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*Abate of Maryland, Inc.*

# ABATE OF MARYLAND NEWSLETTER

March/April 1993

15th Annual

## ABATE of Maryland, Inc.

Presents



### Spring Bike Show 1993

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Assistant Editor	Mary Ann Sheppard (301) 540-2911

**The next state staff meeting will be held on March 28, 1993, at 12 noon. Every chapter should have a representative attend!**

April 1, 1993, is the cutoff date for the May/June 1993 newsletter. All information (articles, classified ads, letters to the editor, whatever) must be received by this date. Send information to:

John Oscanyan  
19529 Gunners Branch  
Road, Apt. D  
Germantown, MD 20876

or Call (301) 540-2911  
(Leave a Message)

## From the Editor

Helloooo...

Hi all! Just me, your friendly neighborhood newsletter editor. Thought I'd check to see if anybody was out there. When I first took on this job, I said I'd make space available for you guys to write to me about whatever was on your mind. Unfortunately, nobody has taken me up on this. (Not exactly true: I received one letter clarifying an article I'd put in.) What's up? I figured by now I'd have pissed somebody off, made them think, or made them happy. It works like this. I've never done this sort of thing before. I figured I'd had a free ride long enough so I thought I'd chip in and do my part. Fortunately for me my girlfriend happens to be interested enough to help out, or this thing would never get off the ground. Trust me. The saying "Behind every great man there's a great woman" is seriously true in this case. Anyway, believe it or don't, I haven't really got a clue. The only feedback I get is at my county meetings and the state meeting. Let me drop you guys a hint. The people I meet at the meetings are not the people I need to talk to as far as the newsletter goes. Not to bring anybody down, these people are already involved up to

their ears. What I need is feedback from the "silent majority." I thought you guys were a bunch of loud, rowdy bikers! Get active! Pick up a pencil and drop me a line. My address is in every issue, and I'd love to have all the bills I get in the mail thinned out by a few letters. If you have had an event, don't send me a little note about it. Assign someone the job of writing a piece on the thing. Give the details. Who showed up? Who did what? Who won what? Let's face it. I can get the when, where, and why by reading the "Events" page of the last newsletter. Interest me. Get me excited. Make me ask my chapter director why my chapter isn't doing this stuff! I'll tell you what. You write me a letter, I'll come to your county meeting, and write up a little piece about the gig for the next newsletter. Sound like a deal? (If you guys don't like this idea, I could arrange NOT to come to your county meeting and write something about you!) What do you say? You guys let me know.

Ride as free as you can, and F\*\*K Shaefer!!!

John Oscanyan

## CORRECTION

It has been brought to my attention that the cover art for the January/February 1993 newsletter was drawn by Stephanie Kessinger. Sorry Stephanie! Just goes to show you can't believe everything you read! - Ed.

*This newsletter is an official publication of ABATE of Maryland, Inc. ABATE of Maryland, Inc., accepts no responsibility for the comments or opinions contained within this publication.*

### ABATE of Maryland Members:

Classified ads are free to you with your active ABATE of Maryland membership. If you have something you want to buy, sell, trade, find, etc., this is for you. To get your classified in the next newsletter, send a written request with the information you want on the ad, along with your name, address, and membership expiration date (we will check) to the editor. The deadline for the May/June 1993 newsletter is April 1, 1993.

## From the Director's Desk

Welcome Spring and a New Riding Season!

It's time to get on the road again if you haven't been winter riding. Dust off the bike, put a fresh coat of wax on. Tune it up, change the oil and all that good stuff that the machines need. Spring is almost here and you know what that means. It's time for the annual ABATE Spring Bike Show. We are planning a good one this year. It's going to be at the Anne Arundel County Fairgrounds (same as past years - same place as the protest run) so plan to attend. Flyers are out, come out and support ABATE.

At the Bike Show be sure to check out the new Harley that we are raffling off. Tickets are available through your chapter directors and wherever the bike will be shown. The drawing will be held at the State Party - the winner need not be present to win. ABATE needs this to be successful so spread the news and help sell those raffle tickets.

We have lots of events planned through the local chapters as well. Included in this issue of the newsletter is a tentative schedule of events for this year. If you want more, ask your chapter staff or call the 800 number. All of us need to be active.

Plans are coming together for the State Party as well. The Cumberland Fairgrounds is welcoming us back again. We're hoping for some top name entertainment to headline the evening concert. We're planning motorcycle races on the track during the afternoon. All of this is still tentative, but flyers will be circulating by the time this newsletter reaches you, so more info will be ready by the time you read this.

We need you to tell your friends about these and the other events planned. Let's spread the word and generate some enthusiasm and let the good

times roll at the ABATE sponsored events.

Now let's switch gears and get down to business. It's not too late to get involved in the legislative process this year. Monday night lobbying continues until April 5, so come on down to Annapolis. Meet at your ABATE office at 8 West Street between 6 and 7 pm, and we'll be there to point you in the direction of your delegates or senators. You need to do this ASAP.

By the time you read this, Representative Olympia Snowe (R-Maine) will have introduced in Congress a bill that will repeal the blackmail section of the ISTEA (Intermodal Surface Transportation Efficiency Act - just say Ice Tea). You have to write or call your Congressional Representatives right now and ask them to co-sponsor and support this legislation. All of you on the Eastern Shore and those of you in Anne Arundel and parts of Southern Maryland who are represented by Wayne Gilcrest have to get him to agree to support this bill because he sits on the committee (Public Works and Transportation) that will hear this bill. If you don't know the phone numbers to the U.S. Congress - look in your phone book, in the Blue Pages in the middle under U.S. Government. The Congress is listed in this section. Also, your individual representatives are probably listed in the Business Section of the White Pages. Call or write your representative your representative today! If we can get this bill passed on the federal level - all states with a mandatory helmet law for adults, including Maryland, will have a better chance at repealing these helmet laws. Our freedom depends on you.

So let's get the work done and then let's have fun!

See you soon,

Sally Bruce

## AMA Government Relations News

### AMA Honors Michigan Safety Patrol Chief

December 2, 1992

Michigan motorcycling activist Larry Lindenberg has been awarded a letter of commendation by the American Motorcyclist Association (AMA) for his work in organizing and directing that state's unique Off-Road Vehicle Safety Patrol.

The Patrol works with the U.S. Forest Service and law enforcement authorities in the Mio Ranger District of the Huron/Manistee National Forest to assure that trails are used responsibly. It assists in the speedy rescue and treatment of injured riders, helps encourage good relations with communities in the region, educates trail users on local regulations, and helps federal agencies design trails that won't disturb environmentally-sensitive areas.

"Larry Lindenberg is a driving force behind a program that's been praised by the Forest Service, law enforcement officials and local communities," said AMA Legislative Affairs Specialist Eric Lundquist. "His efforts, and those of other off-road riding leaders, have shown that responsible trail riders can work with land managers for the benefit of everyone."

## Monday Night Lobbying

Come to the ABATE office Monday nights beginning at 6:00 p.m. The staff will be there giving legislative briefings and will assist you in meeting with your legislators. The office is located at 8 West Street in Annapolis. Call (800) 843-0252 or (410) 263-9185 for directions or information.

## House Committee On Public Works and Transportation New Leadership -- 30 New Members

By: Wayne Curtis, Motorcycle Riders Foundation

(Reprinted from MRF Reports, January/February 1993)

The turnover of 110 members in the U.S. House of Representatives has created many changes in house committee assignments and leadership. The House Committee on Public Works and Transportation (PW&T) is the committee that most bills affecting street motorcyclists -- including our attempts to repeal the federal helmet law mandate -- are assigned. PW&T and its Surface Transportation Subcommittee (ST) will have changes in all four of the key leadership positions. In addition, PW&T will have 30 new members on a committee that now has 63 members -- 39 Democrats and 24 Republicans.

Rep. Norman Mineta (D-CA) has been elected as the new chairman of PW&T, succeeding retiring Chairman Robert Roe (D-NJ). On the Republican side, Rep. Bud Shuster (R-PA) will assume the role of PW&T ranking minority member, replacing John Paul Hammerschmidt (R-AR), who also retired at the end of the 102nd Congress. Since Mineta and Shuster were, respectively, the chairman and ranking minority members of the ST, those two leadership positions are now open. Rep. Nick Joe Rahall (D-WV) is the heir apparent for chairmanship of the ST. Who is going to be the new ranking minority member is not as clear. The three leading

candidates are Congressmen William Clinger (R-PA), Thomas Petri (R-WI), and Sherwood Boehlert (R-NY). The final decisions on the chairmanship and

ranking minority member of the ST will be made by early January.

