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Annapolis, MD 21404



ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

Telephone:
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Toll Free in Maryland

1-410-263-9185
Out of State

ABATE OF MARYLAND NEWSLETTER

September/October 1996

Governor Signs Parking Bill

Law Goes Into Effect October 1



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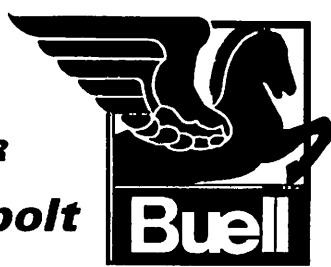
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The next state staff meeting will be held on September 20, 1996, at 12 noon, at 8 West Street in Annapolis. This is a smoke-free/alcohol-free meeting and is open to anyone. Every chapter should have a representative attend!

ABATE of Maryland, Inc.

Executive Board

State Director	Gary Boward (301) 824-2782
Assistant Director	Tom Bruce (800) 843-0252
Treasurer	R.D. McLaughlin (800) 843-0252
Legislative Advisor	Bill Issenock (301) 595-0734
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Newsletter Publication	WordWeavers (301) 540-7660

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From The Director

Hi Folks,

Well, summer is really here.

Anybody's head sweating yet? I hope we all remember this when we need everyone in Annapolis next Legislative session.

I, along with many others, have been attending fund raisers across the state to keep the support we have and hopefully gain the additional support we need to turn over this plastic hat law that we all know is not called for.

I would like to thank everyone who worked and attended Cumberland Party '96. It was a success because of you people. To the many workers who gave their time at the gate, products, field events, beer truck, selling raffle tickets, and anything else that came up, I can't thank you enough. All you people who came for a wonderful weekend of fun in the mountains got just that. The little bit of rain didn't seem to dampen any of the spirit. So thanks again everyone for making Cumberland '96 a success.

Speaking of success, the '96 Harley raffle was another success. To all those people who sold tickets and to those that bought those tickets, thanks. You should know that the raffle went smoothly, mostly because of Tom Bruce, who was in charge of this undertaking. He got the tickets and distributed them. Then ran around and saw to it that those tickets were all accounted for

and kept me aware of the progress. Tom didn't have to do this, he chose to. This raffle is very important to us as an organization because it helps take us through the months when there are very few events for ABATE of Maryland. This whole raffle idea started out of this need in lean times and was addressed unselfishly by Sally Bruce about four years ago when she took her own money and put the down payment on our first raffle bike because she saw a need and has a deep belief in what we are doing. I thought you should all know this. I was asked how the raffle got started and thought if a couple of people wondered, maybe more did. So thanks again to Tom for all his work during the past few years and to Sally for making the whole thing possible.

Don't forget to put October 13, 1996, on your calendar—it's the Helmet Protest Run to Annapolis. We need everyone to attend and bring people with you. We will assemble at Anne Arundel County Fairgrounds in Crownsville. There will be speakers before and vendors and a band after the run! So plan to attend.

1997 can be a big year for us if we all get together and work toward our common goal. I can't do it alone. Your staff can't do it alone. Alone we are one voice, together we make a loud message.

Hope to see you at these events. Don't forget to support your local chapter events.

Ride safe,
Pappy

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Legislative Season Wrap-Up

On April 8, 1996, ABATE of Maryland members visited the last Monday night session of the Maryland legislature. A handwritten note was delivered with the assistance of the Maryland State Police and a legislative page to Delegate Owings, the sponsor of one of our helmet repeal bills, asking him to meet us in the Capital lobby. Directly, Delegate Owings, who is also the majority whip, joined us. We explained that Delegate Obie Patterson from Prince George's County had made a commitment to ABATE members to vote for the helmet law repeal. However, when pressured in committee by the chairman, he voted "no." The Prince George's Chapter of ABATE had taken up a collection and purchased a Pinocchio, the lying puppet, doll as a "message" gift for Delegate Patterson. When we opened the sack and showed the doll to Delegate Owings, he laughed and approved wholeheartedly of our gift. He even asked if we wanted him to take it into the House chambers and deliver the gift. We appreciated his offer and agreed. The conversation continued for a few minutes, discussing strategy for next year.

Delegate Owings once again commented that the gift was most appropriate since Delegate Patterson lied to his constituents and he was most pleased to deliver it to him on our behalf.

We hurried up to the gallery to watch the presentation. Delegate Patterson (now referred to by ABATE members simply as "Obie") did not seem to be amused. Delegate Owings was all smiles, looked up into the gallery when he resumed his seat at the front of the chambers, and gave us a big "thumbs up."

Hey, folks, we expect to have a face-to-face meeting with Obie soon, and hopefully, in front of several members of ABATE, he will apologize for his mistake and make a strong commitment to support us next year.

Never quit...let's keep in touch with all of our Senators and Delegates during the summer and fall.

Jay C. Wagner
Carol Simpson

P.S. I have since met with "Obie" and with a little bit more work on our part he has committed to co-sponsor the helmet law repeal next year. - Billy

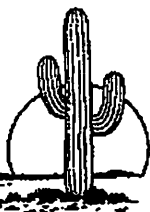
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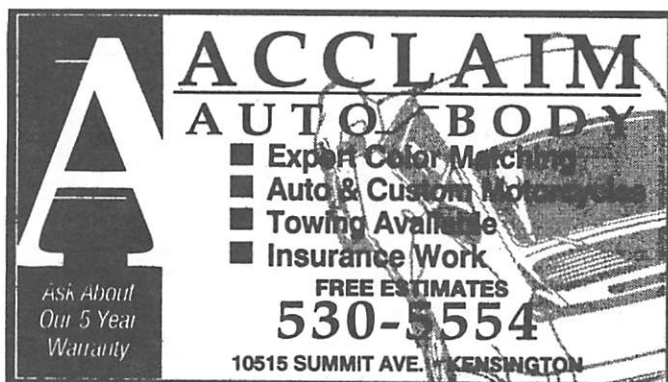
Put Up Or Shut Up

