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Telephone
1-800-843-0252
MD. RESIDENTS ONLY

(301) 263-9185
NON-RESIDENTS

**October/November 1990
ABATE of Maryland Newsletter**

Tis the season for Santa's helpers to assemble in masses,

to party for a good cause,

to bring toys and food,



to make children's wishes for a brighter Christmas come true!

DIRECTOR'S Report

First I'd like to say, "you win some and you lose some", but the important thing is that you tried. I want to thank all of you who helped with the primary elections throughout the state. This is the first time that we as an organization committed to assisting our supporters in the legislature and we at the staff level feel that as a whole it went pretty well. Next is the general elections, stand by to be called on again to support our supporters and help oust our opponents.

The staff has been speaking to some of our legislators and are fairly aware of how things are going to come down in Annapolis this year. Of course the safetycrats will be bringing up the same old, tired and untrue stories about how the riders in the free state need to be told to wear helmets "for their own good". Only this year this monster has a new ally and she is one with experience and big business behind her. By now you might have heard that ST. JOAN Claybrook is back, without her safety cycle and she has the backing of no less than 12 of the bigger insurance companies and several major medical communities, including our own Shock Trauma Center and Johns Hopkins Medical Center. St. Joan stood at the podium at her first press conference with Dr. Alcorda, from Shock Trauma, and made the statement that her "Advocates for Auto and Highway Safety" were looking forward to working with Dr. Alcorda this year in the Maryland Legislature. We also know that the Catastrophic Insurance Bill is going to rear its ugly head again and this time the sponsors have done a bit more homework. They plan to come into the hearing room a great deal more prepared and organized than they were last year. So we are trying to keep on top of this as much as possible.

I'll close with something I read in all papers, The Baltimore Sun. The article stated that according to a survey conducted by the LA Times Mirror Corporation, that a majority of Americans, 57%, feel that they have no say in government. People we know that is just not true! What we do know to be true is, that if you say it and say it in the right way, it will be heard. It is never too early or too late to contact your Senators and Delegates to let them know how you feel on the issues that concern you. Those of you in Maryland's 2nd Congressional District should write or phone your Congressional Representative, Helen Bentley. Urge her to withdraw her cosponsorship of Congressman Cooper's HR 3925 calling for federal blackmail of the states to institute helmet laws.

Until next time
-Chuck B.

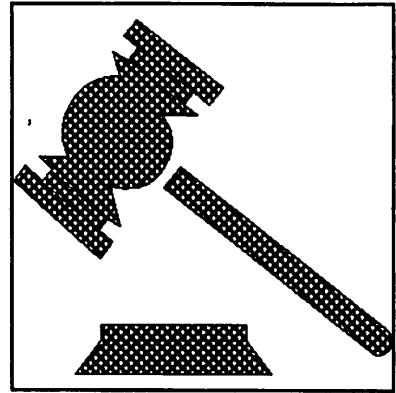
ASSISTANT DIRECTOR'S WORDS...

Everyone should write their Congressional Representative concerning HR 3925. I've written my rep. Beverly Byron and am still awaiting her response. On one of the pages of this Newsletter I've included the listing of names, addresses and a districting map so you can write to these people. If we lose this battle on the National Level, it will be a bleak situation for all motorcyclists in our country.

Although the riding days are getting shorter and more selective, ABATE has some great events planned for October. So come on and get active.

-Keep on riding free,
Sally

****STATE STAFF MEETING, SUNDAY OCTOBER
28 AT NOON IN ANNAPOLIS, ALL STATE
COORDINATORS SHOULD ATTEND, IF NOT
SEND ANOTHER STAFF MEMBER****





ABATE OF MARYLAND, INC.
STATE HEADQUARTERS
8 WEST STREET
2ND FLOOR REAR
ANNAPOLIS, MD 21404

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P.O. BOX 1733
ANNAPOLIS, MD 21404

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CORRESPONDANCE
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PHOTOGRAPHER SKIP LAWRENCE.....898-3795

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CHARLES TOM WHITE.....934-4944
DORCHESTER JOHN HALL.....673-7335
FREDERICK TOM BRUCE.....845-8868
HOWARD LENNY HOLCOMB.....740-7133
KENT MARC ENGLEBACH.....928-5034
MONTGOMERY ANIMAL.....251-8490
PRINCE GEORGE'S PAM MYERS.....292-4027
QUEEN ANNES ANDY COWLEY.....758-0523
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BUSINESS CARD..... \$25.00

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Newsletter with your ad in it.

FOR MORE INFORMATION CALL
1-800-843-0252

MARYLAND LEGISLATIVE NEWS

First, many thank you's to the members who went the extra mile (some literally) to support our candidates in the Primary Election. To mention all is impossible, but to mention a few: Pam Myers, Lenny Holcolm, Tom Bruce, Lynn Oldenburg, Bruce Dimon, Kelly, Jay Wagner, Chuck McGuinn, Wendy Anderson, Marlene Bosley, and Dave Sherman. (Sorry if I missed anyone)

The General Election is Tuesday, November 6. It's time to support our legislatures who have supported our views. If we don't help them now, we can not expect or even ask them for help in the next legislative year. We need everyone's help for this election year, we have accomplished so much legislatively in Maryland over the past year. We need to keep the momentum going in our favor. If you live in a district where your delegate is up against stiff competition, you will be receiving additional information in just a few weeks. This is the time we need everyone's effort if we help a little now, we will be in better shape going into the general assembly next year.

Write your congressional representatives about HR3925. This bill is a real threat to your freedom of the road.

A tentative date for the League of Women Voter's Legislative Seminar is Saturday, November 17. As we go to press, we don't know the definite date. We need 5 people from each county to attend. The cost is \$30. Each chapter should pay to send their representatives. We are a legislative organization, what better way to spend you're chapter's money? There should be no doubt, this is an informative and beneficial way to be active in ABATE of Maryland. The seminar, which consists of a number of workshops, is an all day event, from approximately 9am-4pm. If you attend, you will get an occasion to see key people in the Maryland Legislature, in a mock hearing situation. This is a great opportunity to learn more about the political process in Maryland. If you cannot attend, but would like to sponsor someone to go (some of our Chapters are in their infancy) make a check payable to League of Women Voters, and send it to the ABATE office. If you want more information call us at 1-800-843-0252.

Deadline for the December/January Issue

Is November 17

Submit



***If you find mistakes
in this publication,***

please consider that they are there for a purpose. We publish something for everyone, and some people are always looking for mistakes!

