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## ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

# ABATE OF MARYLAND NEWSLETTER

July/August 1993



**Ask Steny Hoyer to Co-Sponsor H.R. 799.**

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**See page 17 for more on Steny.**

## ABATE of Maryland, Inc.

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Assistant Editor	Mary Ann Sheppard (301) 540-2911

***The next state staff meeting will be held on July 25, 1993, at 12 noon. Every chapter should have a representative attend!***

August 1, 1993, is the cutoff date for the September/October 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

Greetings all!

Well, it's been a pretty interesting couple of months for yours truly. I got a chance to go out to Tulsa, Oklahoma for four days, courtesy of Jay Block and ABATE of Maryland. All in all it was pretty intense. There were bikers from all over the U.S. there, and I really learned a lot. I got to attend a workshop on motivation and a seminar on discrimination. I glommed a shitload of information that I am still going through. I was planning on writing an article about the convention, but an attorney at my office showed me an article from The National Law Journal (which is reprinted on pages 13 - 15) which I thought was quite well-written. (Plus, it got me off the hook!)

Senator Ben Nighthorse Campbell of Colorado was there and he gave a speech. After his gig, Richard Lester asked him about photo-ops. He (Richard) didn't want to upset Senator Campbell. Senator Campbell said (and I'm quoting what Richard told us he


said), "Go ahead and take pictures. I don't give a s\*\*t what [my colleagues] think." This was from a U.S. Senator. Now all we need to do is clone this guy a couple of thousand times and we can replace everybody in government! Sound like a deal? I say we ask him.

Anyway, don't get the idea that discrimination is only around here, or that it only affects those that look like "bikers," or people that ride Harleys. (Think I'm going to get sued for using the name "Harley" without H-D's express written permission?) Discrimination affects everyone who rides. Whether they ride Jap bikes or Hogs. When someone discriminates against one of us, they hurt us all. So remember, we have to support all of our brothers and sisters. Besides, what if the rice-rider (or Hog-rider for that matter) you stand up for is not a member of ABATE? Wouldn't that be an excellent opportunity to introduce him (or her) to the benefits of membership? Think about it.

John

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### 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 September/October 1993 newsletter is August 1, 1993.

*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.*

## From The Director's Desk

By the time you read this, the Cumberland Party will have come and gone for another year. Thanks to all who devoted time and energy to help make this event a good one. We planned for months on this one -- hope you had a great time. The raffle is a success. Up to two weeks before the party, we had enough money to pay off the bike and we have made several thousand. Someone is going to win this bike and I'm excited having to wait and see who wins. It could be you -- it's better odds than the Governor's games: lottery and Keno!

ABATE of Maryland and its members received a Proclamation from the Governor proclaiming May as Motorcycle Safety Awareness month. We received this for our efforts to preserve the program we birthed, the Maryland Motorcycle Safety Program. ABATE of Maryland, CARE 4 MD, and the Maryland Motorcycle Dealers Association each received a copy of this Proclamation, which was presented by state Senators Larry Haines and George Della on May 26 at the MVA headquarters in Glen Burnie. Congratulations to all members of ABATE of Maryland. The Proclamation will be at the office for all to see.

Motorcycle safety classes are in full swing. If you or someone you know wants to learn to ride or have recently earned your motorcycle license endorsement, call 1-800- 638-1722 to take the beginner course. If you have been riding for at least a year, I encourage you to sign up for the experienced rider course. This is a one-day course to help you un-learn potentially dangerous riding techniques and practice safer riding skills. I hope to take this course myself in August or September. Maybe I'll see you there.

I have been asked to attend the Motorcycle Safety Foundation's annual convention in August in San Diego.

This year's convention marks the MSF's 20th anniversary. But more importantly, one session of the convention deals with motorcyclists' rights organizations and our impact on safety programs. Andy Krazewski, coordinator of the Maryland Motorcycle Safety Program, has asked that I attend and participate in this session.

And while I'm on the subject of travelling, Tom and I want to Colorado for a few days in May. We flew out of BWI and flew into Denver. I was there for my work and we rented a car (we tried to rent a bike through HOG but the timing didn't work out) and drove to Boulder. Colorado doesn't have a helmet law and it was great to see motorcyclists exercising their right to ride free. Senator Ben Campbell (Colorado) rides and supports motorcyclists' rights. You need to call or write your congressional representative now. If you don't know who that person is, call us at the ABATE office at 1-800-843-0252 or 410-263-9185. We have to get Maryland representatives to sign on to the federal bills. This is the best way right now that we can fight to win back our freedom in Maryland.

Our 2nd Annual Helmet Law Protest Run/Rally/Party is being planned. We are trying to get the Anne Arundel Fairgrounds in late September or early October. More details will be available, probably by the time you read this.

Also at this time of the year, we need to prepare for Chapter elections. Our bylaws require the chapters to have elections in August. Now is the time to think about who is going to sit on the ABATE Board of Directors. The Chapter Directors/Coordinators are members of the Board of Directors. They are the chapter's voice in Annapolis. And this coming year, we have a lot of work to get done. Every

chapter needs a leader who will be active in organizing their chapter activities and will be an active participant in this organization. So, if you yourself are considering getting active in protecting your rights, come on and get going. Now is the time.

One final request, after riding along Skyline Drive during Memorial Day weekend, I will ask you to do something next time you're out for a ride and pass another motorcyclist/biker going in the opposite direction. Give a wave or high five -- we're all in this together.

Ride safe, and someday soon we'll ride free,

Sally Bruce  
Director

**Congratulations to all those who competed and won trophies in the bike show held at Maryland International Dragway on May 16. Due to an unfortunate accident with a large mug of coffee, the sign-up sheet was rendered illegible. We apologize for not being able to list your names.**

***Congratulations!***

# FOUR CORNERS IRON HORSE MOTORCYCLE RALLY

Ignacio, Colorado September 3-6, 1993  
Labor Day Holidays

HOSTED BY:      ⇨ Tres Rios Chapter, NM A.B.A.T.E.      ⇨ U.S. Senator Ben Nighthorse Campbell  
                    ⇨ Colorado District 8 A.B.A.T.E.              ⇨ Southern Ute Indian Tribe

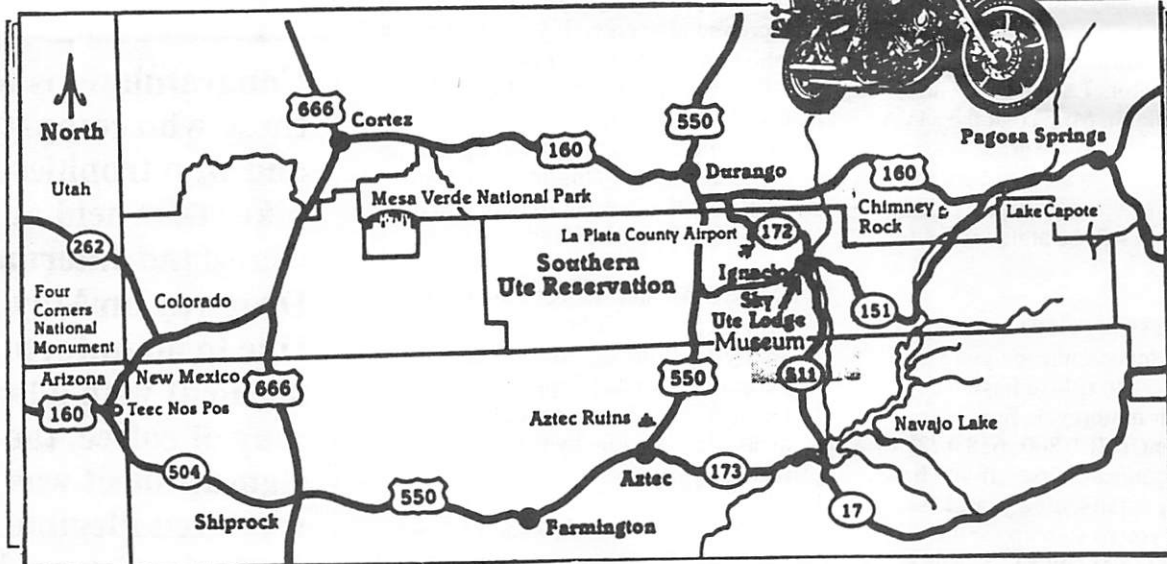
CORPORATE SPONSORS: ⇨ Pepsi-Cola Company      ⇨ Budweiser Beer

ACTIVITIES INCLUDE:      ⇨ Governor's Cup Awards      ⇨ Bike Pulls      ⇨ Rodeo      ⇨ Side Tours  
                                    ⇨ Show Bikes      ⇨ Trade Show      ⇨ Swap Meet      ⇨ Bands  
                                    ⇨ Blessing of the Bikes      ⇨ Parade of the Iron Horses      ⇨ Casino Gambling  
                                    ⇨ Cookouts      ⇨ Ancient Indian Ruins      ⇨ Skydivers      ⇨ High Stakes Bingo  
                                    ⇨ Factory Outlet Stores      ⇨ Colorado has no Helmet Law

ON DISPLAY: The all-new Indian Scout, and "Captain America", the original Easy Rider movie bike!

