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# FEBRUARY/MARCH '91

## ABATE OF MARYLAND

### NEWSLETTER

SENATE OF MARYLAND  
11r0308 No. 27 C4  
HB 1193/90 - ECM (PRE-FILED)

By: Senator O'Reilly (Departmental - Health & Mental Hygiene)  
Requested: October 2, 1990  
Introduced and read first time: January 9, 1991  
Assigned to: Finance

**Defeated**

A BILL ENTITLED

- 1 AN ACT concerning
- 2 Motorcycle Catastrophic/Rehabilitation Health Insurance Policy

HOUSE OF DELEGATES  
11r0675 No. 32 R5  
HB 228/90 - JUD (PRE-FILED)

By: Delegate Levin  
Requested: November 20, 1990  
Introduced and read first time: January 9, 1991  
Assigned to: Judiciary

**Defeated**

A BILL ENTITLED

- 1 AN ACT concerning
- 2 Vehicle Laws - Motorcycle Safety - Protective Headgear

HOUSE OF DELEGATES  
11r0676 No. 31 R5  
HB 229/90 - JUD (PRE-FILED)

By: Delegates Levin, Albin, LaMotte, and Rynd  
Requested: November 20, 1990  
Introduced and read first time: January 9, 1991  
Assigned to: Judiciary

**Defeated**

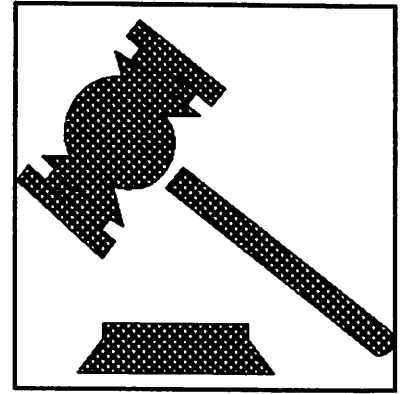
A BILL ENTITLED

- 1 AN ACT concerning
- 2 Vehicle Laws - Motorcycle Helmets
- 3 FOR the purpose of prohibiting an individual, regardless of the individual's age, from
- 4 operating or riding on a motorcycle unless the individual is wearing certain
- 5 protective headgear.
- 6 BY repealing and reenacting, with amendments,
- 7 Article - Transportation
- 8 Section 21-1306(b)
- 9 Annotated Code of Maryland
- 10 (1987 Replacement Volume and 1990 Supplement)
- 11 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
- 12 MARYLAND, That the Laws of Maryland read as follows:

**Don't Celebrate just yet...there's one left**

## **FROM THE DIRECTOR'S DESK...**

History was made 125 years ago with the unification of the United States at Appomattox Court House. In 1990, a wall was torn down and a nation that had been divided for 45 years was reunified. At the last director's meeting in Annapolis, the unity of ABATE of Maryland was achieved with a simple amendment to the bylaws.



This amendment to article 4, effectively did away with the financial division that has kept ABATE of Maryland from advancing as an organization. The motion was passed with a vote of 17 to 1 with 1 abstention. I for one, believe that this change will help to make ABATE of Maryland the one voice for motorcyclists in this state.

-Chuck Blankenship

## **ASSISTANT'S ADDITIONS...**

In case you haven't heard, ABATE of Maryland has defeated 2 helmet bills and the catastrophic insurance bill. Since the opening of the General Assembly on the 9th of January, things have been happening rapidly. These three bills were just back from the printer on the 11th and by the 14th, the hearings for the helmet bills were scheduled on the 17th. We had no time for a mailing. Pappy Haag and Wayne Curtin from the MRF had meetings with NHTSA administrators on the 14th-16th, and as our good fortune would have it, both Pappy and Wayne testified before the Maryland legislators at the helmet hearings. Their communication skills are exemplary, as were everyone who testified on behalf of the freedom of choice issue. There are photos of the hearing included in this issue. All motorcyclists in Maryland owe these people a big THANK YOU. Speaking of thank yous... the vote on HB 32 was 12 to 10, if just one person on that committee had voted the other way, that bill would be on its way to becoming law. We need to thank the delegates who voted the right way. Don't put this off, send them a note of thanks. The list is included in this issue. There is also a Senate Bill for reinstatement of the helmet law for adults, this is not a dead issue. Write and call the Senators on the Committee. Get a copy of the bill.

Enough of the state issues, we have federal legislative issues to act on. The MRF, the motorcycle rights organization on the Federal level, has asked each state for a representative. Lynn Oldenburg, from Montgomery County, a longtime member of ABATE, is the Maryland Representative for MRF. She told me recently that the federal bills that were killed last year due to no action taken, will probably be revitalized and may find new life in the highway reauthorization act. She stressed the importance of writing your federal legislators and ask them to consider the issue of highway funds and safety equipment regulation, separately. If you want more details call Lynn through the ABATE office, leave a message and we will pass the message on to her.

Included in this issue is a flyer listing prizes for the ABATE raffle. If you or anyone you know would like to donate any item, we would be glad to include it on the list. Tickets will be sold for \$1.00 and will be available through county/chapter meetings, participating shops and at the ABATE stand at events. The drawing will be at this summer's ABATE Party (Flyer included in this issue).

The Spring Bike Show at Anne Arundel Fairgrounds will be on April 21st. Flyers will be in the mail to directors soon. We will need workers for this event, I'll be contacting each director sometime after Daytona. If you want to volunteer call the 800# and leave me a message.

I've about rambled enough, Next Newsletter deadline is March 15!

--Sally

# Zion man works to keep helmet use a motorcyclist's own choice

By Kathy Gibson

Whig Staff Writer

Chuck Blankenship of Zion is not against wearing a helmet when he rides his motorcycle. He just feels everyone should be able to make the choice for themselves.

When the state House Judiciary Committee met Thursday in Annapolis to hear testimony on two house bills which would change the existing motorcycle helmet laws and make it mandatory that all motorcycle riders and their passengers must wear helmets, Blankenship testified in favor of keeping the laws as they have been since the 1970s.

Blankenship is executive director of ABATE of Maryland Inc., a group dedicated to the civil liberties of motorcyclists around the state.

He was also the main proponent in establishing a motorcycle safety program offered through the Motor Vehicle Administration optionally to all motorcycle drivers.

Currently, Maryland law dictates that only minors (under age 18) must wear protective head gear while operating or riding a motorcycle.

If House Bills 130 and 131 are passed, all operators and passengers, regardless of age, will be required to wear helmets.

According to Blankenship, the bills also propose that the helmet law would read something akin to seat belt laws, which make a violation a secondary offense. That is, a cyclist can't be stopped and given a ticket for not wearing his helmet; the cyclist must be stopped for speeding or some other violation.

The bills are expected to be voted on sometime next week, Blankenship said.

Cyclists have used a well-organized lobbying effort to defeat helmet bills for 12 years. Since then, no bill requiring adults to wear helmets has made it out of the House Judiciary Committee.

Blankenship said that since the inception of the motorcycle safety program in 1984, some



Chuck Blankenship

1,124 rider education courses have been conducted at 29 training sites across the state, culminating in the training of 10,099 students.

"The Maryland Motorcycle Training Safety Program ranks seventh in the country for the number of students trained," Blankenship said, "while the state ranks 28th in the number of motorcycle registrations. That's got to tell you something."

Blankenship added that some insurance companies give lower rates to motorcyclists who have successfully completed the course.

"Education is the key," he said. "The better educated motorcyclists are, the better chance of avoiding accidents."

"And, why do the legislators always debate the use of helmets and never mandate that people have to wear long-sleeved shirts, long pants, boots

or gloves while on a motorcycle?" he asked. "Those things are considered safety equipment as well."

Blankenship also cited statistics quoted in a report from the University of Maryland Shock Trauma Center stating that of the 32 fatal motorcycle accidents in the first 10 months of last year, nearly half (15) of the victims had blood alcohol levels of .10 or above. Another five were considered under the influence of alcohol (below .10).

"So, it wouldn't have mattered if they had a helmet on or not, most of them were drunk," he said. "Part of the safety course is devoted to drinking and riding."

Blankenship also questioned why skydivers, skiers and those involved in other dangerous sports are not required to wear helmets.

"There are a lot more dangerous 'sports' out there that have no regulation at all," Blankenship said.

"I find it appalling and ironic that less than 24 hours after the U.S. commits billions of dollars and hundreds of thousands of men and women to re-establish personal freedom halfway around the world, that U.S. citizens went to Annapolis armed with inflated facts and figures, backed by self-indulgent insurance and medical groups who stand to make millions of dollars from this type of legislation and wish to curb the civil liberties and freedoms of other U.S. citizens," Blankenship said.

## Legislature debates helmet law

ANNAPOLIS (AP) — The nine new members of a House committee may hold the key to whether Maryland motorcycle riders have to start wearing helmets.

Cyclists have used a well-organized lobbying effort to defeat helmet bills for 12 years. Since then, no bill requiring adults to wear helmets has made it out of the House Judiciary Committee.

But supporters are counting on the new members to help

them get a bill out of committee and before the full House of Delegates this year.

The two sides went before the Judiciary Committee Thursday to renew their battle.

Delegate Ronald Franks, R-Queen Anne's, said he was convinced by the testimony that helmets reduce the severity of injuries and reduce the tax funds that are spent by the state to treat and rehabilitate injured cyclists.

## Motorcycles are safe

ABATE of Maryland is an organization founded, dedicated and working for responsible motorcycle legislation while advocating safety and education for all motorists. In response to the plea for reinstatement of the helmet law in Maryland, let some of the emotion subside and let the facts speak for themselves. According to the Motorcycle Safety Foundation only 3 percent of registered motorcycles are involved in accidents annually, which represents just 1 percent of all vehicle accidents.

The rate of head injuries to non-helmeted rider is less than the rate of head injuries for unrestrained auto drivers. Even with seat belt laws in effect in 36 states, covering 80 percent of the population, more than half of all auto fatalities have decreased by 35 percent. We encourage all motorcyclists in Maryland to complete the Motorcycle Safety Course.

Also we encourage all drivers of all vehicles to be aware of motorcyclists: look for us anytime of the year, day and night — before changing lanes or making a turn. The automobile driver is at fault in more than 70 percent of all car/motorcycle accidents.

One more thing, ABATE of Maryland does not maintain an anti-helmet position, we maintain an anti-helmet law position.

SALLY BRUCE, assistant director  
ABATE of Maryland  
Annapolis



## LETTER TO THE EDITOR

### Cyclist must be free to choose

To the editor:

I'm writing, if a bit late, in response to John Hamilton's letter urging the reinstatement of the state motorcycle helmet law. Well, that shook me out of my hard-work-induced lethargy. That demands the strongest of rebuttals.

Mr. Hamilton's is an eloquently emotional appeal which, unfortunately, bypasses or mistakes quite a few facts. I can understand the emotionalism — there is nothing like finding yourself in an unfortunate situation to bring about sympathy with those who strive to prevent it. But let us direct our barking up the proper tree.

I won't bore you with

statistics; they are everywhere. Suffice it to say that motorcycle accidents taken as a whole are far from being a leading cause of death in this country. Far more people are killed in cars and in household accidents than on motorcycles, to name two obvious situations. Also, many motorcyclists who do lose their lives die of internal injuries; those who survive, as well, most often suffer injuries to parts of the body other than the head.) There are cases where helmets have caused or exacerbated head and neck injuries. Myself, I choose not to wear a helmet because it cuts off my peripheral vision. Hey — I'd rather be

able to see.

But there is another issue at stake here. It's called freedom of choice. Mr. Hamilton has apparently glossed over it entirely. If riders wish to wear helmets, by all means allow them to do so. But we riders demand the freedom to decide for ourselves.

We are only a minuscule portion of insurance claims and uncompensated health-care dollars anyway. If anyone needs statistics, please read American Motorcyclist Magazine. The numbers are in every issue. Meanwhile please get the heck off our backs (and heads).