*Thank you,
The Editor*

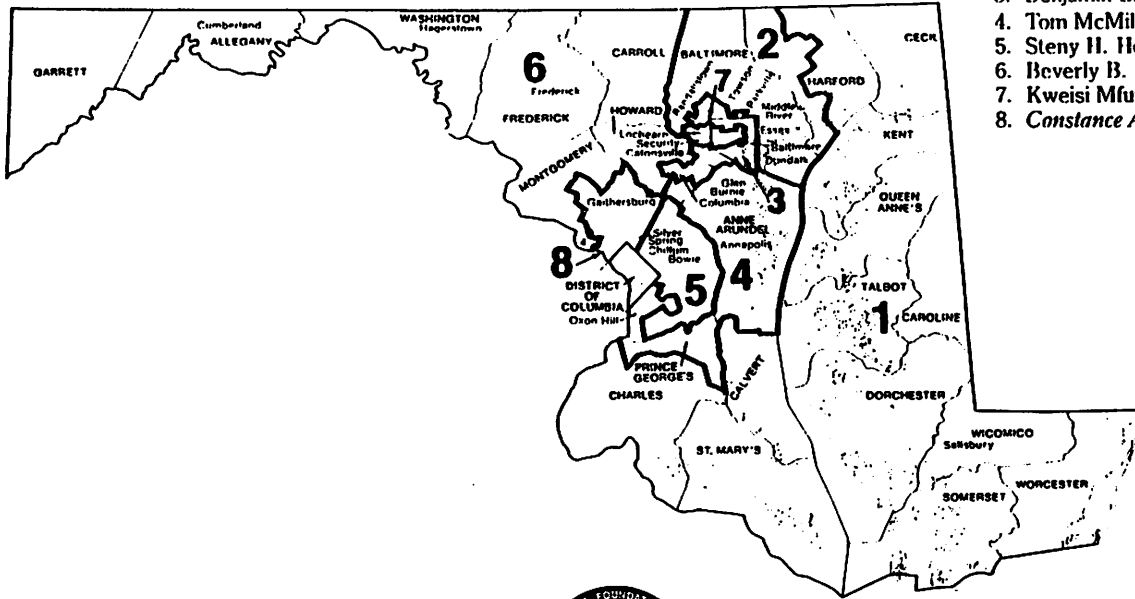
MARYLAND

SENATORS

Paul S. Sarbanes
Barbara A. Mikulski

REPRESENTATIVES BY DISTRICTS

1. Roy P. Dyson
2. Helen Delich Bentley
3. Benjamin L. Cardin
4. Tom McMillen
5. Steny H. Hoyer
6. Beverly B. Byron
7. Kweisi Mfume
8. Constance A. Morella



Maryland's U.S. Senators and Representatives

SENATORS

Paul S. Sarbanes
SD-332 Dirksen Senate Office Building
Washington, D.C. 20510-2002
(202) 224-4524

Barbara A. Mikulski
SH-320 Hart Senate Office Building
Washington, D.C. 20510-2003
(202) 224-4654

REPRESENTATIVES

1st District
Roy P. Dyson
326 Cannon House Office Building
Washington, D.C. 20515-2001
(202) 225-5311

2nd District
Helen Delich Bentley
1610 Longworth House Office Building
Washington, D.C. 20515-2002
(202) 225-4251

3rd District
Benjamin L. Cardin
507 Cannon House Office Building
Washington, D.C. 20515-4016
(202) 255-4016

4th District
Tom McMillen
327 Cannon House Office Building
Washington, D.C. 20515-2004
(202) 225-8090

5th District
Steny H. Hoyer
1513 Longworth House Office Building
Washington, D.C. 20515-2005
(202) 225-4131

6th District
Beverly B. Byron
2430 Rayburn House Office Building
Washington, D.C. 20515-2006
(202) 225-6159

7th District
Kweisi Mfume
128 Cannon House Office Building
Washington, D.C. 20515-2007
(202) 225-4741

8th District
Constance A. Morella
1024 Longworth House Office Building
Washington, D.C. 20515-2008
(202) 225-5341

Cycle Fatalities Show Drop: NHTSA

According to the American Motorcyclist Association's (AMA) *Government Relations News*, "The National Highway Traffic Safety Administration (NHTSA), an agency of the Department of Transportation that administers safety guidelines and compiles annual statistics, reports that motorcycle fatalities on U.S. highways are at their lowest level since 1975." (*Motorcycle Product News*, Late News, August)

The AMA newsletter said, "According to NHTSA's Fatal Accident Reporting System, the number of motorcycle-related deaths shrank to 3,143 in 1989, as compared to the previous low of 3,188 in 1975. In addition, the NHTSA report notes that motorcycle fatalities dropped more than 14% from 1988 to 1989. NHTSA also concluded that fatal motorcycle injuries have plummeted 38.9% since 1980, a year when motorcycle casualties reached an all-time high."

The AMA quotes its Vice President of Government Relations, Rob Rasor, as saying, "This is welcome news, in light of recent legislative attempts to regulate motorcycling. We fully expect this positive trend to continue, because of our increased efforts in rider education and motorist-awareness programs."

The newsletter added, "Rasor also noted that motorcycles are the only vehicles to register such a dramatic decline in highway deaths during this time." □

From the MRF wire...

There are so many things going on all over the country, that it is almost impossible to start this months column.

First and foremost. Representative, Jim Cooper has gathered a total of thirteen (13) Co-Sponsors for his H-R 3925 Bill. The single biggest change is the make up of these Co-Sponsors. With the addition of the last two. It has become a bipartisan group, and now includes two Republican Reps. From non-helmet-Law States (Kansas & So. Carolina). The people in these two states should start a dedicated effort to reach their representatives.

A must read article for all Freedom Fighters is "Head Injuries", appearing in the up coming issue of "Easyriders". There is enough data in this piece to arm everyone involved in the fight for rights. Start asking questions of your elected officials. Ask them "if they are really concerned about reducing total health care cost. Why has no one addressed the issue of head injuries in all traffic accidents"? (Look at the figures, we are a small percentage of the total). "Why is it that insurance companies who proclaim "Helmets" to be our salvation. Grant no discounts to those who voluntarily wear them" (They grant discounts to non-smokers). Why is it that only one (1) insurance Company in America will cover the replacement cost of your helmet, leather jacket, chaps or pants, goggles and gloves, at no additional cost to you? (Dairyland is the only one at this time). There has been a lot of research and just plain hard work put into this study, Use It!!!

I had intended to do an entire column on this particular subject, but as I stated earlier, to many things need to be covered. This although, does not in any way diminish the importance of what I am getting into.. The Salvation of the Motorcycle Rights Movement in America. The key word is "Women"!!! There are so many super talented women involved in this fight, that I am not going to attempt to mention them by name. You all know who they are, in your area. Women can open doors that have never been opened to rights groups. They are less threatening, and less intimidating to elected officials, and bureaucrats. Consequently, they are more effective. There is not a Senator or representative (Male or Female), that is not more comfortable with a well mannered, articulate and intelligent woman. Women are much better at getting the attention of news and T.V. Reporters for the same reason. This has been proven in several States already. We learn to use our best resources.

I know that I am not going to change the "Double Standard" thinking of a lot of insecure Macho types, but it has to start somewhere, and it must change quickly. There are many men who will not allow a woman to lead in this fight because of their own insecurities, and many women who will be the first to put another woman down. For no other reason than envy. We must recognize the fact that we are going to have to avail ourselves of every possible bit of talent available, in order to survive, and we have a great un-tapped resource in women.

One of my personal pet-peeves is the damaging Gossip. I am sick of hearing people tear others down for doing the same thing that they do. What a man and a woman choose to do together, is their private business. Should remain that way. However, when the stories get told, everyone thinks he is a stud, and she is an easy mark. The sad part of all this, is that we all loose from it. We keep many super talented women away from the rights fight because they do not want to put themselves in a position to be abused verbally, and their reputations are damaged. It has been my experience through the years that the ones who talk the most, usually do the least. However, this type of activity has been going on for generations, and it probably will continue to do so. We must stop being our own worst enemy, we must stop driving away the very people who can help us the most:

A word to the ladies, remember that when you assume the role of a leader in any organization, you also assume the responsibility to portray that organization at it's best. You must be above reproach. This may not be fair, but it is still a fact of life. Just maybe, we can live long enough to make a difference in this "Double Standard"

*Ride Forever Free,
and be real careful out there.
"Pappy"*

THE MRF NEEDS YOU!

For only \$20.00 YOU can become a member of the motorcyclists defense movement, known as the Motorcycle Riders Foundation (MRF).

RECEIVE WITH YOUR PAID MEMBERSHIP:

- 4 issues of the "American Bikers Journal" magazine.
- 4 issues of the "MRF Reports" newsletter.
- MRF Supporter Pin & Patch.