GATE FEE: \$5.00 per day per person, or \$15.00 for all four days.

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RALLY INFORMATION: Tim Craig: (303) 563-4502 - Booths and Vendors, Don Karlin: (505) 325-9497 - Four Corners H.O.G., Mike Lovato: (303) 247-8916 - Events Coordinator, Gib Motto: (505) 632-3940 - Tres Rios Chapter A.B.A.T.E., U.S. Senator Ben Nighthorse Campbell: (303) 247-1609

LODGING INFORMATION: In Farmington, NM - (505) 325-0279; Durango, CO - (303) 247-0312; Ignacio, CO - (303) 563-4531; Aztec, NM - (505) 334-9551; Bloomfield, NM - (505) 632-0880      On Site Camping is also available

# 250 USGP

## United States Grand Prix World Championships



# JULY 18<sup>th</sup>

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- Bradshaw
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- Puzar
- Cooper
- Nicoll
- Schmidt
- Parker
- Herring
- LaRocco
- Albertijn
- Emig
- Liles
- Moore
- Healey
- Kiedrowski
- Manneh
- Stribos
- Tragter



Sunday 1 p.m.  
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6 p.m. Stadium SX  
Sat. 8 a.m. Stadium MX  
11 a.m. Hare Scrambles  
6 p.m. Stadium SX

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BY JULY 4**

## AMA Vintage Motorcycle Days Scheduled July 24-25

Now in its second year, Vintage Motorcycle Days will once again feature the Vintage Motorcycle Days Auction, conducted by J. Wood and Company Auctioneers. Collectors from all over the world bid more than \$300,000 last year on antique, classic, and vintage motorcycles. This year, more than 200 machines are expected to be on the auction block. A portion of the proceeds will again be donated to the Motorcycle Heritage Museum, as will admission and product sales proceeds.

In addition to the main auction on Sunday, there will also be a motorcycle memorabilia auction on Saturday night. The stars of last year's auction came from the late Earl Bentley's bike collection. Featured items in this year's memorabilia auction will be more than 400 items from his extensive collection, including Indian factory race parts from the '20s, tools, Indian sales literature, photographs, and much more.

During the Vintage Motorcycle Days Bike Show, diversity will be stressed. All brands and types of vintage motorcycles will be welcome. Included will be classes for American,

British, European, and Japanese makes. Although the term "vintage" generally refers to machines at least 20 years old, a new "future classics" class will include motorcycles manufactured as late as 1983.

In addition, the museum will be open extra hours during the celebration and will unveil its newest exhibit, "My First Bike." The exhibit is dedicated to the machine that got many people started in motorcycling. Included are machines from Harley-Davidson, Hodaka, NSU, Velocette, Moto Guzzi, Bultaco, Triumph, BSA, and all four Japanese manufacturers, plus a wide assortment of scooters from Sears, Cushman, Mustang, Zundapp, Indian, Vespa, and Lambretta.

Activities scheduled for both days include a judged bike show, vintage motorcycle swap meet, trials riding demonstrations, and antique motorcycle demonstrations. Admission will be \$6 per person per day or \$10 per person for the weekend. AMA and Antique Motorcycle Club of America members will be entitled to admission discounts when they show their membership cards at the gate.

The weekend's events actually get under way on Friday evening with an AMA Member Dinner to honor AMA Life Members. Reservations are required. Call Angie Myers or Michele Beck at the AMA, (614) 891-2425.

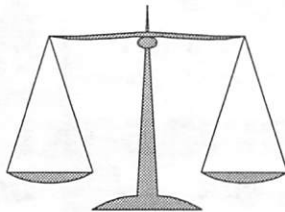
Murphy's/Powell Motor Speedway, the site of this year's event, is a recreation spot with more than 100 tree-shaded acres about 10 miles northwest of AMA headquarters. The site includes facilities for parking, primitive camping, plus food, dining areas, clean restrooms, and much more. Last year's inaugural Vintage Motorcycle Days, held at AMA headquarters and the adjacent Heritage Museum near Columbus, Ohio, attracted more than 6,000 motorcycle enthusiasts. Projections this year are for an even bigger turnout.

For information about the motorcycle auction, call J. Wood and Company at (207) 548-2113; for bike show registration, call Mark Mederski at (614) 891-2425; for swap meet information, call Will Stoner at (216) 543-7716.

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ABATE of MD  
AMA

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Card Size	\$25

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Call John Oscanyan, Newsletter Editor, at (301) 540-2911

## 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. Come a little early and have dinner with us before the meeting.

We've been getting pretty consistent support at chapter meetings and events held locally and hope our numbers continue to increase. We are planning a few activities for the summer, primarily rides to events or to hook up with other chapters/groups. In addition to the rides, we will probably put together a chapter party sometime late in the summer. We are also beginning to plan our events for next year, so speak up now, everyone's ideas are welcome. We're trying to keep things pretty simple until we get a bigger core group and a little more time to work things out thoroughly. We want every chapter member to feel they know what's going on and they're included. That means we need you to show up and/or help out. If you can't make the regular meeting, that's OK. Call your chapter officers with questions or to say your piece. You can still be involved.

Articles, ads, letters, etc., are being solicited for the chapter newsletter. Send your stuff to Joyce Henderson at the ABATE office or bring it to the chapter meeting.

Finally, we would like to extend a big thank you to all those other chapter members who have been helping us pull things together. Special thanks to St. Mary's and Montgomery Chapters for the extra effort -- you guys are all right!

### Baltimore County

Coordinator: Wil Crum  
(410) 282-6573

We have moved our meetings to Ron's Golden "50s" Drive-In, 313 Back River Neck Road, Essex, Maryland.

Ron's is a drive-in with a "50s" theme. His idea is to attract a lot of street rodders, but he welcomes bikers also. He serves excellent food (old time hamburgers, onion rings, ice cream floats, etc.), and no alcohol. Meeting time is still the second Tuesday of every month at 7:30 p.m.

We recently had our first poker run of the year. It was laid out by Andy Ramolt, who is a member of the Baltimore Ramblers as well as ABATE. He has many miles under his butt and definitely knows how to lay out a poker run. Although I didn't get to ride in it myself because of the staff meeting, I did lime the run in the morning. The weather was great, the roads were excellent (all 80 or so miles of them), and everybody I talked to that evening said they had a good time. We had 54 people sign up and no problems. I hope our next run in August goes off as well, and I ain't throwing lime on that one. That is, of course, unless they ask me real nice.

Remember everyone, we have tickets on sale for our summer swing dance in July.

I hope everyone has a great summer. Ride safe, and I'll see you on the highways. -- Wil

### 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.

### Cecil County

Coordinator: Gary Snyder  
(410) 378-2238

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.

### 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: Merrill Padden

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.

### Howard County

Coordinator: Lenny Holcomb  
(410) 740-7133

No Report

(Continued on Page Eight)

## Counties' Corner

(Continued from Page Seven)

### Kent County

Kent County members should come to the Mid-Shore Chapter meetings at Manny's Restaurant in Easton on the first Wednesday of each month at 7:30 p.m.

