compare the cost with the additional \$200-400 that a 1985 machine will cost, or the price of bronzing your Harley. Matter of fact, if you won't pony up to fight for your sport, maybe you should go ahead and give the money *and* your motorcycle to the wolf. He's right outside the door.

Communications Director



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July 5, 1978

Mr. Doug Delmont
 786 Kimberly Court West
 Gaithersburg, Maryland 20760

Dear Mr. Delmont:

Thank you for your interest in our organization. At our inaugural meeting last year in Independence, Missouri we went on record as being unanimously opposed to mandatory helmet laws.

There is evidence that wearing a helmet contributes to the occurrence of accidents and thereby tends to negate any protective effect of a helmet. There is also evidence suggesting that helmets increase the incidence of neck injuries (with death or quadriplegia as a consequence) and that helmets may aggravate certain head injuries.

In short the case for helmets is not convincing and motorcyclists should not be obliged to wear them contrary to their wishes.

The Department of Transportation should be advised to devote its efforts to improving rider education and licensing procedures since the great majority of injuries occurs in inexperienced riders.

It would appear however that motorcyclists as a conspicuous minority have been singled out by the bureaucracy for the establishment of coercive self-protective and other precedent-setting policies; all of which diminish the quality of life in the Land of the Free and the Home of the Brave.

Yours sincerely,

A. R. Mackenzie

A. Ranald Mackenzie M.D., F.A.C.S.
 President, Motorcycling Doctors Association

Coconut Inspires Dutch Crash Helmet

Reuter

DELFT, Netherlands—Dutch scientists trying to make a safer crash helmet for motorcyclists believe they have stumbled on the perfect solution—the coconut.

They said tests at the National Center for Applied Scientific Research have shown that a coconut shell absorbs shocks far better than any existing crash helmet. Researchers are trying to devise a kind of plastic with a fibred structure as similar to the coconut as possible.

...Voting Registration for the Sept. 12th Primary Elec. will end Aug. 14th. The ABATE staff can register you & your club & it doesn't hurt as much as giving blood.

10 Non-Helmeted Cyclists: A Risky Right

Saying "it's not the business of government to interfere," Delaware Gov. Pete Du Pont yesterday signed into a law a measure that enables motorcyclists in that state to ride without helmets — even though the governor said he thinks anyone who does it is "damn foolish." Du Pont's action was in direct contrast to the recent decision of Maryland's acting Gov. Blair Lee III to veto a similar bill proposed for that state because he didn't want to be responsible for people "splattering their brains over the highway."

—Barbara Palmer

A Maryland Motorcycle Election Committee was formed on July 1st. This committee is made up of three (3) members representing ABATE of Maryland and three (3) members representing AMA District 7 Congress. The three AMA committee members are also ABATE members.

Realizing that Marylanders next Governor can advance or hinder the motorcyclists in transportation, recreation and sport through legislation that effects us in our stat, the committee is questioning and listening to the various candidates for Governor and Lt. Governor. Thus far, all indications are that THEODORE VENETOULIS will be our best choice for indorsement, as staff members from Venetoulis' camp report that Venetoulis will support our views on helmet issues. Further information on this and the work that the six member committee is doing will be in the next issue of the newsletter, which will be out to you before the primary elections September 12th.

Remember! The last day to register to vote is August 14th, Your vote is very important. Anyone not registered to vote should contact the county coordinator in your area. They are authorized to register you.

Missed you all during the last couple of months of no newsletter, and we know how you look forward to a newsletter every month. However, a lot has happened, and, although we didn't put out a newsletter on time, we had a couple of protests which all current ABATE members were notified about by flyers; and our coordinators were just a phone call away from anyone who wanted to know what has and is happening.

Our editor, Ingrid Halberg, reluctantly resigned as she is working two jobs now and has no time to apply towards ABATE. She'll be missed—she did a fine job in the past.

We hope this newsletter will bring you up to date with what is and has happened. ABATE has events planned which you will read about in this newsletter. At this moment, ABATE of Maryland is one of the most organized chapters in the nation, and attendance by it's members at events and protests with the combined efforts of the voluntary staff members we will be forever a strong organization to be proud of.

WHAT'S HAPPENING

Use form below or separate sheet of paper. Listings should be sent in at least one month in advance.

DATE(S) OF EVENT _____

TYPE OF EVENT _____
(Run, Rally, Show, Meet, etc.)

SIGN-IN _____
(Time & place)

SPECIAL INFO _____

PHONE NUMBER FOR INFO _____
(include area code)

Send your schedule of coming events and info for free listing to **ABATE OF MARYLAND** P.O. BOX 1733
ANNAPOLIS, MARYLAND 21404 — at least one month before date of event.

... "Roger Hull" Editor/Publisher of Road Rider Magazine and long time friend of ABATE, was run down by a middle age woman. We're glad to say only his pride & bike were hurt. The rumor that the driver of the car was Susan P. Baker or someone from N.H.T.S.A. is highly exaggerated.



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BIKER

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Membership, as you all know, is an important factor in any organization. For recruiting many of our ABATE members we must give credit to LOU PASQUALUCCI of Harley Delight, who surpasses all in his personal membership drive.

DON'T JUST TALK ABOUT FREEDOM... DO SOMETHING ABOUT IT.

Dealers

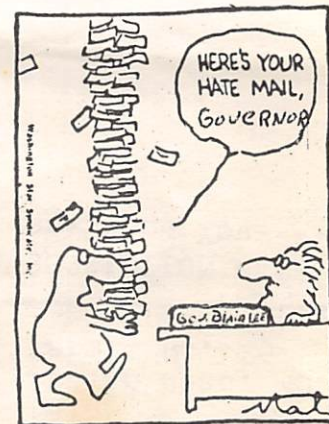
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(DO YOURSELF A FAVOR, GIVE THIS TO A FRIEND)

What can you do?

Join ABATE of Maryland. Let's get together in a mass so that our voice means something, has the weight and strength of numbers. ABATE is a non-profit organization dedicated to freedom of the road. You, as an individual, can help us in our fight to repeal and stop any anti-bike legislation in the great state of Maryland.

Let's face it, the people who are making the laws are people who know nothing about motorcycles. We have to unite in a common endeavor, and in sufficient numbers to be heard in the state capitol in Annapolis. We must educate the lawmakers from a position of strength, and in a professional, dignified manner.



Don't put it off--the people who are making the laws aren't!

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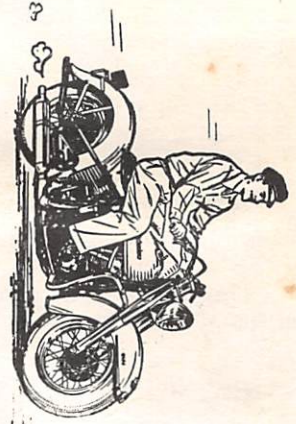
City _____ Phone _____

State _____ Zip _____

I agree to comply with ABATE rules for sanctioned motorcycle activities. I understand that all benefits become effective upon receipt of my membership card.

APPLICANT SIGNATURE _____

Dedicated to the Freedom of the Road



ABATE OF MARYLAND is a non-profit organization composed of motorcycle enthusiasts throughout the state, concerned with putting motorcycle legislation in its proper form, with safety education programs, public awareness programs, and other programs for the betterment of MOTORCYCLING IN MARYLAND.

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