I have enclosed a check/money order for \$20.00, to the Motorcycle Riders Foundation, Inc.*

MAIL TO:
Motorcycle Riders Foundation, Inc.
P.O. Box 11153
Minneapolis, MN 55411
Phone: (612) 522-8024

*Contributions are not tax deductible.
Membership does not constitute membership to a state rights group.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ AGE _____

OCCUPATION _____

What Motorcycle Rights Group(s) do you belong to?



*The MRF is YOUR representative
in our nation's capitol!*

ADVOCATES FOR HIGHWAY AND AUTO SAFETY (ADVOCATES)

In the July 1990 issue of the American Bikers Journal, there was an article on the ADVOCATES. The ADVOCATES have several priority legislative agenda items on both the state and federal levels. Mandatory helmet laws rank very high on the ADVOCATES' legislative agenda. MRF thought you might like to know just who serves on the Board of Directors of the ADVOCATES.

ADVOCATES FOR HIGHWAY AND AUTO SAFETY Membership of Board of Directors

Insurer Members

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Gerald Maatman, President
Allstate Insurance
Jack Trees, V.P. & Controller
Nationwide Insurance
Kenneth DeShelter, V.P.
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Joan Claybrook, President
Consumer Federation of America
Stephen Brobeck, Exec. Dir.
Police Foundation
Hubert Williams, President
State of Ohio
Jacqueline Gillan

ADVOCATES
Judith Stone, Exec. Dir.
Virginia Head Injury Found.
Janine Jagger, Asst. Professor
San Francisco State Univ.
Ralph Hotchkiss
John Hopkins University Injury Prevention Center
Stephen Teret, Director

Center for Auto Safety
Clarence Ditlow, Exec. Dir.
Stanford University Hospital
Richard Martinez, M.D. FACEP
San Francisco Trauma Found.
Andrew McGuire, Exec. Dir.

As you can see, the ADVOCATES represent a wide spectrum of companies and organizations whose main concern is to take away YOUR rights and freedom, mainly so they can make more money and make themselves feel righteous.

MOTORCYCLING NEEDS HELP!

The fact is that in our Nation's Capital support is growing for a national helmet law for all motorcyclists. Should motorcyclists defeat S. 1007 and H.R. 3925 this year, it will be noted in history as the beginning, not the end, of another cycle of federal government activism in the issue of motorcycle helmet laws. In 1991 Congress will be working on the Highway Reauthorization Act. This major piece of legislation will provide numerous opportunities for "safety advocates" to offer legislation to help protect us from ourselves.

But, helmet laws, though clearly the issue at the forefront, are not the only problem facing motorcycling in the 1990's. The federal highway reauthorization bill, mandated insurance legislation, adequate funding for motorcycle safety, licensing and testing methods, bans or restrictions on bike size are some other legislative issues the MRF is dealing with.

Defending the rights of motorcyclists to ride freely and safely is becoming an immense task! To succeed in this undertaking we must increase our grassroots lobbying efforts beyond what we now have. According to the Motorcycle Industry Council, there are approximately 5.5 million motorcyclists in American. Currently the American Motorcyclist Association has about 170,000 members. The various state motorcyclist rights organizations around the country have, at best, a combined membership of 100,000. Realistically, that means less than 5% of American motorcyclists have committed themselves to helping protect motorcycling from undue government action.

If motorcycling, as we know it, is to survive the next 20 years, we must double and re-double the number of motorcyclists with an active interest in government relations. That means more than just becoming a member of motorcycle organizations concerned with government relations. It also means becoming active and getting involved.

COUNTIES' CORNER

Anne Arundel

Meetings on the last Thursday of the month in Pasadena at the Chosen Sons Club House. This is open to everyone, don't be shy to come on over. Meetings start at 8pm call 437-7998 or 647-0643 for address of Club House.

BALTIMORE!

Be prepared, a chapter meeting will be coming your way. Look forward to a separate mailing with all the details. If your interested call 1-800-843-0252.

Calvert

Meetings first Wednesday at Mt. Hope 7:30. See Photos in this Newsletter from the Farm Party.

Carroll

Wake up, our chapter is back. Meetings at Deans in Hampstead last Wednesday of the month at 7:30.

Cecil/Harford

Come out to the meetings on the third Sunday of the month at Poor Jimmy's Resturant on Rt 40 in Northeast at 2pm.

Charles/Prince George's (Southern Md)

Joint meetings at Lone Star, 1st Sunday 2pm Toy Run October 27th also at the Equestrian Center. See flyer.

Eastern Shore Chapters: Caroline, Dorchester, Queen Annes and Talbot

CHANGE IN MEETING PLACE!

Joint Meetings on Second Saturday at 12:30 at Queen Anne Library in Centerville. Members-only PigRoast to Benefit the children of Kent and Beth was a success, over \$600 was donated to the children, see photos. Thanks to all who participated.

Frederick

Meetings: First Sunday at noon, Home Plate Bar on South Street Frederick, Exit 55 I-70. First Thursday Eilers' garage off Rt144 & Woodville Rd. Mt Airy 7:30.

Howard

Hey, it's time to come to a meeting, Meetings are held the second Thursday of the month at the Friendly Inn on Rt 144 in Ellicott City.

Kent

Hey, Kent County, you're continuing to grow! And have two meetings a month! Come on out to Newt's in Chestertown, the first Saturday of the month at 1pm or the last Thursday at 8pm.

Montgomery

Hey, your chapter membership drive is on! You also have two meetings a month! 1st Tuesday at Woods Kozy Corner in Olney at 8pm. 2nd meeting: 3rd Tuesday at Big Lou's Wheaton Crab House 8pm. Off Viers Mill Rd. behind Little Tavern.

MDO/Montgomery County Chapter sponsored Bike Show on October 21, see flyer.

St. Mary's

Meetings on second Friday at Bennet's 7:30. Halloween Party on Friday, October 26; Snake Bite will play, \$5. donation. See flyer.

Washington

Our meetings are the Second Sunday at 4 pm at Greenbrier - Dogpatch Tavern, Across from Greenbrier State Park. Crab Feed had a good turn out, good food, good time - see photos in this issue.



EASTERN SHORE CHAPTER'S BENEFIT PIG POAST



A. B. A. T. E.

OF

PENNA.

PRESENTS

DAVID ALLAN COE

October 20, 1990

9:00 p.m. Doors open at 6:00

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Near Exit 25 Penna. Turnpike

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Beer and Food by Concession



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Harrisburg, PA 17105-5226

Phone (717) 761-6680



ST. MARY'S ABATE

5th ANNUAL

HALLOWEEN

PARTY



Friday OCT. 26, 1990

8:00pm - 2:00am

Clover Inn Hollywood, Md.
Corner of old Rt. 235 & Clarks Landing Road)



Live Music
SNAKE BITE

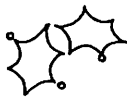
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1. Most Original
2. Sexiest
3. Scariest

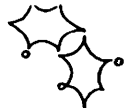


Admission: \$ 5.00





MOTORCYCLISTS'!!!



"OPERATION SANTA CLAUS"



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ABATE OF SOUTHERN MARYLAND

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4TH ANNUAL TOY RUN

SATURDAY - OCTOBER 27, 1990

at

PRINCE GEORGES EQUESTRIAN CENTER

RTS 4 & 301, UPPER MARLBORO, MD

Gates open: 10:30 A.M.

NEW LOCATION!!