### Montgomery County

Coordinator: Mike Sage  
(301) 460-8464

Meetings are held the first and third Tuesdays of each month at the Grand Marquis Cafe in Olney at 8:00 p.m.

Well, I guess you're surprised to see something written for Montgomery County. Since Lou's Crab House went out of business, we've been having both of our meetings at the Grand Marquis Cafe. By the time you read this, we will have decided where to have the second meeting of the month. So I guess you'll have to come to a meeting to find out, unless you want to wait for the September/October newsletter. If you haven't been to a meeting lately, you might want to stop by just to see who shows up. At our May 18th meeting, we had U.S. Senator Ben Nighthorse Campbell from Colorado show up and he was even kind enough to say a few words. He talked about how one vote can make a difference. Remember, Howard Denis is our "one vote." Let's see if we can get rid of him in '94. We have a lot of events coming up through the summer, so make sure to come to a meeting to find out. See ya.

### St. Mary's County

Coordinator: Mike Lewis  
(301) 863-0377

Meetings are held on the second Friday of each month at 7:30 p.m. at the

Country Store on Route 244, south of Leonardtown.

Our Poker Run on April 17 was the most successful we have ever held. There were 109 hands played and four new members signed up. On May 14, five ABATE members met with Congressman Hoyer to discuss HR 799. It was felt by all that the meeting went well. We ask all ABATE members to write to Congressman Hoyer and urge him to support HR 799. The ABATE Bike Show at Maryland International Dragway on May 16 was also a success. We held our Horseshoe Tournament on May 23 and had a good turnout for The Run For The Wall on the 30th. We invited Delegate John Slade to our June meeting and scheduled a Beach Party on June 26. Plans for July include an evening Poker Run and Dance. We are also scheduling an event for August but it remains a mystery what it will be. A Scavenger Hunt and a Crab Feast have been suggested.

Please continue to write letters to make calls to our legislators. If we do not let them know how we feel and what we want, how can they help us? Thanks to all who stay involved and lend their support.

### Mid-Shore Chapters

Coordinators: Wes Cowley  
(Caroline) - (410) 820-6585;  
Wayne McCarty (Dorchester) -  
(410) 943-8575; Bill Kuykendall  
(Queen Anne) - (410) 758-2234;  
Marty Schultz (Talbot) - (410)  
745-5136

Meetings are at Manny's Restaurant, Ocean Gate Way (Route 50 East) in Easton on the first Wednesday of each month at 7:30 p.m. We also get together the second Sunday of every

month at Manny's for breakfast and a ride.

On May 20, 1993, the Chapter had scheduled the first Adopt-A-Highway trash pickup of this year. Even though it had been raining all day and was still drizzling rain at the designated gathering time, a few dedicated souls showed up to clean up. We will be scheduling another pickup shortly.

By the time this is printed, we will have already held our Poker Run and Beef & Beer Party on June 5th, and can be quite certain that a good time was had by all who attended.

We will be holding a Turkey Shoot on July 17th, and our third annual Bike Show/Swap Meet on August 29th. For further information, contact any of our Directors.

### 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.

### Lower Eastern Shore Chapters

Coordinators: Linda Wainer  
(Wicomico) (410) 749-2674;  
Evelyn Reter (410) 947-1690

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

**County Coordinators are reminded that reports for the next newsletter must be received by the editor ON OR BEFORE August 1, 1993. No exceptions.**



## Letters To The Editor

Dear Editor,

You're a butthead. Helmets are not comfortable.

*Mike Sage  
Montgomery County Coordinator*

John,

I have a problem! Last time I sent you a letter praising your efforts and the material you use in the newsletter. Your technical skills are great, but after reading the May/June newsletter I question your judgement. Did the Motorcycle Safety Foundation pay for the ad that appears on page three? Does this ad represent your personal opinion? Have you been "NORM"-ized?

If you believe that helmets "make riding more comfortable and safe" I can respect your opinion; but the last time I checked, the ABATE of Maryland position on helmets was one of freedom of choice! I thought that was why last year I spent so much time travelling (150 miles one way) to Annapolis and hours on the phone (I almost lost my job) in an attempt to guarantee our freedom to choose! If you think helmets should be worn all the time, fine; then express it in your letter from the editor, not with an ad from an organization that used bogus statistics and political manipulation to help take our freedom away! If the Safety Foundation promoted knee and elbow pads and neon orange vests, would you print that ad? Those things would, in some people's eyes, make riding "safer" too!

I got involved in this fight because, as an adult with nearly 15 years riding experience, I think I should be able to make the decision about my own safety. I do not need "big brother" to tell me "this is for your own good" (read -- you are a dumb biker who doesn't understand the danger).

Respect for other peoples' opinion is one thing, but this ad is insulting after all of our work to preserve our freedom of choice. I hope you have a good explanation for why this ad was printed!

*Linda Wainer  
Evelyn Reter  
Lower Eastern Shore Chapters*

### From the Editor (Again)

The preceding two letters from Mike Sage of Montgomery County and Linda Wainer and Evelyn Reter of the Lower Eastern Shore Chapters are simply two examples of the types of comments I received after running the MSF motorcycling "ad" on page three of the last issue. Let me just take a moment to let you all know what the hell I was thinking.

No, the MSF did not pay for the ad, as they did not pay for any of the other ads of theirs I have run in the past. The MSF sent me a package of "cut and paste" type art a while back, and I have been putting it in when I had the space. In answer to your second question, yes, that ad does represent my personal opinion. That is not, however, the reason I put it in the ABATE newsletter. I reserve my "From the Editor" column for that. The main reason I ran that ad was that I would like to stress the point that if they pass a law which we obey to the letter and spirit (i.e., wear the type of helmet they approve of and don't wear it on your knee) and a brother or sister goes down and is, in some way, injured by that helmet or the use thereof, then we have a viable case against the helmet law. Not that freedom of choice is not about as viable a case as I, as an American, can think of, but this would be something that even the nonriding public would have to agree with. My main point is this: **LET US OBEY THE LAWS AS THEY ARE, AND**

**LET US PROVE THEM WRONG BY THEIR OWN DEVICES.**

I can understand the reason so many people reacted the way they did. Trust me. I don't like being forced to wear a helmet any more than the next guy. I sure as hell didn't join ABATE for the pay. I joined to help fight the discriminatory legislation these idiots keep trying to shove down our throats. Don't think for a second that I jumped ship. But it seems to me that we tend to think that if any one of us says something pro-helmet, that damages ABATE as a whole; sort of like we don't even agree within our own group.

Anyway, if you honestly think that you are better off in an accident at high speed (or low speed, depending on what you hit and how you hit it), without a helmet than with one, fine. That is your personal opinion, and I respect it, as you said you respect mine. I will also fight like hell to get both of us the right to make that choice.

I apologize if any of my readers found that ad insulting. My job is not to insult, but to inform. I was attempting to encourage people to use proper safety equipment. For the definition of proper, consult any motorcycle safety course instructor. Ask him/her to explain the safety course saying "full gear/fools gear." And, from what I hear, didn't we start the safety program in Maryland?

By the way, the MSF supplies the curriculum materials for the safety course in Maryland. The very program that you and so many other members of ABATE of Maryland fought so hard to save. I don't like everything the MSF advertises (their "headless rider" TV ads suck, in my opinion). I wasn't promoting the MSF, I was promoting what I thought to be a logical idea.

*(Continued on Page Ten)*

## Letters To The Editor

(Continued from Page Nine)

As long as I have to wear a helmet, it might as well be a good one. Oh yeah. The MSF does suggest the use of knee and elbow pads, and orange vests for increased visibility. The vests might not be a bad idea, but I'm not buying the pads thing.

Once again, let me apologize. And let me say that I will continue to promote both freedom of choice and the type of safety gear they taught me to use in the safety program. Funny, no one complained about the other MSF ad I ran on page 21 of the last issue.

*Ride safe,  
John*

P.S. Hey Mike. I know you are, but what am I? Nyah nyah.

Dear Editor:

Reading through the last newsletter, I saw something I want to comment on. In Sally Bruce's article she said, "That helmet won't protect you, so don't let it give you a false sense of security."