After what seemed like an eternity, our petition for a Declaratory Judgment of the Helmet Law was heard in St. Mary's Circuit Court. Judge Raley was sitting on the Circuit bench and he was receptive to all evidence submitted by both parties. He recognized that regardless of the outcome of the hearing, one of the parties involved would appeal the decision to the Maryland Court of Special Appeals. He said that under the circumstance he wanted the Appeals Court to have the most complete record possible and allowed everything into the record while over-ruling all objections from both sides. My personal comment is that we were finally given our day in court and for that I think Judge Raley was extremely fair about how the hearing was conducted. However, you knew this was coming, the Judge delayed making his ruling to give both sides 30 days to submit any additional material they may wish to add to the record. Sorry your honor, but we came to court prepared for that hearing and we submitted our evidence. If the State has a weak case then shame on them. I wish the Judge just had the balls to make his decision the day of the hearing. After all, this case is going

to be appealed regardless of which side wins. Without rehashing four hours worth of court proceedings, let me drop some pieces of the hearing on you. State's case is that the DOT sticker is your assurance of a helmet being legal. The State says that FMVSS 218 is a clear and accessible guideline for the public to follow and they (the State) have properly notified you of this standard and the requirements to comply with their law. The State also argued that I, Mike Lewis, am only interested in riding without a helmet and that I have no desire to comply with this law. To prove their point, they produced a copy of an ABATE newsletter in which I discussed civil disobedience. It warms my heart to know that the MVA and State Police are interested enough to read the ABATE newsletters. Who says big brother does not care? They also presented evidence of their chief motorcycle safety instructor who admitted to Terry Nolan that he could not determine compliance by only using FMVSS 218. This guy also testified that the State MVA had only received FIVE requests for an authorized list of approved helmets. I must admit that I found that statement a bit hard to swallow. In the entire State of Maryland only FIVE riders made inquiries about a

list from the MVA? I can account for two of those five requests. So where are the rest of the riders in this State? Out of approximately 56,000 registered motorcycles in Maryland, and at least twice that number of licensed riders, where the hell is everyone? If the motorcyclists who seem to constantly bitch and complain about this law don't start getting involved with this fight, they had better get comfortable with their lids. We have not overturned this law yet. It has become painfully apparent to me that far too few riders are willing to do anything to help with this fight except to complain amongst themselves. Folks, it is time to put up or shut up. You do not need to be in court to fight this thing. I have suggested that there are ways such as writing letters to the MVA, Police, and State's Attorney to document their lack of a list and lack of knowledge. Make these public servants serve you. Public pressure is needed and the only people who can apply it are the motorcyclists. I am viewed by the courts and the police as a nuisance because I am only one person bucking their system. They (the State) are content to ignore me and hope I will go away. There are wrong about me and I will not go away. I would hope that they are wrong about each of you and thatn you decide to make yourself be heard. A sand flea is a very small insect that will drive you nuts if it gets on you. Enough fleas and you start seeking relief. Until we make it un comfortable for the State, they are content to ignore us. Think about it.

Mike
Southern Maryland Chapter



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NCOM News & Notes

Health Insurance Measure Awaits Conference Committee Action

Although both chambers of Congress have approved health care reform measures, and both bills contain protections for motorcyclists against health care discrimination, the legislation is still awaiting conference committee action. The U.S. Senate approved the "Health Care Insurance Reform Act" unanimously on April 23 while the House of Representatives passed their version of health care reform, the "Health Coverage Availability and Affordability Act," on March 28 by a vote of 267-151. Both bills have been combined under H.R. 3103 and will be assigned to a conference committee to iron out

any discrepancies between the two measures. House and Senate conferees have yet to be appointed, but committee assignments are expected soon.

Nationwide Helmet Legislation

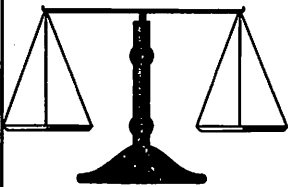
An amendment to Pennsylvania's helmet law, S.B. 165, which would allow freedom of choice for riders 21 and older, was approved 7-4 by the Senate Transportation Committee on May 21st and now goes to the Senate floor. New Jersey's helmet modification bill, S.440, passed the state Senate 23-13 on February 26 and is still awaiting action in the Assembly Policy and Oversight Committee. In California, A.B. 244 passed the Assembly 44-31 on January 24, but the helmet

amendment was defeated 6-2 by the Senate Transportation Committee on May 7 and has been scheduled for a reconsideration vote later this session.

South Carolina Budgets for Rider Education

A bill to create a Motorcycle Rider Education program in South Carolina, H.B. 3174, has been attached to the State Budget, providing \$100,000 to fund the program without adding user fees to motorcycle registrations. For the past three years, the safety program has operated on funds provided by a NHTSA grant, but those funds have run out. Only five states now

Continued on Page 9



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European Parliament Considers Motorcycle Standards

ICOM, June 6, 1996 — MEPs intend to block a planned European directive on motorcycle standards if EU transport ministers disregard their demands, according to Roger Barton of the European Parliament, recent recipient of the NCOM

NCOM News & Notes

Continued from Page 8

remain without state administered motorcycle safety programs: Alaska, Arkansas, Mississippi, New York, and Oklahoma.

Iowa Salvages Rider Education Program

In a unique twist, Iowa's rider education program was saved when the state legislature approved legislation to repeal the requirement for riders over the age of 18. A 1994 law mandated rider training for ALL first-time riders, but difficulties soon arose in finding adequate training sites and enough qualified instructors. The new legislation requires training only for motorcyclists under 18, a much more manageable plan.

Multiple Bike Parking Approved in Maryland

ABATE of Maryland successfully pushed through the state legislature a bill which will allow two motorcycles to legally share a single metered parking space. Previously, whenever a second bike would come along and attempt to share a parking spot, both motorcycles could be ticketed for illegal parking.

Silver Spoke Award for Government.

At issue is draft directive COM(93) 449, which sets new EU-wide motorcycle standards. Barton said he expects MEPs to overwhelmingly support several key amendments on antitampering, replacement tires, noise limits, and trailers.

On the question of noise, the current proposal would limit the sound level on new large bikes to 80 decibels. Parliament has suggested an 82 decibel limit and indicated that the real problem lies with the sale of bikes with noisy straight-through exhaust systems which can be used on race tracks but are illegal on the road.

The draft directive also stipulates that for all categories of motorbikes, the engine should be so designed as to prevent people from modifying and upgrading them. Barton reiterated parliament's view that anti-tampering restrictions should only apply to mopeds and bikes under 125cc to stop novice riders who are limited to smaller bikes from souping up their machines, but would still allow owners of larger motorcycles to carry out legitimate home maintenance.

As for tires, at the urging of certain manufacturers the proposal specifies exactly what brand of tire should be used on high-performance bikes. Barton's proposed amendment will insist that any manufacturers' tire can be used to replace the original as long as it meets strict performance and safety criteria.