Twenty-four members who served on PW&T in the 102nd Congress will not be on the committee in the 103rd Congress. Ten members -- seven Democrats and three Republicans -- either retired or were defeated in their re-election bids. The other 14 members leaving PW&T are doing so because they received other exclusive or major committee assignments that require them to give up their slots on PW&T (i.e., Appropriations, Energy and Commerce, Foreign Affairs, and Ways and Means).

The new make-up and leadership of the Public Works and Transportation Committee has the potential to work to motorcyclists advantage in our efforts to repeal the federally mandated helmet law provisions enacted by ISTEA in 1991. With 29 of the 30 new members to PW&T being freshmen means almost half of the committee did not have any involvement in passage of the national helmet law. This group of freshmen, most of whom ran on a platform of change and being more responsive to the folks back home, should be more open to the concerns of motorcyclists from their districts than most of the 24 that left the committee.

### Attention All Eastern Shore ABATE Members!

Our Congressman, Wayne Gilcrist, is now on the Public Works and Transportation Committee. He can no longer duck our concerns with "it is not my committee." He needs to hear from all of us! If we are to "ride free" again we must repeal the federal blackmail section of the Intermodal Surface Transportation Act of 1991. Mr. Bush gave this to us; now, with a new President and a new Congress, we are ready for the CHANGE they have all talked so much about. Our greatest weapons in this fight are information and persistence. Accurate information takes time to gather, but persistence in the face of overwhelming odds takes courage and commitment. As I have said before: we are the only ones who can save ourselves from extinction. Let's do it!

Linda Wainer, Director  
Lower Eastern Shore Chapter

**Thanks to the Maryland Motorcycle Dealers Association  
for your contribution of \$100 to ABATE of Maryland.**

## Legislative Report

### Above and Beyond

By Lynn Oldenburg, Legislative Representative

That is what it takes to make a change, the willingness to go "above and beyond."

We're proud to say Marylanders are willing to accept the challenges we face in our continual pursuit of life, liberty, and happiness.

Many of our members from around the state have gone to great lengths to help save our motorcycle safety program (not to mention driving those many miles again and again) by attending the Monday night legislative session in Annapolis, showing the folks with CARE 4 MD (Coalition Advocating Rider Education for Maryland) the ropes of grassroots lobbying, calling and writing their Senators and Delegates, as well as doing the one-on-one, face-to-face meetings with same. Quite a sight, those Monday nights at 8 West Street. Thanks every one of you!

Our quest for the restoration of adult freedom of choice will not end with the Maryland legislature. We must concentrate our efforts on the repeal of the federal blackmail portion of the national highway bill. Really look at what our federal representatives are doing in Washington, D.C.

Because January saw the inauguration of a new administration and the installation of a great many new faces in Congress, we have a fantastic opportunity, as bikers nationwide, to make our strength known to these folks. We can spread our wings and soar, above and beyond, and show our strength, unity, and love for freedom.

The first wave of freedom fighters into D.C. this year included Brian Stovall of Oregon and Boots and "Doc" from Florida trekking in to petition their elected officials to sign on a co-sponsors of the bills repealing the penalty portion of the ISTEPA bill (Intermodal Surface Transportation Efficiency Act). Through their concerted efforts, and with the assistance of Wayne Curtin, vice president of the MRF and lobbyist, many of those Congressmen and Congresswomen have signed on as sponsors, bringing the number to 28 on February 2, 1993. We need Maryland Representatives to sign on also!

On February 3, 1993, Olympia Snowe of Maine introduced her bill repealing the penalties (previously HR 4207) section of ISTEPA. A busload of United Bikers of Maine made the two-day trip just to be present at this news conference and show the depth of the support for Representative Snowe's bill. Maine-iacs are like that - dedicated and stubborn as all get-out. I know because I am one! (Background information on ISTEPA is available in the MRF Reports which is mailed to members. If you are not a member of the MRF, join so you can keep up with legislative happenings in motorcycling nationwide and in Congress through Wayne's well-written updates.)

To arm themselves with all the tools available, 14 ABATE of Maryland warriors took part in the 2 Wheel Convention in New Jersey on January 15 and 16, 1993. Thanks to you for taking another step above and beyond in the struggle to ensure motorcycling's future. You have

shown the initiative that will see Maryland free again! If you have not yet had the opportunity to attend a Meeting of the Minds, seriously consider a trip to Denver this fall for the 1993 conference. It will truly reward you for your efforts to be there.

Hopefully, some folks will have attended the Pennsylvania Legislative Seminar February 12 and 14 to prime the ol' pump. Information acquired at such meetings is invaluable, and good times are always had by those in attendance!

Trooper Rick Barilone of the Maryland State Police Motorcycle Division was presented a certificate of appreciation at the state meeting held in Annapolis on January 24th. Trooper Barilone was extremely persistent and ultimately successful in getting signs posted along the beltways warning motorcyclists of the open joints at bridges. Several accidents had occurred because of this problem and Barilone is still resolved to have the open joints filled. Thank you for making the roadways a bit safer. Every little bit counts!

We've got to continue building support among all motorcyclists in our efforts to promote responsible motorcycle legislation. Talk with neighbors, family, and friends to increase awareness of bikers as responsible, contributing members of society. Do your part, do not expect "someone" to do it for you. We are all someone. Get a friend to come to ABATE meetings with you and sign 'em up. Thanks for making ABATE a recognized and respected grass-roots stronghold! Thanks for going above and beyond!

# The 2 Wheel Convention 1993

By: Joyce Henderson, Anne Arundel County Chapter

The best \$30 I've spent in a long time was the registration fee for the 2 Wheel Convention 1993, sponsored by Jersey ABATE. It was really great to spend a weekend with people who care so much about protecting our right to ride. I left there feeling really inspired. Now I'm no writer, but it seemed like a good idea to try to share some of the information, ideas, and inspiration with those who were unable to attend.

Mike Farrabaugh (Balls), who has been a significant part of the motorcycle rights movement from the very start, some 20 years, opened things up by talking about the need for a WE/US versus I/ME attitude. Balls was a powerful speaker, and he touched on a lot of things that seem relevant for any group trying to change things - lucky he's on our side. He stressed the need to develop the WE concept in order to carry us through the change/growth process, and cautioned that it takes effort and time. He urged us to share the effort in a variety of ways: use different members' individual talents; develop membership hooks (benefits);

make the meetings work for the members by bringing in speakers to educate in areas we all need to think about (like wills, insurance, and health); and help each other out.

He noted three things that can destroy an organization: ego, bad information, and money. I thought of one more evil: apathy. But there are some things we can do; share ideas, share the work, take the time to understand and communicate, and remember that when it comes to money it's all ABATE, and the bottom line is this organization is here solely for the purpose of doing what each of us cannot do alone.

Balls also suggested we use our phone trees differently. In addition to spreading the word on critical issues, we can encourage support, discuss the issues, and help those who feel uninvolved to become more a part of the effort.

Later in the day, Balls presented his Wheel Theory, which showed the critical "hub and spokes" of the

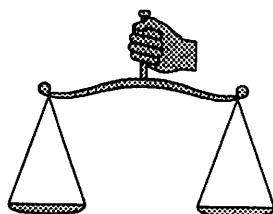
ABATE organization. Apparently, Balls was instrumental in helping ABATE of Indiana grow from an organization of 3,000 to a strong 15,000 members with 11 full-time staff and a \$2+ million budget. He stressed again the sharing of work, education of members, and importance of good communication. He also pointed out that a strictly volunteer organization is at a disadvantage. The management required to make things work well and run smoothly is a critical job, it should be full-time and it should be paid. I know the little bit I've tried to contribute has been difficult sometimes, and my schedule has felt impossible recently. I really got a sense of appreciation for all our state officers do. The Wheel Theory and all the good ideas that go along with it should be detailed in another article. I just have to say that I walked away from that session feeling like there's lots to be done, but it all seems very possible.

*(Continued on Page Seven)*

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## The 2 Wheel Convention

(Continued from Page Six)

Rick Gray was another fantastic speaker who gave us good specific information, as well as views on some issues in general. I really like the way he clarified the helmet issue for me, pointing out that the helmet law is the emotional issue that brings us together, and that every argument for a helmet is an argument against a motorcycle. They want us to be safer, and when they find out that helmets don't work, they'll add additional safety measures until they realize they can't make motorcycles "safe." And you know where that takes us - outlaw motorcycles altogether. He said it's the line we draw to keep them from getting to the central issue of whether we ride at all.

The "social burden" issue would seem to imply that everything which costs money is subject to societal control, but Rick pointed out that necessity is the argument of tyrants. Where is the line drawn? Will the "social burdenists" have us mandated to wear raincoats in the rain, eat well, exercise, lose weight, and on and on? (Just a note here that a recent newspaper article on Schaefer's upcoming agenda noted consideration of mandatory birth control programs for the poor. . .)