Part of this statement is true. Some people do get a sense of invulnerability while wearing a helmet and tend to get a bit more crazy on their bikes (myself included). But anyone who honestly thinks that a helmet won't protect them is, in my opinion, too stupid to be riding. Don't get me wrong, I am anti helmet law, and on occasion have ridden helmetless, but it was my choice to take my chances at the injuries that could have been inflicted on my person. Think about it -- why do bikers wear boots, chaps, leather jackets, and gloves? 'Cause they look cool? Maybe yes, but also because in the event of going down on your bike, you know you want something between the road and your skin. Why not the same protection for your head? Do you think your head and face are going to

fare better in or out of a lid when they slam into the pavement and slide down the road?

Again, don't get me wrong. I'm not saying that a helmet ensures survival. As an EMT, I know better. But I know a lot of accidents I've been called to (and there have been a lot) would have been fatal if it weren't for a helmet. And don't ever let anyone tell you that a helmet "caused their accident" because that's bullshit! The only way that could happen is if the rider wasn't wearing a properly fitted helmet -- which puts the blame back to the rider.

Anyone who doesn't think a full face helmet isn't comfortable should wear mine on a ride. I don't have the wind tearing up my eyes, the face shield keeps the bugs out of my face and teeth, and I can adjust it to control the breeze on my face. The air vents keep my head cool and, after a long cruise, I'm not as fatigued as I would be not wearing it. Plus, I can hear better with it on at higher speeds as the helmet acts as a "filter" and cuts down the wind noise which impairs hearing. A good quality helmet is comfortable.

But anyway, my bottom line is this: I choose to wear a helmet and I firmly support freedom of choice on the helmet issue, but I do not understand ABATE of Maryland's standpoint that helmets won't protect you. I thought that ABATE of Maryland's position was supposed to be freedom of choice, not anti-helmet.

*B.J. Craun  
Montgomery County*

### Last Licks From The Director

The organization of ABATE of Maryland takes the position "let those who ride decide" and stands for "freedom of the road." We do not discriminate. When people sign up as

members, we do not demand to know whether they believe in wearing helmets or not. When the members of ABATE of Maryland repealed the helmet law, they settled on a compromise -- riders under 18 would still be required by law to wear a helmet. The issue is not whether a helmet is "good" or "bad." It is whether or not you believe the government has or has not the right to protect you.

The helmet issue will continue to be reported in this newsletter as articles from around the U.S. are reprinted. But, this newsletter will not be a forum for personal opinions on this issue.

*Sally*

**WHEN DRINKING,  
CALL A FRIEND.  
OR GET A RIDE  
WITH A  
STRANGER.**



Drinking and riding can lead to a loss of license, a conviction, or even worse. When you drink, get a ride with a friend. It's the best call you can make.

**MOTORCYCLE SAFETY FOUNDATION**



## An Open Letter To The Membership Of ABATE Of Maryland

To whomever this concerns (especially us bikers):

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

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

Because of that helmet, I was dead.

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

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

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

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

Not yet back in the wind, but working at it,

*Martin J. McNamee*  
ABATE of Maryland (8-9 Years),  
ABATE of Virginia (6-7 Years),  
ABATE of Pennsylvania (1 Year),  
ABATE of Indiana (1 Year), AMA  
(7 Years), BAM (6 Years), AIM  
(4 Years), Daniels Independent Rider  
Association (Since Inception)

## AIM Representatives Needed For Maryland

AIM is looking for representatives to assist its local attorney. It is specifically looking for persons that can cover the following areas:

- Eastern Shore
- Southern Maryland
- Western Maryland
- D.C. and Suburbs
- Northern Maryland
- Baltimore Metropolitan Area

What will the AIM representative have to do?

1. Be on call to the AIM Attorney to interview new clients, especially those that are hospitalized or bed-ridden, and to investigate accident scenes, contact witnesses, obtain police reports, etc.
2. Visit various motorcycle shops and stores, distributing AIM materials.
3. Attend motorcycle events to supervise the distribution of AIM materials and sign up new members, and arrange for meetings with motorcycle groups and clubs to discuss and disburse AIM materials and sign up new members.

Best of all, you can get paid for your time and effort.

If you are interested, please prepare a resume and send it directly to:

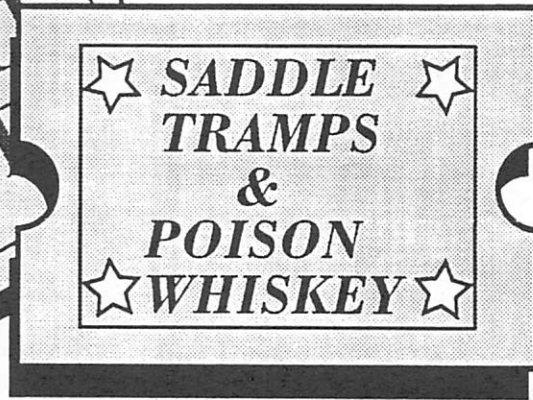
Jay Irwin Block, Esquire  
110 Painters Mill Road, Suite 21  
Owings Mills, MD 21117  
(410) 356-6555 or (800) 875-6554



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## Biker Bar Fights Bias

**These 'attorneys who ride' want respect for their motorcyclist clients.**

*by Thom Weidlich*

TULSA, Okla. -- When Lawrence S. Katkowsky travels to court, he covers his suit with overalls, drops his wingtips into a saddlebag and throws on boots.

That's because Mr. Katkowsky, of Southfield, Mich.'s Keller & Katkowsky, P.C., rides a motorcycle.

The "Katman," as he's known, doesn't leave his passion for motorcycles outside the courthouse door. He is one of more than 100 lawyers nationwide who belong to a tightly organized network representing bikers.

Increasingly, though, both lawyers and other bikers are turning more activist. The lawyers are being called on to advise biker lobbyists who are pushing for motorcycle safety programs and trying to block mandatory helmet laws. And like any other minority group, they are fighting discrimination -- being barred from restaurants and other public accommodations.

Mr. Katkowsky and his colleagues are "attorneys who ride."

On a stormy Mother's Day weekend, Mr. Katkowsky joined about 40 of his fellow Aid to Injured Motorcyclists attorneys, as the network is called, and more than 250 other bikers for a conference at the Ramda Hotel off I-44 in Tulsa.

The assembled bikers were the real McCoy -- beer bellies over belt buckles, tattoos, black T-shirts, blue jeans, leather vests, earrings. The lawyers, however, were a little more clean-cut.

The purpose of the gathering was more than just to startle other hotel guests with the sight of Diet Coke-guzzling bikers, who had taken over the lobby.

Most of the attendees were the leaders of motorcycle groups around the country who had come to discuss protecting their rights -- increasingly through the use of legal remedies.

These were bikers with briefcases.

It used to be that when motorcycle clubs wanted to protest helmet laws or other encroachments on their way of life, they would roar into the streets and peel burnouts in front of a state capitol building.

But they've gotten more sophisticated, largely because of NCOM, or the National Coalition of Motorcyclists, in which AIM plays a role. Throughout the weekend, there was talk of phone banks, data bases and press releases. The bikers are going inside, into the halls of power.

Many of the lobbyists belong to state groups called ABATE, which stands for various names in various states, usually "American Bikers Aiming Toward Education" or "A Brotherhood Against Totalitarian Enactments."

Says Maryland AIM attorney Jay I. Block: "We're teaching people who are individuals, who usually battle the system, how to apply the Constitution" to get what they want.

AIM keeps on file, free of charge, the medical and next-of-kin records of some 600,000 bikers in the United States and Canada in case of a crash.

It also includes a network of 110 attorneys around the country, as a reference service for its members, to handle lawsuits and other legal problems. (The bikers are not required to use AIM attorneys.) In turn, the lawyers give back one-third of their fees to NCOM, says Mitchell L. Proner of New York's A. Stanley Proner, P.C., one of two AIM attorneys for New

York. The fees represent the coalition's sole funding, according to its literature.

There are, of course, many small law offices, run by "attorneys who ride," catering to bikers. But, the bikers say, none is as extensive or as organized as AIM, founded in 1983 by attorney Richard M. Lester, an Abbie Hoffman look-alike who rides a Porsche trike.

