

# April/May '91 Newsletter

STATE HEADQUARTERS  
WEST STREET  
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MAILING ADDRESS  
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Telephone  
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Toll Free In Maryland

1-301-263-9185  
Out of State

**ABATE of Maryland**

## WANTS YOU TO PARTY WITH US AT OUR 13TH ANNUAL **BIKE SHOW AND SWAPMEET**

Sunday, April 21  
ANNE ARUNDEL COUNTY FAIRGROUNDS

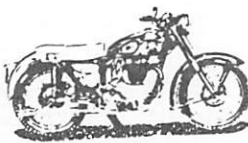
**FOOD & BEER AVAILABLE ALL BIKES WELCOME**

Featuring: Custom & Vintage Motorcycles, Parts and Accessories, Prizes,  
Good People and Good Times

**LIVE MUSIC by Snake Bite**

**MOTORCYCLE SHOW (3 Trophies for each class)**

CUSTOM (over 20 alterations)  
STREET CUSTOM (11 to 20 alterations)  
STREET (0 to 10 alterations)  
EUROPEAN CUSTOM  
EUROPEAN CLASSIC  
JAPANESE CUSTOM  
JAPANESE CLASSIC  
DRESSER  
RESTORED (1965 - down)  
TRIKE



**BEST PAINT & BEST OF THE SHOW**

**ALL ARE WELCOME**

**ADMISSION: \$7, \$1-off for current ABATE members**

**CHILDREN UNDER 2 ARE FREE**

**SHOW ENTRIES \$15**

**SHOP DISPLAYS \$30 10X10 ft.**

**SET UP BEGINS AT 7 AM**

**STARTS AT 10 AM**

**LAW ENFORCEMENT PERSONNEL ON PREMISES  
RAIN OR SHINE  
NO DOGS, NO GLASS**

**DIRECTIONS:** From Washington: Rt 50 to Rt 450 Annapolis Exit, to Rt 178 pass Annapolis Mall.  
Continue to Fairgrounds on left

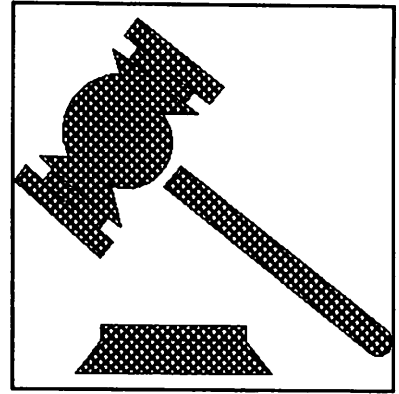
From Baltimore: Rt 3 to I97, to Crownsville Exit Rt 178. Follow 178 to Fairgrounds  
on right.

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

## From the Director of ABATE of Maryland...

While sitting in on a battery of meetings, some boring and some not so boring, at the Sixth Annual Maryland Motorcycle Safety Program Spring Conference, I was happily amazed at the number of times that motorcycle rights' groups were alluded to in a positive light. ABATE of Maryland was mentioned as much, if not more than the AMA and the MRF who both had speakers on the agenda. All of this included a statement by one of the instructors attending the conference, Delegate James Harkins of Harford County. He said that the motorcycle lobby in Annapolis is known to be so strong and effective that we are indeed considered a force to be reckoned with and ABATE of Maryland is at the forefront.



The appreciation that the Motorcycle Safety Program afforded ABATE of Maryland and the work we do in the area of safety was probably shown the most when Safety Program Coordinator Andy Krajewski stood and spoke of our accomplishments, of the work we do day to day, and made an appeal of sorts for those in the room to see me, afterwards, about signing up as members of ABATE of Maryland.

At this point we adjourned for the evening and five people came over and signed membership applications on the spot. Eleven people also asked for mail-in applications. Later that evening, during a party at the hospitality suite, provided by our own Jay Block, Esq. and the Motorcyclists Operation Santa Claus, our raffle tickets were a hot item and many questions and comments came to me, from all sorts of folks. It was a true surprise to many that we did anything besides "fight against helmets". Everyone seemed to appreciate the fact that there was someone in Annapolis watching their backs.

I have to report at this time during the party, a long standing member of ABATE, who is now the Training Director for the Safety Program, challenged another ABATE member, who is an instructor and a female, to a footrace down the hotel corridor. I'm sorry to say that the poor old guy suffered a blowout, went into a high speed wobble, and crashed and burned before reaching the finish line. To my knowledge the five dollar wager hasn't been paid off and Denise says that she wants her money, Bob.

The next morning, it was back to meetings at 9 am. During the first break I went around and placed applications at almost every seat. Some I missed and was astounded that some people came over and told me that they needed one.

The bottom line is that we are beginning to reach out to motorcyclists that just a few short years ago would not have affiliated themselves to our organization. The fact that we have worked hard on issues that affect all bikers, and not just those who choose to ride without a helmet, has helped us to show that we are not simply, "those helmet people".

Since I spent all weekend talking about motorcycle safety, I would like to say that the riding season is approaching and the one thing I hate to do the most is to receive that phone call asking if I heard about so and so biting the big one while riding home from this or that party. If you're going to ride then party sensibly and if you're going to party then take that extra bit of time before you get on that bike. To have a year of absolutely no serious accidents and definitely no fatalities in Maryland is a dream that I hope to realize someday.

Ride Free, Ride Safe,

Chuck B.

(ed. note: In case you did not know, Chuck is an instructor for the Maryland Motorcycle Safety Program. Recently, he has been appointed Training Coordinator for the Eastern Shore. As a result of his hard work, starting this year there will be courses offered on the Eastern Shore.)

# RIDER EDUCATION THE KEY TO MOTORCYCLE SAFETY



COME TO PARTY!!!



**ABATE of Maryland's**  
**\*11th Annual Membership Party\***  
**June 22&23, 1991**

From Saturday Morning til Sunday Morning  
Party All Day - Camp All Night at  
**CUMBERLAND FAIRGROUNDS**

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Food & Beverages Available

ADMISSION: \$15 Admission per person  
Members Only (members may bring 1 guest but it MUST BE A DATE)  
Membership Available at Gate-\$15 annual dues,

GATE OPENS 8AM SATURDAY!

**Cumberland Fairgrounds** Located in Scenic Western Maryland

**DIRECTIONS:** I70 West to I48 West to Cumberland to MD Rt 220 South to Fairgrounds

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Security on Premises!  
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For more information call toll-free in Maryland 1-800-843-0252  
Outside of Maryland call 1-301-263-9185

# COUNTIES CORNER

## Anne Arundel

Are you ready to ride? Mike Clegg wants you to call him if you want to ride together as a Chapter to the State Party. He is also interested in getting meetings going. Call Mike at 360-0348.

## Calvert

\$494. was turned into the State from Turkey Shoots. Upcoming events include a Spring Shake Down and the Farm Party Aug 17th. We meeting on first Wednesday at Mt. Hope 7:30. Come to the meetings and found out what is happening with ABATE.

## Carroll

Meetings at Deans in Hampstead last Wednesday of the month at 7:30.

## Cecil/Harford

April meeting changed to 14th, so we can attend Bike Show at Anne Arundel. Thanks to everyone who came out to the Bowl-a-Thon, over \$1500 pledged, what a great show of support!

The date for our Swap Meet/Poker Run is MAY 12! Poker Run Ending at the Swap Meet \* Bike Show \* LIVE MUSIC \* FOOD \* BEER \* LOTS OF VENDORS \* WET T-SHIRT \* WHAT MORE COULD YA WANT? For more info. call 301-642-0249 or 1-800-843-0252.

## 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: Queen Anne, Caroline and Talbot

Second Saturday of each month at Queen Anne County Library in Centerville at 12:30. Third Wednesday of each month at Sportman's Lounge in Cambridge at 8pm.

Poker Run on June 1, Leave Chesapeake Pottery at 10 am, Rain date June 8.

## Frederick

Our meetings are the first Sunday at noon, at Home Plate Bar on South Street Frederick, Exit 55 I-70 and the first Thursday Eilers' garage off Rt144 & Woodville Rd. Mt Airy 7:30.

Our dance was a great success by any measure and we'll do it again next year. Many thanks to the workers and the sponsors of the donated prizes. This summer we have alot planned, farm parties, poker runs and rides; so come on out to the meetings and get informed, involved and have some fun. Spring Fling is April 20th, see flyer. It's time to clean up our highway (Rt 144 near Jug Bridge) on April 27th. Call Tom Bruce 845-8868 for more information.

## Howard

Well, Spring is Finally here and it is time to dust 'em off and get ready for another season in the wind. Thanks to everyone who helped with the Adopt a Highway trash pickup. I hope to see everyone at the meetings 2nd Thursday, 7:30 at the Friendly Inn, Rt 144 in Ellicott City. We have lots of rides and events coming up not only here in the county but around the state and out of state as well. So come on out and see what's happening.

## 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

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.

## St. Mary's

Our meetings are at Hicks Country Store, just South of Leonardtown on Medley's Neck Road Second Friday at 7:30. Lots of events are planned for upcoming months. Horseshoe Tournament in May. For information call Dave at 568-0638.

## Washington

Our meetings are the Second Sunday at 4 pm at Greenbrier - Dogpatch Tavern, Across from Greenbrier State Park.



**STATE-WIDE RAFFLE** Buy your tickets from one of State Staff listed >>>>>>

- 1st prize     **\$**1500. To the Shop/Dealer of your choice
- 2nd prize     **\$**500. Gift Certificate donated by R&R Cycle Group
- 25 Certificates from the Maryland Motorcycle Safety Program for the Rider Courses
- 10 Memberships to the Motorcycle Riders Foundation
- \$**100 Gift Certificate from MDO Cycles in Rockville, MD
- \$**25 Gift Certificate from Stan & Ollie's East in Thurmont, MD
- 1 pair Mike Corbin Boots from Rockville H-D/BMW
- \$**25 Gift Certificate from the Chrome Pony in Montville, PA
- \$**25 Gift Certificate from Mr. B's Lifestyles Mail Order New York
- \$**100 Gift Certificate from Joe's Bargain Cycle New Castle, DE
- \$**25 Gift Certificate from Jerry Barrack in Gloucester, VA
- \$**25 Gift Certificate from Brewster Cycle Den in Hagerstown
- 1 pair Carolina Engineer Boots from Brewster Cycle Den
- Leather Vest from Jack's Leather in Elkridge, MD
- Leather Tool Bag from Jack's Leather in Elkridge
- \$**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
- Thunder Jet Kit or other product of equal value at Zippers Cycle in Jessup, MD
- 3- Motorcycle Clocks from Curry's Flying Eagle in Hampstead, MD