Some EU countries, such as Spain and Denmark, refuse to let motorcyclists register and use trailers. Barton proposed a compromise amendment saying these countries cannot be forced to register trailers nationally, but they cannot prevent a motorcyclist with a trailer registered in another member state from using it in their territory.

The European Parliament is expected to give a second reading of the draft directive on June 18, and Barton said his amendments are supported by 95 percent of the MEPs, the Federation of European Motorcyclists (FEM) and motorcycle manufacturers.

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 in the ad, along with your name, address, and membership expiration date (we will check) to:

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Spring Bike Show Winners

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2nd Place: Jack Block
'94 Ultra Glide

Promoter's Choice

Shay Turner, '87 Sportster

People's Choice

Bounce, '50 Panhead

Panhead

- 1st Place: Don Allen, '64
2nd Place: Bounce, '50
3rd Place: Action Cycle, '50

Rat

- 1st Place: Fingers

Shovel

- 1st Place: Action Cycle
'77 Low Rider
2nd Place: Rick MacDonald
'77 Shovelhead
3rd Place: Chris Rosencrantz
'80 Electra Glide

Heritage

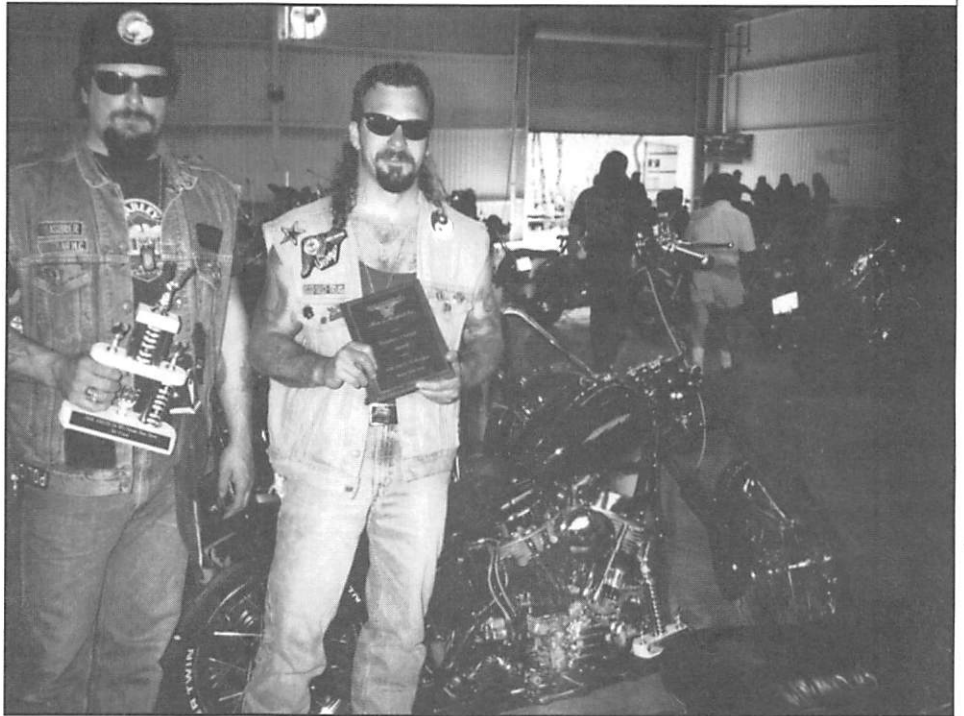
- 1st Place: Hockeypuck, '94
2nd Place: John Johnson, '92

Sportster

- 1st Place: Jerry Feidt, '75
2nd Place: Rick Davis, '76
3rd Place: Jerry Flowers, '74

Import

- 1st Place: Tom Berlett
'94 Ninja



Bounce's '50 Panhead took the People's Choice award at the Spring Bike Show.



The Promoter's Choice at the Spring Bike show was Shay Turner's '87 Sportster.



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NHTSA's CODES Study Overstates Motorcyclists' Public Costs

WASHINGTON, D.C. — Earlier this year the National Highway Traffic Safety Administration (NHTSA) released a "Report to Congress on The Benefits of Safety Belts and Motorcycle Helmets." This report was authorized in the Intermodal Surface Transportation Efficiency Act of 1991 and had a \$5 million appropriation for completion. A study titled The Crash Outcome Data Evaluation System (CODES) was the core of this report.

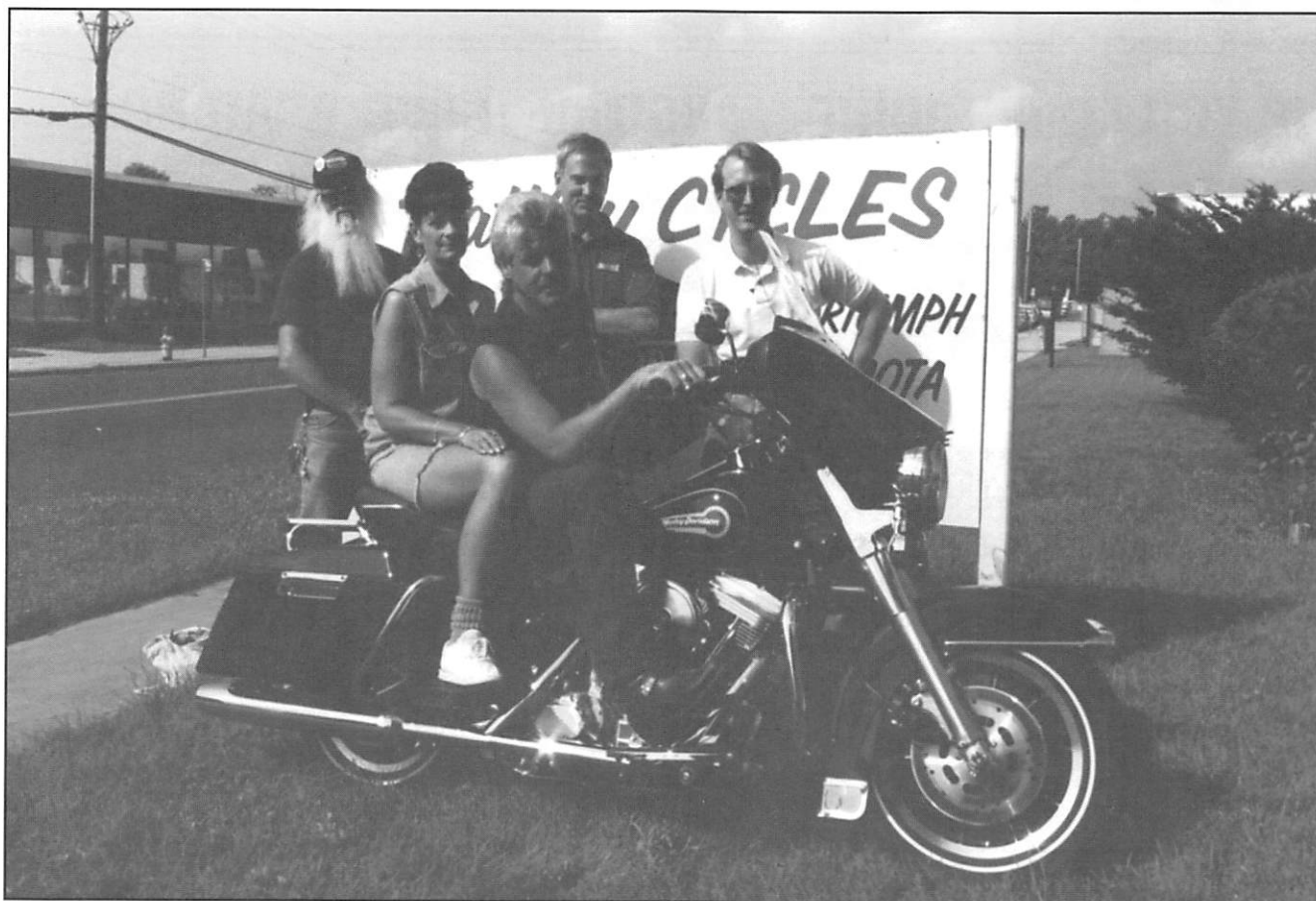
Recently, MRF's California State Rep, Mike Osborn, was analyzing