AIM attorneys are encouraged to have bikers on staff. "The whole idea is service," says Mr. Katkowsky, who rides a 1987 Harley-Davidson Sport Glide, a 1976 BMW, and a 1973 Yamaha. "My in-house investigator is a rider and a motorcycle safety instructor. Bikers like to talk to people who they feel understand them."

Mr. Katkowsky, who says he has 500 jury trials and at least 250,000 miles under his belt, has represented motorcyclists since the mid-1970s and ABATE of Michigan since 1976.

"It's a way to mix business with pleasure," he says. "Some lawyers wine and dine at the Waldorf. I do it at biker bars."

The lawyers speak of the "simpatico" between themselves and their clients. "Lawyers look down on bikers as clients," says Maryland AIM lawyer Mr. Block, an Owings Mills sole practitioner who, like virtually all the layers, rides Harley-Davidsons -- a 1987 Low Rider, a 1989 Ultra Glide and a 1949 Pan Head. "We don't alienate bikers. When I interview a [potential] new staff person, I say, 'How do you feel about motorcyclists?'"

Mr. Block, who was conservatively dressed -- compared to the others -- in black boots, earring, black T-shirt, and

*(Continued on Page Fourteen)*

## Biker Bar Fights Bias

(Continued from Page Thirteen)

denim jacket smothered in slogan buttons, says he sometimes sees a judge on the street while wearing his biker regalia. "The judge will say, 'I know you . . . ' and I'll say, "Your honor."

By contrast, his biker clients "flip out" when they see him in court in a suit for the first time.

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The lawyers often do the discrimination cases and advise on lobbying and legislation pro bono. "We do twice as much pro bono work as any corporate attorney," boasts Mr. Katkowsky, who adds that 500 hours a year is not unusual.

"We're all trial lawyers by profession -- we do that to make a living -- but we do the lobbying stuff because we care," says Mr. Proner. He claims he handles more motorcycle cases than anyone in the state.

The "lay" bikers at the conference uniformly viewed the AIM attorneys as comrades in arms.

"The AIM attorneys is one of the best things that's ever happened," says Sputnik, founder and chairman of the Texas Motorcycle Rights Association. The group's T-shirt brands the wearer a "Legislative Warrior," which seems especially appropriate for the Mohawk-sporting chairman.

Butch Harbaugh of BikePAC Oregon and the NCOM Legislative Task Force says Oregon's AIM attorney, Samuel I. Hochberg, "helped us with thousands of dollars of free legal services."

The pet peeve of the riders, of course, is mandatory helmet laws. Make no mistake; bikers do not like helmets. To

them, the issue is freedom of choice, like abortion.

Doug Friesen, an Oklahoma City sole practitioner and an AIM attorney, spoke to the other AIM lawyers about the state fight he participated in earlier this year against a helmet bill. Part of the strategy, he said, was to argue that if bikers were forced to wear helmets, then rodeo riders should be also. And the bulls too, for that matter.

That didn't sit too well in this rodeo state. The measure was defeated.

Mr. Hochberg, a Portland, Ore., sole practitioner, told the other attorneys how in the last few years he has won about a half-dozen helmet cases, taken pro bono, in which motorcyclists actually were wearing helmets but the police claimed they were unapproved.

Mr. Hochberg says he got involved with AIM about five years ago when he saw the group's ad in a motorcycle magazine.

Though the attorneys and other bikers are actively involved in putting out these brush fires in the states, their current archenemy is a federal statute they call the "blackmail law."

The ISTEPA (pronounced "ice-tea"), or Intermodal Surface Transportation Efficiency Act of 1991, is the closest thing to a national helmet law, they say. It contains provisions effective Sept. 30 that would penalize states without mandatory helmet statutes by forcing them to spend a percentage of their federal highway funds on highway safety programs.

Sen. Dave Durenberger, R-Minn., and Rep. Olympia J. Snowe, R-Maine, have introduced measures to repeal the penalty; on May 4 Ms. Snowe testified

before a subcommittee in favor of her bill.

Sen. Ben Nighthorse Campbell, D-Colo., a motorcycle enthusiast, announced at the conference that he has introduced another measure, which would delay the penalty for two years.

Senator Campbell, who is co-hosting a motorcycle rally in Colorado this coming Labor Day Weekend, received a "Silver Spoke" award at Saturday night's banquet.

The senator wasn't the only politician with a presence at the conference. When Tulsa Mayor M. Susan Savage couldn't make it, she sent her director of urban development, Brenda K. Miller.

Why the yuppie clad Ms. Miller? To explain, she had her husband, Mark, stand up from the audience -- yes, he's a biker. Then Ms. Miller removed her suit to reveal her Harley-Davidson T-shirt -- she rides too.

---

The motorcyclists have more than helmets on their minds. The main theme of the conference was "Discrimination, the Other Threat." The focus on civil rights is new, they say, a growing concern during the last five years or so.

Lest a cynic think they're merely jumping on the victim bandwagon, stories abounded of bikers turned away from bars, restaurants and hotels for wearing leathers or club colors or even simply for pulling up on a hog. The bikers call it "style of dress" or "mode of transportation" discrimination.

(Continued on Page Fifteen)

## Biker Bar Fights Bias

(Continued from Page Fourteen)

The seminar on prejudice was by far the best-attended. Ralph C. Buss, a Painesville, Ohio, sole practitioner and AIM attorney for the state, gave a scholarly presentation on the "Roots of Anti-Biker Bias."

"The public believes that we do Toys for Tots to pay penance for all the fathers that we've killed," he quipped.

Seven D. Tishler, a Fort Lauderdale, Fla., AIM lawyer (whose Harley-Davidson has "The Law Rider" engraved on its gas tank), discussed the problems of fighting such prejudice in a state with no anti-bias statute.

(Sadly, they think, no civil rights statute in any state mentions bikers.)

Because the attorneys wear both bikers regalia and "civilian clothes," they have a different take on the issue. Says New York's Mr. Proner: "When I'm in court with my wingtips and my suit and tie, my stuff glides. But when I'm out in my boots and my chaps, it's a different story."

But don't they covet the bad biker rep? "The outlaw image is something that's a delicate balance," admits Fritz-Howard Clapp. "In a way, we treasure the fact that our appearance is intimidating."

Mr. Clapp, though not an AIM attorney, is the legal advocate for the Modified Motorcycle Association, California's oldest motorcycle rights group. For 20 years the MMA successfully fought the passage of a helmet law, only to lose in 1991. (Rumor has it that one biker committed suicide because of the new statute.)

The Sacramento, Calif., sole practitioner is also the Hell's Angels' trademark attorney. His job entails writing a lot of routine cease-and-desist letters, he says, though in January he

settled a well-publicized case against Marvel Comics, which had neglected to contact the biker club when it published a Hell's Angels comic book (opposing counsel was New York's Skadden, Arps, Slate, Meagher & Flom).

"I call it a lifestyle minority," says Mr. Clapp, a spirited, elfin man with short white hair and longer white bear, a "Lawyer from Hell" button and burn scars from a 1989 crash embroidering his arms.

And though California has one of the toughest anti-discrimination laws in the country, the Unruh Civil Rights Act, "sometimes people need to be reminded," he says. During the conference, Mr. Lester said that California bikers are mentioning the statute to restaurant owners -- who back down.

And the story was told several times about the California AIM attorney, who had been a highway patrol officer for 18 years, being refused entrance to a French Quarter restaurant during NCOM's 1990 New Orleans meeting because he was wearing a HOG (Harley Owners Group) patch.

One of the reasons for the new focus on discrimination, says AIM attorney J. Thomas McGrath, a Richmond, Va., sole practitioner who rides a 1987 Low Rider, is that bikers are getting older (evidenced by the many gray and balding heads at the conference).

Mr. McGrath, who wore a jean jacket with a decal of AIM's emblem, Lady Justice on a motorcycle, says a 67-year-old biker recently called him because he was refused entrance into a restaurant for wearing leathers.

"The guy's a grandfather," says Mr. McGrath.

"We are a hated minority," says Sputnik in his heavy Texas twang. "We don't wear leather to look mean; we wear it for the purpose it serves. A helmet doesn't work, but leather does."