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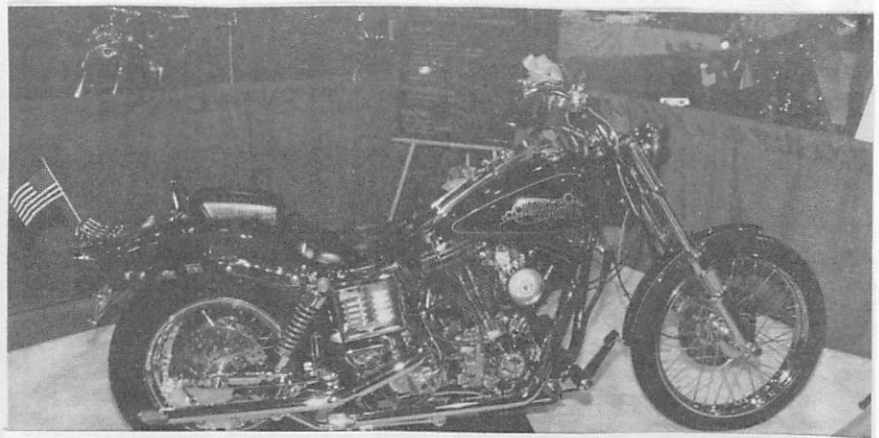
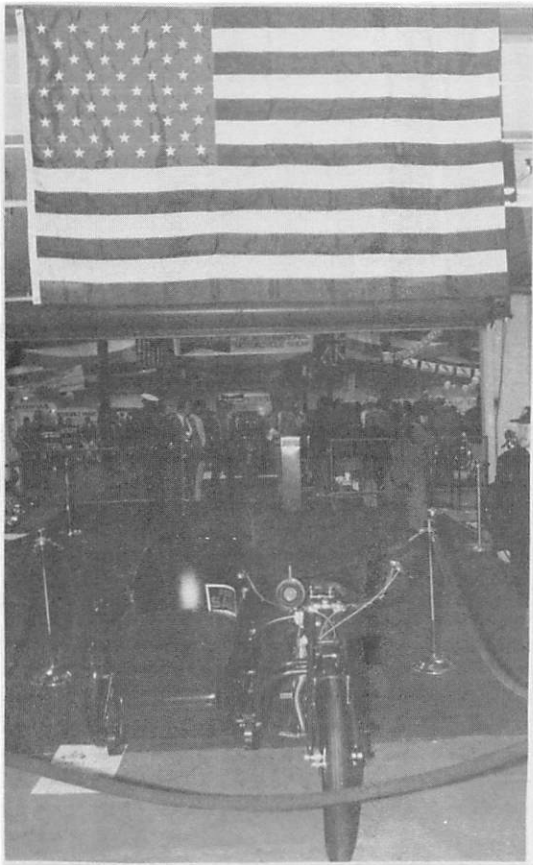
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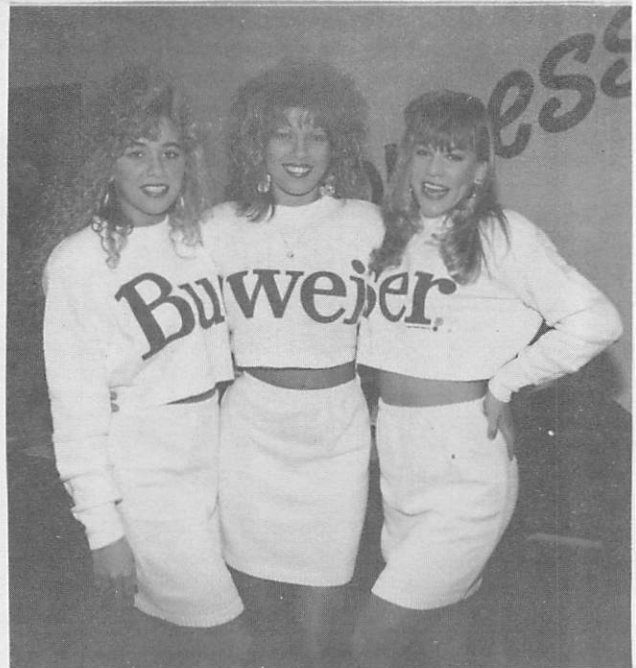
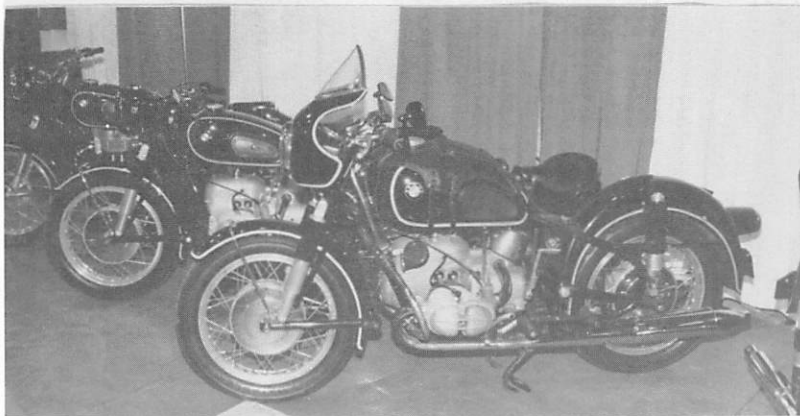
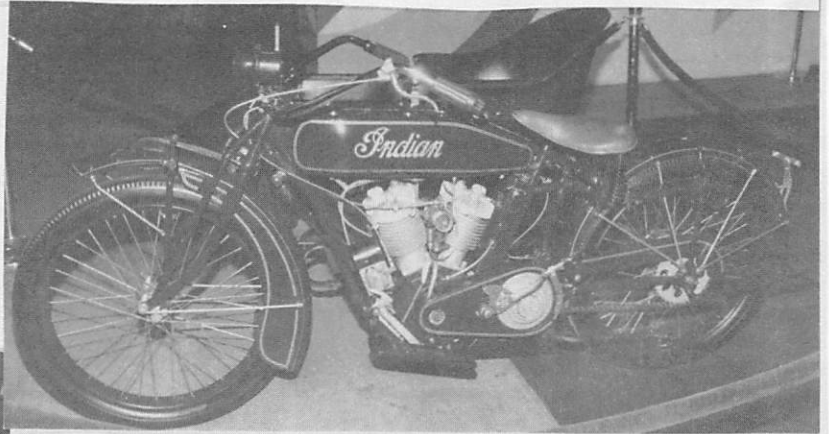
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Live in a county not listed? Call 1-800-843-0252 and get involved!



# INTERNATIONAL SHOW



# PROTECTING ALL MOTORCYCLIST'S RIGHTS



 **SUZUKI**

**TRIUMPH**

**HONDA**



The next ABATE of Maryland Staff Meeting will be held on  
Sunday April 28th at Noon at the ABATE Office  
All Chapters Must be Represented.



**YAMAHA**

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## ABATE OF MARYLAND

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## State Legislative Update

# Freedom is the choice in Maryland! Florida safety funds in danger?

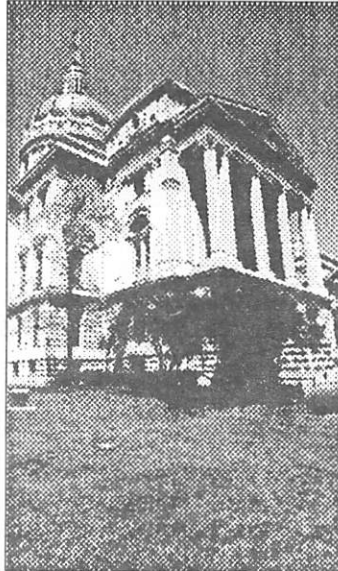
Every year since 1979, the year Maryland motorcyclists regained Freedom of Choice, the motorcyclists of the "Free State" have had to defend that freedom at the state house in Annapolis. And, every year, led by the efforts of ABATE of Maryland, adult motorcyclists have retained that hard won Freedom of Choice. So, it was no surprise that within days of the Maryland General Assembly's reconvening that three helmet laws and a catastrophic - rehabilitation health care insurance requirement law were introduced.

What else should not be a surprise is the way this legislation has been dealt defeat in the three cases where it has come before committees. Two helmet laws defeated - 12 to 10 and 14 to 8 - in the House Judiciary Committee on January 24. On that same day a discriminatory catastrophic insurance requirement proposal was defeated - 11 to 0 - by the Senate Finance Committee. The other helmet law bill sits in a senate committee at this time and is being monitored closely.

All of this positive legislative action for motorcycling was the result of hard work by many motorcyclists and motorcycle organizations. Some of the organizations helping in these two efforts were the American Motorcyclist Association, the Motorcycle Industry Council, the Maryland Dealers Association, the Motorcycle Riders Foundation, the BMW Bikers of Metro Washington and many other. There were over 100 Bikers attending both hearings and dozens spoke in opposition to the legislation.

All of that activity and the sheer numbers of organizations wishing to help could of resulted in confusion and reduced results. But, the true vanguard of motorcycle freedom in Maryland, ABATE of Maryland, was there to coordinate activities and direct people in the right direction. The person on whose shoulder this tremendous burden fell was Ms. Debbie Lough, Legislative Adviser - ABATE of Maryland.

Several years ago, when the driving legislative team of Ken Brown and Bob Riner stepped aside after regaining Freedom of Choice for adult Maryland motorcyclists and passing motorcycle safety program legislation, Debbie Lough was the individual who stepped forward and assumed the task of representing ABATE of Maryland in Annapolis. Ms. Lough has developed tremendous insight into the inner workings of the General



Wayne T. Curtin  
Vice President, Government Relations  
— February 7, 1991 —

Assembly. With this knowledge she has developed and implemented several unique and very successful grass roots activities to build support for ABATE's concerns in the Legislature. Without the dedicated and skillful talents of Ms. Debbie Lough the freedoms of Maryland motorcyclists would be endangered, if not already lost.

The fight in Maryland has always been tough. The helmet law bills have been defeated by as little as one vote. This year would be no different, except the pressure would be greater. First, Joan Claybrook's ADVOCATES of Auto and Highway Safety had targeted Maryland as one of five priority states for its efforts to enact helmet laws. With the ADVOCATES national headquarters being located only twenty-eight miles from Annapolis, the organization put on a full-fledged dog and pony show for the media. The ADVOCATES held a News Conference at which they recruited the Lt. Governor to be their spokesman. From the number of ambulances present you would of thought the Maryland Paramedics Association was meeting there that day.

All of this activity lead to the Assembly leadership getting behind the helmet law bills. The lobbying pressure was on to pass one of the helmet law bills out of committee. This year was no exception to one vote making the difference. The vote may have been 12 to 10; but an 11 to 11 vote would of allowed the Chairman to cast his vote, undoubtedly in favor of the bill, and it would of passed out of committee. To the members of ABATE of Maryland in general, and to Ms. Debbie Lough in particular, motorcyclists across these United States not only thank-you for your dedication, but also for your showing the rest of the Country that even when the odds are stacked against motorcycling that with a good plan, dedication and cooperation motorcycling can remain FREE. Thank-You for that inspiration.

The helmet law issue is starting to heat-up around the country. Full mandatory helmet laws have been introduced in Idaho, Colorado, Illinois, New Hampshire, South Carolina, California and Maryland. Most of these bills have just been introduced and are now in committees, awaiting public hearings. In Arkansas a helmet modification bill - over 21 - provision - has been introduced. However, it appears that measure will die in com-

— Continued on page 10 —



## State Legislative Update

— State Legislative Update Continued —

mittee, it is had to pass a helmet law repeal bill through a health related committee to which this bill was referred.

Remember in 1988? The State of Massachusetts tried to abduct the dedicated motorcycle safety funds to help deal with the state's budget problems. Do you recall the State of Minnesota trying to do the same thing late last year. Well, guess what?

In Florida, newly-elected Governor Chiles asked each state agency to reduce its budget by at least 5% to help deal with the state's budget shortfall. One of the proposals from the Department of Highway Safety is to eliminate the jobs of the six people who run the Florida Motorcycle Safety Program. What will become of the program itself, what is to be done with the \$600,000 in the program trust fund and what the status is of the \$2.50 per motorcycle license plate fee is unclear. ABATE of Florida, the American Motorcyclist Association, the Motorcycle Industry Council, the Motorcycle Safety Foundation, Motorcycle Riders Foundation are working closely together to stop this theft of motorcyclist dollars and the killing of a program motorcyclists have chosen to finance themselves.

This action in Florida should be a lighthouse beacon for the rest of the country. Almost all states are facing revenue short falls in 1991. The governors will be looking for dollars from any source

they can, especially if it can prevent having to raise taxes. For some, motorcycle safety program funds may look like an easy treasure chest to steal away with. What they keep forgetting is most Bikers have a chain attaching their wallet to their belt. One can not get far without the Biker knowing someone is trying to steal his funds. Fast action stops the problem. Motorcyclists must put protecting these programs high on their legislative agenda.

The activities around state motorcycle related legislation is heating up rapidly. Motorcyclists must work with their state's motorcycle rights organization to become aware of the legislative issues' before them. Then they need to write their state senators and representatives about those issues of concern to them. A letter a month to your elected officials will doing your part to protect the FREEDOM of MOTORCYCLING!

### He's Baaaack!

Once again California Assemblyman Dick Floyd manages to introduce a mandatory helmet bill in the single digit range. This time it's AB-7. Floyd's last attempt to pass a mandatory helmet law was vetoed by then Governor Deukmejian. Now California has a new Governor, former Senator Pete Wilson, and what he'll do if/when a helmet bill reaches his desk is uncertain.

## Rights Highlights

### Future's looking bright in Jersey

Jersey ABATE is on a roll. First they hold a successful state seminar. Now they've received a \$50,000 grant to train motorcycle safety instructors.

Just last year JERSEY ABATE formed a non-profit corporation, Rider Education of JERSEY ABATE, INC. to conduct a rider education in the Garden State. This corporation worked with the Middlesex County Vocational-Technical High School in Piscataway, NJ to start a rider education program. After obtaining motorcycles, Jersey ABATE members raised funds for the necessary equipment and supplies.

To train instructors, Rider Education of JERSEY ABATE applied for a grant from the Division of Highway and Traffic Safety. The grant was approved for \$16,800 a year for instructor training. If the program proves successful, the grant will continue for an additional two years. Instructors trained under the program will be obligated to repay in the form of services.

### Pennsylvania plans "Motorcycle Rights Rally"

ABATE of Pennsylvania "Motorcyclists Rights Rally" in Harrisburg, PA, Monday, May 6, 1991 at noon. A Brotherhood Get Together will be held Saturday and Sunday at the VFW Picnic Grounds, Shellsville, located off exit 27 of I-81. Follow signs. Games are scheduled for Saturday, a Poker Run for Sunday with chicken roasts and bands on both days. A free breakfast will be served to all campers on Monday from 7:30 AM to 10:00 AM. Procession will leave the campgrounds at 10:30 AM. For more info: (717) 234-3777.

### Illinois set for "Capitol Cruise"

ABATE of Illinois "Capitol Cruise" - Motorcycle Awareness Month Rally in Springfield, IL, Sunday, May 19, 1991. Meet at IL State Fairgrounds at noon. Parade to State Capitol begins at 1:00 PM. ALL MOTORCYCLISTS WELCOME. NEED NOT BE A MEMBER. I-55 exit at Sangamon Ave. Take right at Peoria Road, left on Taintor Road and enter at Gate #7. For more info: in IL 1-800-87-ABATE or (309)-343-6588 or (217)-428-5945.

# **AMA** government relations news

AMERICAN MOTORCYCLIST ASSOCIATION

## MARYLAND RIDERS DEFEAT CATASTROPHIC INSURANCE BILL AGAIN

Annapolis, Maryland -- For the second straight year, Maryland riders have defeated a bill proposed by the state's Department of Health and Mental Hygiene which would have forced all road-riding motorcyclists to purchase a prohibitively expensive form of "catastrophic health insurance" before their bikes could be registered. Going down for the count was Senate Bill 27, which was identical to a measure Maryland motorcyclists managed to knock out during a House Committee hearing one year ago.

The 1991 bill was once again offered by Nelson Sabatini, deputy secretary of health care policy, and endorsed by Gov. William Donald Schaefer as a cost-saving measure designed to redistribute losses to state hospitals incurred by operators of "high risk vehicles." But after a two-hour hearing in which members of the Senate Finance Committee sharply questioned Sabatini, the panel voted 11-0 to scuttle the bill.

Sabatini was accused by senators of exaggerating the proposed cost savings of the bill, while ignoring the potential impact to the state's economy. Sabatini admitted under questioning that uninsured motorcycle accident victims cost the state (less than) \$2 million annually, down from the \$4 million he had earlier claimed.