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AT THE END OF FORT SMALLWOOD ROAD

SATURDAY, OCTOBER 13, 1990

10 AM TO 6 PM

RAIN DATE OCTOBER 20, 1990

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- ☆ MORE MUSIC
- ☆ MORE FOOD
- ☆ MORE VENDORS
- ☆ MUSIC BY: ROAD DUCKS & DIXIE ALLSTARS
- ☆ MORE PARKING
- ☆ MORE TIME FOR FUN
- ☆ COMMEMORATIVE ITEMS

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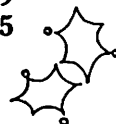
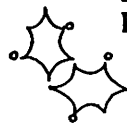
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MOTORCYCLISTS' OPERATION SANTA CLAUS, INC.



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FOOD, SODAS, BEER

FIELD EVENTS



SPONSORED BY R & R CYCLE GROUP



PLEASE, NO COOLERS AND NO BAD ATTITUDES!

**Security on premises, concession and food rights reserved.

ATTENTION: ABATE of Maryland, Southern Maryland Chapter (P.G. and Charles Counties) meet at 2 p.m. every 1st Sunday of the month at the Lone Star Cafe.
DIRECTIONS: From the Beltway, take Rt 210 (Indian Head Hwy) south of Glymont, left about 2 blocks. From Waldorf/LaPlata, Rt 225 to Indian Head on right.
For more info call: 292-4027 or 934-4944



WIT'S END

BY DAVE BARRY

Why Nature Abhors a Vacuum

HERE AT THE BUREAU OF MEDICAL Alarm, we continue to receive shocking new evidence that being human is an extremely dangerous occupation that probably should be prohibited by law.

For example, consider the alarming article sent in by alert reader Jessica Bernstein from the August 10, 1984, issue of the Journal of the American Medical Association, entitled "Toothpick-Related Injuries in the United States, 1979 Through 1982." This article notes with concern that although toothpicks "are long, slender, hard, sharp and indigestible, they are rarely considered objects of potential injury and death." Yes! Death! The article reports that during the period studied, there were thousands of toothpick-related injuries and three actual "fatalities."

What gets our goat, here at the Bureau of Medical Alarm, is that these needless tragedies could be avoided if the government would simply require all toothpicks to carry this printed message:

"WARNING: THE SURGEON GENERAL HAS DETERMINED THAT YOU SHOULD NOT SWALLOW THIS TOOTHPICK OR STAB YOURSELF IN THE EYEBALL WITH IT WHILE TRYING TO READ THIS WARNING."

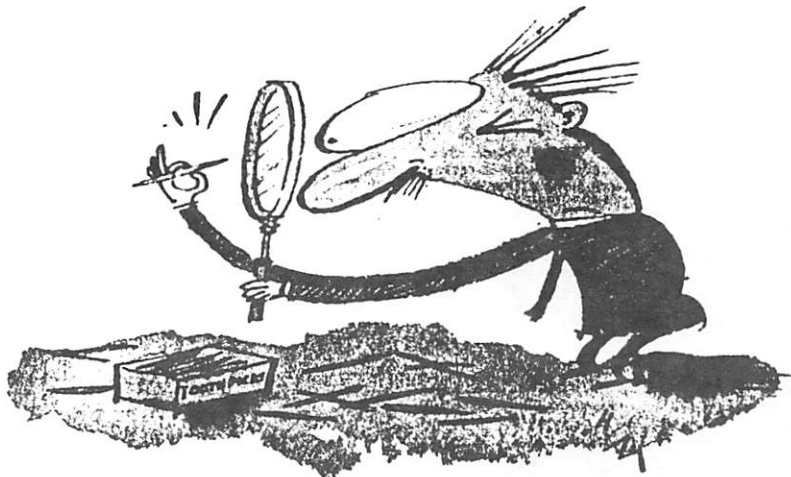
Why hasn't this been done? When will the politicians stop knuckling under to the powerful toothpick lobby, with its easy money, fast boats and loose women? How come powerful lobbies never send loose women down here to the Bureau of Medical Alarm? These are some of the questions that were very much on our minds until we were distracted by an even more alarming article, sent in by alert reader Betsy Powers, from the July 5, 1980, issue of the British Medical Journal. Unfortunately we cannot be too specific about this article, because this is a family newspaper (it has a wife newspaper and two little baby newspapers at

home). All we can say is that the article involves an upsetting development that can occur when a well-known male bodily part gets too close to a working vacuum cleaner. This seems to be a fairly common occurrence, at least in Britain. The article contains the following quotations, which we swear we are not making up, although for reasons of tastefulness, the bodily part will be referred to as "Morton" (not its real name):

"Case 1—A 60-year-old man said that

have been any similar incidents involving lobsters." We regret to report that the answer is yes, as we learned from an article alertly sent in by Janice Hill (notice that it is women who are sending these articles in).

This article concerns a man who attempted to steal a lobster from a Boston fish market by stuffing it (the lobster) down the front of his pants. The lobster had been wearing those rubber-band handcuffs, but apparently they slipped



he was changing the plug of his Hoover Dustette vacuum cleaner in the nude while his wife was out shopping. It 'turned itself on' and caught his Morton . . .

"Case 2—A 65-year-old railway signalman was in his signal box when he bent down to pick up his tools and caught his Morton in a Hoover Dustette, 'which happened to be switched on.'"

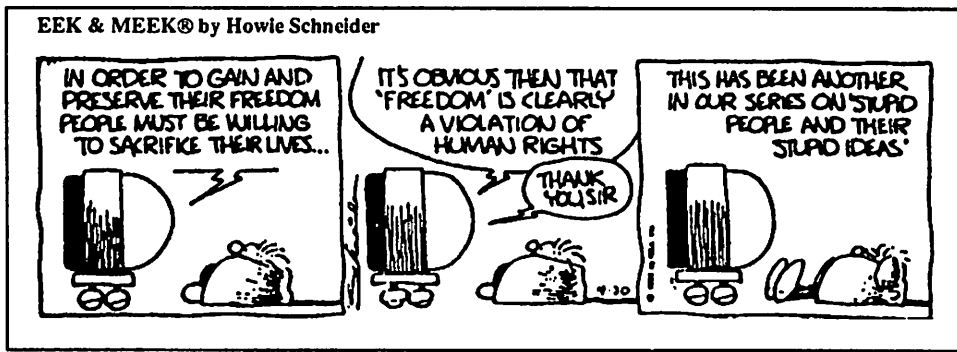
These quotations definitely touched a nerve here at the Bureau of Medical Alarm. Clearly, males need to be more careful, especially if they get naked anywhere near a Hoover Dustette, which is apparently auditioning for a role as a major appliance in "Fatal Attraction II."

What you are no doubt saying to yourself now is, "Hmmm, I wonder if there

off, and the lobster, with revenge on its tiny mind, angrily grasped hold of the first thing it found, and we will not go into what happened next except to say that, if you are a guy, it makes a toothpick to the eyeball sound like a day at the Magic Kingdom.