Yet the bikers realize that to fight prejudice against them, they must expunge prejudice from their own ranks. This doesn't mean so much allowing women and blacks to join their groups, they say -- tough it does mean that -- but letting in non-Harley-Davidson riders.

This is especially so of Japanese bikes, or "rice burners" in biker lingo.

In a show of ecumenism, Sputnik recently purchased a 1986 Honda Shadow 1100 (he also owns a 1984 Low Rider). He now rides the monthly 10,000 to 15,000 miles around Texas that his job requires exclusively on that non-American motorcycle.

He calls it his "legislative bike."

And how did he get to Tulsa? He rode the Honda.

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**YOU DON'T HAVE  
TO DRINK  
TO RIDE DRUNK.**

Medicine can affect your balance, coordination, and vision as much as alcohol. After drinking or taking medication, don't ride. That's the best safety prescription.

**MOTORCYCLE SAFETY FOUNDATION** 

## HLDL Summit A Big Success

### They Say, "No List? . . . No Law!"

#### Freedom Fighters Meet To Plan Attack On Helmet Law Hoax

by: Richard J. Quigley

On April 1, 1991, the California Legislature voted, narrowly, to submit a new helmet bill to Governor Pete Wilson for his signature following a plea by the statute's author and main proponent, California Assemblyman Richard Floyd, requiring motorcyclists to wear a safety helmet or face a \$100 fine. However, by the time the statute reached the Governor's desk, a revealing investigation had been completed by Bernard Bauer, a reporter for the San Jose Mercury News, concerning the validity of statistics presented to the Legislature by Assemblyman Floyd.

In an article published by the San Jose Mercury News on May 17, 1991, Bauer indicated that Floyd had "won legislative support for his bill by saying that a law requiring motorcyclists to wear helmets will save the taxpayers from \$65 million to \$100 million a year in medical costs for head-injured motorcycle crash victims." Bauer continued, "However, both sources cited by Floyd denied that they provided these numbers to him. In fact, they said, accurate medical cost figures - or even reliable estimates - do not exist."

Then, when Bauer confronted Assemblyman Floyd, directly, with the lack of confirmation for his assertions to the Legislature, the reported response from Floyd was, "Who gives a f\_\_\_? . . . I don't care what the figures are."

Well, for the first time since that time, there is the beginning of a serious answer.

On May 7-9, 1993, the first National Summit of the Helmet Law Defense League took place in North Hollywood, California.

For those who don't know, the Helmet Law Defense League is the name adopted by a network of specialized individuals who have as a common goal to take out the helmet law, nationwide, and to leave in its place a set of clear instructions as to what testing and performance criteria must be met, by the government, *before* the government will be allowed to even broach the subject of a motorcycle helmet law again.

The HLDL is working to develop a set of strategies which will, in the mean time, allow as many riders as will participate, to challenge the laws in the courts. The HLDL is a strategy and information seeking and disbursing coalition.

Among those in attendance were Steve Bianco, a San Marcos engineer who has found the major flaw in California's helmet law - which resides in the fact that there is no clear definition for a helmet, so there is literally no way for a motorcyclist to comply with the law. Bianco is the National Director of the Helmet Law Defense League.

Tony "Pan" Sanfelipo, a bikers' rights activist for over twenty years, one of the original founders of ABATE (when it stood for American Brotherhood Against Totalitarian Enactments) of Wisconsin, now Founder of BOLT (Bikers Of a Lesser Tolerance). Sanfelipo is the Wisconsin State Director of the HLDL.

Chico Yasko, President, Chico of Ft. Lauderdale, Inc., the manufacturer of Florida's Choice Helmets who has

dedicated himself and his profits to taking out the national helmet law . . . a unique position for a helmet manufacturer to take. Chico is the Florida State Director of the HLDL.

Mike Holt, President, American Eagle Engineering, Ltd., and President of Riders for Justice. Mike has two engineering degrees and six engineering registrations; and has been certified as an "expert witness" in Colorado and Wyoming in the engineering fields of transportation, structural, civil, and geotechnical. He has been called on to testify at the Capitol on eleven occasions. Holt has stacks of engineering and test information showing the dangers inherent with motorcycle *safety* helmet use. Holt has testified before the Colorado Legislature more than a dozen times and is considered the expert on the effects of helmet use. Holt is the Colorado State Director of the HLDL.

Although many other tasks were accomplished at this summit, the most immediately significant result was the list of "12 Questions NHTSA Doesn't Want To Answer" for submission to NHTSA by Congressman Filner, U.S. Congressman from the San Diego area.

Those questions are:

1. Does DOT or NHTSA maintain helmet testing facilities?
2. Does DOT or NHTSA test helmets?
3. Does DOT or NHTSA certify helmet test results? (3a. If yes, does DOT or NHTSA assume liability for these test results?)
4. Does DOT or NHTSA maintain a list of approved or un-approved helmets?

(Continued on Page Seventeen)



## Proving Our Case

by: *Mike Lewis, St. Mary's County Coordinator*

On Friday, May 14, 1993, Wendy Anderson (St. Mary's Membership Secretary) and I, along with Lynn Oldenberg (ABATE State Legislative Representative), Joyce Henderson (Anne Arundel County Secretary), and Mike Maude (Anne Arundel County Legislative Representative), met with Congressman Steny Hoyer. Our purpose in meeting was to discuss H.R. 799 and the blackmail penalties of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). We had been working for several months (letters and phone calls) to obtain this meeting and we went armed with a briefing package and handouts to support the position we were asking the Congressman to endorse. Hoyer was receptive to our case and asked questions on several of the points we

were making. He seemed most interested when we showed him the disclaimers on the helmets we brought with us. Our point was that these disclaimers would not be acceptable if they were on child safety seats, but seem to be OK for mandatory helmets. He was quite attentive when we told him that the courts uphold individuals' rights to refuse medical treatment and the administration of potentially dangerous drugs, yet we are denied our right to make an "informed" decision about the wearing of a helmet. He suggested that we need to focus our fight and present our case without the debate of whether or not the helmets themselves are good or bad. He recommended we look to win by stressing our right to choose based on the conflict of the helmet's value. Hoyer was very interested in how large we are and he was fishing to see what kind of influence we have. It would

have been nice to give him some of our local demographics such as number of registered voters, land owners, taxpayers, etc. He recognized that motorcyclists are victims of bad press and a less than favorable image that was perpetrated by Hollywood. He suggested that we ensure we get recognition for our community involvement. We need to make our presence known. If we do not get the recognition and remain in the background, no one else will pay attention to what we are trying to say and do. We need to follow-up on this meeting by writing Congressman Hoyer and letting him know that there are many more of us out here. This is a golden opportunity for us to really show that we are here and we intend to fight. The ball is in our court now. Let Steny Hoyer know with a letter how you feel and what you want.

## HLDL Summit

*(Continued from Page Sixteen)*

5. Has DOT or NHTSA ever removed or taken away the manufacturer's certification of any helmet?
6. Has DOT or NHTSA ever ordered or issued a mandatory recall of any helmet?
7. Has DOT or NHTSA ever started formal proceedings to remove a helmet manufacturer's certification?
8. Has DOT or NHTSA ever made a formal determination of noncompliance with FMVSS 218 on any helmet?
9. Under the provisions of the Safety Act of 1966, can any person other than the manufacturer/seller be held responsible for compliance of a helmet with FMVSS 218?
10. Other than relying on the manufacturer's certification, is there

any other method for a user to determine which helmets are certified and comply with FMVSS 218?

11. Are there any provisions of "the Act" which delegates authority, to the federal government or individual states, to hold the user responsible for failure of a helmet to comply with FMVSS 218?
12. Has DOT or NHTSA delegated authority to any other agency outside of the federal government for determining FMVSS 218 compliance?

The correct answers to all of these questions is "no." If the Congressman, or anyone else who decides to submit this list, will hold NHTSA's feet to the fire on these questions, for "yes or no" answers, the CHP's authoritarian ban on beanies will fall, and, more

importantly, the reason why the helmet law(s) cannot stand will become obvious.