Sen. Thomas O'Reilly (D-Prince George's County) said that the results of such a law would not justify losing millions of dollars in revenue as a result of a drop in motorcycle purchases and sales taxes. "The juice just wasn't worth the squeeze," he said.

O'Reilly also labeled the bill "discriminatory" after learning that there were no plans to address the \$100 million annual loss to the state from uninsured automobile accident victims.

However, the final blow came when motorcyclist groups expressed their opposition to the bill. Thanks largely to testimony presented by the AMA, ABATE of Maryland, the BMW Bikers of Metro Washington, the Maryland Motorcycle Dealers Association, the Motorcycle Riders Foundation, the Motorcycle Industry Council and dozens of other concerned riders, the bill was stopped dead in its tracks.

AMA Washington lobbyist Jim Bensberg said that the committee members were particularly impressed with the logical and professional presentation offered by motorcyclists.

Wayne S. Dougherty

## No, to motorcycle helmets . . .

**T**here is a (perennial) bill before the Maryland legislature mandating the use of motorcycle helmets. In response to the comments of Dr. Kenneth Phillbrook (Letters, Jan. 19) an emergency shock-trauma physician at Suburban Shock Trauma Hospital who decries the tragedy of the accident victims he ministers to who weren't wearing motorcycle helmets, I say: If you can't stand the heat, get out of the kitchen.

The writer of the *News-Post* editorial of Monday, Jan. 21 posits that all citizens pay the medical costs for treating and caring for these helmetless accident victims. In essence, he is arguing that respect for individual rights and limiting government intrusion into our lives is fine and dandy as long as it's cost-effective. The cost of supporting baby mills via welfare is a far greater cost to the citizens of Maryland. How about an editorial advocating a law or regulation requiring women of childbearing

age to accept Norplant implants as a condition of receiving AFDC payments?

And I'm not moved by the arguments of grieving friends and relatives of the unfortunate head-injured accident victims, who wail that "Johnny would still be able to tell his left from his right, if only someone had made him wear a helmet . . ." What about individual choice, and accepting the consequences of that choice?

Can't people have fun anymore? There is even a movement to mandate the use of helmets by bicycle operators. Equestrians are next.

Which brings me to my second subject, the bill to make non-use of seat belts a Class I offense. If I recall correctly, the present seat belt law was passed by the legislature only because it classified non-compliance as a secondary offense. No one has put forth a credible argument as to how forcing a driver to

wear a seat belt increases safety for other motorists. Mandatory laws that provide for the securing of children in automobiles strikes me as reasonable, as children cannot be expected to fully appreciate the risk they may face in an accident; most adults are capable of understanding that risk, and may take precautions as they deem necessary or reasonable. The present seat belt law is annoying enough without increasing its capability as a revenue enhancer for the state.

Why do the above-mentioned issues rile me? Because they are indicative of how certain special-interest groups — with ultimate goals that are rarely stated publicly — occasionally succeed in restricting our choices. Measures like the ones described above are usually only a "foot in the door" for allowing in even more outrageous and restrictive measures at a later date.

*Wayne S. Dougherty lives in Brunswick.*

Melvin A. Steinberg

## . . . yes, we need new legislation

**I** read your recent editorial regarding the legislation mandating the use of motorcycle helmets. You are to be commended for your editorial advocacy of measures to increase motor vehicle safety.

However, the editorial does not recognize several important legislative distinctions. There are three broad categories of bills introduced into the General Assembly. First, there are administration bills, such as the proposal to make seat belts a primary offense. These are initiated by the administration and we bear the responsibility for advocating their passage. Each year, we attempt to have bills in this category which relate to the major functions of state government; such as, education, environment, health, housing, law enforcement, etc. This year there are 35 administration bills and the press briefing referred to in your editorial was limited to these bills.

The second category is departmental bills. These are initiated by various executive departments and approved by the governor. There are over 250 bills in this category. One bill required motorcycle riders to contribute to a catastrophic accident fund. The purpose of the legislation was to defray the public cost incurred by injuries to helmetless riders. The Department of Health and Mental Hygiene was responsible for promoting this legislation.

The third category is privately sponsored bills; by far the largest category. These bills are initiated by individual legislators and it is their responsibility to coordinate the advocacy efforts. It would not be appropriate for us to preempt legislators who have privately sponsored specific legislation for a number of years. Our course of action is to respond to their requests for assistance and support.

One of the bills in this category was the mandatory helmet legislation. I was asked to

attend a press conference on the issue to express my personal and official support. To accommodate this request, I adjusted my schedule so I could attend. Officials of the State Police and of the University of Maryland Medical System were asked to testify and they appeared. My staff was asked to personally contact legislators to support the bill and they did so.

Our administration has a clear policy objective of reducing injury and trauma caused by motor vehicle accidents. As this letter explains, we pursue that objective in a number of different legislative procedures relevant to the particular issue.

I hope the above comments have explained our actions in this matter.

*Melvin A. Steinberg is Maryland's Lieutenant Governor.*

### HOW TO KILL A BILL



### WRITE

1. Make the letter personal
2. Hand written
3. Make it short and to the point
4. Offer alternatives i.e. Motorcycle Safety Education
5. Be respectful !! Be polite
6. Be a REGISTERED VOTER

## FIGHT/WRITE

## FOR YOUR FREEDOM



## FEDERAL UPDATE by Lynn Oldenburg

As of March, Representative Cooper of Tennessee and Senator Chafee of Rhode Island, haven't introduced their bills requiring the states to pass seat belt laws, 55 mph speed limits and helmet laws in order to obtain their federal highway funds. According to Cooper's aide, he'll do so after the spring recess.

One good thing to report is that Wayne Curtin, MRF Vice President-Government Relations, and Jim Bensberg, head of AMA's Washington office, have developed a positive on-going dialogue with the National Highway Traffic Safety Administration officials.

Matter of fact, General Jerry Ralph Curry, Chief of NHTSA, and his press secretary took and graduated from the Motorcycle Safety Foundation Rider Course in Alexandria, VA in September of 1990.

Bruce Biondo, state director for VA motorcycle safety program was quoted as saying "I think they gained a wider understanding and appreciation of motorcycling". Robert Rasor, of AMA was delighted, saying "We have encouraged Gen. Curry to take a Rider Course for some time. This can have very positive effects for motorcycling".

I'll say!! In March, Gen. Curry was testifying at a hearing in Washington, regarding the Federal Highway Reauthorization Bill, known as the "Highway Bill" this is a top priority piece of legislation for 1991. Apparently Gen. Curry said not once but twice, that he personally would not recommend mandatory helmet use.

That sentiment alone tells me that motorcycling and motorcyclists' rights' groups are being perceived differently as we enter the 1990's.

One concern we must address is the possible amendments that may be attached to the Highway Bill, such as Cooper's and Chaffee's.

As successful as Maryland motorcyclists have been in Annapolis, we still have some tough work ahead. We need to continue our letter writing and phone calls, but directed now to Congress. When we raised our collective voices in Annapolis, we were heard. Let us now be heard in Washington. Join the other bikers' rights' groups from across the country in asking your Representatives and Senators to help save motorcyclists lives by declaring May "National Motorcycle Awareness Month". Ask them to cosponsor House Joint Resolution 107. Minnesota has all eight of their representatives as co-sponsors. I be our's will jump on the bandwagon, with a gentle nudge from all of us. The beauty of this resolution is that if we can get the 218 sponsors, the President must sign it into effect, because 218 is one more than a majority. Not being a substantial bill, which would become a law, this would be a declaration, which the President cannot veto. If we get just a few constituents from all districts writing and calling, our representatives would cosponsor this positive piece of legislation. Let's see if we can match Minnesota!

While you're writing or talking to your Wash. representatives, be sure and ask them to keep seat belts and helmet usage a separate issue from the "Highway Bill". Request more 402 funding for Motorcycle Safety issues, ensure handicapped motorcyclists the right the handicapped parking space, and reduce tolls for Bikes. Let them know you are concerned about many aspects of motorcycling. Don't stress helmets as the primary issue. Ask about Senate Bill S339, and why are motorcyclists included.

You can call your representatives at the following numbers:

### Senators:

**Sarbanes** (202) 224-4524  
**Mikulski** 224-4654

**Letters to Senator** \_\_\_\_\_  
U.S. Senate  
Washington, D.C. 20510

### Representatives:

**Gilcrest** 225-5311  
**Bentley** 225-3061  
**Cardin** 225-4016  
**McMillan** 225-8090  
**Hoyer** 225-4131  
**Byron** 225-2721  
**Mfume** 225-4741

**Letter to Representative** \_\_\_\_\_  
U.S. House of Representatives  
Washington, D.C. 20515

I attended the September "Meeting of the Minds" in Pennsylvania and saw a glimpse of what could be accomplished by disregarding stereotypes and working together on common goals. Imagine NHTSA, Harley-Davidson, MIC and others sitting together for a panel discussion? It happened in Carlisle! Much good has come about from the seminar and continues. There were 51 biker' rights groups represented. All of us together can have a tremendous effect on what happens to motorcycling in this decade and beyond. I want my grandchildren to know what riding free is, don't you?

Do your part and write today!

FOR IMMEDIATE RELEASE  
February 20, 1991

GRD 91-09  
CONTACT: STU LAWSON  
(614) 891-2425

## ARIZONA SENATOR'S BILL: A CRIME AGAINST LEGITIMATE MOTORCYCLISTS

Westerville, Ohio -- Sen. Dennis DeConcini (D-Arizona) has introduced legislation in the U.S. Senate to eliminate crimes committed by "outlaw motorcycle gangs." But according to the American Motorcyclist Association (AMA), the bill would do nothing to curb criminal activities and would only give the federal government unnecessary authority that would result in the harassment of legitimate motorcycle enthusiast organizations.

As AMA Vice President of Government Relations Robert Rasor notes, the so-called "Outlaw Street and Motorcycle Gang Control Act of 1991" fails to recognize the hundreds of upstanding motorcyclist groups and threatens the individual rights of everyone who owns a motorcycle. "This bill would have the same effect as labeling every motorcyclist involved in an organized group as a criminal, further alienating motorcyclists already stigmatized by the press and Hollywood stereotypes," he said.

The measure, designated as Senate Bill 339 (S.339), seeks to improve the government's ability to combat gang activity by enacting stiffer penalties and enhancing other provisions of the current law that controls the illegal use of firearms and explosives. And it states that "motorcycle gangs" pose an ever-increasing threat that can only be contained through increased law enforcement efforts at the federal level.

The AMA, however, maintains that law enforcement agencies have ample authority to combat unlawful threats and that it's unnecessary for Congress to enact special powers for dealing with criminals who just happen to ride motorcycles.

-more-

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RC

AMERICAN MOTORCYCLIST ASSOCIATION, P.O. BOX 6114, WESTERVILLE, OHIO 43081-6114, PH: (614) 891-2425, FAX: (614) 891-5012

GRD 91-09  
page 2

The bill also calls for the establishment of a National Center for Outlaw Street and Motorcycle Gang Analysis. To be administered by the Bureau of Alcohol, Tobacco and Firearms, the center would be used to gather intelligence on illegal gang activities, increase public awareness of the threat that such gangs represent and even create a national hotline for the general public to report activities deemed unlawful.

Rasor summed up the AMA's opposition to the bill this way: "This legislation has the potential to make every motorcyclist in America a victim of police suspicion and unwarranted scrutiny."

"Motorcycle usage and ownership has declined over the past decade as the product line has moved toward more mature, affluent and upscale customers. It's preposterous to suggest that outlaw motorcycle gangs are a real and present danger deserving the attention of the U.S. Congress. We suggest that Sen. DeConcini focus his energy elsewhere, rather than creating a crisis where none exists."

###

The American Motorcyclist Association is a 188,000 member non-profit organization. Established in 1924, the Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members.

1ST SENATOR

## H. J. RES. 107

To designate May 1991 as "Motorcycle Awareness Month".

### IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 1991

Mr. LEBLAND introduced the following joint resolution, which was referred to the Committee on Post Office and Civil Service

## JOINT RESOLUTION

To designate May 1991 as "Motorcycle Awareness Month".

Whereas motorcycles are energy efficient vehicles that conserve fuel;

Whereas motorcycles are increasingly used as a mode of transportation in the United States, due to the increased need to conserve fuel;

Whereas motorcycles continue to be a popular mode of transportation for commuting, touring, and recreation;

Whereas it is necessary to promote the proper and safe operation of motorcycles, due to the increased number of motorcycles on the roads and highways of the United States;

Whereas motorcycles lack the protective armor of trucks and automobiles, which increases the risk of serious accidental injury and death for motorcyclists and requires that all motorists operate with caution near motorcycles; and

Whereas the designation of Motorcycle Awareness Month promotes public awareness of the energy efficient motorcycle and its proper and safe use on the roads and highways of the United States: Now, therefore, be it

- 1 Resolved by the Senate and House of Representatives of
- 2 the United States of America in Congress assembled, That
- 3 May 1991 is designated as "Motorcycle Awareness Month",
- 4 and the President is authorized and requested to issue a proclamation calling on the people of the United States to observe
- 5 the month with appropriate ceremonies and activities.



**Fly The American Flag That  
Honors The Brave Soldiers  
Our Government Has  
Chosen To Forget.**



## HOWARD COUNTY SWAPMEET



Photoz by "Blues"



## Pappy's Column

# Cooperation: The time has come to work together

As Spring approaches we are faced with the reality of the 1991 legislative sessions. Many of you are fighting battles in your own states. But you also must help the MRF help you by being involved in the federal issues as well. The strongest states will be affected as much by federal legislation as those who have already lost their freedom to choose and are striving to get it back.