Catherine M. Ditman  
Mt. Airy



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## An Open Letter to the Membership of ABATE of Maryland:

To Whomever This Concerns (especially us bikers):

It really bothers me, that if the federal government withholds state highway reconstruction funds from states that don't have mandatory helmet laws, more people will end up like me: messed up because of a helmet.

I had to travel about 10 miles through an out-in-the-middle-of-nowhere "helmet required" state, when, because of my helmet blocking my peripheral vision, I almost had a collision with an 8 or 10 point buck (a real BIG deer).

Because of that helmet, I was dead.

Thank God, even though it was 20 minutes of midnight, with nobody you could hit with a stone in the area, somebody knew something was going on. The driver of the only car in the area, 3/4 of a mile in front of me, going in the same direction, happened to look into his rear view mirror and saw my headlight dancing. He knew something was wrong, and turned around. When he arrived, he pulled into the lane where my girlfriend way laying, leaving his lights on so anyone coming onto the scene could at least avoid running her over.

The second person to arrive to the accident area was an E.M.T. (Emergency Medical Technician) and because of him, whoever he was, I'm able to send you this letter.

I spent a month and a half in a coma, and over a year in a total of 3 hospitals--but it was better than being dead on the side of the road (which I was for a short while). All this because I was wearing a helmet, mandated by state law.

I urge you to contact your state senators and congressmen and try to convince them that wearing a helmet should be strictly a matter of personal choice, and should not be mandated or cause a cut in federal highway funds to the helmetless states.

Not yet back in the wind, but working at it

Martin J. McNamee

ABATE of Maryland	8-9 years
ABATE of Virginia	6-7 years
ABATE of Pennsylvania	1 year
ABATE of Indiana	1 year
AMA	7 years
BAM	6 years
AIM	4 years
Daniels Independent Rider Association	Since its start

Live in a county not listed? Call 1-800-843-0252 and get involved!

# MANDATORY HELMETS!!

## SENATE BILL NUMBER: 130

### SENATE JUDICIARY PROCEEDINGS

**Call for your copy of the bill & talk to your State Senator (If on the committee) & ASK IF IT'S SCHEDULED FOR HEARING**

**1-800-492-7122**

**841-3810/3886 (Balt.)**

**858-3810/3886 (Wash.)**

**Write to these Senators at:**

**Senator \_\_\_\_\_**

**PW James Senate Office Bldg.**

**Annapolis, MD 21401**

#### Committee Members:

<u>Name</u>	<u>County</u>	<u>District</u>
Don Munson	Washington	02
Norman Stone	Balt. County	07
Janice Piccinini	Balt. County	10
Howard Denis	Montgomery	16
Mary Boergers	Montgomery	17
Philip Jimeno	AA	31
Habern Freeman	Harford	34
Walt Baker	Cecil	36
Frederick Malkus, Jr.	Dorchester	37
Ralph Hughes	Balt. City	40
John Pica, Jr.	Balt. City	43

The voting on the helmet bills were very close. Thank you notes need to be sent to the delegates who voted the right way. This is a list of who voted which way. These are the delegates on the Judiciary Committee.

C. J. Kysiak	WRONG*
D. B. Poole	WRONG
G. L. Brewster	WRONG*
C. S. Anderson	RIGHT
M. Arrington	WRONG*
C. N. Dypski	WRONG
G. J. Genn	WRONG
C. R. Franks	RIGHT
J. E. Bell	RIGHT
R. C. Mathews	RIGHT
J. F. Vallario	RIGHT
J. Chasnoff	WRONG
K. H. Masters	RIGHT
R. L. Blumenthal	RIGHT
K. Kelly	RIGHT
F. D. Boston	WRONG*
J. M. Harkins	RIGHT
E. F. Maddox	RIGHT
P. H. Menes	WRONG
R. L. Erlich	RIGHT
M. L. Preis	WRONG*
K. C. Montegue	RIGHT

The ones with the asterick (\*) after the WRONG are new members to this committee. It is just as important that we continue to write these people to express our views on the mandatory helmet bills. We need to help them understand that freedom of choice is important and public burden is not a valid issue. Also, it is interesting to note that Krysiak and Chasnoff voted the right way on one of the two helmet bills. So write them, your interest may sway them our way consistantly.

You can write to these delegates at:  
 Low House Office Bldg.  
 Annapolis, MD 21404

## Clearing up some motorcycle myths

Editor, *The Journal*:

Recently, Judge Vincent J. Femia wrote of a badly injured motorcyclist who said he had to "lay down" his bike — run it into the ground to avoid smashing into some other fixed object ("Offering a compromise in motorcycle helmet debate," column, *The Journal*, Jan. 23). Judge Femia explained that "this is an evasive maneuver that allows the cyclist to choose maiming over certain death."

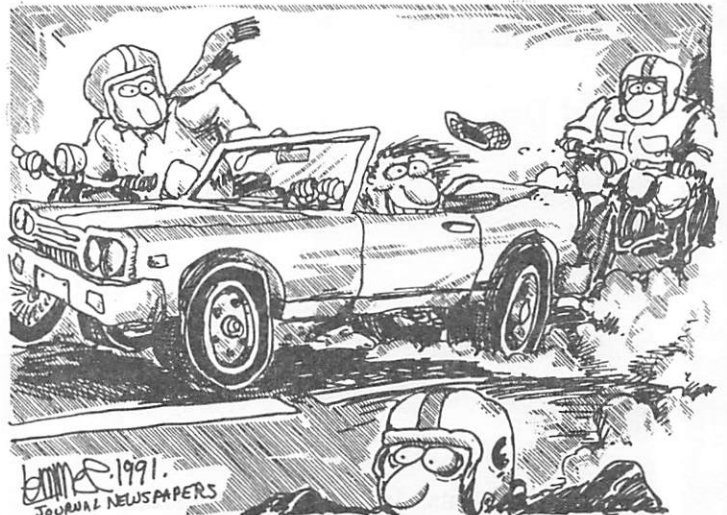
Dead wrong. By "laying down" the bike, a cyclist chooses almost certain injury, and possible death, over perhaps no injury at all. The correct choice is to use certain special riding skills.

The lay-down is almost always the very worst thing to do. If you have time to do a lay-down, you have time to do something much better, and possibly avoid injury altogether. Motorcycle rider courses include such advanced techniques, which most untrained riders are not familiar with, even if they have years of riding experience.

Counter-steering (with absolutely no braking), once learned, can permit a well-controlled swerve around an obstacle. When this is appropriate, it can be done in the time it takes for a controlled "lay-down and slide."

Another good option is straight-line maxim braking, which is the quickest way to slow down within whatever distance is available. One should never swerve and brake at the same time. The grossly inefficient and sometimes deadly lay-down, whether deliberate or accidental, generally involves overbraking at the rear wheel, swerving, sliding out and falling, and then sliding along on the side of the bike and rider. Usually, there is complete loss of control, with possible spinning around or flipping over before the final collision.

Another myth, which is popular among



Bill Lemmer/Journal

non-riders, is that motorcyclists are reckless. Overall, they are probably much more cautious than automobile drivers, and they have to be. A research study of hundreds of collisions with cars revealed that the car violated the rider's right of way and caused the accident in two-thirds of the cases.

Many myths, many injuries and many deaths can be avoided if both riders and non-riders use reliable information. As a rider since 1984 and a nationally certified instructor, I do not recommend relying on folklore. I recommend calling the Motorcycle Safety Foundation (1-714-727-3227)

or Maryland's state-run training program (1-800-638-1722).

If the general public can get better knowledge and awareness of motorcycling, then everyone will be safer. If riders can get the right stuff to put inside their heads, then they automatically will tend to put the right stuff on the outside of their heads (and hands and feet, etc.); much more importantly, they will be less likely to even be involved in accidents.

JOHN CRISS  
 Kettering

## Pass the helmet law

Maryland has been on the cutting edge of medical care with our pioneering Shock/Trauma (Maryland Institute of Emergency Medical Services) system. We have also instituted safety laws to protect the state citizens so Shock/Trauma care won't be necessary: Maryland has a mandatory seatbelt law and a mandatory infant seat law. The next logical law should be a mandatory motorcycle helmet law.

Motorcyclists are exposed to high speed impacts without any protection. The number one object the crash victim is going to encounter is the hard, unforgiving cement of the roadway. Simple head trauma accounts for 45 percent of motorcyclists deaths — and they could be prevented by the use of a helmet.

As an emergency physician at Suburban Shock Trauma Hospital, I daily employ all my skill and technical equipment to minimize the permanent damage and the likelihood of death. Facing the unhelmeted motorcycle patient who has a serious head injury is a tragedy, but facing the mother and family of the victim is an emotionally draining and dreaded necessity. Friends' and relations' hopes and expectations are smashed to pieces when I explain that the loved one will probably be permanently brain damaged or be brain dead. The outcries of disbelief and sorrow are heart rending. All I can do is be supportive and understanding of their grief.

All this misery could be prevented by simply making a law that requires motorcycle helmet use. We can stop this daily tragedy by making our voices heard. We must write or call our legislators.

KENNETH PHILLBROOK, M.D.  
Bethesda

## Reinstate Maryland's motorcycle helmet law

On Sept. 1, 1963, the state of Maryland enacted a mandatory motorcycle helmet use law. This law was amended on May 29, 1979 to affect only persons under the age of 18. A bill to reinstate this law has been introduced in the Maryland legislature every year since then and has failed to pass.

It is not a radical law — 23 states already have them.

Head injured motorcycle riders have less than a 55 percent chance of ever returning to work. So, the taxpayer will carry the patient and frequently the patient's family. All because the rider did not wear a helmet!

Many people wonder how this failure to reinstate the helmet law could happen: police and fire teams who are the first on the scene and frequently remove damaged, unhelmeted heads from the pavement; the ambulance and helicopter crews who race against time to the

life-sustaining treatment of shock-trauma; the doctor; and nurses of the shock-trauma centers who mobilize all their skills, for hopeful restoration of functions to the broken, unhelmeted heads: the Department of Post Mortem Examiners who are called in when all efforts have been to no avail; and most important of all, the families and loved ones of the victims — they are in shock starting with the first knock on the door by a police representative and remain that way for days, weeks, months or frequently years — watching, waiting and hoping, for the damage that could have been prevented to be repaired!

The Maryland Head Injury Foundation has a twofold mission: to improve the lives of head injury victims and the prevention of head injury. As an effective measure for prevention of head injury, we support reinstatement of this Maryland motorcycle helmet law, without reservations.

We urge you and your readers to demand reinstatement of this law, when the next session of the Maryland legislature begins in January.

JOHN HAMILTON, volunteer director  
Maryland Head Injury Foundation

# The News

Established 1883

George B. Delaplaine Jr.  
Editor

George E. Randall  
General Manager

Michael Powell  
Managing Editor

A-6

MONDAY, JANUARY 21, 1991

FREDERICK, MD.

## Save lives and taxes

**H**ow can Maryland lawmakers save citizens' lives and taxpayers' money at the same time?

The answer is simple: Pass a mandatory motorcycle helmet law.

Fifty-two people died in motorcycle crashes during 1987-88, according to figures released by the Maryland Institute for Emergency Medical Services. Of those motorcyclists involved in the 1,882 accidents in that period, only 35.5 percent were wearing helmets.

And that cost state taxpayers, who foot the bills to provide emergency medical treatment for cyclists with severe head injuries.

Maryland could save \$15 million in treating traumatic motorcycle head injuries by placing a mandatory helmet law back on the books, Baltimore Del. Richard Rynd told the House Judiciary Committee last week. Maryland once had such a law for the welfare and safety of the public, until the General Assembly foolishly amended it in 1979 to apply to those only under age 18.

In tight economic times, legislators and the public should realize the money saved on treating helmetless cyclists could be put to use in other, more deserving health care areas that now face budget cuts.

Shunning protective headgear in the name of freedom and fun while clearly at the expense of others is selfish. The private pleasure of a few bears an enormous public cost. It is time for Annapolis to end this waste of lives and money by passing a mandatory helmet law.