Anyway, what can we do? Rick said we must become more sophisticated and articulate in our communication. We need to have positive messages and slogans. Consider the message the public gets with "let those who ride decide" versus "helmet laws suck." (Although I must confess that I personally really like that second one.) We also need to understand the issues fully. Rick noted that the MRF is developing "white papers" to help rights groups deal with several issues, like pollution controls (it's more complicated than I thought, and will

greatly affect what we ride in the near future), rider education, and insurance, to name a few.

We also need to get more organized and get individuals involved to increase our voting power. Legislators must see us as valued. He pointed out that when the people lead, the leaders will follow.

We need to be accountable. We must be open about how things are done and be open to inspection. Our enemies will use against us whatever they can find. We must keep it clean. This in particular made me think about the rumblings I've heard about my chapter's recent history, so I guess we have something to prove to those who have been around for a while. All I can say is give us a chance.

Back to Rick's comments. He suggested we get other coalitions with similar issues to support us and that we support them. Go to pro-choice legislators and feminists to help them understand the similarities in our stands. Clinton, by the way, is pro-choice on abortion but strongly pro-helmet law. Look on the national level and take the position that any state which has a mandatory helmet law deprives individuals of their freedom and should be deprived of dollars. Don't be moderate.

Last, but not least, I have to mention Slider Gilmore's 2 Wheel Trauma Workshop. Jersey ABATE taped his presentation and I hope we can get a copy because everyone should have an opportunity to see it. Slider talked about accident scene management for us, covering both physical and psychological aspects. He noted that an average of 164,000 bikes go down annually and there is much we can do

before the emergency medical personnel arrive to help our downed brothers and sisters. He provided step-by-step instruction for the critical first 10 minutes following an accident. This type of presentation seems essential for anyone who rides, and I hope we are able to arrange something for our area. It was discussed at the state meeting on January 24th, and I would sure support any effort to make it available to our members.

One other thing Slider talked about was the need for us to ensure that local ambulance personnel are properly educated in dealing with two-wheel trauma. He stressed that we should form a bond with our ambulance volunteers and give them support through education and fund raisers. They will be critically important to any one of us at one time or another.

Well, this is entirely too long, and there were so many great things about the convention. There were lots of vendors, door prizes, raffles, an auction, good food, and good people. As a relatively new member, I especially enjoyed getting to know some other Maryland ABATE members a little better - 14 members attended. I hope more of us can attend the next one, it was definitely worth going. Thanks Jersey ABATE!

Joyce Henderson  
Anne Arundel Chapter

P.S. - We learned later that Balls' house had burned down four days before Christmas and it was not fully insured. Even so, he came to speak without payment. Several collections were taken up and a fund raiser has been scheduled in Indiana. Our state office has more information and contributions will be accepted.

## Appropriations Committee Assignments

Title	Last Name	First Name	District	Room No.	Phone #
Delegate	Astle	John C.	30	212	3209
Delegate	Bartenfelder	Joseph	8	307	3365
Delegate	Cadden	Joan	31	213	3217
Delegate	Conway	Norman H.	38	416	3425
Delegate	Currie	Ulysses	25	203	3076
Delegate	Dewberry	Thomas E.	12	304	3378
Delegate	Dixon	Richard N.	5A	306	3371
Delegate	Edwards	George C.	1A	411	3435
Delegate	Flanagan	Robert L.	14B	226	3200
Delegate	Forehand	Jennie M.	17	223	3024
Delegate	Franchot	Peter	20	220	3045
Delegate	Fry	Donald C.	35A	326	3289
Delegate	Gary	John G.	33	215	3223
Delegate	Hergenroeder	Henry R.	43	321	3308
Delegate	Klima	Martha S.	9	308	3359
Delegate	Kopp	Nancy K.	16	313	3391
Delegate	Maloney	Timothy F.	21	424	3315
Delegate	McClellan	James E.	3B	324	3240
Delegate	McIntosh	Maggie L.	44	301	3257
Delegate	Murray	Ethel Ann	35B	403	3444
Delegate	Palumbo	Richard A.	22	207	3058
Delegate	Parham	Samuel	41	314	3283
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Delegate	Rosenberg	Samuel I.	42	320	3297
Delegate	Rynd	Richard	11	310	3342
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# Future Trends for Motorcycles. . .Or Is There A Future?

By Bill Bish, National Director, Bikers Against Manslaughter

(Reprinted from The ABATE of Pennsylvania State Newsletter)

"Motorcycles may be illegal in the United States within the next 10 years."

You've probably heard similar statements before if you've ever been to an ABATE meeting or Motorcycle Rights Rally, but this time it's not the "paranoid" ramblings of some "radical" biker. Would you believe that these words were uttered by a top-level corporate executive at HONDA?!

This scary prediction was made during open discussion at an AMA (American Motorcyclist Association) board meeting last year in Memphis.

And if THAT isn't enough to get you off your wallet to join your local motorcycle rights organization and national rights group, then ponder THESE tidbits:

We now know that mandatory helmet laws reduce ridership by 50 percent, but now the powers-that-be have uncovered a new gimmick to get bikers off the road; by applying the "public

burden" theory to motorcycle insurance, lawmakers in five states have pushed for laws requiring riders to carry million dollar catastrophic health insurance policies that could cost thousands of dollars per year. Such legislation would price many riders right out of motorcycling.

And THAT's not all. . . NHTSA (National Highway Traffic Safety Administration), famous for their "backwards bike" debacle has researched such motorcycle "safety" devices as seatbelts and air bags, and rumor has it that they've shown some interest in a German study of body suits that inflate upon impact.

Of course, mandatory leg protectors ("crash bars") are currently a hot topic both here in the U.S. and abroad, as is tiered licensing, which limits engine size based upon a riders' experience.

Orange vests, reflectorization, catalytic converters, and eye protection laws are a perennial favorite for some

lawmakers. In California, Dick "Helmet Law" Floyd passed a bill making it illegal to have a milk crate without a receipt. . .so much for shade tree mechanics and those who would strap a crate to the back of the bike to carry their groceries home in.

And with every restrictive new law passed, a certain number of motorcyclists will simply exit the sport, allowing the insurance industry, medical community, and government to come one step closer to accomplishing their ultimate goal: **ELIMINATE MOTORCYCLES!**

Motorcycle rights leaders have been telling us for years that helmet laws are only the beginning and that motorcycles will be legislated out of existence if we don't get off our duffs and start protecting our right to ride.

Remember, you're not paranoid if everybody really IS out to get you.



13610 Ventura Boulevard  
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Encino, California 91436



Press Release

Press Release

Press Release

## Trial Lawyers Focus On Motorcycle Accidents

Aid to Injured Motorcyclists Attorneys from all over the United States and Canada recently attended the American Trial Lawyer Association Convention in Washington, D.C. A.T.L.A. is the largest attorney association in the U.S.

and appoints various committees to involve itself in areas of litigation, and other matters that are important to both the legal community and the public.

These prestigious committees are formed to help prepare other lawyers in their representation of clients involved in litigation. It was felt by A.I.M. founder, Attorney Richard M. Lester, that the dynamics of motorcycle accidents are so different from other vehicle collisions, a special committee should be formed to address this unique area.

At the urging of the Chairman of the Aid to Injured Motorcyclists Attorney

Association, Mitch Proner, A.T.L.A. designated a motorcycle accident litigation committee to be formed by the Aid to Injured Motorcyclists Attorneys present at the Washington, D.C. Convention.

This new committee will be able to avail itself of information on motorcycle accidents throughout the United States and assist the A.I.M. Attorney Association lawyers, as well as other trial attorneys, in the special intricacies of this type of vehicular accident. Victims of motorcycle collisions will be able to benefit greatly from their collective expertise in this area.

## Visiting Your Legislator

Remember that when you visit your legislator, what you do and what you say will reflect on the issue at hand and whether the legislator views it as a legitimate concern. Here are some things to remember on your visit to be sure that it is successful:

- **Be Prompt** - Arrive on time for scheduled appointments. Your legislator has numerous issues to keep track of and often does not have a lot of time. If you are late, you're off to a bad start and it cuts into the time you have with your legislator.
- **Bring Pen and Paper** - You may be asked questions that you cannot answer at the time of your visit. Write them down. Keep track of all persons you talk to. If you have a business card, use it.
- **Be Courteous** - Introduce yourself as a member of the legislator's district. Never threaten your legislator with your vote or say that he or she did not get your vote in the last election. Remember that you are asking the legislator to do something for you. You know the issue at hand is important, but you may have to persuade your legislator to support your position.

Being loud, overbearing, demanding, or intimidating will reflect poorly on you and the issue. This is a business meeting. If your visit goes badly, try again later rather than pushing the issue now.