If, as they have so far, the DOT and NHTSA want to promote helmet laws, they are going to have to provide some reliable information, and testing standards, which will allow them to support a list of DOT Approved Helmets, and assume the liability if the helmets they approve cause any harm. Before they do that, you can be sure that realistic testing standards will be established and the questions about whether or not a helmet is *safe* will be answered.

Until such time, the official slogan of the HLDL is: "NO LIST? -- NO LAW!"

*Reprinted from The United States Freedom Fighters' Journal*



MARYLAND DEPARTMENT OF TRANSPORTATION  
MOTOR VEHICLE ADMINISTRATION

O. James Lighthizer  
Secretary

W. Marshall Rickert  
Administrator

April 26, 1993

ABATE of Maryland  
8 West Street  
Annapolis, MD 21404

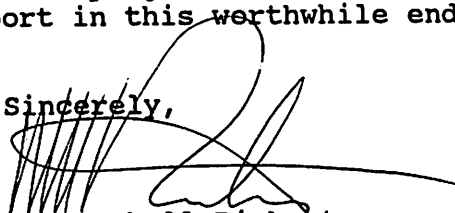
Dear Colleagues:

I am writing to thank you for your assistance in obtaining passage of legislation to permit the MVA to continue operating the Motorcycle Safety Program.

I was very upset when our award winning program was terminated in the misguided effort to privatize this operation, but I remained confident that with its nationwide reputation and demonstrated impact on highway safety, the program was too good to lose. Because of your assistance the vast majority in the Maryland General Assembly saw it the same way.

We are in the process of revamping the program now, and are quite optimistic that most of our centers will be up and running before July 1st. I pledge that our new program will be even better, and thank you for your support in this worthwhile endeavor.

Sincerely,



W. Marshall Rickert  
Administrator

WMR:sdh

## Ask Jay

**Question:** I'm having financial problems. Due to a recent lay-off, I have been unable to pay all of my bills. I don't want to file bankruptcy if I don't have to. What are my options?

**Answer:** Other than major corporate enterprises, which use them to reorganize their business and stay alive, no one really wants to file bankruptcy. Although the stigma attached has, based upon the numbers of persons filing, been relaxed, it is still a mark on your credit rating that will affect you for ten years. Additionally, once filed, you are denied the remedy of bankruptcy release again for another seven years.

Two other options exist which will depend upon your ability to generate income. There is an organization called the Consumer Credit Counseling Service. (Call information for your closest location.) You will need to complete a listing of all of your debts and income. They will attempt to contact your creditors to see if they are willing to allow you to pay reduced amounts or even to reduce the debt itself. Regardless, for the plan to work, you must be able to show that you'll be earning enough to pay all the creditors off during the agreed time period but will still be able to pay your minimum expenses for survival (rent, food, etc.)

If you are able to create a plan that works but any of the creditors refuse to cooperate, you can file in the bankruptcy court a separate action which is known as a "wage earners plan." With this option, the same plan is submitted to the bankruptcy judge who can order the creditors to accept the payment plan. Again, it must be a workable program. The difference here is that if you fail to hold up your end, you will still have the option of filing for your bankruptcy thereafter.

Please understand that this is an overview of the system and there are several types of debts which cannot be

eliminated or reduced. Uncle Sam will always protect its taxes first and foremost, for example. Certain law suits for intentional injuries can also survive the action.

As always, the advice of your own attorney will be significant and a lawyer well versed in financial matters would be your best option.

**Question:** Several months ago my insurance company advised me that they settled a case for an automobile accident which was my fault. The next thing I get is a notice from the Motor Vehicle Administration that my driving privileges were suspended because I had not paid the girl I hit. What happened?

**Answer:** The Annotated Code of Maryland, transportation Section 17-201 through 17-209 refers to the failure of a person to pay on a judgment or settlement after a motor vehicle-related cause of action. It is limited to incidents "arising out of the ownership, maintenance, or use" of a vehicle on the highways or other public property. If after settlement or a judgment after trial, the Plaintiff in a civil case has not received the funds due, he or she can apply to the Motor Vehicle Administration a request that the Defendant's operator's license and motor vehicle registrations of all vehicles be suspended. (Note: This does not include certain governmental vehicles.) The suspension remains until either the judgment has been paid or, if there are no immediate funds for payment (such as insurance), by arranging for an installment payment plan approved by the Court.

In your case, if there was insurance, the Motor Vehicle Administration may not suspend your license or registration even if the insurance company failed to pay timely. (Note: This is assuming that the total amount of liability is less than the amount of coverage that you

had on your policy.) This exception also applies to insurance companies that have gone into insolvency, reorganization, or liquidation.

I would suggest that the first thing you do is contact your insurance carrier and find out why the settlement was not paid. If it was, get proof of the payment and take it to the Motor Vehicle Administration with you. If it was not paid, at least get confirmation of the insurance coverage and responsibility of the carrier to make the payment.

If the amount of the judgement was higher than your coverage, you will still have to take proof of that part of the payment and make arrangements for either payment of the rest or the installment payment to lift the suspension.

This information is based upon the Maryland Code, other states will have different rules that control such actions.

Please note that this article is for information purposes only. It is always recommended that you seek the assistance of an attorney to represent you with all legal matters.

*"Ask Jay" is a service to all readers. If you have questions, please write him at 110 Painters Mill Road, Suite 21, Owing Mills, MD 21117. He will make all efforts to answer your questions and, if appropriate, include the questions and answers in future articles.*

**DON'T FORGET!**

**National  
"Ride to Work"  
Day is  
Wednesday,  
July 21, 1993!**

# MEETING OF THE MIND

MOTORCYCLE RIDERS FOUNDATION



## DENVER, COLORADO

MEETING OF THE MINDS / DENVER, CO / SEPTEMBER 24 - 26, 1993

**PRE-REGISTRATION**

MRF MEMBERS 155.00  
 NON-MEMBERS 30.00  
 BANQUET 15.00

**TOTAL ENCLOSED**

\$ \_\_\_\_\_

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
 REPRESENTING \_\_\_\_\_

**ON SITE REGISTRATION**

MRF MEMBERS 135.00  
 NON-MEMBERS 40.00  
 BANQUET 15.00

**TOTAL ON SITE**

\$ \_\_\_\_\_

PLEASE SEND CHECK OR MONEY ORDER TO:  
 MOTORCYCLE RIDERS FOUNDATION, INC.

PO BOX 1888  
 WASHINGTON, D.C. 20013-1888  
 202-544-9983

FOR HOTEL RESERVATIONS:  
 AGENCY HOTEL - 396 ELATI STREET  
 DENVER, CO 80216 • 1-800-312-7416

PLEASE NOTE: PRE-REG DEADLINE SEPT 10TH

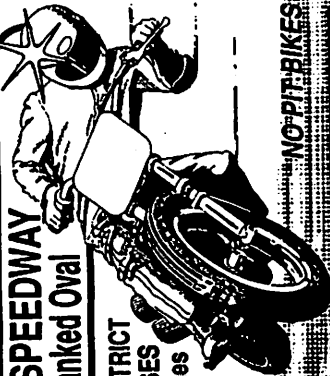
PRESENTS

# PRO-AM DIRT TRACK RACING



**SATURDAY  
 SEPTEMBER 25TH '93 (DOROTHY MILES MEMORIAL)**

**BUDD'S CREEK SPEEDWAY**  
 Beautiful 3/8 Mile Banked Oval



- AMA SANCTIONED • DISTRICT #7 POINTS • PRO CLASSES
- All Amateur & Youth Classes
- Knobby - Quad Classes and Vintage (AHRMA rules)

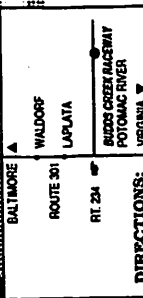
\$8.00 Gate  
 \$20.00 Sign-up All Amateurs  
 \$25.00 Experts and Pros  
 Quality Trophies

Gates Open 4:30, Practice @ 5:30 pm  
 Racing Starts @ 7:30 pm  
 Food, Refreshments, Beer Served  
 No Coolers Allowed

FOR FURTHER INFORMATION CALL:  
 (410) 692-2753 or (410) 636-3612

Town 'n Country Motel Route 301 Faulkner, MD  
 3 Miles North of Potomac River Bridge (301) 934-8252

**NO P/BIKES**



DIRECTIONS:  
 Budd's Creek, Maryland - Route 3 to 301  
 South through town of LaPlata, left on Route  
 234 West to Potomac Speedway on right.