### TELL ME WHY???. . . . .

WHY are motorcyclists the only operators and, or passengers of any motorized form of transportation used on the public highways and streets in Arkansas that are required by a law to wear a crash helmet?

WHY do people not understand that due to the vast majority in numbers of automobiles as compared to numbers of motorcycles in this state, car crashes will annually lead to far more head injuries than those similar injuries to motorcycle accident victims when you get down to real, absolute numbers?

WHY, given the above statement, would auto drivers and passengers not be required to wear helmets also if in fact 'safety and reduction of injuries' is the real public concern of the helmet issue mandated to motorcyclists?

WHY isn't all the above practices called selective, class discrimination of motorcycles, which is in effect, exactly that?

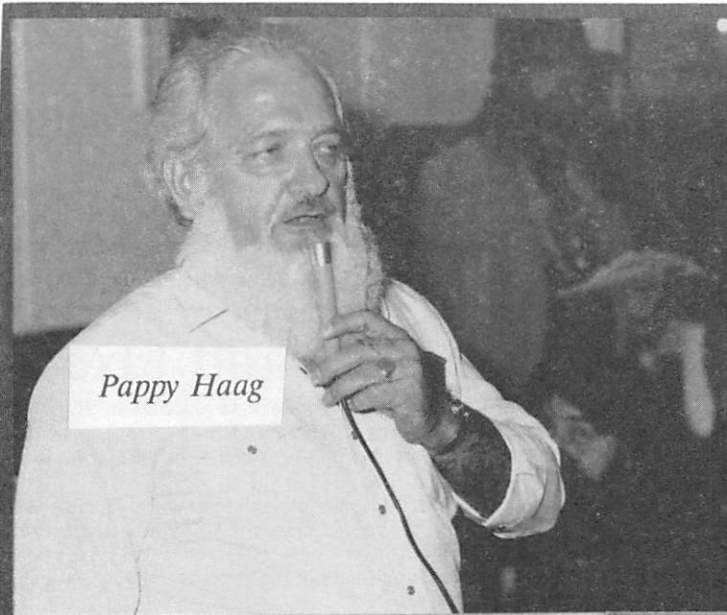
WHY are motorcycle accident victims seen, as a whole, by the medical profession to be 'Burdens to Society' whereas the auto accident victims with similar injuries are not?

WHY does the non-motorcycling public perceive us as 'cyclists only' when in fact our motorcycles are generally 'in addition to' what the non-motorcycling public has or does, which means that we also have jobs, kids, kitchens and insurance too?

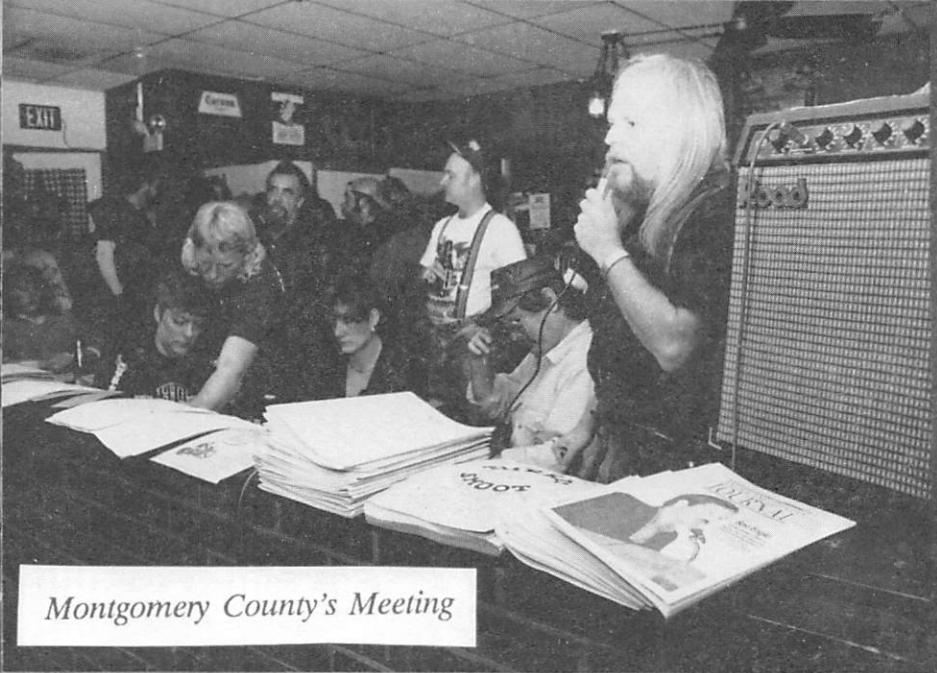
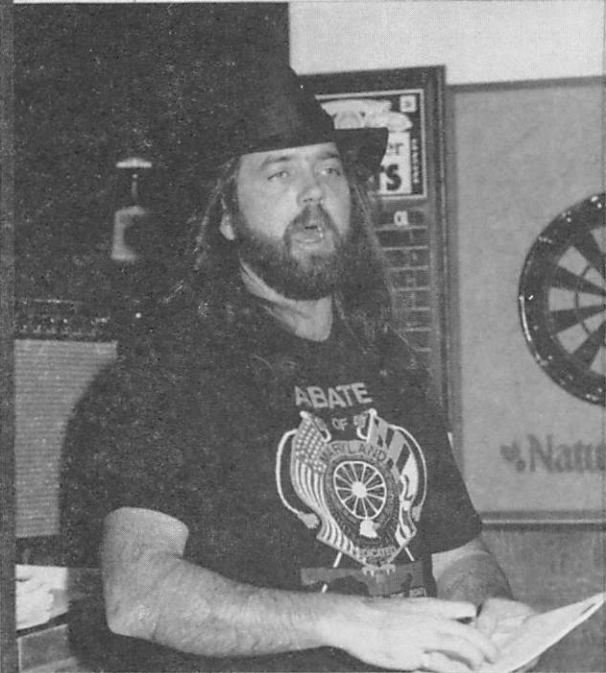
WHY is it OK for six unhelmeted people to ride around in a convertible auto with the top down while playing 'bumper cars' in traffic and it is NOT OK for an unhelmeted motorcyclist to do the same thing?

WHY does the state mandate safety equipment usage with a penalty for non-compliance, when at the same time, the state refuses to be held liable for any injuries one might receive in an accident because of and due to compliance with such laws?

WHY don't you write your Senator and Representative and ask him or her "WHY" ?



*Pappy Haag*



*Montgomery County's Meeting*





# Helmet, insurance bills for bikers voted down again

By Todd Spangler  
THE WASHINGTON TIMES

ANNAPOLIS — Bikers coasted out of the General Assembly yesterday without any new restrictions on their favorite form of transportation, winning two early legislative battles.

Maryland's motorcyclists, for another year at least, can ride without helmets and without carrying catastrophic care insurance, the latter coming at the expense of the Schaefer administration.

Both bills have become annual events, generally attracting crowds of leather-clad enthusiasts and health-care bureaucrats insisting that society and the riders themselves be protected from the dangers of two-wheeled vehicles.

Delegate Ted Levin lost again in his annual battle to require bikers to wear helmets, as a narrowly divided House Judiciary Committee voted 12-10 against letting the bill survive.

The Senate Finance Committee, meanwhile, wasted no time in killing the Department of Health and Mental Hygiene's catastrophic care legislation, voting immediately after the public hearing was held on the issue.

The vote was unanimous to kill the bill.

Calling the proposal "discriminatory" to motorcyclists, Finance Chairman Thomas O'Reilly said there was no reason to approve a bill that seemed to blame much of the state's Medicaid fund problems on one group of people.

DHMH Deputy Secretary Nelson Sabatini brought the legislation before the committee, saying it would save the state about \$4 million a year that it now pays hospitals to care for people severely injured while riding motorcycles.

"There is a problem for sure as far as Medicaid is concerned," said Mr. O'Reilly, a Prince George's County

Democrat. "But there are just too many problems created in dealing with just the motorcyclists."

The chairman said that Maryland has some 500,000 residents who drive vehicles of all kinds without insurance, adding greatly to the Medicaid load when injured.

Also, Mr. Sabatini exaggerated the savings because \$2 million of the \$4 million saved would revert to the federal government if it weren't spent, the chairman said.

DHMH reported that the extra insurance could be purchased for only \$250 a year. Melvin Stahl, vice president of the Motorcycle Industry Council, balked at that suggestion, saying the insurance was nearly impossible to obtain.

"The motorcycle dealers will close for lack of business," Mr. Stahl said.

"A lot of people feel this bill is just to get people [motorcyclists] off the road," said Shelby Kinnard, a computer programmer and biker from Morningside.

Meanwhile, Mr. Levin's annual bill to require motorcycle helmets managed to garner more support than usual this year when House leadership came down firmly behind the legislation.

Arguments made by Judiciary Committee Chairman John Arnick and House Majority Leader D. Bruce Poole, who sits on the committee, failed to sway enough of the membership to approve the bill.

"I think this is another situation where the Legislature is being called upon to shove something down the public's throat that they really don't want," said Delegate Kenneth Montague, a Baltimore Democrat.

Mr. Arnick, a Baltimore County Democrat who served as majority leader last term, argued that the helmet law is no more intrusive than state seatbelt laws.

"This is not a new area we're going into," the chairman said.

As usual, the lobbying effort by the motorcycle industry against the law was strong, but legislators, who in the past have voted against the proposals, are changing positions improving chances in the future.

# Mandatory helmets, insurance rejected for motorcyclists

By C. Fraser Smith  
Annapolis Bureau of The Sun

ANNAPOLIS — Separate committees of the General Assembly killed legislation yesterday that would compel Maryland motorcyclists to wear helmets and pay for the cost of the damage if they don't.

The House Judiciary Committee voted down the measure that would have required motorcyclists to wear helmets, settling for this session the issue that tends to bring motorcycle enthusiasts to the capital in large numbers.

In a related action, the Senate Finance Committee summarily dismissed a measure that would have required motorcyclists to obtain catastrophic health insurance.

Both bills were backed by the Schaefer administration, which argued that the costs of high-risk behavior — in this case, motorcycling — ought not be borne by the state, particularly in a time of economic difficulty when other health programs are being cut. The Senate committee rejected the arguments by a vote of 11-0.

In the House, Judiciary Committee Chairman John S. Arnick, D-Baltimore County, argued for mandatory helmets by observing that the state has routinely stepped into otherwise private decisions in the interest of public health and safety. The economic aspect of the helmet issue, he said, made the law even more compelling this year.

Bringing the matter to a vote yesterday, he added, put the House on course to break with its tradition of delaying votes on most important matters until later in legislative sessions.

Without contesting the budgetary issues, opponents of the mandatory helmet bill argued that the state legislature was, once again, being asked to "shove something down peoples' throats that they don't want." The legislature has resisted the drive to put helmets on cyclists almost every year for the last decade.

Delegate Kenneth C. Montague,

D-Baltimore, said he did not believe the medical cost arguments were sufficiently strong to justify what he called a "paternalistic approach."

Mr. Montague's no-mandatory-helmet argument prevailed as the bill died by a vote of 12-10.

In the related motorcycle insurance issue, proponents of a Department of Health and Mental Hygiene bill said motorcyclists should purchase catastrophic health insurance to save the state and federal governments as much as \$9 million a year. This contention ran into skepticism and sharp questioning from the Senate Finance Committee. A similar measure died in a House committee last year.

Nelson J. Sabatini, a deputy secretary of health, told the committee that motorcyclists were involved in accidents at 2.5 times the rate of people in passenger vehicles; that they also were injured at 2.5 times the rate of people in motor vehicles and that they died at three times the rate.

The average cost of treating motorcycle injuries, he said, is \$23,000 as compared with \$4,800 for other vehicle injuries. In addition, a large proportion of these injured persons must be cared for at state expense. Twenty-eight percent of them have no health insurance — twice the uninsured rate of the general population, Mr. Sabatini said.