- **State Your Business** - Because legislators are often busy people, make small talk only if appropriate. Always keep it to a minimum. State why you are there and what action you want taken. Get a commitment if possible. You should control the conversation; this is your concern and you called for the meeting.
- **Know the Issue** - Be prepared to discuss both sides of the issue. That way you will have a more convincing argument. Your legislator may not be informed. This presents an excellent opportunity to sell him or her on your views. Your legislator may be very informed. You must be prepared to answer questions and present a good case. If the legislator asks you a question to which you do not know the answer, do not make up an answer. Offer to follow up and provide the information as soon as possible.

- **Follow Up** - Write a letter thanking the legislator for his or her time, even if your legislator did not seem sympathetic to your concerns. Take the opportunity to make your argument again, keeping it brief. Remind your legislator of how important the issue is. Personalize the letter.

Always remember that it is the legislator's job to represent your views, and it is your job to let the legislator know what your views are. Be courteous and professional, and expect the same. Occasionally, the legislator has an emergency and cannot meet with you. Don't be discouraged. If the legislator has staff, find out if the person is responsible for this issue. Talking to a staff member is not a step down if that person understands the issue. While you are there, express your disappointment at missing the legislator and try to set up an appointment. If you see the legislator in the hall, don't chase him or her down and try to present your views there. There may be a good reason for not meeting with you. Most importantly, be your respectful self, and thank your legislator for taking time out to speak with you.

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# HOW TO FOLLOW UP WITH YOUR ELECTED OFFICIALS

By Howard Segermark

## A Service of THE MOTORCYCLE RIDERS FOUNDATION

The small percentage of Americans who have actually written their elected representatives know that often the response received is either "Yes, You're right. I agree," or it's: "Thanks for your views." You can build on that to become a citizen-lobbyist and effect the way your legislator votes. This manual is written by a former Capitol Hill staffer and tells you the ins-and-outs you need to make the most of your time and effort. It may be reproduced and quoted as long as credit is given to the MRF and Mr. Segermark.

**Note:** this method is better for work on Senators and members of the House of Representatives, but it can be helpful with the Administration. Remember, however, that the weapons bureaucrats have are momentum, inertia, and the ability to out wait you. They'll probably have their jobs whether or not the President is re-elected. They get paid to sit there while you have to use your own valuable time. Though the following is addressed to problems with the U. S. Congress, you'll find it is also helpful when dealing with state and local officials.

### STEP ONE: YOU DON'T HAVE A RESPONSE:

You've done your citizenly duty and let the SOBs know what you think. But one of them (maybe two?) didn't write back. This is easy: you can check on the status of your letter by calling the Capitol at 202-224-3121. Ask for the office of the member of the Senate or your Congressperson. If you can't remember the name, no problem. The operators are discrete and won't announce your call with "This ya-hoo didn't know you were his Senator."

Simply tell the receptionist in the Senator or Congressman's office that you wrote on May 1st, and haven't heard from him/her yet. The receptionist should know about the backlog and will know if you should have gotten a reply yet. Generally you will not get this answer: "We didn't think you wanted a reply." That just doesn't happen.

### TWO: WHAT KIND OF RESPONSE DID YOU GET?:

If you found an official that agrees with you, that official will let you know. The letter you receive will say something like: "Thank you for your good, thoughtful, and insightful letter. I agree that (fill in the

blank), for America can not long do without (fill in the blank, again)."

If the office holder is up for election, and he/she agrees with you, you will probably also get a copy of a speech or press release on the topic, and maybe even a letter on the issue closer to election time.

### THREE: THIS IS WISHY-WASHY GOBBLEDYGOOK:

But, if the officeholder hasn't taken a position on the issue or if his/her position is contrary to yours, then you're going to get a letter that sounds like this:

"This bill is presently pending in the (House/Senate Blankety Blank) Committee. At this time, no action is scheduled on the bill, but you may be sure that when it comes before the full (House/Senate), I'll have your thoughtful comments in mind."

In other words, don't bother me.

That isn't unusual, and most members of Congress don't have a position on everything. Most lowly staffers that answer the mail don't have time to ask the Congressman what he/she thinks about a particular issue. Time constraints being what they are, the elected representative is not going to take a position on most issues until absolutely necessary.

That is where you can have a very significant impact.

### FOUR: DON'T TAKE BALONEY FOR AN ANSWER:

First, you can write again. Say something to the effect, that you appreciate the response, but it really didn't contain his or her views on the issue. This letter can contain more information, if you have it available. If you're a member of an organization like the MRF, American Motorcyclists Association or a local group working on an issue, you can volunteer to have your group send more information on the topic if the official needs it. If MRF has information on the motorcycle issue you're writing on, its Washington office will certainly be willing to do so.

### FIVE: OR, SMILE 'N DIAL:

Or (even better), you can call the Capitol (202-224-3121) and they'll connect you with the delinquent

office. Ask the person who answers the phone, "Could you tell me who handles legislation dealing with (fill in the blank)." You can estimate that members of the House have no more than three or four legislative assistants; Senators at least six. That means that in the House, one person may handle all tax, spending, budget, HUD, and agricultural legislation.

If your Senator or Representative is a honcho on a key committee, you may be transferred over to the committee staff and you'll probably talk to someone who is more of a specialist.

In the Senate, some staffers will handle only budget matters, for example. It's arbitrary, and there's often no rhyme or reason. Jane A. may have succeeded the previous Legislative Assistant whose job was international affairs. But, Jane has a degree in health care administration and rides a Cagiva dirt bike and so she handles Medicare right along with foreign aid, recognizing Croatia, and lid laws.

In recent years, many offices have further broken down staff responsibilities to include a "legislative correspondent" -- a person that just drafts the letters to folks like you. It still is important to talk to the "legislative assistant" as that is the person who advises the elected officer holder and also tells the correspondent what the gist of the official's views are.

**SIX: YOU'RE A VOTER AND A LOBBYIST:**

Remember, that you're important here, first, as a constituent and, secondly, as a lobbyist -- the pin-striped, expense account hired guns that work for will call up, as you did, and ask for the "L.A. who handles rigmaroles."

Generally speaking, the receptionist will put you right through to the right legislative staffer. Let's digress for a moment and say that you get a "her line is busy," or "she's in a meeting," or the classic Capitol Hill Staffer's favorite, "She's on the Floor with the Senator." (That isn't what you're thinking. It means, the Floor of the Senate, where many Senators take their aides to provide last minute research or advice during debates and consideration of bills. They certainly don't know what's in the legislation they're voting on!) Leave a message and the gist of your concerns. Good staffers will call back discuss the issue with you.

**SEVEN: NO CALLBACK? CRACK THE WHIP:**

What if you don't get a call back in 24 hours? Our advice is to make that call one more time. If you still have no luck, then on the third call, ask for the Administrative Assistant (the "A.A." is supposed to keep the staff from ignoring voters). Some staffers on Capitol Hill do think that they're more important than God, let alone a lowly voter. Their bosses tend to get unelected and A.A.'s know it and usually get upset by messages

from disgruntled constituents. (And by the way, many newspapers love to print letters to the editor saying "Congressman Farquart is so out of touch that his staff couldn't even return a simple phone call after three tries!" But don't threaten to do this. If you're going to do it, just do it.)

The Administrative Assistant is often up to his/her ears, but you can leave a message, and the message should be, "I have tried at 2:00 p.m. Monday, and again late Tuesday afternoon to reach your legislative assistant, Jane A. I'm very concerned that I have not had a return call and I would like to speak to you or the Senator/Representative about my concerns."

Chances are, you'll get a prompt, apologetic response from the L. A., if not the A.A. or even the member.

**EIGHT: YOU'RE ALL SWEETNESS AND LIGHT:**

We advise you to not be indignant, but apologetic yourself: "I'm sorry to bother you, but I just feel so strongly, and I'm sure you can help me out." If you're finally called by the legislative staffer after complaining to his/her boss, say, "I was worried you weren't getting my messages, and I know how busy you must be."

Granted, that sounds like so much fluff, but you've got to wear your lobbyist hat, and you're going to get more : ults with honey than vinegar.

OK. You've got the L.A. on the phone. Remember, the official has either not committed or is quietly opposed. You don't want just a commitment in principle, either. To get someone really on record he/she should co-sponsor the bill you are in favor of, if this is applicable. If you're opposed to a bill, perhaps there is a counter-measure, and you want your official to cosponsor that bill.

**NINE: A DIALOGUE:**

Your conversation should go something like this:

YOU: Let me be sure I've got your name right. Is it Jane, J-A-N-E? And your last name? [You'll need to ask for her again on your next call, or for sending information.]

JANE: Yes, that's right. What can I do for you today?

YOU: I wrote Senator Blank on May first, and the letter I got back, dated, May 15th, really only told me the status of the bill, not his position on it.

JANE: I'm not familiar with it, could I look it up on the files and perhaps get back to you?

YOU: That won't be necessary, let me

just read a paragraph to you. (Read the guts.)