We actually have MORE alarming medical items here, including a really good one about a moth that flew into a noted Denver attorney's ear canal and refused to come out voluntarily. But we're running out of space, so we'll just close with this Health Reminder: Don't smoke or drink. Or eat. Or go outside. Or breathe. And men: If you MUST change a major-appliance plug in the nude, PLEASE wear a condom. ■

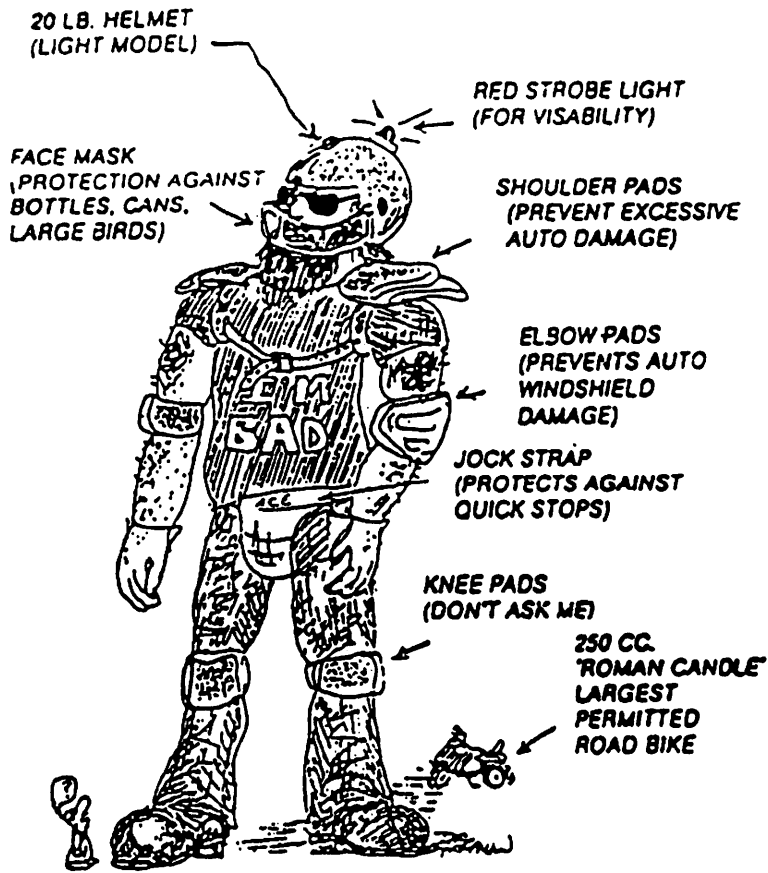
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ABATE NEWS

SAFETY +

SCOOTER



YOU MAY END UP BEING A 'DARTH VADER' BIKER IF YOU'RE NOT ACTIVE IN A.B.A.T.E.

reprinted from "ABATE of Kansas", July 1990

Read this - it could save your neck.

To me, "Live to ride, ride to live" means that we ride to stay alive - to ride another day. Surviving on a scooter depends on how alert we are and how capably we handle our bikes in emergency situations. In this column, we want to point out some facts about motorcycle accidents that are both interesting and disturbing. This information comes directly from the Hurt report, which analyzed 900 accidents and reviewed several thousand more.

1. Seventy-five percent of all bike accidents involved automobiles.
2. Typically, the rider had less than two seconds to identify the hazard and execute evasive action.
3. A motorcycle has 70 percent of its braking force in the front wheel, yet only 17 percent of those riders involved in accidents used both brakes.

4. Riders facing a potential accident chose the proper evasive action only 16 percent of the time.

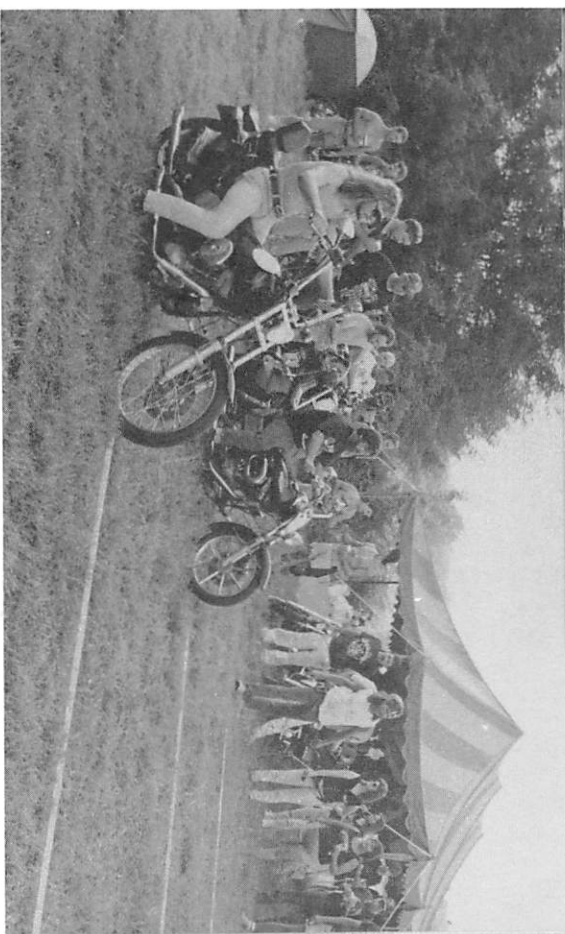
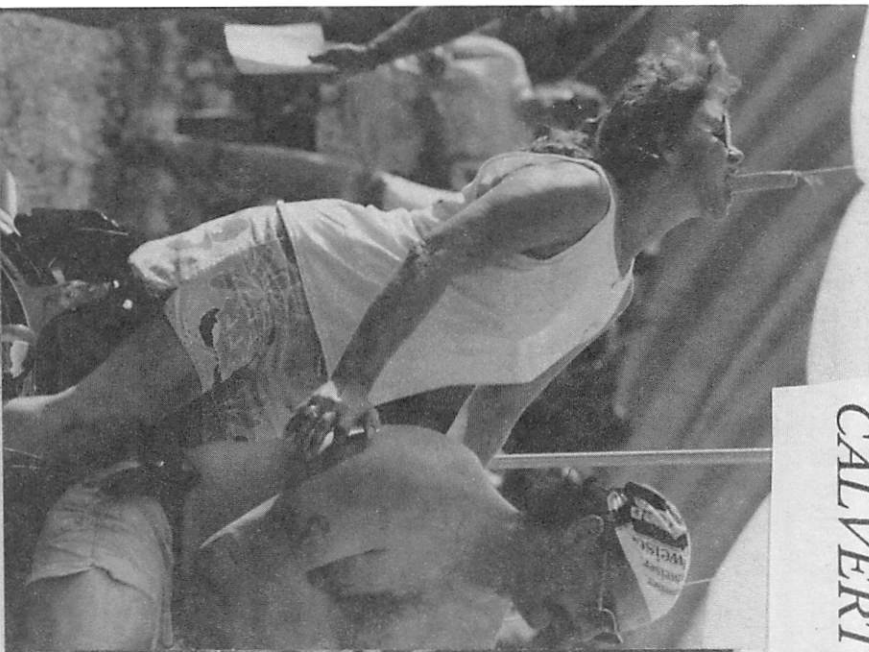
5. You might want to read this one twice: 32 percent of all accidents involved riders who did nothing at all to avoid the accident; they just rode right into it.

6. Of riders involved in accidents, 92 percent had no training.

How well-prepared are you to avoid the accident that is bound to present itself sooner or later? How often do you practice your panic stops? When is the last time you practiced controlling a rear-wheel skid? Do you practice counter-steering? Do you know how to effectively swerve a motorcycle without laying it down? Can you execute a quick stop in a curve? How effective is your scanning technique for identifying possible accident situations?

Think about it, read it over again, and practice. And above all, ride safe!

CALVERT COUNTY CHAPTER FARM PARTY



Easynews

"If it's of interest to bikers, we'll print it."

Australian Researchers Find Helmets To Be Killers

Chin Straps Kill Like A Hangman's Noose

Reprint from the *Australian Post*,
December 2, 1989

Researchers at Adelaide's world-renowned Cranio Facial Unit have found the standard helmet worn by 80 percent of riders may cause fatal injuries rather than act as a lifesaver.