the CODES study and one figure stuck out and Mike wanted some clarification. His questions were why did the report show that public pay for brain injured non-helmet use was almost twice as high as private insurance and over four times as high as self-pay in a chart titled Average Inpatient Charge by Motorcycle Helmet Use and Brain Injury Status? (Because the facts are misrepresented.) Was this a typographical error? (No.) Are motorcyclists really extreme "public burdens"? (No.)

MRF staff contacted the authors of the study at NHTSA and began asking questions. What MRF found was a reporting system that drastically misrepresents the facts of how much motorcyclists rely on public assistance for health care costs.

MRF's research determined that the figures used in this report are derived solely from discharge records. Under current practice, when patients enter the hospital with insurance coverage or as a

Continued on Page 14



Congratulations to Harrison and Valerie of Laurel, Maryland, winners of ABATE of Maryland's 1996 Raffle Bike. Standing from left to right are ABATE of Maryland director Gary Boward, Devon Battley of Rockville Harley-Davidson, and Larry Marling.

CODES Study

Continued from Page 13

cash payer and their medical expenses eventually exceed the limits of their insurance policy or bank account these patients must then rely on public funds (usually Medicaid) for the completion of their recovery. When any patient's medical expense payments shifts from insurance or self-pay to public funds the discharge records, which is what the CODES study is based on, state the costs were public pay.

So what this means in the CODES study is: motorcyclists, through

insurance and/or self-pay, could pay up to 99.99% of their medical expenses themselves, but the fact that public sources paid as little as 0.01%, the CODES study reports the entire cost of their inpatient costs as public pay. This practice resulted in highly inflated, and incorrect, reporting in the CODES study.

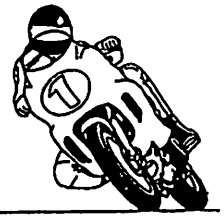
Other charts in the study also reflect these lopsided figures regarding public or private pay, although not as dramatically. Only 28 cases from a total sample of 1593 cases make up the public pay category of chart titled Average Inpatient Charge by Motorcycle Helmet Use and Brain

Injury Status. Six states contributed statistics for this study, and the breakout for how many entered the hospital in the same category (insurance, self-pay, public pay) as they were discharged is not available from NHTSA and must be obtained from each state.

The MRF is continuing to investigate this, and other "facts" in the CODES study and will provide updates as more revealing information becomes available. For more detailed information on the CODES study please contact the MRF office at 202-546-0983.

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NCOM Convention: Informative, Inspirational, Great Weather

On the second weekend in May, the National Coalition of Motorcyclists held their 11th Annual Convention in Albuquerque, New Mexico. Albuquerque was hot and so was the gathering of over 400 activists and Confederation of Clubs members. Together, motivated bikers from all across the nation and 10 foreign countries spent a few days sharing problems, ideas, and solutions in an effort to further strengthen the knowledge and power of the motorcyclists' rights movement.

Those attending heard from A.I.M. attorneys, rights activists, and biker politicians discussing issues such as discrimination, legislative strategies, fund raising, and the challenges faced by bikers in Europe. Some of the points that emerged from this gathering included the idea that we need to be continually creative in our fund raising efforts for not only ourselves, but in support of friendly politicians.

In fact, **Wayne Curtin** of the MRF emphasized that we need to become more involved with political campaigns to help assure that we have friends in the legislature. He pointed out that we have become very successful and very powerful beyond the point of being simply reactive. The biker rights movement can now be proactive and should start planning for 1997 when the Federal Government, CODES Study in hand, will be dealing with the reauthorization of ISTEA highway spending. This is a major concern because the issues of the past will resurface and the safetycrats will have had time to regroup, lick their wounds, and come back at us. The more biker-friendly legislators we have in office, the more support we will receive in our continuous effort to protect our lifestyle.

Virtually every bike politician in the country was on hand to motivate and inspire. **Ben Nighthorse Campbell**

addressed a large group on Saturday, as did New Hampshire State Representative **Sherm Packard**, South Dakota State Representative **Jim Putnam**, and Wisconsin State Senator **Dave Zien** who is, this year, running for the U.S. House of Representatives.

Politics was, not surprisingly, a major topic of discussion. **Rod Clarke** from Vermont argued that PACs will soon be a thing of the past and new avenues of support for our friends who are running for office must be explored in order to maintain our collective momentum. **New York Myke** from ABATE of California/MMA of California presented to the crowd plans for this year's Republican Convention in San Diego where, for the first time in history, America's bikers will have a presence.