JANE: Oh, I see. Well, I think that the point of this is that the Senator has not taken a position on the bill as yet.

YOU: Well, could you tell me what you feel his position will be on the issue (and HERE is the time for a short, sweet sermon), you know, many people like me feel that (give her fact A., fact B., fact C. and shut up. The L.A. has heard it all, and you're unlikely to provide anything new, with the exception of local sentiment or personal experience. If you have a personal story that directly bears on the legislation, then by all means relate it briefly.)

JANE: Yes, your right, and the Senator has said something along those same lines.

YOU: We'll then, what do you think that we can do to get him to Cosponsor this bill?

JANE: Well, he almost never cosponsors legislation that isn't in his committee (cop-out!).

YOU: I'm sure that there are exceptions to that rule. Do you think he needs more information? Would more letters on this topic help him/her decide?

JANE: If you have added information, I would be glad to bring it to his/her attention (baloney). Or, if added letters come in, I'll be sure to bring them to him/her attention (more likely).

YOU: We'll, Jane, would you be able to talk to the Congressman/Senator about this in the coming days? Perhaps a decision will be able to be made.

JANE (trying to get to a close): I do expect to talk to him/her, and I'll mention our conversation.

YOU: Well, I'd appreciate it. Could you give me a call next week and tell me what he decides, or should I give you a call?

JANE: I'll try to call, and if I don't, please feel free to call.

**TEN: PUSHING THE RIGHT BUTTONS NICELY:**

Jane's in a tough position here. If her boss is really opposed to your position, it will be tough for her to keep that quiet. If her boss is really uncommitted, this is going to push him/her to make a decision, and the easiest justification for a position is "the heat I'm getting from home."

Now, Jane just might be on your side and she might say in candor, "You know, our mail has been

running 50-50 on this issue, and it would be helpful if more people who agreed with you would write. Then, you have your work cut out for you -- and you and any group you work with have their jobs cut out for them.

Or, Jane might cut you off.

Then you can play the nicest, most courteous, pain in the side that there ever was. Call back in two weeks. Ask Jane about the mail. Ask about when this is coming up. No return call? Then see number, above.

And put yourself in her shoes. You don't want to have to talk to this person every Thursday for the rest of your career, and if the only thing that's going to get rid of him/her is to co-sponsor a bill that her boss might wind up voting for anyway, then what the heck? Why not get him to cosponsor the bill now?

It really does work that way in many instances.

**ELEVEN: STONEWALLED BY THE STAFF:**

Move to Plan B. Let's say that you feel stymied by the staffer. Some are good at that, and some offices are so inundated that the Administrative Assistant and even the elected official puts up with cold-shouldering some constituents. Believe it or not, your author once worked in a Congressional office for a Senator who represented part of the Washington area. Often federal employees would get off work at 4:00. Drive home, and have a drink, and by 5:15 or so, might be ready to call their Senator. To avoid that, the phones were turned off promptly at 5:00 p.m., though the staff worked until six or later.

Now if you're cold-shouldered, then you've got to go higher. Every member makes regular appearances in his/her state or district, often once week. It isn't impossible to schedule a personal appointment at an office near where you live. When you call his/her office, ask for "who handles his/her schedule" and ask about office hours in your area. If that isn't practical, then find out when there will be a public appearance at a Rotary, Kiwanis, Chamber of Commerce, town meeting or other function where you can approach the official and ask about your issue.

When you do that, and he/she has taken no position, then you can go through the same kind of dialogue you did with Jane, above. If the official opposes your position, you'll get a better explanation than you ever will from his/her staff. You can ask, "If we provided information that showed you're position might not be as factual as you have been told, would you consider supporting us?"

And that is a question officials hate to hear. He/she can't say no. That means that you're probably going to give him/her more grief for taking that

unpopular view (to you, at least). If a member gets heat on any topic, the logical reaction is to take lower profile -- and that in itself, may help accomplish your goals.

**TWELVE: A MEETING IN HIS/HER OFFICE:**

If you feel strongly enough, and can get a one-on-one appointment with your Congressman/Senator, you'll be more effective if you have a one-page memo outlining your views, or a copy of your original letter (and follow-up, if appropriate). If you're a member of an organization working on this issue, feel free to call them and tell them what you're doing. A meeting with the Congressman is a very important lobbying opportunity, and any good organization will put a high priority on helping you to be the best lobbyist you can be during that meeting.

Again, be sympathetic with the Congressman, and thank him/her for the time. Keep the spiel short and sweet. Ask if and how you can help the official move in your direction. Ask if more letters would help? And, if the issue isn't going to be resolved soon, ask if you could meet with him/her again in a few months? That'll help keep the heat on.

**THIRTEEN: YOUR JOB IN SUM:**

A good lobbyist, in effect will do the job for a staff member or even the elected official. A professional lobbyist will even be willing to draft speeches, press releases. You can't do that, but you can try to make the jobs of the official and his/her staff easier by showing them how to make the people like you get off their backs. You can do this through political pressure and good information to help justify a decision in your favor.

**FOURTEEN: WHO'LL GET GROUND-DOWN FIRST?:**

Don't get discouraged. This will be an educational experience. Some people actually get to like it and become more active and more effective.

**FIFTEEN: CAN THIS WORK WITH THE ADMINISTRATION:**

Your letter to the President will likely be answered by a "Deputy Assistant Associate Underflack." But, that is a start. The White House's phone number is 202-456-1414. Ask for the signer. You'll get his/her office and go from there. You might be referred to one of the Cabinet departments, a regulatory commission or another office in the White House.

Particularly with the Administration, be prepared to work those fingers (and, unfortunately, run up phone bills). Over the years, bureaucrats have come up with thousands of excuses to send a caller to someone else, to a non-existent phone number, to an empty desk, to another agency, or to another division. You might get

sent to a phone-mail system that could say something like, "For information about hearings before the deregulatory commission on multiple forms, press 4. For information on cyclical fluctuations in the aggregate ramifications, press 5. For data on FIRCA, ERDA or Ginny Mae, press 6." They could be talking in Urdu, or about the cast of a Wagnerian opera for all the sense it makes.

On the other hand, you might wind up with one of the literally thousands of federal employees that are helpful, will take time to explain the situation and tell you how things might get changed. Your author once worked for a federal agency that got a letter it couldn't answer, and had to issue new regulations, printed in the Federal Register, so the response could be written. Squeaky wheels do get grease.

**SIXTEEN: YOU'RE THE TOPS:**

Newton's first law of motion -- an object at rest tends to remain at rest -- is applicable to public policy. Things will not change on their own. It takes a lot of individual contributions to the great scales of public affairs to tip them in the right direction.

But, our system is biased in favor of the voter. Large special interest groups will devote massive resources to get voters in various districts to contact their members of Congress.

Your contact via a letter to your Congressman was, first of all, more sophisticated than the majority of contacts. If you're willing to follow-up your letter, you will immediately be in the top one-half of one percent of all voters. The parallels between you and the professional lobbyists mentioned above are great, because the people that who will actually take the time to get active are so few. They do count. A lot.

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## Attention Women Motorcyclists!

**All women who ride their own motorcycles are invited to come to the Beltway Restaurant (I-695, Exit 10, Washington Blvd.) on June 27, 1993, at 11 am.**

**Every woman who rides is welcome, regardless of the brand or what clubs/organizations you may belong to. The purpose of this gathering is for women riders to meet other women riders from Maryland, D.C., Delaware, and Northern Virginia. Come out and share your experiences and network for future gatherings.**

**Please call Nancy Warren for more information and RSVP - (410) 665-4928.**

# Understanding Insurance

by Russ Brown, Attorney for Motorcyclists; Founder, Bikers Against Manslaughter

(Reprinted from The ABATE of Pennsylvania Newsletter)

Personal injury attorneys are faced daily with innocent motorcycle accident victims who cannot recover their losses because they were lacking the proper insurance coverage.

Everyone's heard of mega-buck settlements, and many people blame these high dollar awards for increases in premium rates and other industry ills. However, these cases are the exception and not the norm. Typically, the most a claimant can hope for is a settlement for policy limits which, in many situations, is insufficient compensation. In fact, it is fair to say that the majority of injured victims are undercompensated or, as in the case of neither party being properly insured, receive no recompense at all.

Particularly with younger, inexperienced riders purchasing their first policy, the concern is to "buy insurance" without giving a thought to what kind of coverage they are securing. However, even seasoned motorcyclists have a tendency to accept policy coverages without really understanding what is being bought. With this in mind, let's examine the basic types of insurance coverage and attempt to demystify the subject.

First of all, most states currently require by law a minimum amount of liability insurance or other form of financial responsibility (such as posting a surety bond) to protect other citizens from the negligent acts of vehicle operators.