This effort will require the cooperation of every "rights group" in America working together. The time for egos is gone.

The basic plan for 1991 requires that every rider in each state write letters to their U.S. Senators and Congressmen asking them to keep America a land of the people. We can do this by asking them to not approve any additions of any adult helmet bills to any other type of legislation, namely the Highway Aid Reauthorization Bill. Your letter should say to them, "Even if you believe that helmet bills are good, then also believe in the American system. Let adult helmet legislation stand on its own merit. Adding legislation to a bill that is not likely to be vetoed is not good government, it is politics. In a representative form of government, the people should be allowed to express their views on pending legislation, and not have worry about what is being hidden in a bill. We firmly believe that you do want good government, and ask you not fall prey to old hype and unfounded

*"Remember...  
if you don't get  
involved now,  
slowly but  
surely, law after  
law will be  
enacted to further  
limit your  
choices in life."*

Gus "Pappy" Haag,  
MRF President

studies fostered by Big Money Special Interests. America was founded on the principles of freedom to take some calculated risks. If you had not been willing to assume some risk, you would have never sought, or won election to public office. All we ask is the same consideration."

Elsewhere in the ABJ [page 6] are lists of both the Senate and House members Committee members who will deal with the Highway Reauthorization Bill. Get the names of your State legislators and get those letters going. Every state should encourage their members to write letters every month, until the threat is gone.

The MRF will keep you informed on the various issues as they develop in Washington, D.C.

Remember, that if you don't get involved now, slowly but surely, law after law will be enacted to further limit your choices in life. This pattern can only be stopped by dedicated, hard working people who are willing to stand side by side and make the necessary sacrifices to prevent our children and

grandchildren from growing up in a world where they have no choices.

*Ride forever free, and be real careful out there,  
Pappy*

## May 1991: National Motorcycle Awareness Month? H.J. RES. 107 could make it so!

WASHINGTON, DC – On February 5, 1991, Congressman Andy Ireland (R-FL) introduced H.J. RES. 107. This resolution, if passed, would call for the President to proclaim May 1991 as Motorcycle Safety Awareness Month.

Rep. Ireland introduced H.J. RES. 107 at the request of Eddie Laplante, President of ABATE of Florida. "Crazy Eddie" also serves on the Board of Advisors of NCOM. As a dedicated motorcycle rights activist, "Crazy Eddie" approached the Congressman and asked him to sponsor this resolution. This direct constituent to Congressman approach resulted in Rep. Ireland's introduction of H.R. RES. 107.

H.J. RES. 107 has been referred to the Census and Population subcommittee of the House Committee on Post Office and Civil Service. In order to move H.J. RES. 107 out of subcommittee there must be 218 co-sponsors signed on. There are literally thousands of these types of resolutions introduced in each Congress. In order to operate more efficiently, when it comes to H.J. Resolutions, House rules require there be a majority of the members showing support for the

measure before it can be moved out of committee for floor action. A simple majority of 435 House members is 218.

One biker, "Crazy Eddie," has done his part to help bring about May 1991 being proclaimed Motorcycle Awareness Month. Now we need everyone else concerned about this issue to do the same. If a few people, sometimes as few as one, contact a Congressman about sponsoring this type of resolution they will usually do so.

So, PLEASE sit down today and contact your Congressman's office asking him/her to sign onto H.J. RES. 107 as a co-sponsor. We still have to find a Senator sponsor and co-sponsor as well. Therefore, we must act fast if we are to pass this legislation before May.

The legislation to proclaim May 1991 as Motorcycle Awareness Month has been introduced. It is up to you to do your part if motorcycling is to be properly recognized for its contributions to American transportation. All that's needed is for 218 other motorcyclists to match "Crazy Eddie" Laplante's drive to bring about a Presidential Proclamation on behalf of motorcycling.

## NEW HELMET STUDY; SAME OLD FLAWS

*Reprinted from the February American Motorcyclist*

For every action there's an equal and opposite reaction. What goes up must come down. No two bodies can occupy the same space at the same time.

Those are all well-established scientific principles, and you're hardly likely to see a respected researcher try to violate one of them.

But there's another principle that seems to get ignored fairly regularly in research regarding motorcycles these days:

You can't make something out of nothing.

You'd think that researchers at the federal Centers for Disease Control (CDC) in Atlanta would understand that better than anyone. After all, they're professionals with years of education and training.

So much for wishful thinking.

You see, researchers at the facility have done the unthinkable. They've specifically used bad data to come up with meaningless results in a study that purports to prove that all states should adopt mandatory helmet laws for motorcyclists. And those researchers, along with the American Medical Association, are now using their "findings" as the basis of a massive campaign in support of helmet laws.

The study, which was published in the Journal of the American Medical Association (the other AMA), tracked motorcyclist fatalities involving head injuries in helmet-law and non-helmet-law states from 1979 to 1986. And it ends up claiming that states without helmet laws have about twice as many head-injury fatalities as those with helmet-laws.

That's a mighty strong statement, and it would appear that the researchers have the evidence to back it up. That is, until you take a closer look.

You see, the CDC study is a classic case of comparing apples to oranges.

In any comparison of motorcycle accidents between states, the best comparison factor is always the number of accidents per mile traveled. That way you can accurately assess the risk of one rider traveling the same distance in any state.

The CDC researchers know that. Dr. Daniel Sosin, one of the study's authors, admitted as much in an interview.

"We discussed all the options in regard to what data was available to best assess motorcycle exposure," he said, "and a measure of exposure such as vehicle miles

motorcycles in each state. And they did, sort of.

Actually, they compared what they called head-injury-related fatalities from helmet-law states to non-helmet-law states, which is a little deceptive. If a motorcyclist dies in an accident from massive chest injuries, he's just as dead as he would be had he died from massive head injuries. And if a helmet saves someone from head injuries, but the rider still dies of chest injuries, the helmet hasn't saved his life.

Anyway, the AMA (the one that publishes this magazine, not the medical group) has done this sort of study in the past. Comparing all motorcycle-related fatalities to motorcycle registrations, you find that in some years helmet-law states have a slightly lower fatality rate, while in other years, non-helmet-law states have a slightly lower rate.

By limiting themselves only to "head-injury-related" fatalities, the CDC researchers claimed to show a reduction in deaths in the helmet-law states of about 17 percent. But remember, that's only a claimed reduction in "head-injury related" deaths. That doesn't mean those people survived. Nor does it mean that fatalities were actually lower in helmet-law states. But by claiming that fewer people died of head injuries, it certainly sounds like that, doesn't it?

Apparently, however, that figure wasn't quite good enough for the CDC researchers. No problem. They just needed another way to compute the figures so that they would be more dramatic.

Eventually, of course, they found it. All they had to do was compare head-injury deaths on motorcycles to the total population of each state!

The fact that such a study would show absolutely nothing obviously was unimportant, because the researchers got what they wanted—a whopping 50-percent reduction in head-injury fatalities in states with helmet laws.

That's an impressive number, but what does it mean? Well, it means that in New York, a Northeastern state with a helmet law, there are about half as many head

*(continued on page 8)*

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*In other words, if data isn't readily available, you use whatever data you've got--good or bad.*

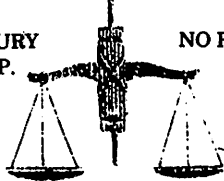
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traveled would have been a nice one to have. Unfortunately, there's no national data set on vehicle miles traveled for motorcycles, so we weren't able to incorporate that information."

In other words, if good data isn't readily available, you've got to use whatever data you've got—good or bad.

You might think, then, that Sosin et al would have worked with the next best data—comparing fatality rates from state to state based on the number of registered

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A.M.A.

## AMA Legislative Update November 1990

injury motorcycling fatalities per million residents as there are in Colorado, a western state with no helmet law.

But are those two states comparable when it comes to motorcycling? Hardly. According to figures from the Motorcycle Industry Council, only one person in 87 even owns a motorcycle in New York, while about one in 25 owns a motorcycle in Colorado. As a result, when you compare the fatality rates between the two states on the basis of registered motorcycles, Colorado, with no helmet law, actually comes out 13 percent safer.

What the CDC researchers did was compare to saying that Wisconsin must be a more dangerous place to shovel snow than Florida since there are so many more heart attacks related to shoveling snow in Wisconsin. The only thing they forgot is that there aren't too many opportunities to have a heart attack while shoveling snow in Florida.

That's a brief overview of the study as presented in the Journal of the American Medical Association. As we said, it included two parts—one that claims to show a 17-percent reduction in head-injury fatalities in helmet-law states. As we've seen, the 17-percent figure is the product of research methods that are slightly deceptive, while the 50-percent figure comes from research that has no relationship to reality.

Now, can you guess which one the authors chose to highlight in their introduction to the study? And can you guess which one the American Medical Association ballyhooed in a massive public relation campaign that accompanied publication of this study?

Sure you can. They jumped right in that 50-percent fatality reduction figure just as though it meant something. And they sent out mailings to TV and radio stations, newspapers and magazines proudly proclaiming that number. They even included some videotape footage from the Insurance Institute for Highway Safety showing an actual motorcycle crash on a road outside of Los Angeles. The fact that the riders who crashed were wearing helmets and didn't suffer head injuries apparently didn't matter—it made for exciting TV.

And many of those media outlets dutifully responded by reporting it all as fact. It's not their fault—when you get a press release regarding a study by a respected agency of the federal government you don't expect to have to pick apart the figures in minute detail to find out that something doesn't add up.

It was a classic example of making something out of nothing.

But there's something even more disturbing about the CDC study. Because it doesn't just say that motorcyclists ought to wear helmets—that's something this AMA has been promoting for years. It says that states should pass helmet laws. In fact, the final line of the study's introduction states that quite clearly.

"Since helmets reduce the severity of non-fatal head injuries in addition to lowering the rate of fatal injuries, we urge the adoption and enforcement of comprehensive motorcycle helmet use legislation."

And that goes entirely beyond the bounds of medical research. These people are trained in medicine, not in making public policy. But with those words, a few unelected researchers at the Center for Disease Control apparently are trying to turn themselves into lawmakers for the United States.

Based on this study, we're not sure they're qualified for the job.

### "Curry, Other NHTSA Officials Participate in MSF Rider Training Courses"

As promised, Jerry R. Curry, Administrator of the National Highway Traffic Administration (NHTSA) has taken a rider-education course offered by the Motorcycle Safety Foundation (MSF). Curry, who was nominated and sworn in as the NHTSA administrator last year, said he intended to participate in a rider training course during an interview with American Motorcyclist, the monthly Journal of the AMA.

Along with his press secretary Skipp Calvert, Curry enrolled in a MSF course held at the Alexandria Campus of the Northern Virginia Community College. Bruce Biondo, MSF state coordinator for Virginia said both students did well and seemed very impressed by the course. Biondo also said he thought the two NHTSA officials gained a wider understanding and appreciation of motorcycling.

"This is absolutely fun," Curry told Dan Carney of Motorcycle Times. "I just love machines. I guess I always will." When it was pointed out that the best way for him to improve his newly learned skill was to get a bike and ride it regularly, Curry said, "I may have to polish my technique. It may take a long time."

Curry, an accomplished jet pilot, says he participated in the training course in order to familiarize himself with motorcycling and related safety issues. Earlier this year, NHTSA Deputy Administrator Jeff Miller graduated from an MSF Rider Course.





## FOR WHAT IT'S WORTH

By Kathleen Theodore

I've heard that the 90's are just the 60's turned upside down. I was a child of the 60's. Love-ins, flowers in our hair, tied-dyed shirts and demonstrations. We believed in the causes we fought for and we wanted to make a difference. That was 30 years ago.

Here we are in the 90's and tie-dyed shirts are back! All of us still believe in the cause we fight for and we're still out there demonstrating, trying to make a difference. Remember that 60's song by Buffalo Springfield "There's something happening here. What it is ain't exactly clear"? Well, there sure as hell is something happening, but I don't think we're all clear on just what it is.

We're motorcyclists. We don't believe in a helmet law and we spend a lot of time, money and energy protesting it. We get very insulated, focusing only on the helmet issue and not really seeing the big picture. Look back over the last 20 years and look at the trend. Little by little, law by law, we are being stripped of our freedoms. Just like people who don't ride bikes couldn't care less about whether or not there is a helmet law, and those who don't use guns don't care about gun control laws, so we tend not to bother with those issues that do not involve motorcycling. So on each issue, the government appeals to the larger body of people who don't give a shit and tells them what would be best.

**Government:** "Hey, you."

**John Q:** "Who, me?"

**Government:** "Yeah, you. We think it would be neat if all motorcyclists wore helmets. What do you think?"

**John Q:** "Well...er...I don't really know, I've never thought about it."

**Government:** "Well, don't start now, we'll do your thinking for you, okay? It'll be easier that way and you won't have to strain yourself weighing evidence and all that crap."

**John Q:** "Weighing evidence?"

**Government:** "Oh, never mind that, you have more important things to think about - like how you're going to pay your mortgage after we raise taxes (read my lips)."

**John Q:** "Raise taxes?? But good ol' George said..."

**Government:** "Yeah, yeah, yeah, we know, but times change, ya know? Anyway, so you think a helmet law would be best, don't you?"

**John Q:** "How much are you going to raise the taxes? I can barely make the payments now!"

**Government:** "I'll put that down as a 'yes'"

**John Q:** "I can't lose the house! I have a wife! Kids!"

**Government:** "Nice talkin' to you. Hey, you over there!"

Something is going on here. The government wants to take care of us, just like our mothers did.