During the last session on Saturday, in what was easily the high point of the conference, some of the best motivational speakers in the country brought the crowd to its feet time and again in a chorus of support of our efforts past, present, and future.

Wayne Curtin reminded the attentive audience of our hard work, our collective, coordinated efforts, and our victories of recent past. He reiterated his plea for involvement with the system in preparation for 1997 and he warned once again about the future challenge of the "Intelligent Transportation System" which threatens to remove motorcycles from America's roads entirely.

Bill Bish of NCOM (who also got married at the convention—congratulations Bill and Darlene) delivered a highly motivational plea for continuity and perseverance as well as presenting an award to Wayne Curtin for his outstanding, tireless efforts at the MRF on the behalf of every biker in the country.

President of the Texas Motorcyclists Rights Association, **Sputnik**, who puts on over 10,000 miles a year in the pursuit of liberty, gave the group a lesson in democracy as learned from hard experience. Under his leadership, the TMRA has virtually taken over the Texas caucus system and packed Texas political conventions with activist biker delegates.

Wisconsin Senator **Dave Zien** took command of the convention audience with his highly motivational message of pride, perseverance, and public duty. Similarly, **Sherm Packard** sent out an appeal to increase the ranks of biker politicians, challenging the crowd to double the number of bikers in politics this year.

Finally, **New York Myke** from San Diego stressed the importance of "benefits for bikers," that is, raising funds for ourselves. N.Y. Myke inspired the group to use their proven fund raising talents to generate income for the movement so that our important work can continue.

The conference was concluded Saturday night with the Annual Silver Spokes Awards Banquet where numerous deserving individuals were honored for their work on our behalf. The food was good, the company friendly and motivated, and the weather was excellent.

It seemed that everyone west of the Mississippi rode to this gathering as the clear blue New Mexico skies and southern Rocky Mountains provided the backdrop for hundreds of motorcycles loudly and proudly punctuating our presence in Albuquerque where we demonstrated our unity, strength, and vision yet once again.

The Truth, The Whole Truth...

Ed Youngblood

Reprinted from *American Motorcyclist*,
September 1996.

When a person steps up to the witness stand to testify in a court of law, he or she is required to swear to tell the truth, the whole truth, and nothing but the truth. I expect that every attorney in America hears those words tens of thousands of times over the course of a normal career.

Several years ago I received a visit from Richard Lester, a California attorney. Mr. Lester runs an organization called AIM, which stands for Aid to Injured Motorcyclists. AIM is a legal referral service. Mr. Lester has a list of attorneys all over the country, and when motorcyclists get injured, he offers them legal representation through an attorney in their state who will sue to collect damages.

The reason Mr. Lester came to me, however, was to tell me about NCOM, which stands for National Coalition of Motorcyclists. He said he had created NCOM to unify motorcyclist rights groups throughout America. It would offer financial support to such organizations, and in return all he wanted was their membership lists. Mr. Lester was not forthcoming with the information that he would use these lists to promote his legal business. However, in response to my questions, he admitted this and suggested that AIM was basically a funding source for NCOM, since motorcyclists' rights were his main interest.

I asked him what kind of cases he and his network of lawyers would take, and he indicated that their main objective was to get what is due to motorcyclists who have been taken down by negligent motorists. Since I believe that there are many such occurrences that justify legal action, I told him that I believed there is a legitimate need for such representation. I explained to him, however, that the AMA is an organization made up of both individual and corporate members. I said that our role is to pursue the interests of the greater American motorcycling community, and that we strive to find ways to create unity and cooperation

between the motorcycle industry and its customers. I told him that while I expect there are times when product liability suits are justified, we wanted to have no affiliation with an organization that pursued product liability litigation. He assured me that AIM would not take on product liability suits and that he understood our position.

What Mr. Lester did not realize was that I had already spoken with a longtime friend who was the leader of ABATE in a nearby state and had met with Lester previously. My friend, whom I trust implicitly, informed me that Mr. Lester had told him otherwise, stating that AIM would be happy to pursue product liability actions against motorcycle and accessory manufacturers. Our meeting ended amicably, but the AMA chose to enter into no affiliation with NCOM.

Over the years, NCOM became more active and visible, hosting conferences for state motorcyclist rights groups, funding projects, and collecting names for the mailing lists used by AIM to promote its legal referral service. Eventually, Richard Lester took his activities international, forming ICOM—the International Coalition of Motorcyclists. He began to court the Federation of European Motorcyclists, flying its officers to the United States for his NCOM conferences, which gained status and prestige through the participation of freedom fighters from other countries. In regard to this relationship, it is important to understand that one of the biggest legislative battles in Europe in recent years has been the fight against proposals to mandate leg protectors on motorcycles. Mr. Lester was well aware of this.

Early this year, rumors began to circulate that Mr. Lester and his colleagues were actively involved in as many as 20 suits alleging that riders had suffered unnecessary leg injuries in part because manufacturers had negligently failed to incorporate leg protectors into their motorcycle designs. The rumors became open allegations on July 5 when Lester's long-time assistant, Pepper Massey-Swan, quit her job in an act of conscience. She posted a letter to NCOM's Board of Advisors and Legislative Task Force, charging that Lester had, when questioned by her, denied that AIM attorneys were representing such cases, adding that he would not tolerate such litigation. When she confronted him with the facts, Massey-Swan said Lester admitted

the existence of the cases, but refused to order AIM attorneys to cease their involvement.

She stated in her letter, "It has been my understanding that NCOM was created to assist in the fight against anti-motorcycle legislation. Aim was a vehicle by which we were able to achieve this goal. ICOM was formed to offer our support to our European brothers and sisters, currently pouring all of their efforts into fighting against legislation that would force manufacturers to put leg protectors on motorcycles. Being a part of these lawsuits in any way is contradictory to the core of beliefs and principles of the motorcyclist rights movement." She continued, "This is a devastating blow to motorcyclists, one that's sting will be felt for many years to come. That this office would be associated with these anti-motorcycle lawsuits is despicable and unprincipled."

Apparently the NCOM staff was not the only group kept in the dark about AIM's product liability suits. According to Ed Netterberg, chairman of the NCOM Board of Advisors, that group also remained uninformed. In a memo to the Board, Netterberg said, "I believe this type of information was withheld from us deliberately, knowing it would be unacceptable."