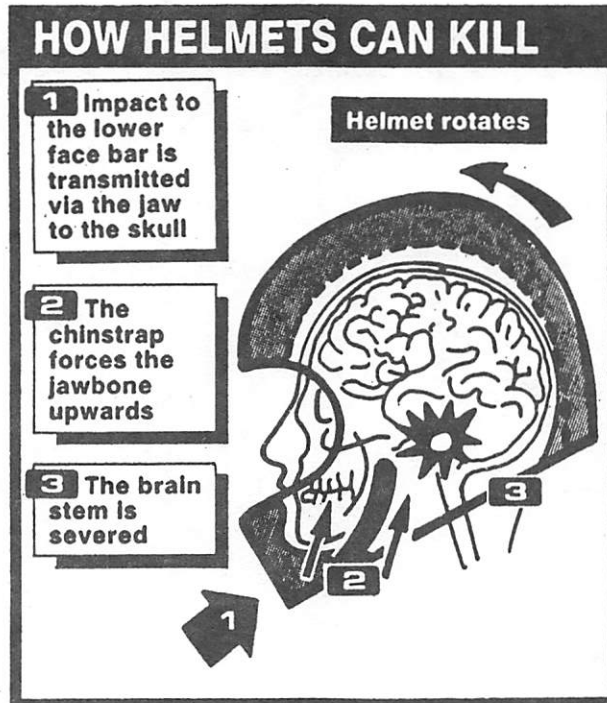
The unit has discovered flaws in helmet design that contribute to fatal injury—the rider's skull base is fractured as if he were hanged!

The Cranio Facial Unit has joined the South Australian Centre for Manufacturing to design a new helmet to reduce fatal injuries.

For four years, researchers, Doctor Rodney Cooter and Unit Chief Mr. David David, have been studying injuries caused by various accidents to see if there was a pattern.

"We looked at the influence of things such as spectacles, dentures, and, of course, helmets," Dr. Cooter told the *Post*. "It surprised us that when motorcyclists suffered a lot of facial fracturing, they often had little or no brain damage. It seemed their faces had absorbed most of the impact.

"On the other hand, we examined riders who had been wearing full-face helmets and had suffered little face injury, yet died



★ This pattern of death emerged after four years of research.

from skull-base fractures, often running from ear to ear."

The findings were backed by

accident reports from both Europe and the United States.

"Naturally, we were keen to

find out why these injuries were occurring and the best way was to examine where and how a dead rider's head had impacted on the inside," Dr. Cooter said.

Rather than cutting helmets into sections, Dr. Cooter decided on a novel approach—subjecting helmets to CAT scans at Adelaide Children's Hospital.

One individual who showed keen interest in the research was Formula One Racer Ayrton Senna.

"While in Adelaide for the 1987 Grand Prix, he came to the hospital and I showed him the CAT scans we'd performed on helmets and the X-rays of riders' heads," Dr. Cooter said.

Senna was fascinated and eager to help. He lent Dr. Cooter two of his own helmets, which were subjected to a scan from different angles.

"Our research led us to conclude the modern full-face helmet has a weak aspect," Dr. Cooter said. "They have been designed not to break on impact, but the combination of rigid face bar and position of the chin strap, which holds the helmet tightly on the rider's head, can be lethal." ■

WASHINGTON COUNTY CHAPTER CRAB FEED



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Chris Curry • Executive Director

Kidd's stuff!

Whose opinion to listen to

Opinion: A belief or conviction, a mental estimate based on what seems probable or true, but not on demonstrable fact.

Have you ever wondered what someone's opinion is worth? According to the meaning out of the Webster's Dictionary, it is nothing more than a personal belief. We seem to have a lot of opinions when it comes to motorcycle safety and very few clear cut statements on how fatalities can be reduced. It seems that many of the legislators in the country are basing their decisions on the opinions of experts (supposedly) in their fields. If you have an opinion that needs a little weight added to it, all you have to do is sign your name with a few initials at the end. John Doe M.D., P.D., S.D or whatever seems to mean we should listen to this person. Apparently the initials make them an authority on whatever subject they talk about. Darn few reports on how to reduce motorcycle fatalities are actually written by people who actually ride. I just cannot see how a doctor or an insurance representative can be an expert on what needs to be done to reduce motorcycle, or even car fatalities on our highways.

It makes me wonder why our politicians even waste their time listening to non-experts on the subject of motorcycles. It must be something tied in with those initials at the end of their name. It seems to me that we are the professionals, when it comes to what works in saving lives on the highways. Perhaps, if we add a couple initials at the end of our name, we could give our opinions on proper procedures for brain transplants. I am sure I could give plenty of advice on how to make this a successful operation. How about yourself? I believe the use of a buck knife would be much better than those tiny precision things they use now. I haven't found much that they won't cut, so they have to be good for the doctors to use as well.

Hey, what about the insurance industry? I think they just waste too much money. Just check out those huge buildings they have for their offices. I wonder whose premium dollars are paying for those elaborate furnishings. I bet premium dollars could be saved here somewhere. Why not hold a news conference? We could go on as expert testimony on how the insurance industry could save money. Give them any suggestions you can. Be sure to include a couple of initials after your name, so they will realize you're an expert.

The point I am getting at is our legislators are making decisions that affect us on the opinions of non-experts when it comes to reducing motorcycle fatalities and improving safety. They should be listening to expert motorcyclists and professionals in the field of motorcycle safety.

In everything we do, there is a certain amount of accepted risk that we take. As adults, we should be given the correct facts and information on any activity and then be allowed to make the decision on what is acceptable risk.

We need to write our legislators and remind them whose opinion places them in their position to begin with. It's not the medical or insurance profession. The opinion of a registered voter should carry more weight than any industry's opinion.

Maybe the next time you write your legislator, sign your name with RV at the end (Registered Voter). Maybe that's all it takes to make your opinion heard. Of course, that's only my opinion.


Kidd Curry, R.V.



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Founder

*** NEWS RELEASE *** NEWS RELEASE *** NEWS RELEASE ***

William H. Bish
National Director

For Immediate Release
August 6, 1990

For further information:
Bill Bish 1-800-4-BIKERS

OSHA PLANS HELMET USE RULES FOR ON-THE-JOB MOTORCYCLISTS

WASHINGTON -- Under federal regulations proposed by the Labor Department on July 12, employers could be fined up to \$10,000 if their workers do not wear motorcycle helmets while riding on the job.

The proposal by the department's Occupational Safety and Health Administration (OSHA) would mandate that employers require motorcycle-delivery people to wear helmets; require employees to buckle seat belts in salesmen's cars and trucks; and establish a one-hour driver safety awareness program that workers must take every three years.

If adopted, the rules would apply to some 5.4 million businesses and 35 million employees...at a cost of \$221 million annually.

"OSHA's proposal is regulatory overkill," said B.A.M. founding attorney Russ Brown, whose law offices represent worker's compensation cases in addition to specializing in motorcycle injury accidents. "The rules would not only infringe on personal rights, but would create an unnecessary burden on employers."

The proposed OSHA regulations will not take effect until after a 120-day comment period. Follow-up public hearings could be scheduled on the issue.

Public comments on this proposal must be received on or before November 9, 1990. Hearings on the proposed standard, if convened in response to requests from the public, would be held in Washington, D.C. beginning January 8, 1991.

To submit comments on the OSHA proposal, call Bikers Against Manslaughter at 1-(800)-4-BIKERS and request a copy of the Federal Register for specific submission requirements.