**Government:** "Where do you think you're going?"

**John Q:** "Well, I thought I'd go for a ride."

**Government:** "Not on that thing you're not."

**John Q:** "My motorcycle? Why not?"

**Government:** "Oh, it's way, way too dangerous. You might fall down and hurt'em you little self. Why, you're not even wearing a helmet!"

**John Q:** "I've noticed that with a helmet on I can't see or hear as well, and..."

**Government:** "Oh, forget all that nonsense and put your nice helmet on."

**John Q:** "But it's so heavy and uncomfortable and it interferes with..."

**Government:** "Yes, yes, dear. Here's a nice red one. It'll match your new red shirt."

**John Q:** "But it makes me nervous and I'm afraid that..."

**Government:** "Of course you're afraid, riding that big, ol' nasty dangerous motorcycle. Why don't you just forget about the whole thing and come take a nap."

**John Q:** "But..."

**Government:** "Now, now, I've got some nice milk and cookies for you, dear."

**John Q:** "But..."

**Government:** "NOW."

Could it be? Might there be a conspiracy here? Is it just possible that as they continue to erode our freedom of choice in favor of the "public good" we will eventually lose our motorcycles altogether? **COULD BE!**

And after that, our right to decide where we work and at what job, and then where to live and how to enjoy ourselves. Then maybe who to marry and how many kids to have. Good grief! Pretty soon, we won't have to think at all. We'll just be so many little robots doing just what our nice government tells us to.

Won't that be great? No headaches, no worries, no problems, no responsibility, no creativity, no fun, no nothing. But the government will be very happy. Just think how much easier to handle we'll all be. When they want something, they just do it. No pesky protests, petitions or objections.

**Government:** "We'd like a \$50 million dollar a month pay raise, okay?"

**John Q:** "Whatever you say, master."

It's no wonder that the government hates bikers so much. We're always going to be a thorn in their side. Our very lifestyle is threatening to them. If we won't knuckle under, what then? Call out the military and tell them to shoot anything that wears black leather? It may sound far-fetched, but Hitler was only 60 years ago or so and his philosophy (If I don't like it, I'll kill it) lives on in the hearts of government leaders everywhere.

We're up against more than just a helmet law here, but for us, that's the battleground we're on right now. The song says we gotta "Stop! Hey, what's that sound, everybody look what's going down." They warned us back in the 60's. We better pay attention in the 90's or it's going to be the dark ages all over again.

# BikerComix



THE AVERAGE MOTORCYCLIST...



AS SEEN BY ROAD SAFETY AND TRAFFIC AUTHORITY...



AS SEEN BY THE GENERAL PUBLIC...



AS SEEN BY OTHER MOTORISTS.

## KNOW YOUR LIMITS

CHART FOR RESPONSIBLE PEOPLE WHO MAY SOMETIMES DRIVE AFTER DRINKING!

APPROXIMATE BLOOD ALCOHOL PERCENTAGE

Body Weight in Pounds	APPROXIMATE BLOOD ALCOHOL PERCENTAGE								
	Drinks	1	2	3	4	5	6	7	8
100	.04								
120	.04								
140	.03								
160	.03								
180	.02								
200	.02	.04							
220	.02	.04							
240	.02	.04							

INFLUENCED RARELY      POSSIBLY      DEFINITELY

Subtract .01% for each 40 minutes or .03% for each 2 hours of drinking. One drink is 1 1/4 oz. of 80 proof liquor, 12 oz. of beer, or 4 oz. of table wine

**SUREST POLICY IS . . .  
DON'T DRIVE AFTER DRINKING!**



To the Editor: First of all, I would like to state some facts. There are no statistics that show a decline in traffic fatalities in those states which now have a mandatory helmet law. The motorcycle safety foundation statistics (1986) show that since 1976, states with mandatory helmet laws show a higher number of deaths per 100 riders than states without. The National Highway Traffic Safety Administration has published a report showing motorcyclist fatalities have plummeted 30 percent since 1980. This is significant, and coincides with the beginning of a movement toward rider education programs in 32 states. In these states this rider

education is funded by the riders themselves. Now for some helmet facts: Tests prove that wearing a helmet limits your ability to hear to 1/100 of your ability to hear without one. They reduce your horizontal vision to 105 degrees. The extra three-pound helmet on a 10-pound head increases the load on the first cervical vertebra by 65 percent. I'll leave it to the readers to imagine how the sheer force of this extra weight being stopped immediately from 55 or 60 mph would feel, as in the case of neck injury. These reduced vision and hearing levels would not allow a rider to obtain a driver's license in most jurisdictions!

As for Dr. Philbrook and Ms. Fox's medical costs, the word "trauma" means any life-threatening injury, and not just head injuries. What they have tried to do is relate overall patient costs regardless of the helmet. No one has focused on the difference in the costs of head injuries for helmeted and un-helmeted riders. The offices of a national motorcycle injury attorney went back just over two years in these files and found 79 cases where head and neck injury could be distinguished from other injuries, and for which actual dollar amounts could be established. The breakdown of cases was 67 not wearing helmets; 12 wearing helmets. The facts are as

follows. Average cost of head injuries for un-helmeted riders is \$1,269.99. Average cost of head injuries for helmeted riders is \$3,792.15. For the 12 riders wearing helmets there were four neck injuries (30.33 percent) averaging \$1,566.99. For the 67 un-helmeted riders there were no neck injuries. I am not anti-helmet. However, I am anti-mandatory helmet law. Dr. Philbrook and Ms. Fox are making a loose play of the facts, and they damn well know the difference. The only people in this helmet law debate who are wishing to oppress others are people such as themselves. Craig A. Wilson Dunkirk

To the Editor: 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 riders 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 involve head injury.

Surely, no one would suggest a helmet law for automobile drivers! Since the implementation of the Maryland Motorcycle Safety Program the accident rate for motorcyclists has decreased by 27 percent and 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 any time of the year, day and night, before you change a lane or make a turn. The automobile driver is at fault in more than 70 percent of all car and 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

7330 Old Bayside Road Chesapeake Beach, Md. 20732

Six editorials • opinions

The Observer Chesapeake Beach, Md. 20732 To the Editor:

I was moved to write after reading your editorial on January 22, 1991 (Leave Biker's Alone). It was with some difficulty that I found time to respond. What with my wife and I raising three young children, my job as a carpenter, household chores and upkeep, personal vehicle maintenance etc., it seems there is never enough time in the day. However, I felt writing was important for just this reason.

I am a father, breadwinner, community member, registered voter and neighbor. I am also a licensed motorcycle operator, as I have been for the last ten years. Our county has a great dead of people who are just like me. I am sure most of your readers know one or more of us. We are the people.

Unfortunately, some of our lawmakers as well as some members of the media prefer to portray us differently. They speak of us as a burden to the taxpayers, when in fact we are the taxpayers. They speak of our draining the resources of society, when in fact we are contributing members of this society. That was why it was so refreshing to see the motorcycling community presented in a(n all too rare) positive light in your column. I greatly appreciated it.

Sincerely, Robert D. Spanburgh Jr. Bob Spanburgh Jr. County Co-ordinator ABATE of Maryland Calvert County Chapter

RECEIVED FEB 18 1991

Leave Motorcyclists Alone

People who like to ride motorcycles say they're tired of being the target of bills introduced in the legislature year after year that are always described as attempts to make motorcycling safer, but are really nothing more than attempts to infringe on riders' personal freedom.

The mandatory helmet law, which has been successfully opposed by motorcyclists who conduct exhaustive lobbying campaigns, is again on the legislature's agenda. It will likely be defeated again this year, and for good reason: no one really wants it.

Those who ride — and a good number of Marylanders do — say that helmets can restrict vision and hearing. Those who do not ride and who support the mandatory helmet law say that helmets could help to reduce the number of serious head injuries motorcyclists suffer each year in accidents.

We think wearing — or not wearing — a helmet while riding a motorcycle ought to be a matter of personal choice, and that forcing those who ride to wear a helmet is an infringement of personal freedom of choice.

Also under consideration this year is a bill that would require motorcycle riders to carry medical insurance coverage that would pay for the costs of their hospitalization in the event they are involved in an accident.

Since most accidents involving motorcycles are, in fact, the result of a collision with a car, it would seem that requiring only the operators of motorcycles to carry this extraordinary insurance is singling them out for something that is not usually their fault in the first place.

Leave the motorcyclists in Maryland alone.

# Watch out for motorcyclists

Dear Editor,

On December the eighth, 1990, A.B.A.T.E. of Cecil/Harford Co. (A Brotherhood against Totalitarian Enactments is a non-profit organization made up of motorcyclists interested in the betterment of motorcycling.), held their Sixth Annual Christmas Party for underprivileged children.

The Knights of Columbus hall in Elkton was the scene of the festive event. The children and their families were treated

Fifty-five children from twenty families were "adopted" by the members of A.B.A.T.E. of Cecil/Harford Co., and, with the help of Santa and his elves, provided the children with gifts straight from the motorcyclists hearts. The joy that could be seen radiating from those kids' faces was more payment than anyone could ask for.

A.B.A.T.E. would like to thank all of it's sponsors for their generous donations. A special thanks goes out to the Knights of Columbus in Elk-

ton for the use of their hall and to the Vietnam Vets Motorcycle Club for providing the bicycles.

A.B.A.T.E. would just like to remind everyone that with the warm weather this Christmas Season motorcycles are everywhere. Check twice. Save a life.

Merry Christmas Everyone.  
Let Those Who Ride-Decide.

Dwayne Kennison  
Street, Md.  
A.B.A.T.E. of Md.  
Cecil/Harford  
Chapter

*The Rising Sun Herald*





# JOIN the PARTY

Field Events  
Horseshoe  
Tournament  
Free Camping  
Deer Roast  
Beer-and Food

ABATE of Maryland  
Frederick Chapter

Presents  
the  
Spring Fling

April 20,  
12 noon-??

At

Pat & Gails

From Frederick - Rt  
15 North - Left on  
Powell Rd. - Left on  
second dirt lane.

Band  
Live/Wire



\$5 members  
\$7 nonmembers

No Attitudes !!



ABATE  
of MARYLAND



CECIL/HARFORD CHAPTER

# SWAP & MEET BIKE SHOW

MAY 12

NORTH EAST AUCTION GALLERY

Burkheimer's Flea Market - Rt 40 &  
Mechanics Valley Road

FOOD & BEVERAGES  
AVAILABLE

ADMISSION: \$7  
ABATE MEMBERS & MILITARY  
PERSONEL \$6

GATE OPENS 11 AM

VENDOR SPACE: 10X15 \$40  
10X10 \$30  
ADVANCE BOOKING  
ACCEPTED  
SET UP BEGINS 9 AM  
BIKE SHOW ENTRY \$15,  
INCLUDES TWO ADMISSIONS  
LAW ENFORCEMENT ON  
PREMISES

RAIN DATE MAY 19



\*\*\*\*LIVE MUSIC\*\*\*\*

FOR BOOKING OR MORE INFO  
CALL 1-800-843-0252(MD toll-free)  
301-642-0249  
301-457-5415  
ALL WHO ENTER MUST AGREE  
THAT ABATE IS NOT  
RESPONSIBLE FOR ANY INJURY  
OR DAMAGE, OR LOSS  
SUSTAINED  
-NO PETS, FIREARMS OR  
FIREWORKS

COME FOR A GOOD TIME AND  
RESPECT THE RIGHTS OF  
OTHERS-IF YOU CAUSE A  
PROBLEM YOU WILL BE  
ASKED TO LEAVE  
NO REFUNDS



Motorcycle

# SWAP MEET

Sunday

JUNE 2, 1991

Howard County  
Fairgrounds

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

BUY... SELL... TRADE  
PARTS, BIKES, ACCESSORIES,  
ETC.

ALL ARE WELCOME!  
RAIN OR SHINE!

ADMISSION: \$6.00 - CHILDREN FREE!  
STARTS 10:00 a.m. - MUSIC ALL DAY  
VENDOR SPOTS (10 x 10) \$35.00  
USED PARTS ONLY \$25.00  
\$100.00 DOOR PRIZE

LAW ENFORCEMENT PERSONNEL ON PREMISES  
FOOD ON PREMISES!

DIRECTIONS - From Washington, D.C.: 95 N to 32  
West (16 Mi.) to 144 West - 1/2 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  
COMMEMORATIVE RIGHTS RESERVED

MORE INFORMATION

(301) 779-3235

SEE YOU THERE!

Howard  
County  
Fairgrounds,  
Maryland



SUNDAY - JUNE 9, 1991

(RAIN OR SHINE)

AT GRASSELLO'S CHOPPER SHOP 4719 JEFFERSON PIKE (RT. 180), JEFFERSON, MD

BUY - SELL - TRADE

SHOW BIKES MUST ENTER BEFORE 1 p.m.

For More Information Call 1-301-473-5981

TROPHIES PRESENTED FOR 13 CLASSES  
(3 PLACES EACH)

SKIN ART

T-SHIRT CONTEST

BASH-A-BIKE

Bike Show Entry \$10

Vendor Spot 10'x10' \$10

HALF SPOTS AVAILABLE

SECURITY ON PREMISES

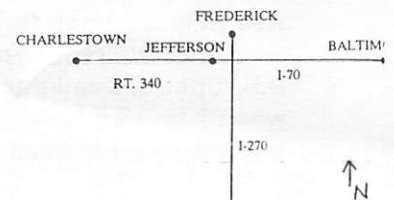
FOOD, BEVERAGE & COMMEMORATIVE  
RIGHTS RESERVED

NO GLASS, NO BAD ATTITUDES!!