On the same day that Massey-Swan delivered her letter of resignation, Lester, who was vacationing in Kenya at the time, quickly moved into damage control mode. He sent memos to his AIM attorneys and to the NCOM Board of Advisors and Legislative Task Force members in the United States, and wrote a letter to motorcyclist rights leaders in Europe, seeking an urgent meeting in London. The memos were marked: "FOR YOUR EYES ONLY, READ AND DESTROY."

In these documents he admitted that the litigation was going on, that he had knowledge of it, and that it was all a mistake which resulted from "inattentiveness" and his failure to "note the obvious conflict." One memo acknowledged that in the neighborhood of 25 such cases had been pursued by AIM attorneys, and stated, "In hindsight I should have seen that while trying to enforce the legal rights of the

Continued on Page 19



MOTORCYCLISTS' OPERATION SANTA CLAUS, INC.
"Baltimore Toy Run"

To all Motorcyclists' Operation Santa Claus, Inc. Supporters:

We regret to inform you that for the first time in 15 years we have been forced to raise the price of admission to the "Baltimore Toy Run". The price of admission for the 1996 Toy Run will be \$10 at the gate, or \$5.00 PLUS a new toy or canned goods.

There was a lot of discussion about this, and a lot of thought given to it by the Executive Board. The rental of the fairgrounds, cost of security, price of permits and services we are required by the county and state governments to have, and the insurance cost, have gone up, and it takes more and more money to put this thing on. Don't forget, no one associated with the Toy Run is paid, it is a volunteer non-profit 501(c)3 organization. The main objective has always been - "the kids" - so in order to keep their donations up, we are raising the admission price.

Just to let you know - the Salvation Army receives all the toys and food; and the money donations are divided up among 501(c)3 non-profit charities. Some of the recipients of your generosity last year were:

Sarah's House,
The Phoenix Society,
Carroll County Youth Services Bureau,
Allegheny County Girl's Group Home,
The Children's Home,
Salisbury Boys Home, just to name a few.

This year the raffle is for: 1st Prize, a 1996 Harley Davidson FLSTC Heritage; 2nd Prize, a 1996 Triumph Adventurer; and 3rd Prize, a 1996 Yamaha PW-80 Dirt Bike. You can get raffle tickets from M.O.S.C. volunteers, or at the Toy Run the day of the event, raffle tickets are still only \$3.00.

In April, the Anne Arundel County Liquor Board approved our one-day liquor license for the Toy Run. You must bring proof of age to purchase beer. We will also offer non-alcohol beer.

We have five bands with a variety of music; Southern Rock, Blues and Country. GREAT TRAIN ROBBERY will return as the head liner band; COLT and WXCX radio will be on site, plus the usual and some new vendors; games for children including sandart, plenty of good food, and best of all, the satisfaction of knowing that a lot of kids will have a Christmas thanks to you.

If you have any questions or comments and would like to write to the Toy Run, send your letters to Huff, % Motorcyclists' Operation Santa Claus, Inc., 1602 Frederick Road, Catonsville, MD 21228. Remember we need volunteers! If you would like to volunteer, please give us a call (410) 788-3222 or 1-800-439-MOSC.

Ride safe,

Ronald (Huff) Hoffman
Chairman, M.O.S.C.

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From South...Take I-95N. to I-495N., to 12th Street exit. Turn left, then right at Northeast Blvd., 2 blocks.



302-658-8800



The Truth, The Whole Truth...

Continued from Page 18

injured biker against the manufacturer, the AIM attorneys were aiding the forces trying to mandate leg protectors in Europe." He described the whole affair as a "screw-up."

Let me try to clearly state my concerns about this affair. First, I do not, and the AMA does not, take a position that injured motorcyclists do not require or deserve legal assistance. Of course they do. Nor do I claim that there is no place for product liability litigation. In some situations it has a legitimate purpose. I also would never suggest that NCOM has provided no good service to the motorcyclist rights movement. I'm sure it has. And I am in no way suggesting that Mr. Lester and other lawyers in America have not got every right to make a living in their chosen profession.

What I deplore is an organization that uses the rights movement for the purpose of generating contacts, credibility, and mailing lists to pursue litigation that is destructive to the very cause it claims to be supporting. This activity, taking place over a period of years, can't be credibly dismissed as a screw-up or an oversight. Anyone who has completed law school has received ample instruction in how to identify and avoid conflicts of interest. Ms. Massey-Swan stated in her letter of resignation, "Taking into consideration that he (Mr. Lester) will not get rid of these cases makes it clear to me that the driving force behind this office is money, not the rights of motorcyclists." I find her statement compelling!

When Mr. Lester told me years ago that AIM did not intend to pursue product liability litigation, I believe he was not telling the truth. When he positioned AIM as a funding mechanism to support the motorcyclist rights movement through NCOM, I believe he was not telling the

whole truth. It will be up to the many individuals and organizations in the motorcyclist rights movement who have accepted money from NCOM and ICOM to decide for themselves whether characterizing the activities of AIM as a "screw-up" resulting from inattention is telling nothing but the truth.

In sorting out the truth, the whole truth and nothing but the truth, we need to ask ourselves if the various motorcyclist rights organizations we have placed our faith in are democratic, member-directed, non-profit organizations, and whether they are unaffiliated with outside enterprises that can confuse their mission, taint their credibility, and pose serious conflicts of interest.

The AMA is such an organization. Most of the ABATEs and other state rights organizations in America are. The Motorcycle Riders Foundation is. The Federation of European Motorcyclists is. NCOM and ICOM are not.

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AMA Washington Report

Rob Dingman, the AMA's Washington, D.C., representative, offers the following briefing on legislative activity in the nation's capital.

Although there is still a chance that Congress will enact health-care legislation that will prevent motorcyclists from being discriminated against by their employers, election-year politics has stalled progress on the measure.

A dispute over an issue unrelated to the non-discrimination provisions has pitted congressional Republicans against Democrats, with the White House threatening to kill the bill. The window of opportunity for the passage of this legislation is

rapidly closing as the Congress will have barely enough time before its recess to complete action on the 13 appropriations bills necessary to prevent the government from shutting down again.

It would be extremely unfortunate if a partisan dispute is responsible for killing a measure which would not only provide relief to motorcyclists who are being discriminated against, but would also ensure insurance portability and access to health care to more Americans.

Since our legislative and executive branches of government have become bogged down with posturing and preparation for the presidential race, health care is not the only issue which may fall victim to election-year politics. In fact, if the health-insurance reform measure is

ultimately successful, it may be the only major legislation aside from appropriations bills that gets enacted.