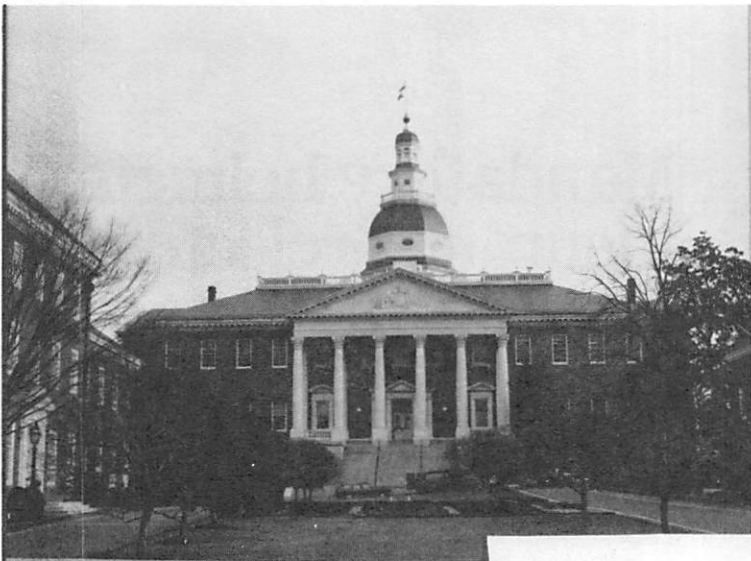
He said the insurance would cost between \$150 and \$450 a year — but opponents of the measure said it would more likely cost \$1,500 a year.

"In these times of severe financial problems," he said, "we are making cuts in services to the poor, the elderly and the disabled. These funds could have helped avert some of these cuts."

But Sen. Thomas P. O'Reilly, D-Prince George's, said his committee regarded the bill as "discriminatory" — targeting just one class of motorists.

Moreover, he said, the committee was not convinced the results would be significant. "The juice just wasn't worth the squeeze," he said.

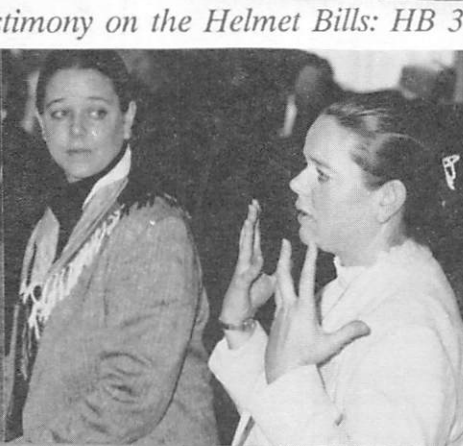




*Legislative Action: ABATE Style*



*Testimony on the Helmet Bills: HB 31 & 32*



*Photos by Blues*

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Leather Tool Bag from Jack's Leather in Elkton

\$25 Gift Certificate from H-D of Washington, MD

1-\$50 Tattoo from Little Gary's Dover, DE

1-Sweatshirt and 1-Hat from Strickly British in Salisbury, MD

\$100 Cash or equivalent of marine repairs or service Baytech Marine Queenstown, MD

2-hours labor from Foy's Salvage in Goldsboro, MD

2- Dinner for 4 w/purchase of salad at Sizzler in Ellicott City, MD

6- Four movies passes to General Cinema in Columbia, MD

Thunder Jet Kit or other product of equal value at Zippers Cycle in Jessup, MD

3- Motorcycle Clocks from Curry's Flving Eagle in Hampstead, MD



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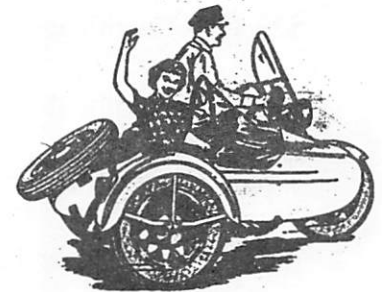
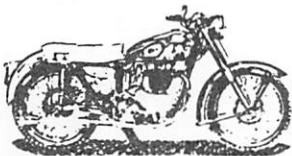
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**From Southern Md:North on Rt 2. Turn left on Rt 178, pass Anna. Mall. Continue  
to Fairgrounds on left.**

**For additional info call toll-free in Maryland 1-800-843-0252**

# COUNTIES' CORNER

## Calvert

Meetings first Wednesday at Mt. Hope 7:30. Come to the meetings and found out what is happening with ABATE.

## Caroline

Meetings at East Side Bar (Upstairs), Maryland Ave. Cambridge Third Wednesdays at 8 pm call Wes 820-6585 or Walt 673-2984.

## Carroll

Meetings at Deans in Hampstead last Wednesday of the month at 7:30. The spring Dance will be April 6, at Taneytown American Legion. See flyer for details. Come on out and show your support for ABATE.

## 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. Look out for lots of events this coming year.

## Charles/Prince George's (AKA Southern Md)

Joint meetings at Lone Star, 1st Sunday 2pm. We need more people to attend the meetings, so come on out.

## Eastern Shore Chapters: Caroline, Dorchester, and Talbot

Joint Meetings on third Wed. East Side Bar in Cambridge (upstairs) 8 pm call Dave 822-5507 or Marty 745-5136.

To all members: effective January 1, 1991 - Membership Drive! Also, we need to see your smiling faces at one of these meetings. We need your ideas on events this up coming season. We now have three locations for meetings. Get in Touch and Check one out! -Dave director of Talbot & Dorchester

## 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. Dance on February 16 at the Ruritan Club in Mt. Pleasant. Lots more events are planned. Call Tom 845-8868 for details.

## Howard

First, thanks to all who helped out on our Toy Run to University Hospital, it was a great success. (Check out the photos) Second, it you're able to make the meetings (2nd Thursday each month 7:30 at Friendly Inn, Rt 144 in Ellicott City) please do. They've been growing. We've signed new members at each of our last few meetings and are looking for more. We've got more things planned so come check us out.

## Kent

You 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

The winner of the membership drive is Big Howard. He brought in 14 new members. Thank you, Big Howard and congratulations. Check out the photos from our Toy Run. We 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. At the 2nd meeting in January, VIP'S attended the meeting. See photos from that as well. We are the chapter with the largest membership, come to the meetings and show your support, besides you never know what you'll miss!

## Queen Annes

Meetings at Gordi's Home Temporarily. Church Lane Grasonville phone 827-5184 for more info, Time & Date.

## St. Mary's

We've moved our meeting to Hicks Country Store, just South of Leonardtown on Medley's Neck Road. Lots of events are planned. For more information call Wendy 373-5484.

## Washington

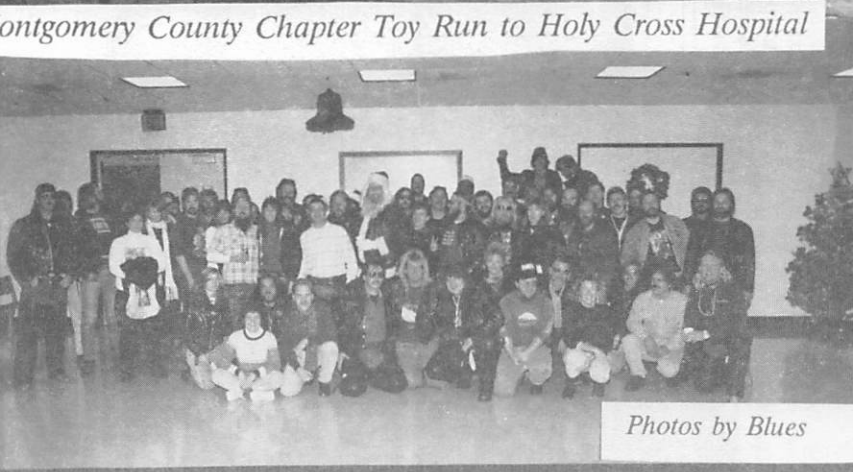
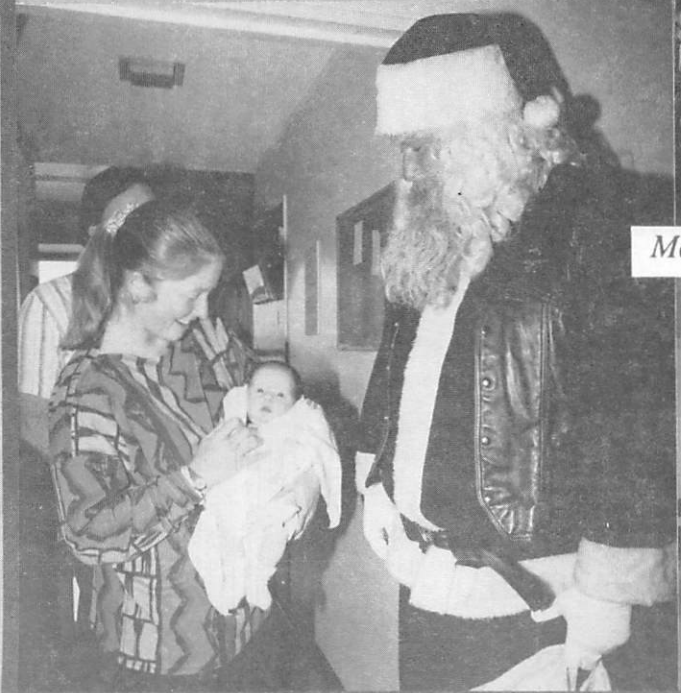
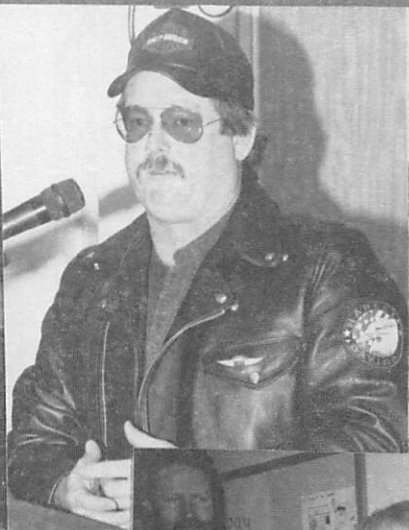
Our meetings are the Second Sunday at 4 pm at Greenbrier - Dogpatch Tavern, Across from Greenbrier State Park. Let's get growing again, lots of events are planned for this spring. Help show your support of ABATE by attending the meetings and events.



*Howard County Chapter Toy Run to University Hospital, Baltimore*



*Photos by Blues*



Montgomery County Chapter Toy Run to Holy Cross Hospital

Photos by Blues



### ON THE ROAD WITH SANTA

PHOTOS BY LUCIAN PERKINS—THE WASHINGTON POST

The Montgomery County Chapter of ABATE, a motorcycle rights group, rode to Holy Cross Hospital in Silver Spring yesterday to hand out items it collected in its third annual toy drive. Above left, before the ride, Santa Claus, a.k.a. Doug Seek, visits with 7-week-old Robin Clard, whose parents belong to ABATE. Above right, Seek leads the motorcyclists as they make their way to the hospital. At left, Seek hands a gift to Andrew Foreman, 14, a patient in the pediatric unit.

### *Santa's helper*

Rene Cesaro shields herself and Santa, alias Walter "Catfish" Bedlein, from rainy weather as the two walk out of the University of Maryland Medical Services building in Baltimore. The two had just finished delivering packages to hospitalized children on behalf of the Howard County chapter of the ABATE motorcycle rights group.

Staff photo by Timothy Jacobsen



# I was totaled by the Bureaucracy

BY DENNIS SMITH. REPRINTED FROM THE  
NEW YORK TIMES, FRIDAY, NOV. 30, 1990

I own a motorcycle - a three button, Brooks Brothers, wingtip shoes kind of motorcycle - and until a month ago it was still shiny, scratchless and dentless, after a year of avoiding potholes. That's when it was stolen from its legal parking space on East 69th Street. I called the 19th Precinct.

"Oh yeah," the desk officer said, "it just came in, safe and sound." There are many reasons to like cops, and humor, I was to find, is right up there. I proceeded to the first, but necessary, inconvenience.