For More Information Call 1-301-473-5981

LIVE MUSIC with

STRAIGHT SHOOTER



# THANKS FOR YOUR HOSPITALITY

As your representative for the MRF, I've been trying to attend as many of the county meetings as possible. I'd like to extend a big Thank You to all the chapter directors who've allowed me time to speak about the MRF, as well as passing along information on federal legislation. Your warm reception was heartening and your attention appreciated.

These past few months have been busy for those dedicated to preserving our individual freedoms in Maryland. You all should be proud of the work you've done. All those calls and letters to your Representatives were very effective and carried on ABATE's traditional position in Annapolis as an impressive grassroots lobbying organization. Another fine job! You've kept Maryland the "Free State" for another year! Yea!

As I listened at your meetings, I sensed a growing feeling of unity and cooperation, a willingness to work with other regions of our state in order to preserve our rights. I'm also seeing ABATE grow in its drive to overcome "the" notion held by many motorcyclists who aren't ABATE members. "That" notion is that ABATE is a Harley club. For one thing, it's not a club. It's a grassroots legislative group of people. Some members don't and won't ever ride but believe in free choice. Many ride Harleys, but many others, like myself, have ridden other brands 'cause we like 'em and can afford 'em.

At the last ABATE meeting I attended at Lou's in Wheaton, I found myself taking with a guy who happened by and noticed the bikes parked out front. Seems he's heard of ABATE but rides British bikes and never got 'round to finding out more about us. By evening's end, he's met and spoke with several members and got the info he needed to join. Said he'd have to talk with some of his buddies about ABATE, too. By talking with anyone who's interested in motorcycling you have the opportunity to help ABATE grow. Do your part to keep ABATE strong.

If I've not gotten to your chapter meeting yet, be assured I would like to in the coming months.

Again, many thanks.  
Lynn Oldenburg

P.S. Thanks also to Lenny, couldn't have made it otherwise!

## TO THE MEMBERS OF ABATE OF MARYLAND:

By the time you receive this Newsletter Lynn and I will have been to every meeting in the State. (With the exception of the Eastern Shore) Due to my work schedule, Lynn had to go there without me.

Anyway, I'm writing to thank all of you for your hospitality and the way you welcomed us to your chapter meetings.

When we started this adventure, dubbed "The Lenny & Lynn Tour" by Brooke (Assistant Director Montgomery County), it was to promote the MRF and its upcoming raffle for the '91 Fatboy. Also to introduce everybody to Lynn who is now the Maryland representative for the MRF. We also passed on legislative news both on the Federal and State Level. As far as that end went I'd say we were quite successful. A lot of information was passed back and forth and Lynn managed to sell a ton of raffle tickets (well a couple of hundred anyway).

But beyond all that I think we can away with a lot more. We found people who truly cared and were generally concerned with ABATE as a whole; both locally and in the other counties, along with the state level.

Along with the letter writing and phone calls on legislative issues we found people (chapters) who really worked to set out and help each other (other chapters) around the state. That help included putting on and also attending other chapter events. And passing on information they may have obtained through their own sources. I hope Lynn and I were able to help out in that area.

I would encourage anybody who is able to, to go check out a meeting at a different chapter. I think you'll enjoy it (I know I did) and they'll probably enjoy having you. Once again, thanks to everyone for having us and letting us speak at your meetings. I look forward to coming back around again (this time I'm going to spread them out a bit more - last time it was nuts!!) I hope to see you all in Cumberland in June. Until then..

Ride Free- Lenny Holcomb, Howard County Chapter Director

P.S. Special thanks to the people from Cecil/Harford who really came through in a big way when I needed help: Jack & Barbara, Bert & Nancy, Pete & Maydene, Big Al, Dwayne and anyone else I missed

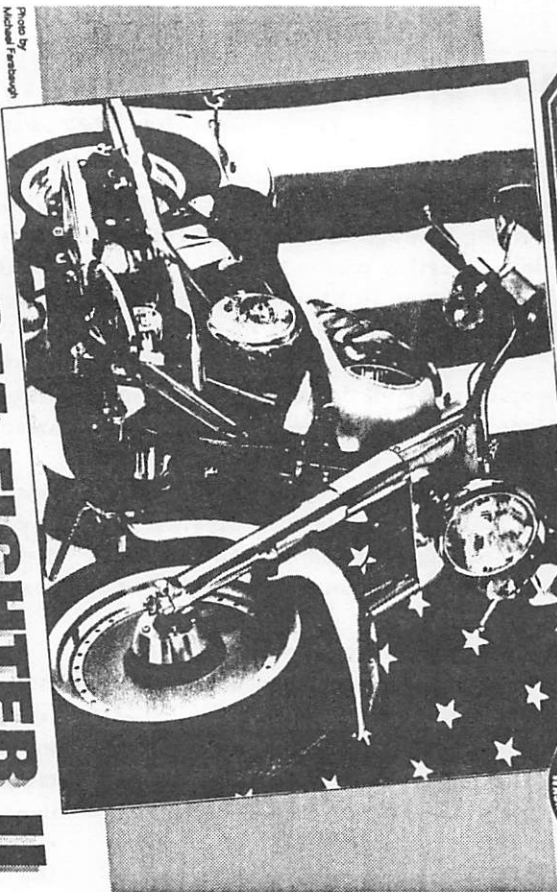


Photo by  
Michael Farnsworth

# FREEDOM FIGHTER 1991 "FAT-BOY"

**1st Prize** 1991 "Fat-Boy" by Harley Davidson Custom Paint by "Hemlock Custom" Drawing at the "Black Hills Rally 1991"

**2nd Prize** Motel Room at 1991 "Black Hills Rally" Plus \$500.00 travel money or \$1,000.00 cash (Winners Choice) Drawing May 25th, 1991

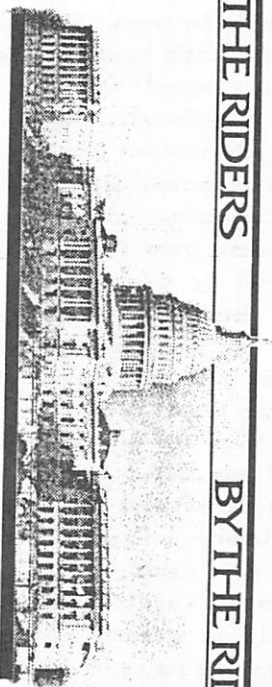
**3rd Prize** Full set of "Wille 6" leathers. OR Your choice of \$1,000.00 cash. Drawing on June 13th, 1991

We need your help to  
make this work for everyone!

Winners are made by age and all applicable laws. A second drawing is to be held on July 1st, 1991. The "Fat-Boy" and the "Wille 6" leathers will be returned to the dealer for the Best Drawing. As soon as we are prepared enough money to pay for them, we will make an effort to get your prize. We are not responsible for the shipping of your prize. We will pay the shipping. We need to actively pursue these drawings of \$1000.00 or more. Let your own judgment be your guide to know the year.

**INFORMATION • COMMUNICATION • ASSISTANCE**  
P.O. Box 11153 • Minneapolis, Minnesota 55411 • 612-522-8024

## FOR THE RIDERS BY THE RIDERS



**grass-roots** (gras'roots, gräs'roots), *adj.* [Colloq.], originating among or carried on by the common people: as, a grass-roots political movement.

Webster's New World Dictionary

A term the Motorcycle Riders Foundation doesn't take lightly, and the only way to define the MRF. **BE A PART OF IT!**

PLEASE PRINT CLEARLY

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_  
 STATE \_\_\_\_\_  
 ZIP CODE \_\_\_\_\_  
 PHONE \_\_\_\_\_  
 AGE \_\_\_\_\_  
 OCCUPATION \_\_\_\_\_  
 SIGNED-UP BY AGAT Eof Maryland


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

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...

RECEIVE WITH YOUR MEMBERSHIP:

- 4 issues of the "American Bikers Journal" magazine.
- 4 issues of the "MRF Reports" newsletter.
- MRF Supporter Pin.
- MRF Supporter Embroidered Patch.
- Your rights as an American citizen.

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





## Colorado Bikers fail to Identify - or just Apathathetic?

by Beau Allen

The television spot was actually pretty humorous. A brief clip of hard core bikers riding through main street Sturgis overdubbed with the low advertiso profundo voice, "You didn't take your family on vacation in Sturgis during bike week this Summer - and you thing you're not lucky? Play Colorado Lottery."

The ad enticing people to gamble is one of a series of ads playing in Colorado, and they're nothing if not creative. One of the first, shows a Motley Crue rocker clone with waist length hair, tattoos, ragged t-shirt, cut up jeans and anorexic looking arms leaning against a brick wall with the voice praising your family, "This is not your daughter's date, and you think you're not lucky." I laughed with this one too.

An hour later mulling these advertisements over and re-creating them in my mind, I was stopped dead in mid-thought by one of my daydream versions.

Imagine a young black man holding hands with a young white girl, and the voice telling you, "This is not your daughter's date tonight, and you think you're not lucky."

Or two young men holding hands, and the voice saying, "this is not your son's date tonight, and you think you're not lucky." Whoa.

Ten seconds after either one of these played, there would be a firestorm of rage over the implication that anyone would be lucky to not associate with a black or a gay. The indignities, boycotts, marches, parades, hate mail, law suits, and fire bombings would reverberate through Denver for years. The media would jump in with all their trendy little hearts and poll everyone within five hundred miles about their thoughts on racism and homophobia. Radio talk shows would have guest experts from six psychoanalysis disciplines about hte harmful effects of racism mixed with gambling, and support groups would be set up to aid children between 5 and 15 who had suffered trauma from the ads. Donohue, Oprah, and Geraldo would fly in and jostle for position with Ted Koppel and the ACLU. Everyone in the lottery office down to the janitors would be fired, and 20 or 30 lawyers would get rick over class action suits and the trials would be around for a very long time. Stranger things have happened. Nina Wu, a sophomore at the University of Connecticut was kicked out of the school last year and ordered to never set foot on campus again, her reputation ruined for taping a sign on her dorm room door that proclaimed she would shoot on sight, "Preppies, " "bimbos", "men without chest hair" and homos". What was obviously an attempt at humor turned into a life shattering experience, and she would have been free and clear had she left out that last word.

Yet as far as I can tell, no motorcycle enthusiast has raised an eyebrow over the lottery ad suggestion that a vacationing family would be far better off to circumvent a

gathering of motorcyclists. In this age of super-sensitivity, why aren't motorcyclists up in arms about being portrayed as a group of people that mainstream citizens would do well to avoid?

I'd like to think it's because we have a superior sense of humor. I'd also like to believe that we're able to let affronts to us go because we understand the first amendment to its very core.

But it could be uglier than that. A large part of rider's acquiescence over the lottery blurb is that hardly anyone can identify with hard core bikers and the disagreeable subconscious thought is "what the hell, they deserved it."

Bad thought.

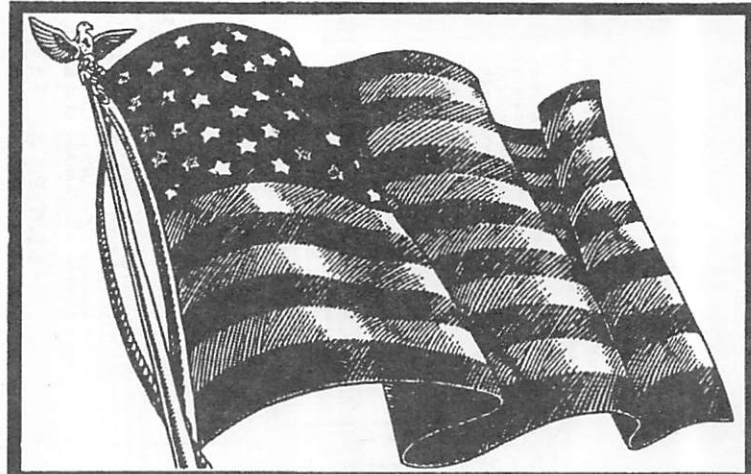
When anyone slanders a law abiding group of motorcyclists merely for their appearance, we're all in trouble. I was in Sturgis this year (Rider Dec. 90) and it was a far cry from the den of herculean debauchery the media portrayed it to be. The media coverage was purely image over substance and the Colorado lottery ad reflected that image exclusively. It's no salve to accept the obvious that bikers cultivate their image for maximum effect.

Other reasons are no less reassuring: We motorcyclists can't be offended that much, after all it's only a sport and not a way of life - or let the AMA and A.B.A.T.E. handle it, that's their job.

None of these reasons, if they're an insight into the average motorcycle rider's mind, gives us much encouragement for the future vitality of motorcycling.

I was present at some of the initial meetings with town fathers in towns where Rider was planning to hold its rallies, and some of the prejudices born of images for such antics as the lottery ad took some solemn negotiations to dispel.

*(continued next page)*



**FLY IT, DON'T FRY IT!**

All legislation that is hurtful to us, from helmet laws to the insurance mess is triggered at least in part by the attitude that motorcyclists are passive, and anyway they deserve it.

We don't. For myself and the staff of Rider, motorcycling is our life, and we won't let the AMA or A.B.A.T.E go it alone, and when someone traduces any legal motorcyclist he defames us.

And although I've only bought one or two lottery tickets before, and although one of them paid off fifty bucks, I will buy no more lottery tickets in Colorado until I hear an apology from the lottery board. Not much of a protest as protests go, but it's something.

But just imagine the fear in Colorado government if motorcyclists had the resolve and unity of some special interest groups. If we were as committed to our cause as gays and blacks are to theirs, the reaction to the Lottery ads would have been instant and fierce.