That is not to say, however, that some major legislation may not get attached to some of those appropriations bills, as that is likely. While we must be vigilant and keep track of those appropriations bills as it is possible that provisions affecting motorcyclists could be tacked on to any of them, we are best served laying groundwork for next year. Congress and the administration have already started conducting hearings in preparation for the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA).

Continued on Page 21

301-341-2491

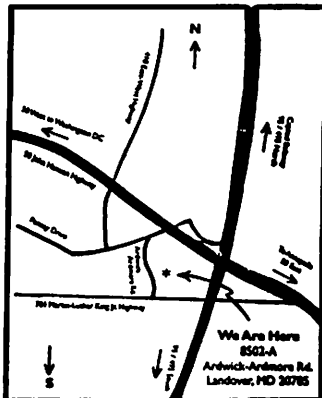
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DEALER INQUIRIES INVITED

AMA Washington Report

Continued from Page 20

ISTEA of course, is the legislation that brought us the National Recreational Trails Fund Act and the federal penalties on states that do not have helmet laws, among other things. In addition to those two issues, there are a number of areas in which ISTEA reauthorization will have an impact, not the least of which is the idea of providing adequate funding for the construction and maintenance of our nation's highway infrastructure.

A road hazard that could be a minor inconvenience to an automobile driver could prove fatal to a motorcyclist. Our challenge will be to ensure that motorcyclists receive proper consideration not only with respect to our safety on our highways, but with respect to new technology. ISTEA provided for some very innovative transportation concepts to be explored, and the act's reauthorization might lead to more widespread utilization of those concepts. Motorcyclists must be factored into the equation when it comes to new innovations such as computerized navigation systems linked to satellites in orbit, and

automated toll collection mechanisms.

We hope to be proactive and supportive of legislation to reauthorize federal highway programs rather than be reactive and forced to oppose wrongheaded ideas such as imposing penalties on states that don't enact certain laws. Hopefully, we are beyond that, but we must ensure that Congress doesn't reimpose the helmet penalties or repackage them in some other form. We hope to fix the problems that have kept the National Recreational Trails Fund Act from receiving adequate funding.

Continued on Page 22

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AMA Washington Report

Continued from Page 21

In addition to working toward next year's legislative goals, the partisan impasse created by election-year politics also gives us the opportunity to focus on the campaigns of our friends. The collective voice of motorcyclists can be made that much louder through our participation in the electoral process. Having friends that we can rely on elected to public office makes the job of protecting our interests much easier.

There are many good people running for office this year whose election to the positions they seek would be beneficial to motorcycling. Although they cannot all be listed here, there are a couple who are worth mentioning. An avid motorcyclist, Wisconsin state Sen. Dave Zien seeks to unseat 28-year incumbent Congressman Dave Obey. Obey is a former chairman of the House Appropriations Committee who was only able to muster 54 percent of the vote in 1994 even though his opponent was an unknown. As a sitting state senator, Zien is already well known in Wisconsin's 7th Congressional District. Zien not only campaigned around his state by motorcycle with Wisconsin Gov. Tommy Thompson, but also rode his motorcycle from Wisconsin to Washington, D.C., in April to attend a reception held in his honor by the AMA.

While our interest in seeing Dave Zien elected is primarily due to his love of motorcycling, sometimes our interest in a candidate is due to

the candidate they are running against. Last year, when a repeal of the federal penalties on states that don't have helmet laws was added to legislation to designate a National Highway System, Rep. Mike Ward of Kentucky offered an amendment to strip our repeal language.

Ward was not only unsuccessful, he wasn't even able to get a recorded vote, which means he knew he would lose even before he offered his amendment. His action only served to antagonize the motorcycling community. Ward was first elected to Congress in 1994 after only garnering 44 percent of the vote in a three-way race. Kentucky State Rep. Anne Northup is challenging Ward and stands a good

chance of beating him. As it turns out, motorcyclists have good reason not only to oppose Ward, but to support Northup. It seems that Rep. Northup's husband is not only a motorcyclist, but also makes a living in the motorcycle industry.

You may have a motorcyclist, or at least someone who understands motorcycling, running for office in your area. The best way to find out is to contact the campaigns going on in your area and ask them. If you find out that they are motorcycling friendly, volunteer to work on their campaign. Volunteering on a candidate's campaign is a good way to make him or her motorcycling friendly. There is no time like the present to get involved in the political process.

How Hot Do You Feel?

In the sultry weeks of summer still remaining, heat and humidity will increase discomfort and—unless care is taken—can cause health problems.

How Hot It Feels

Under normal conditions, temperature and humidity are the most

important elements influencing body comfort, studies indicate. This table from the National Weather Service shows the apparent temperature—how hot the weather feels—at various combinations of temperature and humidity.

	Air Temperature										
	70	75	80	85	90	95	100	105	110	115	120
Relative Humidity	Apparent Temperature*										
0%	64	69	73	78	83	87	91	95	99	103	107
10%	65	70	75	80	85	90	95	100	105	111	116
20%	66	72	77	82	87	93	99	105	112	120	130
30%	67	73	78	84	90	96	104	113	123	135	148
40%	68	74	79	86	93	101	110	123	137	151	
50%	69	76	81	88	96	107	120	135	150		
60%	70	78	82	90	100	114	132	149			
70%	70	77	85	93	106	124	144				
80%	71	78	88	97	113	136					
90%	71	79	88	102	122						
100%	72	80	91	108							

* Degrees Fahrenheit

4th Annual Southern Maryland Motorcyclists

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1pm - Dusk



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12TH ANNUAL MOTORCYCLE RIDERS FOUNDATION'S



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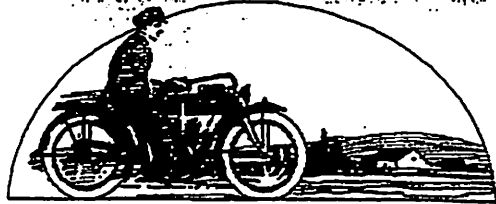
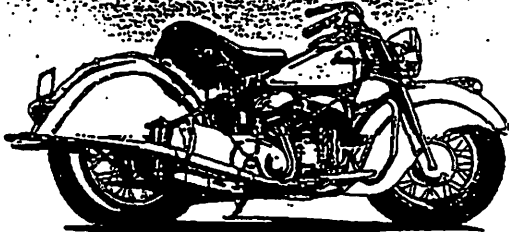
Sheraton Inn, 625 33rd Ave. S.W., Cedar Rapids, IA 52404 - (319) 366-0671 Rooms: \$68.00 plus tax, per night (flat rate)
Pre-registration (before Sept. 1, 1996): \$50.00 MRF members / \$50.00 non-members
Registration: (after Sept. 1, 1996): \$60.00 MRF members / \$70.00 non-members
(Registration includes: workshops, workshop materials, Saturday evening banquet and awards ceremony)
Mail registration to: Motorcycle Riders Foundation, P.O. Box 1808, Washington, D.C. 20013-1808.
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Special thanks to ABATE of Iowa for their cooperation and hosting the 12th Annual Meeting of the Minds

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Poof 410-820-7808

Chapter Corner

Chapter elections were held in August. Some coordinators have changed. Go to your chapter meeting to see what's happening!