**LIABILITY** - There are two kinds of liability: **BODILY INJURY LIABILITY** and **PROPERTY**

**DAMAGE LIABILITY.** This type of coverage will pay for personal injury **YOU CAUSE** to **OTHER PEOPLE** and/or for damage to **ANOTHER PERSON'S PROPERTY** for which **YOU** are legally responsible, and is usually expressed in terms of **MINIMUM** coverage required by law.

This is called **PASSENGER LIABILITY INSURANCE** and it pays for injury to a passenger on your motorcycle hurt in an accident while riding with you if you are held legally responsible.

**MEDICAL PAYMENT INSURANCE**

- Covers actual cost of medical expenses incurred within the specified policy limits for the treatment of injuries to you resulting from an accident while riding your motorcycle. Coverage applies no matter who is at fault.

Most motorcycle insurance policies provide a maximum amount of coverage of only \$1,000 with usually a \$50 or \$200 deductible. Unfortunately, most injuries result in medical expenses well in excess of \$1,000, so it is suggested that you try to get Med-Pay coverage of \$50,000 or \$100,000 even if you have independent health insurance. Also, make certain it is not reimbursable in the event you recover from a third party.

**COLLISION COVERAGE** - Lien holders will require Comp/Collision coverage to protect their investment in your property. Collision coverage pays for damage to **YOUR** motorcycle as a result of an accident **REGARDLESS OF WHO IS AT FAULT**. In order words, your own insurance company will pay for repairs to your motorcycle whether you are at fault or not. This coverage is especially important for such incidents as a solo spill, accident without contact (forced off road), hit-and-run, or an accident caused by an uninsured party.

**...Even seasoned motorcyclists have a tendency to accept policy coverages without really understanding what is being bought.**

For example; \$15,000/\$300,000/\$5,000, a typical minimum requirement, means that the **MAXIMUM** your insurance company will pay for injury or death to any one person is \$15,000; and \$30,000 is the most that they will pay for injury or death to more than one person in any one accident. \$5,000 is the maximum your company will pay for damage to another person's property.

One thing to bear in mind is that a victim's claim may exceed the minimum amount of coverage described above and you would be personally liable for the remainder. Therefore, if you have valuable assets or property to protect, you would probably want to have higher limits, such as \$100,000/\$300,000 or more.

Also, most motorcycle insurance policies do not automatically provide this coverage for injuries to passengers on **YOUR** motorcycle, but most companies can make this coverage available for an additional premium.

(Continued on Page Sixteen)

## Understanding Insurance

(Continued from Page Fifteen)

### COMPREHENSIVE INSURANCE -

This coverage pays for damage to YOUR motorcycle from causes other than collision; such as fire, theft, vandalism or other perils, but not damage due to collision or when overturned.

### UNINSURED MOTORIST INSURANCE - PERHAPS THE MOST IMPORTANT ADDITIONAL COVERAGE YOU CAN PURCHASE.

If an uninsured driver hits you and causes serious injury, they are liable for your injuries. However, unless the responsible party has some asset to collect from, they may be considered to be "judgment proof" in that it is not worth your time (or an attorney's) to try to sue someone who has no money. With Uninsured Motorist Insurance, you can still pursue a legal claim - against your own insurance company (which may, in turn, attempt to recoup their losses in a separate legal action against the uninsured party).

This type of coverage pays damages to YOU for bodily injury, loss of earnings, medical expenses and pain and suffering when you are involved in an accident caused by someone who does not have insurance (however, this coverage does not apply to your motorcycle or other property unless specified in the policy).

Although this coverage is highly recommended, many people will try to save a few dollars on their policy premiums and opt not to purchase it. Also, some insurance companies may discourage you from this type of coverage. To demonstrate how

important this coverage is, many state Legislatures have required that uninsured motorist waivers, set in certain type size to draw attention, must be signed by the insured stating that they understand what this coverage is and that they have decided not to purchase it.

Most insurance policies provide for uninsured motorist coverage limits of \$15,000/\$30,000, but higher policy limits are recommended if available.

### UNDERINSURED MOTORIST COVERAGE - Similar to Uninsured Motorist coverage except that it pays the remaining portion of damages in the event the at-fault operator IS insured but the amount of your damages exceeds their policy limits.

**DEDUCTIBLES** - In closing, I would like to offer a final word about deductibles. Collision, Comprehensive, and some other coverages are provided with a deductible - that is, the owner agrees to pay the first \$50, \$100, \$200, or other specified amount of damages in each accident and the insurance company agrees to pay the remaining amount. The higher the deductible amount (i.e., the amount YOU pay), the lower the premium will be because the insurance company is able to eliminate many smaller claims. For example, coverage with a deductible of \$1,000 is relatively inexpensive because the insurance company knows that you will not initiate a claim against the company for damages less than \$1,000. So, you must decide if you want a small deductible at a higher price, or a higher deductible at a lower price.

## AMA Government Relations News

### Illinois Motorcyclists Save Safety Fund

December 15, 1992

The Illinois motorcycle rider training program, one of the largest and most successful in the country, is now out of danger, reports the AMA.

The program in Illinois, which is funded entirely by special taxes paid by motorcyclists, trained nearly 7,000 new riders in 1990 alone. But in spite of that track record, the program has been threatened by ongoing raids that divert money from rider education to other parts of the state's budget. Through 1992, state officials had skimmed \$200,000 from the training program.

When a bill was proposed this year to protect the program from such political meddling, lawmakers in the state recognized the fairness of the plan and quickly passed it. That appeared to be good news for Illinois motorcyclists until the bill landed on the desk of Gov. Jim Edgar, who quickly vetoed the protection plan.

However, motorcyclists in the state didn't stop there. They went back to work, asking their elected representatives for help. And that work paid off in early December, when the state Legislature voted to override the governor's veto.

As a result of that veto, the state is now required to place the money paid by motorcycle riders into a legally protected fund that can be used only to provide rider training courses.

Much of the credit for the success of the veto override must go to Todd Vendemyde and the ABATE of Illinois organization. The group coordinated the effort to save the protection bill and lobbied hard until it received final approval.

"We congratulate the members of ABATE of Illinois on a job well done," said Chris Kallfelz, AMA legislative affairs specialist. "We also salute all the motorcyclists in Illinois who made their views known to their senators and representatives. Their work is a great example that motorcyclists working together can beat the odds, even when things look bleak."



# An Outline For Accident Survival

by Lady Blue

(Reprinted from the ABATE of Wisconsin newsletter)

On October 3, 1992, the leaders from five states got together at Battle Creek, Michigan, for the NCOM Grass Root Seminar. Besides discussing issues in our adjoining states, we were given the pleasure of seeing Slider Gilmore give his Accident Survival course. For the benefit of those who have not seen Slider, I have written this outline.

## Bikers taking care of their own!

*A two-wheel trauma course by Slider Gilmore*

If you ride across the U.S. non-stop, it would take you 66 hours. For every mile we will have one dead brother or sister and 36 injured. At an accident you have approximately ten minutes to save a brother's or sister's life before help comes. Here is a list of things to remember and do.

1. Remain calm and think - take a deep breath.
2. A competent person needs to take charge.
3. Check traffic - do not move a person unless you need to.
  - a. Appoint someone to direct traffic.
  - b. Check for hazardous material spills (fire).
  - c. Check for downed power lines.
  - d. Form a circle around the injured person.
  - e. Check bike (could there have been a passenger?), look for a purse, etc.
  - f. Do not remove motorcycle parts.
4. Send someone for help. Drive safely. If possible, send a female

along. It helps for her to wear a white shirt. White is not as threatening to people as black. Park the bike back and let her walk to the door to phone.

- a. Call 911.
  - b. Give the place of the accident.
  - c. Give the number of people injured.
  - d. Give the extent of injuries.
  - e. Will they need a helicopter, a fire truck, the "jaws of life," utilities, etc.?
  - f. Remember, the caller hangs up last.
  - g. Someone may need to direct an ambulance to the scene.
5. Care of the victim.
    - a. If possible, have a trained individual direct patient care.
    - b. Learn basic life support. Is the person conscious? Talk to him. Ask him what kind of bike he was riding, who he is, where he is, his next-of-kin, birth date, etc.
    - c. Make sure the airway is open. Pull mandible forward - this will open the airway, stabilize the head, and tell the person not to move.
    - d. Check pulse and breathing and give CPR if the person is not breathing.
    - e. Do not remove helmet unless you have to. Check to make sure there is no gravel or grass shoved up under the helmet. If so, be careful to remove it with your fingers. Do not move victim!