Mainstream motorcyclists would strike back in their own way. The Steamboat Grand Prix and Americade West would move elsewhere. Motorcyclists would circumvent the state on vacations whether they're on their bikes or in their cars, costing Colorado millions in lost revenues. Every Bronco football player who rides would make public service announcements against the evils of the lottery. Bike dealerships would withhold taxes to such a bigoted state government. Suzuki and Honda auto dealerships would withhold their taxes. Colorado beef, wheat and fruit would be boycotted nationwide, and best of all, every skier who ever owned a motorcycle would take their bucks to the slopes of Utah instead of Colorado.

And if the lottery board appreciates humor, they'd love what the hard core bikers would do to elicit an apology. Consider the divine irony of every fringe biker in America driving their car or bike to Aspen and Vail this winter. Fly in skiers around the nation would cancel their reservations by the thousands when the magnified and exaggerated word got out that the Hell's Angels were wintering on the slopes of Colorado. Bikers wouldn't even have to show up, merely announce that they PLAN to show up, and the thought of black leathered bikers sitting in posh lounges with black boots resting on fireplace hearths would drive the Colorado ski industry insane. Ski resorts would be on the lottery commission like pink on yuppies. Presto, no more anti-biker lottery ads.

Of course, it won't happen, motorcyclists aren't nearly that committed. Still the thought of it is stirring. Wouldn't it be grand?

Remember, Motorcycles run on gasoline/  
not alcohol.....RIDE STRAIGHT !!!!!!!!!!!!!!!!!!!!!!!

**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 \_\_\_\_\_

**Court:DUI includes those pushing cycles.....**

Helena , Mont.-The Montana Supreme Court on Tuesday upheld the drunken driving arrest of a man who was stopped while pushing his disabled motorcycle down a street. Although Ronald D. Turner was not driving the bike and it's engine was not operating, he was in control of the vehicle and subject to the law requiring to submit to a breath test, the court said in it's unanimous ruling. Turner,36, was on his way home from a bar in Lewiston last Sept. 19, and pushing the motorcycle with a broken clutch when he was arrested. He did not get on the bike or start the engine, but did turn on the headlight, the court said. from/Standard-Examiner wire services/ABATE of Central Wyoming Inc.



# Motorcycle Gang Raided

WRITTEN BY: BILL GANNON, MMA OF MASS., MRF, ABATE, ETC.

NORTHEAST REGION - APRIL 1, 1999: Four persons are dead and thirteen more were wounded, some seriously, this morning when more than one hundred Federal troops from the U.S. Federal Motorcyclist Strike Force along with Regional and Local Police staged a pre-dawn raid on an alleged headquarters of an outlawed motorcycle storage outfit. Authorities claim to have recovered almost a ton of contraband and have arrested thirty-one alleged motorcyclists as well as removing many minor children from the area. At this time authorities refused to identify the location of the gang's "hideout" until their investigation is completed and all contraband is removed and destroyed. However, it was reported that the location was a rural area with no other population of the Northeast Region and was difficult to see from even an aerial viewpoint because of its thickly wooded location.

The early morning raid is said to have netted the largest amount of motorcycling contraband of all raids to date since motorcycles were outlawed seven months ago. It has been reported that hundreds of so-called "Bikers" fled to rural hideouts with their families, possessions, and motorcycles when the federal legislation to prohibit motorcycling for all citizens, except police and military personnel, was signed by President-For-Life Dukakis last September.

The raid was led personally by Federal Motorcyclist Strike Force leader, R. Claybrook-Nader. Claybrook-Nader, in a morning press conference, applauded the cooperation of the regional and local police and called the raid a huge success. "This is the beginning of the end of illegal and disgraceful motorcycling in this country," said Claybrook-Nader. "My parents worked long and hard to have this dangerous sport outlawed which was killing citizens who rode them and costing the taxpayers millions of dollars each year to care for these undesirables, and I was never prouder in my life than the day I was appointed leader of the Strike Force formed to stamp out this criminal activity once and for all," he told the crowd of reporters. His reference to his parents was made regarding the efforts by Public Citizens Organization, led by his parents, which designed the legislation outlawing the sport of motorcycling. "Any other persons within the sound of my voice had better realize that if they wish to continue in the illegal activities of motorcycling, it's only a matter of time until they will be dealing with me," Claybrook-Nader warned.

A list of confiscated contraband from this morning's raid was supplied to reporters by the Strike Force. Included in that list were almost one-hundred motorcycles, many of them assembled and in operating condition as well as a large cache of parts and tools which could have kept the machines in operating condition for centuries. Also found was a supply of gasoline and oil, which authorities say gives them more reason to call for stricter guidelines for the present gasoline rationing system in effect. Authorities are baffled as to how the petroleum products were acquired by the

gang. In addition, authorities found numerous publications and repair manuals for all brands of motorcycles including plans and designs for prototypes of motorcycles which were never developed because of the legislation prohibiting motorcycling being passed before the development of the machines could take place. It was reported that the now defunct U.S.A. Motorcycle Industry Council had voluntarily turned over those design plans to government authorities prior to the motorcycle prohibition law being passed. Information is unavailable as to how the gang had possession of these documents.

Other contraband included documents and equipment necessary to supply individuals with motorcycle safety training. Authorities claim that on the gang's property was a fully equipped and designed range for training novice motorcyclists and believe the alleged motorcyclists intended to teach their own children and possibly rebellious persons who would seek out the gang for motorcycle involvement. Most of the training documentation was information from the Motorcycle Safety Foundation, who once designed training programs for all citizens who wished to ride motorcycles, but now are restricted to training police and military personnel. Also confiscated were banners bearing the now outlawed slogans of "Let Those Who Ride Decide", "Educate Don't Legislate Motorcycle Safety", and other outlawed propaganda, as well as patches, jackets, stickers, newsletters, and other materials once used by unlawful groups of self-proclaimed "Bikers' Rights Organizations." According to the warrants issued, police were also looking for drugs and weapons, but none were found as of this report.

Government officials from the President's Office down to local officials lauded the early morning raiders as courageous and professional law enforcement officers stating they entered the property with serious concern about their safety and did a tremendous job. Also commending the Strike Force's efforts were officials from the American Medical Association and the Insurance Institute for Highway Safety. In a joint press release from both organizations, they stated, "These motorcycle individuals have got to realize that the laws are made for their own protection and unless they can learn to abide by laws designed for persons we have proven can not make responsible decisions regarding their own safety, they must be stopped at all costs before they influence others in this society." Both organizations were proponents of the law outlawing motorcycling.

Police have refused to identify the alleged motorcyclists, which were killed, injured or arrested in the pre-dawn raid. According to Mr. Claybrook-Nader, "These undesirables have the propensity to make themselves appear as patriotic martyrs and allowing them or providing their names access to the media could have serious improper influence on law abiding citizens." Many of those arrested this morning are reportedly former motorcycling activists, mechanics, and/or Motorcycle Safety Instructors. Officials claim that their former occupations could have led to further  
*RAID continued on next page.*

RAID continued.

unlawful activities had they not been killed or arrested. No law enforcement personnel were injured, according to reports.

Already some civil liberties groups have denounced this morning's raid saying that police used unnecessary force in the arrests. They have asked the government to investigate further stating that when the Congress was disbanded and this country opted for a dictatorship, it was to benefit all society and not cause for violent means to subdue undesirables. They further state that three of the alleged Bikers killed in the raid were shot in the back at close range and a fourth was shot more than 150 times. Strike Force Officials defended their actions stating that the three individuals were shot as they ran away and officials believe the action was justified to prevent the individuals from either warning the others of the impending action or else to prevent their escape. Government officials stated there will not be any investigation into this morning's raid. A spokesman from President Dukakis' office stated, "Our Strike Force acted courageously this morning in the raid risking their own safety and this Administration is much too busy dealing with important issues to have to deal with motorcyclists' concerns. The Civil Liberty people would do better to stay out of government's affairs as they can be considered treading on thin ice by interfering with our work, and could find themselves imprisoned and their organizations prohibited if such propaganda continues from their office." The individual shot more than 150 times reportedly stood by his motorcycle threatening police officers with a wrench in an effort to prevent the confiscation of his motorcycle.

Those arrested this morning will be held without bail or right to council in an undisclosed prison camp. Those killed by the law enforcement personnel have already been destroyed and their names will be reported one year from today. Trials for those injured and arrested will not be scheduled until they have undergone government approved Personality Metamorphosis and Adjustment Therapy to withdraw any and all brain data regarding all aspects of motorcycling and dissension from their personalities. At that point they may also face additional charges of Conspiracy to Influence Society Against Government Protectionalism as well as violations of the R.I.C.O. Statutes. Photographs of all unlawful materials confiscated this morning will be taken to be used as evidence before the contraband is destroyed later in the week. The minor children taken into protective custody this morning, all reportedly to be children of the alleged Bikers, have been turned over to the Department of Social Services for relocation into foster homes. Officials believe many of these children will also have to undergo Personality Metamorphosis and Adjustment Therapy because they have been brain washed by their parents into believing motorcycling is a sport and shouldn't be unlawful. It is doubtful that some of the children can ever be placed back into their natural parents custody because of the nature of their criminal activity by possessing motorcycles. More information will be available within a month as the Strike Force continues their investigation and a press conference will be scheduled at that time.

END

[Author's note: If this really the END of in fact only the beginning? Was this really just some April Fool's fiction or a warning of things to come? Could this happen here? It's your bike - it's your choice. Unite and Fight !!!]

Reprinted from  
The Oregonian

## VIOLETING INDIVIDUAL RIGHTS SHOULD BE A CRIMINAL ACT

by Jim Bell

We live in a society that proclaims to value individual rights, some of which are listed in the Bill of Rights of our Constitution.

But recent court cases attack this notion: the Cincinnati museum director charged with displaying obscene artwork; the Florida music-store owner convicted of selling an "obscene" rap album; and the trial of the rap group "2 Live Crew" for a claimed obscene performance. Only the music-store owner was convicted, a trial and conviction that probably would not have happened in much of the rest of the country.

The fact that there were two acquittals should not reassure us. The defendants were falsely charged with crimes that never occurred, according to two of the juries, "crimes" where the "victims" were willing to see or hear the material claimed to be obscene.

Convicted or not, the defendants had to expend time, money and effort to clear their names. The fact is, they should never have to do this, and so their rights were violated. This should be considered a serious crime.

I say "should be" because in these kinds of cases, the real criminals (police and prosecutors) almost never are subject to any substantial penalties. In fact, most jurisdictions actually try to immunize such officials from the consequences of their misdeeds. But in a society that claims to value people's rights, they should be the first to be prosecuted should they break the law.

Similarly, criminal courts often rule that evidence is inadmissible because it was taken illegally, often contrary to a constitutional right. This normally results only in the evidence being unusable for the trial. If the police did an illegal wiretap, for example, it could not use that evidence for the prosecution. That's not much of a deterrent.

If we were to apply the same logic to a crime like burglary, the only penalty a burglar would suffer would be the loss of his loot if he were caught. He would be freed without any other punishment, ready to steal again. He has no reason to obey the law. So it's not surprising that if we treat government infringements of our constitutional rights in the same way, we should get similar results.

But if we truly value our rights, the fact that the evidence was illegally taken means that a crime has been committed. Call it theft or wiretapping. The crime was committed by government agents, and a criminal prosecution of those responsible should occur.

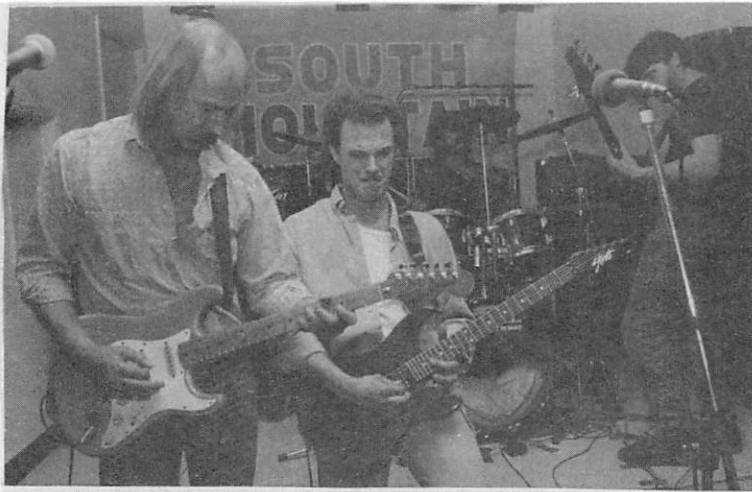
Officials would learn their lesson quickly. If even a single prosecutor or policeman is put in jail for attempting to violate the constitutional rights of a citizen by falsely charging him with obscenity, that would eliminate their enthusiasm for abusing their authority. There is no reason to believe that they would be inordinately burdened by being required to respect a citizen's constitutional rights. In fact, even today they have such an obligation. The problem is that the usual punishment for such crimes is even less serious than a slap on the wrist.

Today, it would be easier to convict a police officer of stealing \$50 from a citizen than to convict him for ignoring that citizen's First Amendment rights. This could change, and I believe it must change. The respect that we have for our Constitution should be measured not by the amount of lip service we give it, but by the penalties we mete out for its violation. As long as police, prosecutors and other government officials can violate individual rights and break laws with impunity, we are just encouraging them to do so.