On East 90th Street, I was told to wait for a civilian clerk who was on the phone. It was dinner time, and I had plans. I also have many years of civil service experience, and so I waited for a length of time I thought sufficiently polite until I pressed for attention.

The arresting officer soon appeared, and he like everyone there was congenial and considerate. I was shown the motorcycle, and saw that it had a forced ignition system, a dent, a few scratches and a broken clutch lever. I congratulated the officer for making the arrest and thanked him for saving the motorcycle.

"Would you sign the complaint?" he asked, presenting the form.

The two perpetrators, who had thrown my bike over when they had been chased, were in a holding pen in the next room. I thought about speaking to them. Certainly, they were sorry about being caught, but, remembering that St. Augustine never repented of the apples until after he had stolen them, I wondered if it could be possible that these teen-agers might also be sorry about abusing the property of another. However, having lived all my life in New York City, I contemplated just a moment before signing.

Signing was a great mistake. It is not a civic duty to prosecute someone who does you harm. It is a choice you make, a decision that should be determined by the amount of inconvenience you are willing to put up with, balanced against the degree of harm you suffered. Had I not signed, I could have repossessed my motorcycle while it was still in the ballpark of "safe and sound." And, of course, the teen-agers would have been released.

"Just a couple of weeks," the officer assured. "Hold as evidence." This is the second inconvenience.

The following day the arresting officer

called and asked me to return to 90th Street to sign a deposition. The third inconvenience.

Three weeks later, I learn that I must get a deposition certificate from the District Attorney to permit me to collect my motorcycle from the Whitestone pound. Whitestone? Why didn't they just take a Polaroid of my motorcycle? How did they get my motorcycle to Whitestone?

I called the D.A.'s office. "Oh yes," a woman said, "that case was disposed last week. Didn't anyone call you?"

"No," I replied in the tone of the fourth inconvenience.

"If you don't hear back from me today," she concludes, "call back."

I call back the next day. "Yes, the trial is over and you can come down for the disposition certificate."

"Would you please mail it to me? You see, I'm working on a book, and..."

"You gotta come down" - this from a lawyer's office - "how do we know it's you if we mail it to you?"

"Because I have already proved I am me to the arresting officer."

"We're open from 9 to 5, One Hogan Place." Inconvenience No. 5 - a not inconsiderable one: It costs money to park a car in the court section of town, or \$2.30 if you go by subway or bus. The afternoon was shot, but I got the certificate.

The official, printed directions to the Whitestone pound instruct you to take the Queens midtown tunnel. The Triborough Bridge is closer for me and about a million other New Yorkers, so I called the printed number of the pound for alternate instructions for two days, no fewer than 25 times. It is busy. I take the Triborough, make two pit stops for directions and find myself at the Police Department pound, which is a mile from the Whitestone pound. I am at the boiling point: Inconvenience No. 6, and pushing No. 7.

There is a line in the shack at the Whitestone pound, and the man ahead of me speaks only Spanish. After 20 minutes or so of gesturing to the police officer behind the plastic shielded counter, the cop, unconvinced by the melting-pot-to-glorious-mosaic theory, says, "Look, pal you go to a Czechoslovakia, and you want to talk to a Czechoslovakian, you expect them to speak English to you? No, you're going to have to speak Czechoslovakian, right?"

There is a quizzical look on the faces of all of us in line. And we wait. Finally, a Spanish-speaking clerk appears, saying, "What should I tell him?"

CONTINUED ON PAGE 50

CONTINUED FROM PAGE 39

"Tell him that we found drugs in his car," the cop answers, "that we've confiscated his car, and that he'll never get his car back again."

"What does mean?" says the man before me, with an alacrity that gives the appearance of understanding English. "I no drugs."

The three convene to side huddle and I am given a release to retrieve my motorcycle from a compound where about 300 motorcycles are stored. Better than photographs of the skyline, this pen conveys the size of the city. Most of the bikes are thrown one against the other, and mine is found in a motorcycle spaghetti of tangled handlebars. In my struggle to separate it, I realize I am at Inconvenience No. 8. Also, it appears that the motorcycle has been handled with profound indifference.

One week later, the insurance adjuster calls from the repair shop. Like most things on wheels in America, the sum of my motorcycle's parts is worth three or four times the value of the thing's whole. "So many scratches," the adjuster says, "dents, broken mirror, ignition system, rubbers and handles. We'll have to total it. Will you settle for its book value?"

The adjuster sends me another form to sign.

Look, I don't work for anyone. For my time, I answer only to myself. And, fortunately, I can absorb the loss. But what about all those New Yorkers who cannot?

50

## ABATE·PAC

From ABATE of Indiana

# Catastrophic Insurance puts new meaning into the phrase "bend over"

JENNIFER NICHOLS - ABATE PAC CHAIRMAN

In the early spring of 1990, legislation was introduced into the Maryland state legislature which would have required all motorcyclists to carry catastrophic health insurance. What this meant to motorcyclists in Maryland was on top of the regular insurance coverage already carried by them an additional policy would have to be picked up at an estimated \$1,300 per year. It should be noted that the only insurance company that would consider carrying such a policy was Blue Cross Blue Shield. It was under the condition that they would be the only insurance company allowed to provide this type of insurance policy. Sounds like a monopoly doesn't it?

I know when I first heard about this catastrophic insurance I wondered just what kind of policy this was. So I did a little bit of research on the subject. The first thing that caught my attention was this policy is not the same as your regular motorcycle insurance, which is probably running you about \$300 per year. This means you would have to keep your old policy and purchase the catastrophic insurance on top of that. So we're looking at roughly \$1,600 per year for you to insure your scooter. Unless you plan on having a passenger on back then it's going to run you an additional \$1,300, bringing your total to \$2,900.

The supposed idea behind this catastrophic insurance is this: if you're involved in an accident, let's say an automobile makes a left hand turn into your path and runs you over, you aren't at fault. But you are one of those rare cases in which your medical bills and work loss time exceeds the limit of the automobile drivers coverage. This normally

between \$25,000 - \$100,000. This is where your catastrophic insurance kicks in. It pays the difference between what the automobile driver isn't covered for and the actual cost of what the accident cost you. Therefore in theory saving the state from having to pick up the costs of the uncovered hospital and medical bills. What does this mean to motorcycle riders? Well, not only do we have to tolerate all the accidents caused by automobile drivers, we have to pay for them because of the drivers' lack of adequate insurance coverage.

To add fuel to the fire take a look at the dollar figures and see who's in the market for another multi-million dollar office building and some pretty high dividend checks at the end of the fiscal year. Probably raises and more lobbyists too.

First I took the total U.S. motorcycle registrations, 4,218,985, times the amount suggested for catastrophic insurance: \$1,300; this gives us the total income generated from catastrophic insurance for single riders: \$5,484,680,500. I then figured at least 75% of all riders carry passengers: \$4,113,510,375; this gives a grand total of \$9,598,190,875 paid to the insurance companies; next I took the total costs of all motorcycle injuries in the U.S. \$3,500,000,000; times 60% of accidents for which the automobile driver is responsible: \$2,100,000,000. This gives us the figure which the automobile driver is liable for. I then subtracted that figure from the total cost of all injuries leaving us with the total cost of injuries motorcyclists are responsible to pay: \$1,400,000,000. I then took the percentage of hospital and medical bills insurance companies claim we're not paying 60% (which is the same amount of automo-

bile drivers who don't pay off) \$840,000,000. This equals the dollar amount of unpaid bills we are responsible for nationally or divide that by 50 states to give you the average per state: \$16,000,000. Last but not least I took the grand total paid into the insurance company minus the total dollar amount of unpaid injury costs motorcyclists are responsible: \$9,598,190,875 minus \$840,000,000 equals \$8,758,190,875.00.

This profit figure puts new meaning into the word price gouging. I thought there were laws against this.

Through the efforts of A.B.A.T.E. of Maryland, MRF, MIC, and the AMA this bill was killed in committee. The problem is just like the national helmet bills, the insurance companies couldn't do it through the states so they took it to the federal government, where they have more connections. This is exactly what they're intending to do with the catastrophic insurance which is why I used the total U.S. registrations and injury costs. The Motorcycle Riders Foundation will continue to monitor this situation as it develops. I will continue to keep you informed on things as they happen. I am currently looking for more injury statistics and other information on this issue so when some sort of legislation is drafted we'll already have all our information gathered and will be ready to act.

Anyone who runs across any information concerning catastrophic insurance that might be useful send it to me.

Until next time,  
Jennifer Nichols  
375 S. Cave Rd.  
Bloomington, IN 47401  
(812)825-2765

## From MRF

A man sits in a field with his wrists bound by rope. His only goal is to get free of his bonds, and he chews frantically at the ropes, focusing all of his attention and energy on this task. Another man sits on a hill nearby and whittles as he watches this curious drama, but it is not happening in his yard, so it is not his problem and he makes no move to help. Eventually, he tires of watching and decides to take a nap in the warm sun. Finally the captive breaks through the last fibers of his bonds and leaps up with a shout of triumph, which quickly turns to a moan of dismay as he realizes that while he was singlemindedly fighting his bonds, his captors have built a cage around him. The second man awakes at the shout, and opens his eyes to see the bars of a cage between himself and the sky. He too moans in dismay at the realization that if he had helped the first man shed his bonds, they might both be free now.

So, you ask, what does this have to do with bikers? Plenty! Any state where bikers' rights groups focus exclusively on the issues within their borders is doing the same as the first man. Any rights group that is busily fighting territorial or ego squabbles is the first man's equal. Any state where several groups are stomping all over each other in an effort to win "supremacy", rather than working as a team, is too. Those states who watch their neighbors fall under the yoke of restrictive legislation are in the shoes of the second man.

This parable is about tunnel-vision and complacency.

Had the first man taken a break from his frantic nibbling now and then, he would have seen the first poles of the cage set up and been able to kick them away, buying himself some time. He could have divided his energy between the two tasks, and gotten free of his bonds while there was still a chance to escape the cage. What the second man could have done is obvious - he could have freed the man, but his complacency helped land them both in a bigger mess.

The first bars of our cage were constructed last year - Federal Bills S-1007 and HR-3925. Every state rights group has its own local problems to take care of, but enough of us took a little time to kick away at these so that they stalled out. Much of the outcry against this legislation came from the midwest and western states, many of which do not currently have helmet laws for adults. Where were the rest? The sponsors and co-sponsors of this legislation are largely from states that responded only with a whimper. I don't understand that at all. Are you too busy nibbling at your bonds to realize what is happening around you? Or do you think that because you already have your hands bound that the cage will not matter to you? Are we all going to wake up some day and find that we have been caged in with no way out? That is exactly what will happen if we do not ALL begin to work together NOW. This legislation died in 1990, but that does not mean that construction of the cage has ended. Resurrection is not limited to the Bible - Congress is very good at it, and we have been assured that this legislation will be introduced again. We must stop focusing so narrowly on whatever our individual group is chewing on and work on the weak spots in this cage that Senator Chafee and Representative Cooper are trying to build around us.

We also cannot afford to stand by and watch our neighboring states lose their fights against restrictive legislation. If too many have their hands bound, those who are able to fight are too few to be effective. We need to offer whatever help we can to those who are fighting to repeal statutory restrictions while we ALL kick at the cage. It is much easier to overturn state laws than federal legislation. We cannot lay down on the job. This fight belongs to ALL of us.

Some people don't try to fight because they feel they can't do anything. They can't - ALONE, but together we can. One lone voice in the wilderness will be lost, but an outcry from hundreds of thousands would shake the foundations of our government.

It is far past the time when we need to put aside all of our differences and indifferences and stand united against those who would see us caged. I don't know about you, but the first bars of this cage cast shadows that give me a chill!