- f. Check for bleeding, if so, apply direct pressure, not a tourniquet.
  - g. Record-keep, talk to the patient, notice any changes in patient status (his color, pulse, etc.)
6. Law enforcement usually arrives first. Tell him who is in charge, ask if you can be of assistance in any way. (Directing traffic, etc.) This will also make him feel at ease around us and show him we know what we are doing.
  7. Ambulance arrives.
    - a. Provide accessible parking.
    - b. Let EMTs know who is in charge.
    - c. Give factual account of accident, also give notes that have been taken.
    - d. Give medical persons an honest evaluation of patient's drug and alcohol consumption.
    - e. Stay back or leave the scene. If leaving, leave together. Only two or three people should accompany patient to the emergency room.

These are just a few things that will help you with accident-scene management. Remember, there is psychological management as well. Our subconscious mind is a wonderful tool, and if just one of these tips comes to mind when you are at the scene of an accident, you could save a friend's life!

(If you don't know emergency lifesaving techniques, contact your local rescue squad for information.  
- Ed.)

## Counties' Corner

### Anne Arundel County

Coordinator: John Odell  
(410) 647-1159

Meetings are the third Wednesday of each month at 7:30 p.m. at True Pit BBQ on Route 3 in Crofton. The food is good, so come early and have dinner first. We will be holding elections for officers at the March meeting.

Our chapter was inactive for a while, but we seem to be getting back on track. Our meeting attendance doubled from seven in December to fourteen in January. It's beginning to look like we can get some work done, as well as ensure some activities (fun is important too). We are especially grateful to Dave Sherman who has been regularly attending our meetings to help in our efforts to "reactivate." So far, we have updated members on current legislative issues, set up a phone tree, and have begun to plan and organize for the coming year. Just getting communication going and finding out who can do what has really helped. Thanks to Chick Marker who has set us up with mailing labels and post cards for meeting announcements. With all the efforts to limit, control, or otherwise undermine our riding, we need to pull together now. Everyone is welcome and needed. Come out and give your support.

### Baltimore County

Coordinator: Will Crum  
(410) 282-6573

Chapter meetings are held on the second Tuesday of the month at 7:30 p.m. at the Good Times Inn, E. Homberg Avenue, Essex, Maryland.

First, I would like to say thank you to everybody who attended our day after Christmas party. It turned out to be a great success. We had kick-ass southern rock and blues by the

Saddletramps and I am sure a good time was had by all.

Now, a little more on the serious side. The Baltimore Chapter has been active for about 18 months. We have a small but dedicated group of individuals who do their best to support our cause. We also have the support of most area motorcycle clubs and I would like to thank them very much for that support. However, we seem to have many individual members who do not make any meetings. I am asking those members to please get involved. Come to an occasional meeting, contact your legislators and let them know your views on pending issues affecting us. We all have to pull together if we expect to enjoy our lifestyle for many more years.

Also, I would like to see our membership grow. I believe we must have the largest concentration of motorcyclists in the state right here in the Baltimore area. I know every member must know at least one other motorcyclist who isn't a member. Talk to that person, it doesn't matter what they ride, explain what ABATE is about and why their support is important. We need all the help we can get if we are going to regain lost freedoms and keep what rights we presently have.

Last, but definitely not least, I have a short tribute to a lost brother. This was supposed to be in the last newsletter, but there was a problem, my apologies to Ruth. On Sunday, November 29, 1992, Dan Martin, one of our newer members, was fatally injured when he slid off the road and into a ravine on the Harley he had just bought.

I hadn't known Dave very long, but I feel a great loss over this. He was a kind man, and very easy going. He and his wife Ruth were introduced to motorcycling later in life than most of us; however, they jumped into it with

all the zeal and enthusiasm of a couple in their early 20s.

I'm going to miss Dan, as will many other members of our chapter. At least now he can ride the heavens free and unrestricted forever.

### Calvert County

Coordinator: Gene Gullickson  
(301) 855-7999

No Report

### Carroll County

Coordinator: Tina Keith  
(410) 857-5846

The Carroll County Chapter meetings are held on the last Wednesday of every month at 7:30 p.m. at Dean's Restaurant on Route 30 in Hampstead. Look for new meetings in Westminster at the Frisco Pub in April. Meeting times will be announced in the county newsletter and the County Times.

Our phone tree is in the making! You will receive a telephone call checking on your membership and letting you know what is going on in Annapolis. Our annual dance is April 3 at the American Legion in Taneytown from 9 pm to 1 am. There will be an open bar, prizes, band, and give-a-ways. Tickets are \$15 in advance and \$18 at the door.

Thank you for county support!

*(Continued on Page Nineteen)*

**County Coordinators are reminded that reports for the next newsletter must be received by the editor ON OR BEFORE April 1, 1993.**

**No exceptions.**

## Counties' Corner

(Continued from Page Eighteen)

### Cecil County

Coordinator: Gary Snyder  
(410) 378-2238

Hello! First, I would like to personally thank everyone for an outstanding job in our Eighth Annual Children's Christmas Party. The support of the motorcycle and business community once again has risen to the call, even in these tough economic times. A job well done to all!

Next, I would like to remind everyone that the Maryland legislature is in session and even though no helmet repeal bill has been introduced at the time of this printing, there is a lot of motorcycle legislation being considered. Remember, ABATE is not a one-issue organization. So keep in touch with the state office at 1-800-843-0252 for current updates.

Last, here in Cecil County we have several upcoming events which can only succeed with your support. I can only reiterate: ABATE is your organization; you can and do make a difference.

Meetings are on the third Sunday of each month at Poor Jimmys in North East, Maryland. Meetings start at 2:00.

### Southern Maryland (P.G. and Charles Counties)

Coordinators: Don Harvey  
(Charles County) - (301) 843-1658;  
Matthew Menke (Prince George's County) - (301) 702-1096

Meetings are on the first Sunday of each month at 12:00 noon at the Lone Star Saloon in Glenmont (chapter officers meet at 11:30).

### Dorchester County

Coordinator: Wayne McCarty  
(410) 943-8575

No Report

### Frederick County

Coordinator: Pat Mullen  
(301) 898-3626

Meetings are held the first Sunday of each month at 12:00 noon at Grassello's in Jefferson.

### Harford County

Coordinator: Joyce Kennison  
(410) 457-5415

Meetings are held upstairs at Harvey's Place on Route 1 in Dublin on the third Wednesday of each month at 7:00 p.m. Everyone is welcome!

### Howard County

Coordinator: Lenny Holcomb  
(410) 740-7133

Yes, Howard County is still here! Meetings are the second Thursday of each month at the Friendly Inn in Ellicott City at 7:30 pm.

### Kent County

Coordinator: Jeff Bennett  
(410) 778-2732

No Report

### Montgomery County

Coordinator: Mike Sage  
(301) 460-8464

Meetings are held the first Tuesday of each month at the Grand Marquis Cafe in Olney at 8:00 p.m. and the third Tuesday at 8:00 p.m. at Big Lou's Wheaton Crab House (off Viers Mill behind Little Tavern).

We have put together a softball team and are looking for someone to beat! If you think you've got the stuff, call us to set up a date.

### St. Mary's County

Coordinator: Mike Lewis  
(301) 863-0377

Meetings are held on the second Friday of each month at 7:30 pm at the Country Store on Route 244, south of Leonardtown.

We ended January with a Super Bowl party. February 20th we held an Oyster Scald and wished all those going to Daytona a safe and fun-filled trip. We are planning a St. Patrick's Day dance and a SWAT trash pick-up for March. April plans are for our second annual Easter Egg Hunt and a poker run.

Thanks to all the members who work so hard to plan, work, and support or events. Without each of you we could not do it.

### Tri-County Eastern Shore

Coordinators: Wes Cowley  
(Caroline) - (410) 820-6585; Bill Kuykendall (Queen Anne) - (410) 758-2234; Marty Schultz (Talbot) - (410) 745-5136

Meeting are at Sidetracks Saloon in Easton on the first Wednesday of each month at 7:30 p.m.

### Washington County

Coordinator: Gary Boward  
(301) 824-2782

Meetings are held on the second Sunday of each month at 4:00 p.m. at the Greenbriar Inn, Route 40, East of Hagerstown.

### Wicomico County

Coordinator: Linda Wainer  
(410) 749-2674

Meetings are held the first Sunday of each month at 10:00 a.m. at English's Restaurant, Route 13, Salisbury.

# ROLLING THUNDER VI®

RIDE FOR FREEDOM



POW-MIA  
"We Will Never Forget"

Washington, D.C.  
**Memorial Day Weekend**  
**May 30, 1993**

WWI 3,350  
WWII 78,777  
KOREA 8,172  
Vietnam 2,263

**Assemble Area:** North Pentagon Parking Lot 9 am.

**Leaving:** 12 noon for the ride through Washington, D.C. to the Vietnam Veterans Memorial to pay our respects to our brothers and sisters.

**Reflecting Pool:** Speeches and music at the Reflecting Pool. For the return of our POW-MIA's that our government has abandoned!! This is a demonstration for our POW-MIA's. If you love your freedom fight for theirs.