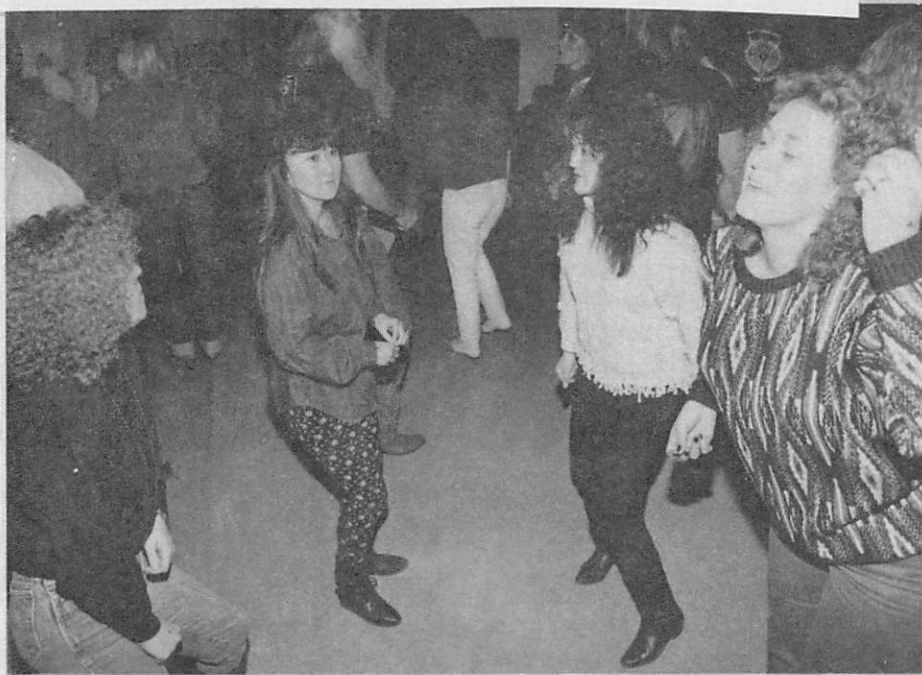
As a society, we need to decide just how important are our constitutional rights. Do we value our rights as much as Patrick Henry did when he said, "Give me liberty or give me death?"

Jim Bell of Vancouver is president of SemiDisk Corp., a computer peripheral device manufacturer in Beaverton. END





## FREDERICK CHAPTER DANCE



Photoz by "Blues"



ARE YOU A WINNER OR A WHINER?

Over the past eleven years I have devoted most of my free time, and most of my money to the fight to keep our freedom of choice. During that time I have seen many people come and go in the "bikers' rights" movement, and I believe there are basically two types of biker when it comes to this subject: The Winners and The Whiners.

Unfortunately, we Winners are out-numbered by the Whiners, and what that means is, we'll all be stuck with putting those damn brain buckets on, whether we want to or not (unless you Whiners change).

We still have a chance, but it is no longer up to the few of us who have maintained the fight all these years (the Winners). It is now mandatory that everyone gets involved.

Since our recent elections, our chances of defeating a helmet bill in California have been reduced dramatically. What has saved us the last two times around, was that we had a governor who would not sign the bill into law. Well folks, I've got bad news for you, our new governor is in favor of mandatory helmet laws. He is one of the sponsors of S1007, one of the federal helmet bills we are fighting. So unless he changes his mind, we may be wearing helmets very soon.

Originally, I had anticipated that we could expect to be strapping on helmets on January 1, 1992. I had figured that the bill would be introduced, would pass through the assembly and senate, be signed by the governor, and become effective on 1/1/92. Well there is a good possibility that this year's bill will have an urgency clause attached to it, which means that it would become effective 90 days after the governor signs it. We could be looking at helmets beginning this coming spring (Spring 1991).

Well what can be done to stop it? First off you must determine if you are a Winner or a Whiner. If you're a Winner keep up the good work, if you're a Whiner, change!

The Winners are the people who are putting their time and money into making sure we remain free. They're the ones you see working at the events and meetings, they plan out the events and make arrangements for the location, security, cleanup, the entertainment and refreshments. They ask for volunteers to help. They go to the various shops for raffle prizes, so that the Whiners will spend a little money to help continue the fight. They keep track of what is going on politically and try to keep you informed by writing newsletters and flyers, and setting up meetings. None of them are making any money doing this, in fact, from my own experience I can tell you that they are probably spending a lot of their own money. They believe in the cause, and are doing everything they can! The Whiners are registered to vote, they vote and they know who their elected officials are, and many times their elected officials know who they are too, because The Winners, write the letters and make

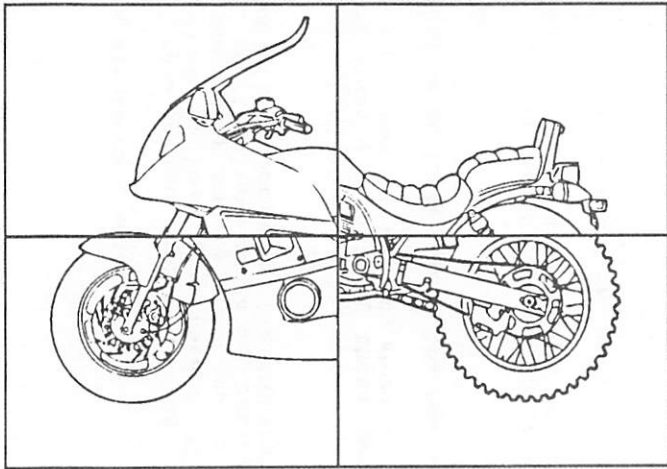
the events and meetings, but never get involved. They're too cheap to buy memberships, and they think they're too good to volunteer. They are usually the same ones I hear saying that if a helmet law passes, "I won't wear one. I'll fight it in court." To them I say, "bullsh-t, if you're too cheap and too lazy to help prevent it from becoming a law, you're going to be too cheap, lazy and scared to do anything about it once it becomes a law." The Whiners will put on a lid and bitch about it, but that's all they'll do.

Ok, that said here's what needs to be done:

- A. Pay your dues and buy memberships. Not just your basic \$20.00 membership either, I'm talking about \$100.00 and \$250.00 memberships. Sure, I'm talking about laying out a pretty good chunk of change, but nobody every said freedom was free. It is going to cost a lot of money to prevent the helmet law from being passed, and the kitty is empty from our last two fights. If you can't put up \$100.00 (.27 a day) or \$250.00 (.68 a day) to maintain your freedom to choose, then maybe it's not really that important to you after all. It has always amazed me that the ones who say, "I can't afford it," are the same ones riding the real fine scoots, they always seem to have money for beer and all that junk, but they "can't afford" to help pay for their freedom. All I can say to them is, "Bullsh-t, either put up or shut up." Join!
- B. Volunteer to be a representative. Everyone of you has a talent that can be used. You may not be a person who can speak before a group, that's ok, we need people to help in many other ways. You can help organize the events, or maybe you're good at making up flyers or doing research; you can man a checkpoint on poker runs, or help put out the time marks; you can get raffle prizes, sell tickets, sell the food and drinks, or stand security, and if nothing else, everyone of you knows how to pick up trash and can at least help clean-up after the events. So volunteer, you may find some talents you never even knew you had (I know I did), or you may come up with a new idea that can be used in our fight. Volunteer!
- C. Register to vote, and vote. Know who represents you at every level of government, and make them know you. Register and vote!
- D. Write the letters, and make the phone calls. We don't tell you to write letters and make phone calls because we own the post office or the phone company. We tell you to do it because it will help get our point across. It is known as grassroots lobbying.

So, now it's up to you. Are you going to become one of the Winners, and make sure that you remain free, or are you going to keep being a Whiner, and make sure that everyone has to wear a lid--like it or not? Warning: Whiners may encounter the wrath of Winners!

# No matter how you put it together...



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## SAY "YES" TO HAVING MORE FUN

Say "Yes" to Having More Fun! by Michael Farabaugh (Reprinted from Hog Tales, Vol. 9, No. 1, January-February 1991)

Did you have a close shave yesterday? When was the last time you caught yourself day-dreaming your way down the road and realized you couldn't recall the last ten miles? How about the last time you got the old ticker up to 200 beats per second by hitting a corner too hot and having to luck your way through? Has it been a while since you deliberately made an intense panic-type stop

and then evaluated yourself by measuring the distance it took to bring your pride and joy to a halt? How long has it been since you set out for a putt solely for the purpose of brushing up on riding skills? Have you ever wondered just how cool you'd be in a total panic situation? Unfortunately, over 50% of the time motorcyclists either don't react at all or perform with total stupidity under

such circumstances. Yes, it's quite true automobiles (not to mention their drivers) are responsible for nearly 65%

of all motorcycle accidents. However, we motorcyclists have an obligation to ourselves and the means to turn this statistic around... if we take time to learn a bit more about operating two wheels. For the past 15 years the Motorcycle Safety Foundation has made available throughout most of America an outstanding curriculum for new and experienced riders. One of the things that makes their programs so worthwhile is the MSF's commitment to the development of new curriculum through ongoing research and application in the field. The MSF's latest brain thrust is a brand-new Experienced RiderCourse (ERC). What's ERC all about, you ask? After all, you've been riding for the past 12 years and have never yet encountered a situation you didn't handle, even if one or two of them did leave you covered with a sheen of cold sweat and a strong need to

visit the nearest "rest facility." Well, you wouldn't mind bringing up your confidence level nine or ten notches, would you? And in doing so, prepare yourself for that infamous left-turning cage? No, I didn't think so. In a nutshell, ERC is a comprehensive education package which commences with just over three hours of thought-provoking classroom work. Geared toward priming you for that do-or-die panic situation with an improved reaction time, it incorporates information about traction, traction reserve, and traction use. To get the ball rolling instructors are encouraged to open their sessions with an optional skills test. Highly challenging in nature, the skills test provides riders with a fascinating (frequently surprising) reassessment of their abilities and attitudes. Field exercises are structured to provide skill improvement, particularly in

those types of situations that consistently appear as factors in statistics on motorcycle accidents. Classroom and range exercises are completed over the course of an eight-hour day and provide fun as well as knowledge and ability. No matter what your riding experience, the ERC will help you become a more fine-tuned, better rider by providing you with the ability to handle a potential accident situation as a natural move, joining your mental reaction time and your physical actions as one with the machine you're riding. Don't make excuses. Don't tell yourself that you don't need formal training. Stop thinking you're invulnerable. There are three important factors involved in riding a motorcycle: attitude, a-t-t-i-t-u-d-e, ATTITUDE. Those who think they can't improve their riding abilities never do. Ride responsibly. Ride safely.

Seat Belts for Pets. "Dogs and cats will have to buckle up if local humane societies persuade lawmakers to mandate the use of special restraints for pets in cars. The American Veterinary Medical Association and the National Highway Traffic Safety Administration (NHTSA) are meanwhile encouraging pet owners to comply voluntarily, noting that unsecured pets fly like missiles in accidents, endangering themselves and other riders. Specialty car restraints available in pet stores include the Ride 'n Walk safety harness and the Pet Love Belt, designed by a Reno Nev., man after a sudden stop for a flat tire killed his dog. The belts, which strap around an animal's belly and shoulders, attach to the passenger seat belt through a ring at the back of the harness. The Pet Love Belt, (800) 637-5683, comes in four sizes and costs \$19.95. Ride 'n Walk (800) 223-7768, comes in five sizes and costs \$13 to \$19. Neither product has undergone formal outside testing. Pet Love Products also makes a cross-tether for dogs in pickup trucks. About 100,000 canine pickup passengers are killed or injured each year; restraints are required by law in California, Washington state and Reno. Some independent Dodge dealers carry the tether."

A person's just gotta wonder, maybe, THEY oughtta just take automobiles away from drivers, then we wouldn't have to be faced with mandated safety regulations. But then again maybe we should just find a place to trade in our knit-picking do-gooders!

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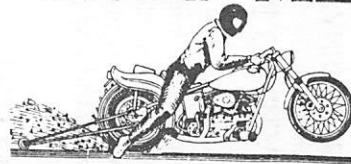
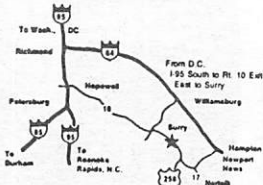
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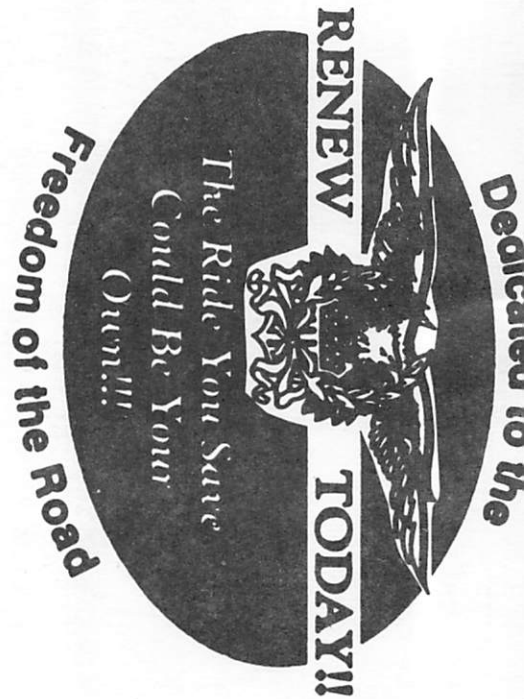
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ABATE OF MARYLAND is an organization composed of motorcycle enthusiasts throughout the state, concerned with putting motorcycle legislation in its proper form, with safety programs, public awareness programs and other programs for the betterment of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

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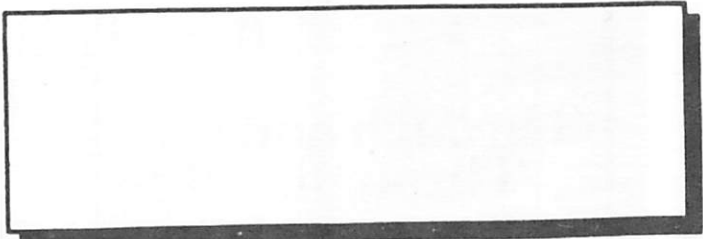
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