- 30 -

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LEGEND:

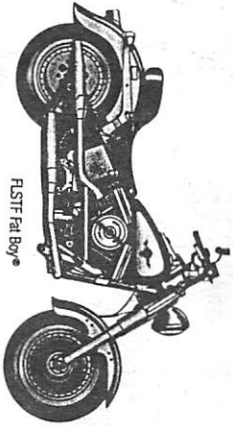
- bold - radar detector prohibited to use or possess
- - 65 mph speed limit in effect on rural interstate highways
- x - law currently in effect
- # - available for all ages
- - prohibited to use or possess
- † - required if carrying a passenger
- 1 - reflectorization required
- 2 - must have in possession
- 3 - required for novice riders
- 4 - required under age 18
- 5 - required under age 19
- 6 - required under age 21
- 7 - required under age 15 with learner's permit or for 1 year after obtaining license
- 8 - required for passengers
- 9 - required for riders under age 15½
- 10 - required for instructional permit holders
- 11 - required at speeds over 35 mph
- 12 - required unless equipped with windscreen
- 13 - required unless equipped with windscreen which is 15" or higher above handlebars
- 14 - required for vehicles manufactured after 4/1/77
- 15 - required for vehicles manufactured during or after 1978
- 16 - required for vehicles manufactured during or after 1980
- 17 - modulating headlight permitted
- 18 - prohibits passengers under age 5
- 19 - single earphone only
- 20 - to be used for communication purposes only
- 21 - required by inspection regulations
- 22 - annual emissions, some areas
- 23 - random
- 24 - upon title transfer
- 25 - mandatory 90-day loss of license for 1st offense DWI
- 26 - preliminary breath test permitted by law

MOTORCYCLE LAWS BY STATE (Effective date March 1, 1990)

	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Use of Headlight	Motorcycle Operator's License	Passenger Seat	Passenger Footrests	Helmet Speakers	Mirror Left (L) Right (R)	Periodic Safety Inspection	DUI Level	Loss of License	Breathal- iz Test Permitter
ALABAMA*	x	#		17		†	†		x		.10	x-25	
ALASKA	x-5,8		x-13	x-17	x	†	†	•	x(L,R)		.10	x-25	x-26
ARIZONA*	x-4	#	x-12	17	x	†	†		x	x-22	.10	x-25	
ARKANSAS*	x		x	x-17	x	†	†		x	x	.10		
CALIFORNIA*	x-9	#-4		x-15,17	x	†	†	19	x	x-23	.08		
COLORADO*			x	17	x	†	†		x	x-23	.10	x-25	x-26
CONNECTICUT	x-4,10	#-4	x-12	x-16,17	x	†	†		x	x-23	.10	x-25	
DELAWARE	x-1,2,5,10	#-4		17	x	†	†		x	x	.10	x-25	x-26
FLORIDA*	x	#-6	x	x	x	†	†		x		over .10		x-26
GEORGIA*	x	#	x-12	x-17	x	†	†	20	x		.10		
HAWAII	x-1,4	#	x-12		x	†	†		x	x	.10	x-25	
IDAHO*	x-4			17		†	†				.10		
ILLINOIS*		#-4	x	x-17	x	†	†		x		.10	x-25	x-26
INDIANA*	x-4	#	x-4	x-17	x	†	†				.10	x-25	
IOWA*		#-4		x-14	x	†	†		x		.10		x-26
KANSAS*	x-4	#	x-12	x-15	x	†	†		x(L)		.10	x-25	x-26
KENTUCKY*	x		x		x	†	†		x		over .10		x-26
LOUISIANA*	x	#	x-12	17	x	†	†		x(L)	x	.10	x-25	
MAINE*	x-7	#-6		x	x	†	†		x	x	.08	x-25	
MARYLAND	x-1,4	#-4	x-12		x	†	†	19	x(L,R)	x-24	over .10		x-26
MASSACHUSETTS	x		x-12		x	†	†	•	x	x	over .10	x-25	
MICHIGAN*	x	#-4	x-11,12	17	x	†	†		x	x-23	.10		x-26
MINNESOTA*	x-4,10	#-4	x-12	x-17	x	†	†	19	x	x-23	.10		x-26
MISSISSIPPI*	x				x	†	†			x	.10	x-25	x-26
MISSOURI*	x			17	x					x	.10		
MONTANA*	x-4	#		x-17	x	†	†		x		.10	x-25	
NEBRASKA*	x	#		17	x	†	†				.10		x-26
NEVADA*	x		x-12	17	x	†	†		x(L,R)		.10	x-25	x-26
NEW HAMPSHIRE*	x-4	#	x-12	17	x	†	†		x	x	.10	x-25	x-26
NEW JERSEY	x-1		x-12	17	x	†	†		x	x	.10	x-25	
NEW MEXICO*	x-1,4	#-4	x-12		x	†	†		x	x-23	.10	x-25	
NEW YORK	x-1		x	x-17	x	†	†		x	x	.10	x-25	x-26
NORTH CAROLINA*	x	#		x-17	x	†	†		x	x	.10		x-26
NORTH DAKOTA*	x-1,4	#		17	x	†	†		x		.10	x-25	x-26
OHIO*	x-3,4	#-4	x-12	17	x	†	†		x	x-23	.10		
OKLAHOMA*	x-4		x-12	17	x	†	†		x(L,R)	x	.10	x-25	
OREGON*	x	#-5		x-17	x	†	†		x	x-23	.08	x-25	
PENNSYLVANIA	x	#	x	17	x	†	†	20	x-14,21	x	.10	x-25	x-26
RHODE ISLAND	x-8	#	x		x	†	†	•	x	x	.10	x-25	x-26
SOUTH CAROLINA*	x-1,6		x-6,12	x-17	x	†	†		x	x	over .10		x-26
SOUTH DAKOTA*	x-4	#	x-12	17	x	†	†		x		.10		
TENNESSEE*	x	#	x-12	x-17	x	†	†		x		over .10		
TEXAS*	x-1	#-4		17	x	†	†		x	x	.10		
UTAH*	x-4			17	x	†	†		x	x	.08	x-25	
VERMONT*	x-1		x-12	17	x	†	†		x	x	.10	x-25	x-26
VIRGINIA*	x	#	x-12	17	x	†	†	•	x	x	.10		x-26
WASHINGTON*	x-4	#-4	x-12	x-17	x	†-18	†	•	x(L,R)	x-23	.10	x-25	
WEST VIRGINIA*	x-1		x	x	x	†	†		x	x	.10	x-25	x-26
WISCONSIN*	x-4,10	#	x-13	x-17	x	†	†		x	x-23	.10		x-26
WYOMING*	x-5			x-17	x	†	†		x		.10		
DISTRICT OF COLUMBIA	x		x-12	17	x	†	†		x	x	.10		
PUERTO RICO	x		x		x	†	†		x	x	.10		
CANADA	x								(Remaining Information varies by Province.)				



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Twelve Ways To Kill An Organization

1. Never go to any of the meetings.
2. But if you do go, go late.
3. If the date or time of meeting doesn't suit you, don't even think of going.
4. However, if you do attend, find fault with the work of the officers.
5. Never accept an office. It is much easier to criticize than to help with projects.
6. Get sore if you are not appointed on a committee. Should you be appointed, don't attend any of the committee meetings.
7. If asked to give your opinion on some matter, tell the chairman you have nothing to say. After the meeting tell everyone how it should be done.
8. Do nothing, never volunteer for any work. When others roll up their sleeves and willingly and unselfishly use their abilities and time to help matters along, howl that the organization is run by a cliché.
9. Don't pay your dues, when due, or don't pay them at all.
10. Make no effort to get new members.
11. If you have a good idea, keep it to yourself. You may be able to use it.
12. Complain that you never receive any benefits as a member. If you do benefit, complain that you never got your money's worth.