Anne Arundel County

Coordinators: Joe and Pascale
Spears
(410) 757-7806
(M-F 4-9 pm;
S-S 9 am -9 pm)

My my, how time flies. Look at the calendar. Where has the year gone? Hey! We have had a great time so far. Cumberland was a good time. I don't know which we liked better, the event or the ride up and back. It is very cool to see everyone get together and have a great time without any hassles and only one injury that I know of. Let me say to those very few who manage to put this thing together, thank you! Folks, I want you to know that these events happen due to the long hours and hard work of damn few people. Any time you can volunteer for even the smallest job, do it! And how about the rodeo! What a perfect day we had. Finally, we got an event in without rain. Congratulations to all the trophy winners. There was some hot competition out there. Now we look forward to the helmet protest rally on October 13. However, if you have the time, there is an event going on somewhere every weekend. Look for flyers and if you have some, pass them along to other brothers and sisters. Preferably, ABATE-sponsored events, that's how we fund

our fight in Congress. Okay, now for a bit of bad news. It seems our meeting place continues to be a thorn in my side. At the time of this writing, we are still at Sonny's Bar on General's Highway, just up the road from the fair grounds. However, Sonny has changed her opening time on Sundays to 1:00 pm. We know this rather cuts the day in half and are none too pleased ourselves. We are continuing to keep our eyes open for a location that opens about 10:00 am on Sundays, and serving breakfast would be nice. Keep in mind that this problem may be behind us by the time you read this. If our meeting time isn't working out for you, please feel free to attend any other chapter that has a better time for you. The messages should be basically the same and the most important part is that you are informed about how the government is imposing their will on you. The legislative session is just around the corner. Please start planning your letter writing and telephone campaign. Also, put aside Monday nights for lobbying. The most brothers and sisters we can get down there in Annapolis, the better. Hey, Anne Arundel! We live just minutes from the action. Most of the brothers and sisters you'll meet down there come from far away. Let's let the rest of the state know that Anne Arundel County can hold down the fort on Monday nights. We haven't been able to do much else as a chapter so far this year, so let's be the ones they can count on during the session. We are only asking for about three months of effort.

Ride Free!
Joe and Pascale

Baltimore City/County

Coordinator: George Koltko
(800) 843-0252

Meetings are held the second Tuesday of each month at 7:30 pm at Glenmore Cardens, 4813 Belair Road. For more information call George at (410) 284-8725.

Calvert County

Coordinator: Gene Gullickson
(301) 855-7999

Meetings are held at The Paris Station restaurant and bar, formerly known as Lazy J's Bar, located on Route 260 (about 2 miles east of MD Route 2) in Owings, MD, on the first Monday of each month at 7:30 pm.

Carroll County

Coordinator: Sharon Ganz
(410) 239-8727

Our county meeting is at Frisco's Family Pub, located across from Shoney's on Route 140 in Westminster. All meetings will be on the last Wednesday of every month at 7:30 pm. Come early and join us for dinner.

Cecil County

Call the ABATE office for details.

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Chapter Corner

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Frederick County

Coordinator: Pat Mullens
(301) 241-4448

Meetings are held the first Tuesday of each month at 7:00 pm at Mel's Airport Inn, Route 15, north of Frederick.

Harford County

Coordinator: Merrill Paden
(410) 838-6219

Meetings are held upstairs at the Esquire's M/C & Van Clubhouse located on Route 40W by the Route 22 overpass on the third Wednesday of each month at 7:00 pm. Please feel free to bring a friend. Looking forward to seeing you. Please note for our members' sake, our meetings will be smoke free due to the confinement of the trailer. Thank you.

Howard County

Coordinator: Don Fellner
(410) 465-7829

Meetings are held at 7:30 pm on the first Wednesday of each month at the Friendly Inn on Route 144, between the intersection of Folley Quarter Road and Marriottsville Road.

Mid-Shores Chapter

Coordinators: Kenny Eaton
(410) 820-9323
(Caroline)
Wayne McCarty
(410) 943-8575
(Dorchester)
Bill Kuykendall
(410) 758-2234
(Kent and Queen
Anne's)
Marty Shultz
(410) 745-5136
(Talbot)

Meetings are at the American Legion Post 70 on Dover Street in Easton on the second Wednesday of each month at 7:30 pm.

Montgomery County

Coordinator: Dave Sherman
(301) 460-7141

Montgomery County meets on the first Tuesday of each month at Red-Hot & Blue, Crabbs Branch Way and Shady Grove Road in Gaithersburg, and on the third Tuesday at The Layhill Cafe, Bel Pre and Layhill Road in Silver Spring. Meeting times are at 8:00 pm.

Prince George's County

Coordinator: Bill Isennock
(301) 595-0734

Meetings are the second and fourth Tuesday of every month at 8:00 pm at Remingtons of Beltsville (11500 Baltimore Blvd.).

Southern Maryland

Call the ABATE office for information.

St. Mary's County

Coordinator: Karen Thompson
(301) 373-3720

Meetings are held on the second Friday of each month at 7:30 pm at the VFW Post #2632 in California, Maryland. We wish to extend a special invitation to any ABATE member in Charles or Southern P.G. County to join us for our monthly meeting.

Lower Eastern Shore

Coordinators: Linda Wainer
(410) 749-2674
(Wicomico)
Dean Brittingham
(Worcester)

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

Washington County

Coordinator: Fritz Sine
(800) 843-0252

Meetings are held on the second Sunday of each month at 4:00 pm at the Dogpatch Tavern, Route 40, east of Hagerstown, across from Greenbrier State Park.