Written by  
Linda Beech

*The bike that I ride is a Jap.  
A bike that they say is all crap.  
But if jap is crap,  
and such a bad rap,  
How the hell did one end up in my lap?*

*The bike they all ride is a Harley.  
A bike, which some say, is too gnarly.  
It shakes and it rattles  
from the ground to the saddle.  
You can stand it awhile, but only barely.*

*The bikes that we ride are two-wheelers.  
And to some folks we're all wheeler-dealers.  
But we ride everyday,  
and we will have our say  
about helmets and such "safety" features.*

*The jackets we wear are of leather.  
For ridin' in all kinds of weather.  
But to our legislative foes  
who have given us such woe,  
our cause will hold us together.*

*The name on our patch says ABATE;  
A patch that some love to hate.  
But as a true biker trait  
we'll decide our own fate.  
And hope that it won't be too late!*

*Helmets aren't fun, it's no lie.  
They say that without one we'll die.  
But it's what's in yer head  
that keeps ya from bein' dead,  
Not some bucket forced on ya from on high.*

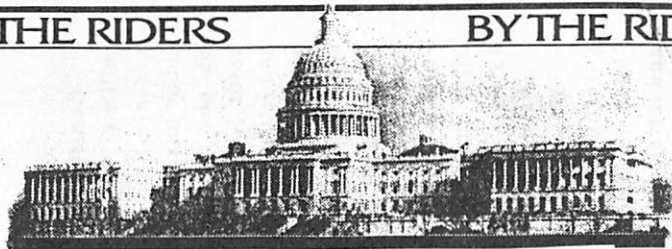
*So do it today, and write a letter to say  
how lost freedoms don't work, they're a drag...  
Cause if it's left to the others  
and all the ones you call brothers,  
you could be left holding the bag!*

*Spread the word far and wide, let those who  
ride decide  
about what's best for ourselves and our  
children.  
We'll do what we do best,  
we'll take and pass every test.  
Just let us alone... and that means free, man!*

From ABATE of New Mexico

FOR THE RIDERS

BY THE RIDERS



**THE MRF: YOUR VOICE AT THE FEDERAL LEVEL**

PLEASE PRINT CLEARLY

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You can become a part of the MRF grass-roots movement by sending a check or money order for \$20.00, along with this application, and along with taking charge of your personal freedom, you'll...

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  - 4 issues of the "MRF Reports" newsletter.
  - MRF Supporter Pin.
  - MRF Supporter Embroidered Patch.
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Mail \$20.00 check/money order to:  
 Motorcycle Riders Foundation, Inc.  
 P.O. Box 11153, Minneapolis, MN. 55411  
 If you have questions, phone (612) 522-8024



CONTRIBUTIONS ARE NOT TAX DEDUCTIBLE. MEMBERSHIP DOES NOT CONSTITUTE MEMBERSHIP TO A STATE RIGHTS GROUP.

**Eastern District Legislative Coordinator** From ABATE of New York

**"What Is News"**

Recently I watched CNN as they removed any faith I had in their standard of honesty and newsworthiness.

I realize some shows and newspapers rely on broadcasting or printing garbage and inflated controversy to sell themselves. This is their product and as long as there are ignorant sloths around to buy their product they will flourish. I have always regarded CNN as the New York Times of Newscasting. All the news that fit to print, etc. Until recently when I saw a segment on helmet laws in America. These were not stretched truths they were claiming as statistics, they were lies. First of all, the American public should have caught on when they compared California without a helmet law to Georgia with a helmet law. Why go to opposite corners of America when they could have compared California to Nevada right next door? Nevada has a helmet law to make comparisons to. All of the other variables would be more likely to remain

consistent such as riding season, road conditions, weather and riding styles because they are much closer. This would be important in any responsible comparison. Even so, their claims were false. CNN claimed that the rider in California was four times more likely to die in a motorcycle accident in California than in Georgia. According to the Motorcycle Safety Foundation, Georgia had 2,058 accidents resulting in 60 fatalities or 2.92 deaths per 100 accidents. California had 20,899 accidents resulting in 620 fatalities or 2.97 deaths per 100 accidents so CNN's claim simply bears no resemblance to reality. Furthermore, CNN claimed that Wyoming had something like a 178% increase in fatalities when they removed their helmet law. Wyoming only had nine motorcycle accident fatalities last year. Any high school student knows that when you deal with very small numbers and increase them by whole numbers, the percentages go up rapidly. That is why responsible surveys must survey large groups of people to get credible results. I could show

you states that had dramatic increases in fatality rates when a helmet law was instated. What is important is to look at the big picture not an insignificant segment in order to get honest statistics. If they did, CNN would see that across America, whether your state has a helmet law or not the average deaths per 100 accidents are incredibly close.

I am not here to argue helmet laws though. This is just what I know. My point is, when we see a segment on gun control, crime, capital punishment, abortions, drug use or whatever, we should have a right to some degree of honesty and not have to worry if some special interest group or insurance lobby has paid for, or influenced, a station into broadcasting their propaganda. CNN brought back a line I recall from a Morton Downey show "There are three kinds of lies; little lies, big lies and then statistics.

Thank You  
 AJ Travis

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Continuation of  
**"What is News"**

After writing this article, I learned why CNN promotes such one-sided trash aimed at convincing the American public that we need more laws. We are just too damn free for our own good from their point of view.

Forbes magazine from Sept. 17th contained an article called "Ralph Nader, Inc." Among other things, Forbes said, "Michael Kinsley, now co-host of CNN's Crossfire is one of many ex-Nader employees strategically placed in the elite media.

Ralph Nader is involved to some degree or another in 29

different organizations with combined revenues of 79-80 million dollars. Nader is also widely supported by the Insurance industry and plaintiff attorneys. These attorneys total contingent fee payments are estimated to exceed 10 billion dollars a year.

To make matters worse, one of his corporations is one of our greatest adversaries. It is headed by a name that is much more familiar to motorcycling. Joan Claybrook and the Advocates for Highway and Auto Safety.

I strongly recommend that anyone with a concern for his

or her rights go to your library and ask for the Sept 17th issue of Forbes magazine. It's long but worth reading. It may also be a good idea for us to increase our letters to newspapers in regards to these things. Naturally, it must be of interest to the general public so don't dwell too heavily on the helmet law but on freedom restricting legislation in general. Letters to the editor are frequently printed and it can be our media tool to combat the influx of propaganda from those with a financial interest in seeing us cease to exist. Liberty Through Unity  
 AJ Travis

## "WRITE TO RIDE".. BIKER LOBBY GROWS STRONGER

### BAM NEWS RELEASE

Considering that only about 250,000 of America's 5 million motorcyclists belong to a biker rights organization, it's amazing how successful the biker lobby has been against the constant legislative attacks on our rights. Further testimony to our collective clout is the fact that most of these assaults on our liberties have been backed by the most powerful and influential lobbies in the country -- the insurance lobby, the medical lobby, and the Detroit (auto makers) lobby; all three are organized, professional groups and are top PAC contributors.

How have our small, relatively poor and loose-knit biker rights organizations succeeded in defending us against such overwhelming odds?

Because bikers are **VOCAL!**

We've learned how to effectively communicate with government by mobilizing grass-roots efforts. The "biker-on-the-street" is our most powerful weapon... and letter writing is the ammunition.

Every time that a helmet law or other anti-motorcycle legislation is under consideration, we're able to flood politicians' mailboxes and tie up their phone lines.

Since less than 5% of all motorcyclists belong to rights groups, and only about 10% OF THOSE are ACTIVE members, imagine how powerful we could become if we could motivate more bikers into getting involved! Forget about DEFENDING our rights; we could take the OFFENSIVE and start lobbying for passage of biker-friendly laws!

These are the kinds of thoughts that led motorcycling attorney Russ Brown and Bikers Against Manslaughter (B.A.M.) to the idea for a new promotional campaign called, "Write to Ride". The Write to Ride program rewards motorcyclists for writing letters to their legislators whenever anti-motorcycle legislation is introduced. Simply pen a letter to your political representative, send a copy of the letter to Russ Brown at B.A.M. National Headquarters, 5455 Wilshire Blvd., Suite 1600, Los Angeles, CA 90036, and B.A.M. will send you a Certificate of Distinction suitable for framing.

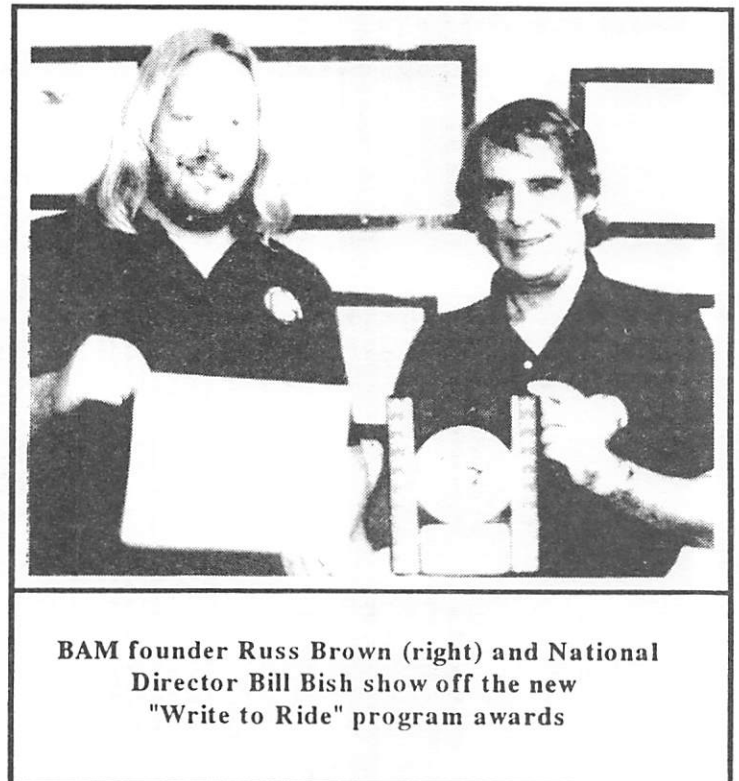
B.A.M. hopes that this new incentive program will increase the number of bikers who get politically active through letter writing. According to Russ Brown, "We think that getting a biker to write their FIRST letter is the toughest job for most biker rights groups. Once the biker has written an initial letter, they're likely to write more because they discover that it's not really as painful as they thought it would be. Our new Write to Ride Program is designed to assist

the various rights groups in motivating their members and fellow riders to write by offering them an incentive -- recognizing them for their contributions to our lobbying efforts".

Positive publicity and good press coverage will also play an important role in the future of the bikers' rights movement. So, as an extension of the Write to Ride program, B.A.M. will award a beautiful 5-color acrylic plaque to anyone who gets a Letter To The Editor or other pro-motorcycling article published in a newspaper or magazine that is not a motorcycle-oriented publication. Again, simply send a copy of the published article to B.A.M. and receive a plaque "In Recognition Of Your Efforts On Behalf Of Motorcyclists."

Also, any motorcycle club or organization that achieves positive coverage in the media can apply for one of the recognition plaques by submitting in writing a full explanation of the coverage and how it will benefit motorcyclists.

Everyone likes to be rewarded for their hard work and dedication. If B.A.M.'s recognition program succeeds in enticing more riders to write to their elected officials, and can mobilize motorcyclists into becoming more publicity conscious... there's no telling how powerful and influential the Biker Lobby can become.



BAM founder Russ Brown (right) and National Director Bill Bish show off the new "Write to Ride" program awards

The Nov. 19 Personalities column related that rock musician David Crosby crashed his motorcycle recently "breaking his leg, ankle and shoulder and suffering internal injuries... The 49-year-old singer...was not wearing a helmet at the time."

The report was almost a duplicate of the lurid account of unhelmeted Billy Idol's injuries in a bike crash. That neither musician sustained a head injury or that the use of a helmet is not generally believed to reduce the incidence of broken limbs are facts to which your reporter seems singularly indifferent.

The next time such an incident happens, may I suggest the following form: "Rock star Ivan and Human Tattoo, 23, lost control of his motorcycle yesterday on Skull Mountain and plunged 13,900 feet to his death. He was wearing a helmet at the time."