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Crash tests rate cars on head-injury

—Dan Boyd—

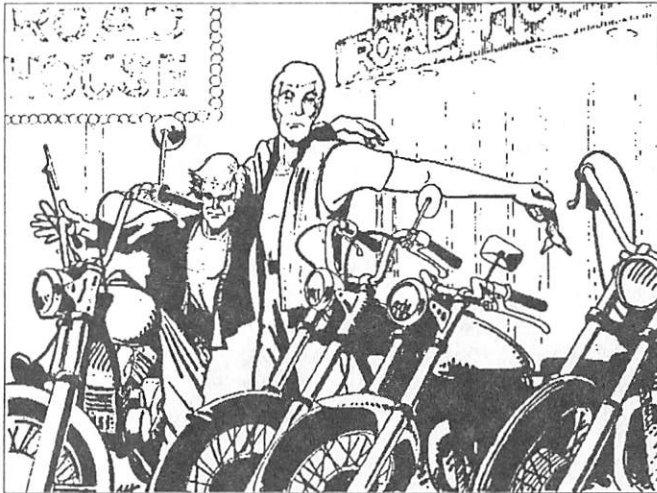
Washington (AP) - The Dodge Colt gives drivers the least protection from head injury among seven subcompact automobiles crash-tested by federal regulators this year, the National Highway Traffic Safety Administration said. The Agency released test results for 10 vehicles, bringing to 25 the number tested in 1988.

The potential head injury was reported as an index, the head injury criterion, based on data recorded by instrumented dummies during a 35 mph frontal collision into a fixed barrier. "The Colt four-door station wagon produced a head injury criterion of 1,354 on the driver's side," the agency said. The previous high among subcompacts tested this year was the Nissan Pulsar NX two-door hatchback, which produced a driver's side head injury criterion of 1,134.

Only one vehicle of each model was tested, and NHTSA cautioned that further tests on the same type of vehicle could produce different results. The purpose of the tests is to "provide comparative data for consumers to use in their vehicle purchasing decisions when comparing vehicles of similar size and weight," NHTSA said. The tests "do not result in pass or fail scores."

The dummies were wearing seatbelts during the test crashes.

[Ed.— The above information was printed in early 1989 and included many other brands and models of cars and trucks, but I thought you wouldn't mind if I spared you that reading. The point to all this is that the agency specified that the dummies were wearing seatbelts, but didn't say if any were wearing a helmet! Why would such a study be done on 25 different types and models of vehicles if there weren't a risk of a head injury in a cage? Why, then, are these vehicles being left out of the legislation for mandatory helmet laws? Why are we not demanding of our legislators to include "all" vehicles if head injury safety is such an issue? Think about this and then ask your legislator to provide an answer. If people are going to argue safety and public burden, then do it all the way and don't just stop with motorcycles! Include these other vehicles in the legislation and see how long people let that law stay on the books! When legislators are asked to include "ALL" vehicles, don't be surprised if you get a "less than favorable response."]



**Friends
Don't Let
Friends
Ride
Drunk!**

**Don't Drink
& Ride.**

Provided by ABATE of Pennsylvania

Last year over 1,500 bikers
stopped riding drunk



Brothers DON'T let brothers ride drunk!

'In Germany, they came first for the Communists,
and I didn't speak up because I wasn't a
Communist...

Then they came for the Jews,
and I didn't speak up because I wasn't a Jew...

Then they came for the trade unionists,
and I didn't speak up because I wasn't a trade
unionist...

Then they came for the Catholics,
and I didn't speak up because I was a Protestant

THEN THEY CAME FOR ME,
AND BY THAT TIME NO ONE WAS LEFT TO SPEAK UP...

-attributed to Martin Niemoller

HOW MUCH IS TOO MUCH?

DRINKS	1	2	3	4	5	6	7	8
100	.04	.09	.13	.18	.22	.26	.31	.35
120	.04	.07	.11	.15	.18	.22	.26	.29
140	.03	.06	.09	.13	.16	.19	.22	.25
160	.03	.06	.08	.11	.14	.17	.19	.22
180	.02	.05	.07	.10	.12	.15	.17	.20
200	.02	.04	.07	.09	.11	.13	.15	.18
220	.02	.04	.06	.08	.10	.12	.14	.16
240	.02	.04	.06	.07	.09	.11	.13	.15

Approximate Blood
Alcohol Percentage.
Subtract .01% for each
60 minutes.

Driving after excessive
drinking is dangerous and
punishable by law when
the percent of alcohol is
above .07. Mood-altering
drugs may impair driving
ability and increase alcohol
impairment.

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INFLUENCED RARELY PROBABLY DEFINITELY
Developed by Racine Wisc. Council on Alcoholism and Traffic Safety.

CHANGE OF ADDRESS?

If you or someone you know has moved and you haven't received your newsletter since. DON'T BLAME US! Just fill out the form and return it to:

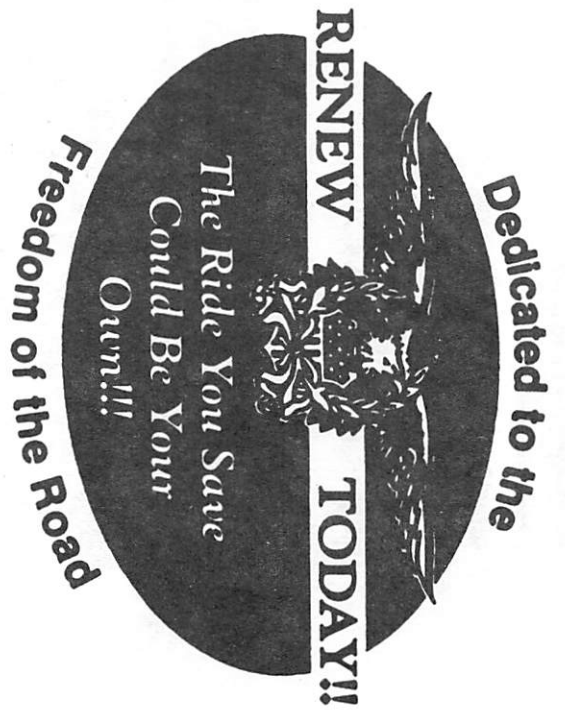
ABATE of Maryland
PO Box 1733
Annapolis, MD 21404

NAME _____

OLD ADDRESS _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____



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.

ABATE OF MARYLAND, INC.

P.O. BOX 1733
 ANNAPOLIS, MD 21404

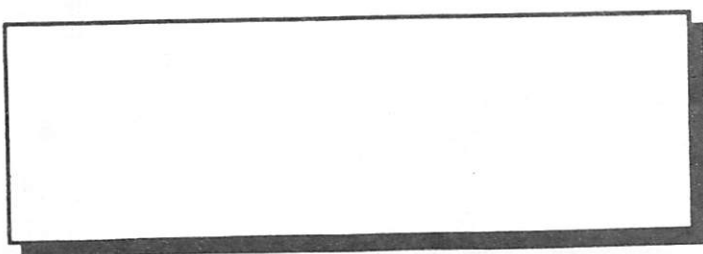
- \$150.00 LIFETIME MEMBERSHIP includes membership card, newsletter and full benefits of ABATE's Blood and Eye Bank.
 - \$15.00 FULL MEMBERSHIP includes a one year membership, membership card, newsletter and full benefits of ABATE's Blood and Eye Bank.
 - \$2.00 ASSOCIATE MEMBERSHIP for each additional family member—includes a one year membership, membership card and Blood and Eye Bank benefits.
 - \$2.50 Official ABATE Patch.
 - NEW MEMBER RENEWAL (\$15.00) County _____ Date _____
 (Please print)
 - Name _____ Age _____
 - Address _____
 - 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 _____

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