**RUN FOR THE WALL:** For information, time of departure & arrival in states along the run from CA. to Washington, D.C. Call Rod 310-425-3145  
Last year we had 45,000 bikes & some 60,000 riders. Will you help us increase support for our Brothers POW-MIA? All Veterans organizations and citizens are welcome. If you don't ride be at the Vietnam Veterans Memorial at 12 noon.

**No Attitudes: Confirmed**

- |                          |                           |                           |
|--------------------------|---------------------------|---------------------------|
| Artie 908-369-5439 (NJ)  | Don 908-781-2412 (NJ)     | Casino 609-652-5831 (NJ)  |
| Greasy 606-674-6799 (KY) | Jack 301-645-7059 (MD)    | Jake 215-935-1846 (PA)    |
| Eugene 912-746-8237 (GA) | Charlie 609-971-6896 (NJ) | Rusty 517-265-7269 (MICH) |
| Reid 518-868-9922 (NY)   | Mike 708-675-9285 (IL)    | Andre 203-888-4120 (CT)   |
| Bob 901-363-2910 (TN)    |                           | Gil 514-429-5418 Canada   |

March/April 1993

Page Twenty



★ Remember Our POWs & MIAs ★

**WASHINGTON, D.C.**

**MEMORIAL DAY WEEKEND**

**SUNDAY, MAY 30, 1993**



**HARLEY-DAVIDSON OF WASHINGTON**

proudly sponsors the annual

**"American Pride Yellow Ribbon Ride"**

*In Support of Rolling Thunder VI*

**DEPARTS:** 10:00 A.M. (Rain or Shine)

**FROM:** HARLEY-DAVIDSON OF WASHINGTON  
9407 Livingston Rd., Ft. Washington, Maryland  
*(2 1/2 Miles From I-95)*

**DESTINATION:** Pentagon Formation Area of Rolling Thunder VI Parade  
To Vietnam Veterans Memorial in Washington, D.C.



**OPEN HOUSE**  
Saturday, May 29  
9 AM - 4 PM  
**FREE PIG ROAST**

**POLICE ESCORT. All Motorcyclists Welcome.**

**— 30 Minute Ride —**

**Hosted By:**  
Ft. Washington HOG Chapter  
D.C. Ramblers M/C, Inc.

**For Directions & Info Call:**  
H-D of Washington  
(301) 248-1200

*Free*  
Coffee & Doughnuts  
8:30 - 10:00 A.M.



**Through and Through:**



Through and Through:

Please Copy & Circulate

## ABATE of Maryland

Montgomery County Chapter Presents

### Spring Poker Run



March 21, 1993 -- First Day of Spring!!

\$6.00 a Hand

\$4.00 Each Additional Hand

Door Prizes

50/50 Drawing

30% of registration money for 1st prize  
20% of registration money for 2nd prize

The more people that show up the more prize money there will be so come on out and ride!!



Sign in between 10 - 12 am

Last hand in at 5:00

Starting from:

Big Lou's Crab House  
Wheaton  
(301) 942-3722

Ending at:

Grand Marquis Cafe  
Olney Village Mart  
(301) 924-3544

Contact Mike Sage (460-8464) for more information or come on out to a meeting.

Door prizes from Rockville Harley Davidson, MDO Cycles, Shady Grove Cycles, Zippers and more.

Support ABATE Come Out and Ride!!

# ABATE OF MARYLAND BIKE RAFFLE



## First Prize: 1993 FXR

## Harley Davidson Super Glide

More prizes to be added later.

## Drawing will be held at the State Party on June 12, 1993

## Cumberland Fairgrounds

Winner need not be present to win.

## \$5 Donation

For tickets see your chapter director or buy them at the ABATE stands at all events (bike shows, swap meets, etc.)

Call (410) 263-9185 or (800) 843-0252  
for more information.

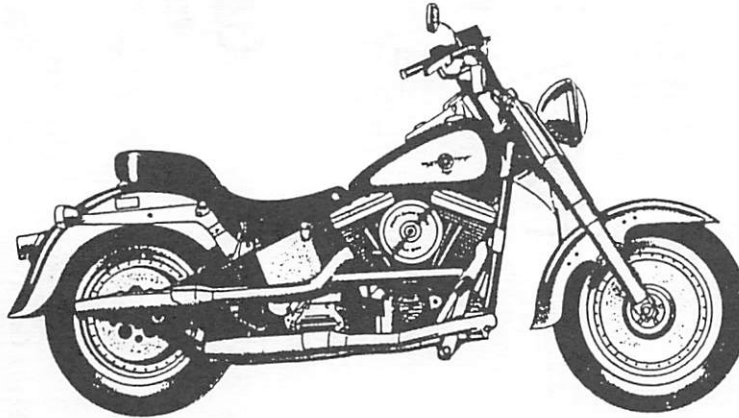
## MOTORCYCLE RAFFLE PARTY

HELD BY  
**ESSEX MOTORCYCLE CLUB, INC.**  
Baltimore, MD

**1st PRIZE:** 1993 HARLEY DAVIDSON MOTORCYCLE  
FXLR LOW RIDER CUSTOM  
FROM HARLEY DAVIDSON OF MARYLAND  
*Taxes, Title & Dealer prep responsibility of Winner*

**2nd PRIZE:** LEATHER SADDLE BAGS  
OR EQUIVALENT MERCHANDISE - \$300.00

**3rd PRIZE:** LEATHER JACKET  
MEN'S OR WOMEN'S OR  
EQUIVALENT MERCHANDISE - \$250.00



DRAWING WILL BE HELD ON  
SEPTEMBER 12, 1993  
AT THE ESSEX FIELD MEET

OR RAIN DATE 9-19-93

*Only 2000 Tickets Printed Need not be present to win.*

Donation: \$12.00 Includes  
1 Raffle Ticket for Bike (Value \$10.00) Plus  
FREE

Draft Beer and Hot Dogs!  
Music by D.J.

**May 15th; 8 - 12 at Essex M-C Clubhouse**

For More Information Call Tim (676-7269) or Rich (574-3002)

### ATTENTION ALL MOTORCYCLISTS

How would you like to ride your bike, go to motorcycle shops, motorcycle events and meetings and get paid for it???

**AID TO INJURED MOTORCYCLISTS** is currently looking for representatives.

Paid Position

For more information call Shirley G. (800) 531-2424

## LEATHER SPECIALS

Leather jackets \$85.00! We have a large selection of leather jackets and accessories including vests, chaps and gloves. All sizes available. Send for free catalog. **R.C. LOWERY**  
647 Teaver Road \* LaGrange, Georgia 30240



**Renew your membership today. The ride you save could be your own!!!**



### ABATE OF MARYLAND, INC.

P.O. Box 1733, Annapolis, Maryland 21401



#### APPLICATION FOR MEMBERSHIP

NEW  RENEWAL - Years as member \_\_\_\_\_

ALL MEMBERSHIPS - \$20.00

New members receive patch, membership card and 6 issues of newsletter.

Renewing members receive year pin, membership card and 6 issues of newsletter.

PAID BY:  CASH  CHECK # \_\_\_\_\_ PATCH / PIN ISSUED:  Yes  No

Name \_\_\_\_\_ Nickname \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ County \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Birthday \_\_\_\_\_

Phone \_\_\_\_\_ Registered Voter:  Yes  No Election Dist. (if known) \_\_\_\_\_

Occupation (or skills that may assist Abate) \_\_\_\_\_

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

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

APPLICATION ISSUED BY \_\_\_\_\_

## CHANGE OF ADDRESS?

Be sure to advise us of any address changes or corrections.

Returned mail costs ABATE money!

Please fill out this form and return it to:

**ABATE of Maryland, Inc., P. O. Box 1733, Annapolis, MD 21404**

Name \_\_\_\_\_

New Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## Upcoming Events

- March 14** Pool Tournament/Chili Cookoff - Southern Maryland Chapter  
Turkey Shoot - Midshore Chapter
- March 20** St. Patrick's Day Dance - St. Mary's County
- March 21** Poker Run - Montgomery County  
Bowl-A-Thon - Harford County
- March 27** Bowl-A-Thon - Cecil County  
Poker Run - Harford County  
Protest Rally - 11 am, Naval Academy Stadium (Rain Date April 3)
- March 28** Poker Run - Southern Maryland Chapter
- April 3** Poker Run - St. Mary's County  
Annual Dance - Carroll County
- April 11** Easter for Kids - St. Mary's County
- April 17** Progressive Party - Southern Maryland Chapter
- April 18** ABATE of Maryland Spring Bike Show
- April 25** Poker Run and Swap Meet - Cecil County (Rain Date - May 2)

### ABATE OF MARYLAND, INC.

P. O. Box 1733  
Annapolis, MD 21404



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