It makes as much sense.

-Robert Higdon

Copied from the Washington Post, date uncertain

Quote for the month: "Science may have found a cure for most evils but it has found no remedy for the worst of them all: the apathy for all human beings." -Helen Keller

A8 THE PRINCE GEORGE'S JOURNAL TUESDAY, JANUARY 22, 1991

# Opinion

## 'Nay' to gun lockup, seat belt law change

Gov. William Donald Schaefer had a lot of good things to say last week in his annual State of the State address to the General Assembly, good things about remaining upbeat in the face of war and recession, about giving the Linowes Commission recommendations for changing the state tax structure a fair hearing, about the need for higher gasoline taxes.

We'll get more specific about some of those good things on another day; today, we'd like to address a couple of Schaefer's not-so-good ideas.

The governor wants to allow police to stop cars if they see people not wearing their seat belts, and to require parents with guns to keep their firearms locked away from their children.



While both proposals are well-intentioned and safety-minded, Maryland drivers don't deserve a law that could be used as a pretext for the police to stop someone whose looks they don't ed, we cannot support either.

First, the seat belt proposal. The current law, passed in 1986 after years of debate, makes not wearing your seat belt a "secondary" offense. That means it is against the law but not reason enough in itself for the police to stop you. Schaefer wants to make not wearing a seat belt a "primary" offense, like speeding or running a stop sign. That would allow police to pull you over just for not buckling up — and this in a state that allows motorcyclists to ride around without helmets.


We never liked the seat belt law to begin with, considering it another governmental intrusion on private rights and freedom of choice. (And to those who argue that seat belts save the public from paying medical bills for careless people who get themselves maimed, we say why not simply bar people from recovering insurance money for injuries that wearing a seat belt could have prevented.)

The fact that failing to buckle up was a secondary offense was the only positive aspect of the seat belt law. And now Schaefer wants to change that.

Not wearing a seat belt is profoundly stupid, but it is hardly worth a police stop. The police have better things to do, and

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## ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

February 2, 1991

State Directors meeting held on January 27, 1991 was called to order at 12:15 PM.

Roll call of Board of Directors and County Directors was taken.

### LEGISLATIVE REPORT

House Bills 31 and 32 were defeated by a vote of 10-12. Senate Bill 27 was defeated by a vote of 11-0. Senate Bill 130 has not yet been scheduled for a hearing. It was suggested that letters of thanks be sent to the Delegate in your area who voted against the two House Bills.

Debbie Lough requested that everyone comb newspapers for any articles concerning motorcycling, civil liberties suits, etc. and send them to the Annapolis office and they will be kept on file to help us in our cause to continue maintaining our freedom of choice.

We will be looking into ways to expand the availability of the Motorcycle Safety Course and ways to make it more appealing to the general public.

### TREASURERS REPORT

Copies of the financial report covering the period 10/29/90 - 1/27/91 were distributed and discussed with a motion to accept being made by Tom Bruce and Gary Snyder and carried by all.

It is the opinion of the ABATE bookkeeper and attorney that it is to our advantage to pay back taxes for the past four years to obtain non-profit status. Papers have been filed with the IRS for ABATE to operate as a for profit corporation while we continue to work for a non-profit status.

Will Lough presented a proposal to make a change to the present By-Laws concerning one central ABATE of Maryland bank account (a copy of which will be sent to each county director).

A motion was made by Bob Spandburgh and seconded by Wendy Anderson to amend the present By-Laws (Article IV, Section 6) as was read by Will Lough from rough copy that was issued to all directors with amendment to remove Article IV, Section 3. Motion was carried by 17 with 1 objection (Animal) and 1 ~~absentee~~ abstainer. (Paul Jackson).

Meeting was adjourned at 4:20 PM.

All monies held by individual county chapters over \$300.00 are to be placed in the ABATE central bank account as soon as information packet is received. A letter is to be sent to the ABATE office stipulating the date when and the amount of monies over the \$300.00 was placed in the central account.

A motion was made by Tom White and seconded by Tom Bruce to remove the word "Non-Profit" from the By-Laws. Motion was passed 19-0 with one abstainee (Lenny Holcomb).

### MEMBERSHIP SECRETARY REPORT

Current active membership is approximately 1700 people. Diskette for individual county membership is available upon request. Copies of membership as of 12/31/90 were handed out to each county director. If any changes are to be made, flag them on the copy handed out and return to office to be forwarded to Dan.

The new membership applications will be sent to each county director shortly. Membership will be full only (no associate/s) at \$15.00 or a lifetime membership at \$150.00.

Motion was made by Tom Bruce and seconded by Gary Snyder to keep the lifetime membership at \$150.00. Motion was passed.

In the near future, there will be a need to purchase another copy of computer programs Q & A (\$250.00), Lotus I, II, III (\$500.00), and another more up to date computer (approximately \$3500.00), a laser printer (approx. \$1500.00) or a pin printer (approx. \$600.00).

### NEWSLETTER EDITOR REPORT

Next newsletter will be out within the next three weeks. Request made to go out and solicit ads for the upcoming issue and get them to Sally Bruce as soon as possible.

### OLD BUSINESS

All donations for the upcoming raffle are to be sent into the office by 1/31/91 so tickets can be printed. Drawing is to be held at the State Party on 6/22/91. Tickets will be \$1.00 each.

Motion was made by Lenny Holcomb and seconded by Dan Brigham to increase the office secretaries salary to \$600.00. Motion was approved by all.

The ABATE tee shirt logo will be distributed thru the State office only with the logo being available either on the front or back. Individual county chapter tee shirts can be done if the county logo (silk screen only) is given to the State.

It was agreed that Rudy Burgee was to be reimbursed \$87.87 for monies paid by him personally to cover checks written by the present Anne Arundel County chapter director.

State will pay registration fee for those wanting to attend a legislative seminar sponsored by ABATE of Pennsylvania on February 8 & 9th if informed by 1/31/91.

### UPCOMING EVENTS

2/09 - Frederick Co. Turkey Shoot  
2/16 - Frederick Co. Sweethearts Dance  
2/15-17 - International Motorcycle Show @ Festival Hall  
2/23 - Cecil/Harford Bowl-A-Thon  
3/23 - Frederick Co. Blood Run  
4/06 - Carroll Co. Dance  
4/21 - ABATE Bike Show  
6/22 - ABATE State Party  
7/28 - R and R Bike Show

Volunteers are needed to help out at the International Show. Contact Sally Bruce if you can help.

If any county has not turned in a list of upcoming events to State, please do so immediately.

**HAVE YOU SEEN THE SUDAFED COMMERCIAL?**



15910 Ventura Boulevard  
Suite 1719  
Encino, California 91436



**Press Release**

**Press Release**

**Press Release**

January 7, 1991

For More Information:  
Pepper S. Kasey

**SUDAFED TARGETS BIKERS AS 'BAD GUYS'**

The Burrows Welcome Company, makers of Sudafed Antihistamine has recently aired a commercial portraying motorcyclists as the "bad guys".

The commercial shows a man getting on a Triumph while the voice over explains that he has just taken an antihistamine and is about to ride, even though the package warns that this drug may cause drowsiness implying it's not safe for him to drive.

Next, a woman has just taken a Sudafed, but it will not make her drowsy; the voice over allowing her to drive safely, or in this case implying that following scene: "drowsy" biker almost crashes into upstanding citizen car. Auto driver swears barely missing biker and looks back at biker with distaste as she safely continues on her way.

When approached to answer questions a Sudafed spokesperson stated that they did not intend to target a particular group of people but rather tried to show two different types of vehicles. They had no answer as to how long the commercial would be aired or if they would discontinue running the commercial.

The National Coalition of Motorcyclists is outraged that motorcyclists, once again, are being shown as unsafe, uncaring, inconsiderate members of society. We urge you to write letters and make phone calls to let Sudafed know that as consumers we are sick and tired of being singled out as the "BAD GUY". This is another adur intended to degrade and insult motorcyclists, perpetuating the publicis already had image.

**HERE'S WHO TO WRITE TO**

Burrows Welcome Company  
3030 Cornwallace Road  
Research Triangle Park, NC 27709  
Attn: Ms. Lisa Barrens  
1 (800) 722-9292

RECEIVED JAN 14 1991

(Please print in newsletters and distribute to your members)



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January 17, 1991

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1 (800) 875-6524  
Tel/Fax 80  
(401) 561-8315

Burrows Welcome Company  
3030 Cornwallace Road  
Research Triangle Park, North Carolina 27709  
ATTENTION: Ms. Lisa Barrens

Re: Sudafed Antihistamine Advertisement  
Dear Ms. Barrens:

Please be advised that, as a potential user of Sudafed, I was appalled by the recent commercial showing an operator maneuvering a motorcycle after having taken an antihistamine which would have caused drowsiness, while the driver of an automobile took your product and was able to drive without hazard to herself or to other persons on the highway.

I have used Sudafed for many years. I acknowledge that taking a pure decongestant while not necessarily blocking all the symptoms of a cold or allergy allowed me to properly function as an attorney in court much less operating my automobile, and yes, my motorcycle.

I am also an instructor for the Maryland Motorcycle Safety Program and part of our rider education is awareness of the adverse effects of medication including cold remedies.

Unfortunately your advertisement seems to indicate that a motorcyclist is incapable of understanding the difference in products and would voluntarily operate a machine that is inherently more subject to the physical limitations of a person than an automobile. It has been my experience, both as an attorney and as a motorcyclist, that operators of cars are no less likely to consume incorrect products, be they alcohol, legal or illegal drugs, based upon the security of their machine. Unfortunately the public can perceive your advertisement as reflecting just the opposite. Your advertisement would, in my experience, have been more appropriate if the person injecting Sudafed had been the motorcyclist and the automobile operator swerving all over the road.

As I am sure you would be just as uncomfortable with the latter approach, you can imagine my discomfort with your present commercial. It certainly does nothing to reinforce what I am teaching: making all persons aware of the necessity of riding safely and interacting well with the motor vehicle public.

I would request that this advertisement be withdrawn and a statement made that you had no intention of implying that motorcyclists were oblivious to the need of respecting the adverse reactions of medications. Until such time I must now look to alternate medications, of which many are now available, to relieve any congestion problems that may occur over this and future winters. Obviously my independent rejection of your product, as well as any other Burrows product, will not effect your profit but I also intend, by copy of this letter, to notify other motorcyclists in the State of Maryland and nationwide of my concern and perhaps a nationwide boycott would draw this matter to your attention quicker.

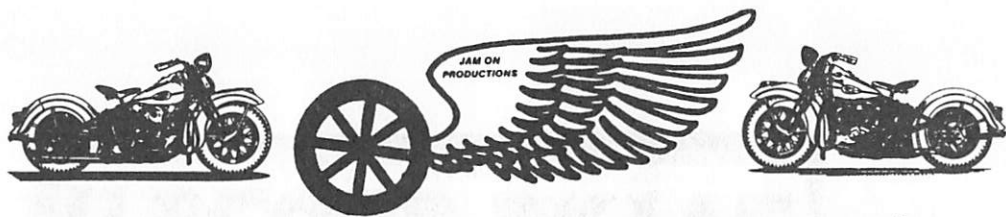
Very truly yours,

Jay Irwin Block

JIB:are

cc: ABARE of Maryland  
Harley Owners Group (HOG) of Maryland  
Harley Owners Group (HOG) of Metro  
Harley Owners Group (HOG) of Frederick  
Harley Owners Group (HOG) of Annapolis  
National Coalition of Motorcyclists





Motorcycle

# SWAPMEET

SUNDAY

MARCH 17, 1991



Jam-On Productions presents a Motorcycle Swapmeet at the Howard County Fairgrounds (Maryland).