## An Open Letter To All Motorcyclists

As Coordinator for the Maryland Coalition Advocating Rider Education (CARE4MD), this letter is to follow the close of the General Assembly for 1993 and explain the final position of CARE4MD in its support of the passage of the House-amended version of Senate Bill No. 239.

I wish to place in perspective CARE4MD's agreement to allow approval of the amendments of the House Appropriations Committee. As I am sure that you can appreciate, after the amendments to the Senate bill have been inserted and approved by the House and the bill was to be returned for a joint conference committee, the House did not (would not?) appoint its members. With only a minimum number of hours until the close of the General Assembly, the alternative to accepting the amended bill would have been to allow the program to die.

Regardless of our feelings as to the loss of our dedicated funds, regardless of our concerns with the open-ended nature of the registration fees and tuition, based upon the promise of W. Marshall Rickert to hold the tuition rate for 1993 and 1994 to \$50.00 per student, we agreed to withdraw our present objections to same.

The purpose of CARE4MD was not to destroy the program (it already had been), but to re-establish it. For the sake of those under 18 who were required to take a course, as well as those others who needed safety training, rather than allowing them exposure to unwarranted injury or worse, the safety program had to go forward. We will, however, be watching the program to ensure that its quality is not weakened. We will also be watching budget proposals in the future that would attempt to harm the program even further.

The Maryland Motorcycle Safety Program has been saved, although in a changed manner. Our support of the program is imperative. Many of the Legislators in the House and Senate have expressed their admiration of our members and the manner in which we polled the General Assembly in support of our position; and have promised to keep a strict eye on the

program to make sure that the Appropriations Committee cannot do any greater harm to its future and, more so, if there are any problems, they will be very willing to hear from us next January.

*Jay Block*

## Those Who Ignore History Are Condemned To Relive It

In 1966, the U.S. Department of Transportation threatened to withhold millions of dollars in highway funds from states failing to enact mandatory helmet laws. Every state except California eventually complied. In 1976, Congress revoked DOT authority to impose fiscal sanctions against states that refused to enforce helmet laws. Nearly half the states soon repealed their laws or amended them to exclude most adults. Currently, only 24 states require all riders to wear helmets. In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) which contains fiscal incentives to states that have both helmet and seat belt laws and fiscal penalties to states that do not have both. The impression of Maryland legislators has been that there are millions of dollars at stake. During testimonies at the hearings against the helmet bills in Maryland's 1992 Assembly, ABATE of Maryland and the MRF warned the legislature that these federal incentives are not free money. On the contrary, they are matching funds. This year the match was 50/50, next year it will be 25/75 (75 from the state). As a result of the passage of the helmet law in Maryland, the state received \$250,000 last year and only \$220,000 this year from the feds for the ISTEA legislation. In addition, there are stipulations on how this money can be spent and it cannot

be spent on highway construction or road repairs. It can be spent on enforcing the helmet/seatbelt laws, tallying the compliance rate of these laws, and education of these laws to the enforcers and to the public. Sounds like a self-perpetuating bureaucracy, doesn't it?

It's time to wake up and take action! There are two bills in Congress right now that need your support. HR 799 and S 295, if passed, would eliminate the blackmail/penalties sections of Title 23, United States Code (1991 ISTEA). Call or write your congressional representative and Senator today. State's rights is the fundamental key to this issue. If you live in Maryland, call or write your state representative today. Let them know about the federal funding hoax regarding the passage of the helmet law last year.

Now you know the history -- stand up for your rights and stop reliving the oppression from the past.

Author Unknown

*(Please remember, I can't give you the credit you deserve for submitting an article to the newsletter unless you put your name on it! - Ed.)*

MID-SHORE CHAPTER  
ABATE OF MARYLAND



# Turkey Shoot

July 17<sup>th</sup>, 1993 • Noon to 3 P.M.

*Come join our first annual  
Turkey Shoot!!*

### Three Classes

Shotgun • 22 Cal. Rifle • Handgun

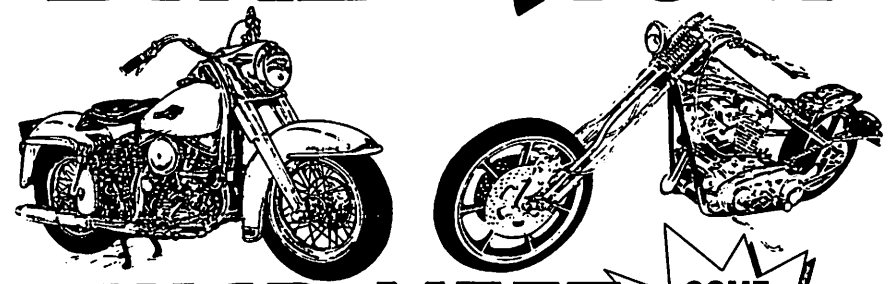
Marshy Hope Rod & Gun Club  
Federalsburg, MD

For more info. call  
Bill (410) 758-2234 or Wayne (410) 943-8575



*Sorry, No Full-Autos  
or Cannons*

# BIKE SHOW



## SWAP MEET

Sunday, August 29, 1993



The Eastern Shore Tri-County Chapter hosts the ABATE of Maryland Fall Bike Show and SWAP MEET at the Queen Anne National Guard Armory.

(INTERSECTION ROUTES 404 AND 309 — MAP ON REVERSE)

☆☆☆☆☆☆

12 Classes — Trophies 1<sup>st</sup>, 2<sup>nd</sup> and Peoples Choice. 3<sup>rd</sup> place ribbon.

**Both Stock Class (up to 10 mod) and Custom Class for**  
US • Sportster • Japanese • European

*plus*

Dresser • Antique • Trike • Rat • Peoples Choice

**ADMISSION: \$6.00** (\$1.00 OFF for ABATE members - children 5 years and under FREE)

**SHOW ENTRANCE \$15.00 - SWAP meet booths \$30.00 8X8**

**SET UP begins at 7AM ☆ SHOW STARTS at 10 AM**

**FOOD - BEER - SODAS**

**For Info Contact:**

Marty 410-745-5136 Bill 410-758-2234

**Vendors Contact**

Poof 410-820-9323

Law Enforcement on premises  
NO DOGS, NO GLASS

# MOTORCYCLE RIDERS FOUNDATION

## MEMBERSHIP APPLICATION

(Please print)

1 Year Individual Membership - \$20.00

1 Year Sustaining Membership - \$100.00  
(Businesses and Organizations)

New  Renewal/Card # \_\_\_\_\_

Name \_\_\_\_\_ Phone ( ) \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

What special talents do you have that will benefit Motorcyclist's Rights and the MRF? \_\_\_\_\_

Can the MRF count on you and these talents? Y / N

Are you a member of your state motorcycle rights organization? Y / N Name \_\_\_\_\_

(for office use only - all information confidential)

Referred by \_\_\_\_\_ Date \_\_\_\_\_ Exp. Date \_\_\_\_\_ MRF # \_\_\_\_\_

RETURN FORM WITH PAYMENT TO:

Motorcycle Riders Foundation P.O. Box 1808 Washington D.C. 20013 202-546-0983

**Renew  
your  
membership  
today. The**



**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



# Upcoming Events

- July 4** Independence Day Ride, Montgomery County
- July 10** Baltimore Chapter Summer Swing Dance  
Poker Run, St. Mary's County
- July 11** Shriners Poker Run, Baltimore Chapter
- July 17** Mid-Shore Chapters Turkey Shoot  
Washington County Chapter Pig-n-Poker Run
- July 18** Southern Maryland Horseshoe Tournament
- July 21** National Ride to Work Day
- July 24** Harford County Piker Run/Raffle
- August 1** Baltimore Chapter - Dan Martin Memorial Run
- August 14** Southern Maryland - Camp Out  
Montgomery County Run to the Beach
- August 28** Greenbriar Bike Show, Washington County
- August 29** Baltimore Chapter Poker Run  
Mid-Shore Chapters Third Annual Bike Show/Swap Meet