**BUY...SELL...TRADE  
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**ALL ARE WELCOME!  
RAIN OR SHINE!**

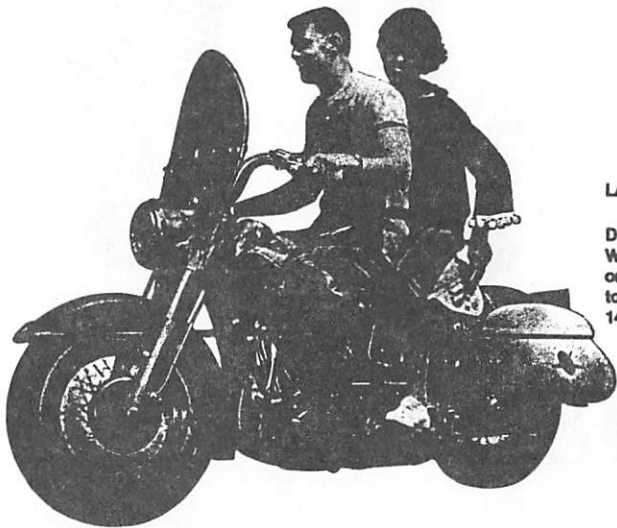
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**LAW ENFORCEMENT PERSONNEL ON PREMISES  
FOOD ON PREMISES!**

**DIRECTIONS—From Washington, D.C.: 95 N to 32 West (16 MI.) to 144 West—½ Mile to Fairgrounds on Right. From Baltimore: 95 N to 695 N (Towson) to 70 West to Route 32 South, Turn Right on Route 144, Fairgrounds on Right.**

**NOTE: CONCESSION RIGHTS RESERVED  
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**MORE INFORMATION  
(301) 779-3235  
SEE YOU THERE!**



## ABATE of Maryland Carroll County Chapter

Presents a **Spring Dance**

**When: April 6, 1991**

**Time: 9:00 p.m. till 1:00 a.m.**

**Place: Taneytown American Legion**

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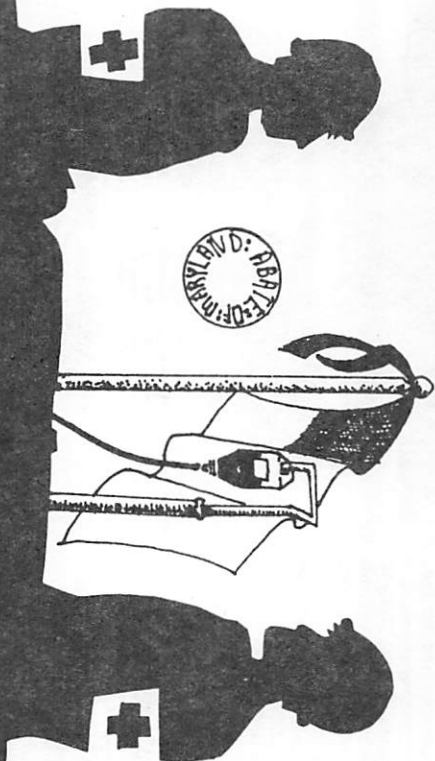
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# HELP OUR TROOPS



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At Home Plate Bar South Street. Off I-70 Exit 55. Non-members welcome.

## Program teaches motorcycle safety

By RICHARD KERNS  
News-Post Staff

Last week's graduation of the 10,000th student from the Maryland Motorcycle Safety Program training course represents increased safety for all state motorists, but it means even more to a Walkersville resident involved in the program.

Program coordinator Andrew Krajewski developed the training program five years ago, shortly after being hired to head the newly created motorcycle safety program. Mr. Krajewski said the training course stresses defensive driving for cyclists.

"We always talk about how they control their own destiny," he said. "Motorcyclists have to drive defensively because they can't rely on the other motorist."

During the past year, 3,000 state residents completed the program, with 234 Frederick County residents receiving their certificates. Since the course was first offered in the county in 1987, Mr. Krajewski said, 609 area residents have completed the program.

The \$25 course involves 20 hours of instruction in motorcycle safety, with classes held in four-day periods between April and October. One of 33 such programs across the country, the program is required for all Maryland motorcyclists under 18. Mr. Krajewski said the minimal investment of time produces a significant return in increased safety.

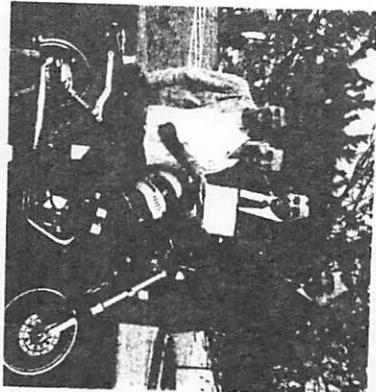
According to Maryland State Police figures, motorcycle accidents decreased by 37 percent between 1985 and 1989 and fatalities decreased by 29 percent during the same period.

Mr. Krajewski accepted his position at the Motor Vehicle Administration in November 1983, the same year enabling legislation passed by the General Assembly provided for the motorcycle safety program. Coming to the MVA from the National Motorcycle Safety Foundation, Mr. Krajewski already had a lengthy background in motorcycle safety.

On his own initiative, Mr. Krajewski conducted motorcycle safety classes in 1989 while teaching high school physical education in Pennsylvania. In 1974, he earned a master's degree in traffic safety from Central Missouri State University. He then moved on to the NMSF in Baltimore.

A motorcyclist since his teaching days in Pennsylvania, Mr. Krajewski, 45, rides a 1988 Honda Goldwing. In addition to promoting motorcycle safety, he also defends motorcyclists against charges that it is unsafe and costly to taxpayers in typical hospital bills.

Studies have found that motorcycling is safer than



Andrew Krajewski, far right, presents Steven Birchhead of Bowie with a certificate honoring him as the 10,000th student. Participants included, from left, Mary Oursler of Prince George's Community College, where Mr. Birchhead received his training; Mr. Birchhead; and Thomas Walsh, MVA administrator.

horseback riding and boating, Mr. Krajewski said. He also contested the conclusions of a recent study, which found that unhelmeted drivers cost the state \$1.3 million annually in acute care health costs.

According to Mr. Krajewski, the study only focused on one aspect of highway safety — motorcycles — and did not include car and truck accidents. Health care costs for uninsured car and truck motorists are much higher than motorcycle costs, he said.

"When you look at the whole picture, motorcyclists are just a drop in the bucket," he said.

Mr. Krajewski said insurance companies in Maryland have contributed to the problem of motorcyclists' health costs. Only one insurance company in the state, he said, provides personal injury protection for motorcyclists and the lack of competition has driven up costs.

Although a proponent of helmets, Mr. Krajewski said it is wrong to assume that helmets will save every motorcyclist in an accident. Helmets, he said, will not protect a cyclist from internal injuries common in such accidents.

Mr. Krajewski said elected officials may once again introduce legislation for a mandatory helmet law. If such legislation is introduced, he said, the MVA will support it.

ABATE OF FLORIDA  
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March  
 3<sup>rd</sup>-10<sup>th</sup>  
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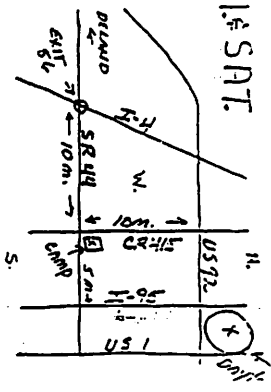
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LIVE MUSIC FRI & SAT.

TENT'S, IRV'S  
 CAMPERS  
 Welcome  
 No Hookups  
 Cor. SR44 & C.R. 415



# MOTORCYCLE EXPO '91

\* EASTERN SHORE RIDERS ASSOCIATION \*  
 SELL • TRADE • BUY  
 \* **CYCLE SHOW** \*

5 TROPHIES CLASSES 1st 2nd AND 3rd  
 DRAG CLASS 1st PLACE ONLY  
 (PEOPLES CHOICE)  
 REGISTRATION FOR BIKE SHOW 8AM - 11:30AM  
 50/50 RAFFLE

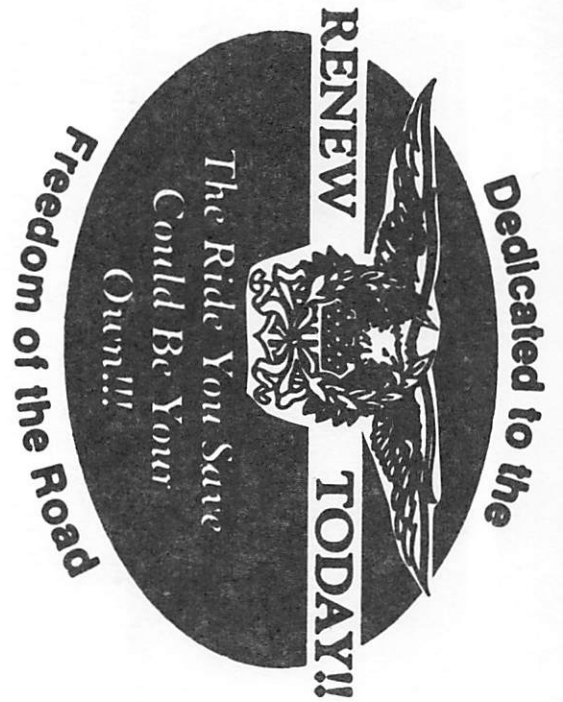
110. PER BIKE-RIDER \$7. ADDITIONAL BIKE  
 ENTERY FEE  
 \* **SWAP MEET** \*

DELMARVA CONVENTION CENTER  
 DELMAR MID/DEL

TURN YOUR SPARE PARTS INTO CASH, BRING OLD/NEW BIKES,  
 NEW/OLD PARTS, STOCKMOT TO STOCK, AMERICAN, EUROPEAN,  
 JAPANESE, LINCY, LEATHER GOODS, AND JEWELRY.  
 \* SEE DEALERS DISPLAY THEIR GOODS FROM  
 MD, VA, AND DEL. \*

\* NEW 91 BIKES ON DISPLAY \*  
 DIRECTIONS:  
 FROM BAY BRIDGE, TAKE RT. 505, TO RT 404E, RT404 TO DEL. RT.  
 135 TO DELMAR. CONVENTION CENTER AT LIGHT.  
 FROM DEL. TAKE RT. 135 TO DELMAR . . . . .  
 FROM VA. TAKE RT. 13W TO DELMAR . . . . .  
 DOORS OPEN 12 AM \$3.00 ADMISSION, CHILDREN UNDER 15 FREE

\* **SUNDAY APRIL 14 1991** \*  
 WANTED DEALERS: VENDORS OF MOTORCYCLES, PARTS, TIRES, LEATHER, T. SHIRTS, ETC.  
 MORE INFO CALL 302-8462898 ASK FOR ROBERT.  
 NOTE: CONCESSION RIGHTS RESERVED, COMMERCIAL RIGHTS RESERVED.



ABATE OF MARYLAND is an organization composed of motorcycle enthusiasts throughout the state, concerned with putting motorcycle legislation in its proper form, with safety 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.

\$2.50 **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.

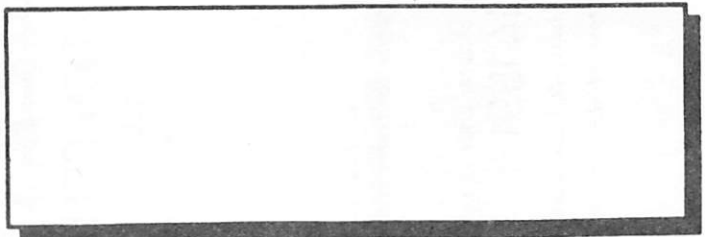
APPLICANT SIGNATURE \_\_\_\_\_

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P.O. BOX 1733  
ANNAPOLIS, MD 21404



**FORWARDING AND CORRECTION  
REQUESTED**

Bulk Rate  
U.S. Postage  
**PAID**  
Suburban, Md. MSC  
Permit No. 7531



This is **DATED SUBSCRIPTION MATERIAL**  
—Please Rush - Thank You—

**DEDICATED TO THE FREEDOM OF THE ROAD**