

State Headquarters
8 West Street
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Telephone:
1-800-843-0252
Toll Free in Maryland

Mailing Address:
P.O. Box 1733
Annapolis, MD 21404

1-410-263-9185
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ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

ABATE OF MARYLAND NEWSLETTER

November/December 1996

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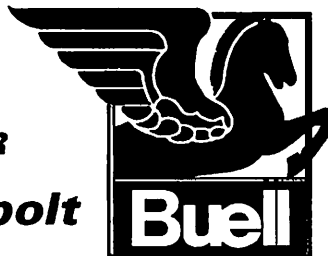
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November 17, 1996, at 12 noon, at 8 West Street in
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meeting and is open to anyone. Every chapter
should have a representative attend!**

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Legislative Advisor	Bill Isenock (301) 595-0734
Membership Secretary	Sally Bruce (800) 843-0252
Recording Secretary	Linda Wainer (410) 749-2674
Office Manager	Dale Clough 1-800-843-0252 (410) 263-9185
Newsletter Publication	WordWeavers (301) 540-7660

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From the Director

Hi Folks,

First of all I'd like to thank every-one who came to the Helmet Protest. To all those that worked the event, I can't thank you enough. To all that came out to ride, thanks for helping to make this a great day. What a ride! If you didn't attend, you really missed it.

Next, I'd like to address a subject that has been coming up for months, the A.I.M./NCOM issue. As always, I feel our members are entitled to make up their own minds on issues where they have the information. In the last newsletter, the AMA editorial was published. In answer to that, A.I.M. has requested we publish their article. We will do this in the interest of fairness. I do not personally take either position. I take the position that any legal action taken against motorcyclists or motorcycle manufacturers that can then be of aid to our opponents can't be in our best interests. Once again, these articles are just editorials of opposing views, published for your information. You decide.

Remember, NCOM is not A.I.M., although the A.I.M. attorneys financially support NCOM. NCOM is a "Motorcyclists' Rights Organization" put together from members nationwide. And also remember, not all A.I.M. attorneys, only a few, were involved in this legal action. As for our own attorney, Jay Block, I can only speak highly of his help to us. This problem should in no way show cause not to continue

with Jay as legal course. Once again, read the article. When I hear more, you'll hear more. You decide.

NOW, our business is really starting to get close—that being the legislative session. Mid-January will be here in no time and Monday night lobbying will be starting. Hearing dates will be announced. So start getting ready if you haven't already. Save some days that you can take off. Remember: We want to fill the halls and the hearings with motorcyclists.

I've been saying over and over how close we are to regaining our freedom, and this can't be more true this year. So if you're not involved, get involved. You may be the one

that makes the difference. I really hope to see the old faces plus many new faces in Annapolis. Together we can do this.

Plan to attend your local chapter events. Not only are they a good time, but it helps keep the chapters going.

Once again, thanks to everyone for all your support and help this year, not only in Annapolis, but at all the events. The volunteer help we've received has been just great.

Keep up the good work—together we will gain our freedom back.

Ride safe,
Pappy

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Legislative Report

I guess the first thing I should do as a legislative representative is to introduce myself. I have been a member of ABATE for about eight or nine years, but the first several I can't really count because Prince George's County didn't have a chapter and I wasn't very politically active. A little more than two years ago, Dave Sherman, who was then the membership secretary for the organization, and some other folks decided it was about time ABATE had something in P.G. County. He got us together and managed to convince me and several other people this was an organization with ideas that was worth our time and effort.

I was elected director of the chapter and got my first taste of what the real deal of motorcycle politics was. The following year I became even more active in the fight to repeal the current helmet law and did extensive work on the bills that were filed in the house. I was also reelected to the director position in P.G. County.

This is where the story gets interesting as far as being legislative rep. is concerned. Sally Bruce, who had been serving as the legislative representative, decided she needed a break. If anybody deserved a break, it was Sally; she has done more for this organization over the years than anyone will ever know. If it wasn't for her, none of the past victories would have likely happened, not to mention the amount of respect and support we currently enjoy in Annapolis. Sally hit me out of the blue with her plan to step

back and nominate me to her position. To put it honestly, the whole thing started to scare the hell out of me, but after talking with several of the old grey beards (not all of whom are old or have beards, but they know who they are), I decided I would accept the nomination. Now here is where the work really starts.

My first order of business after I was elected by the board was the legislative retreat held on August 18 at Tom and Lynn's place (by the way, can old grey beards marry each other?). The purpose of the retreat was to get more people involved in the legislative planning; like I said, I was scared as hell and had really big shoes to fill. A great group of about 70 people attended and some good ideas were exchanged. The big topics of the day were public relations and getting the information back out to our members. As a result of this, we now have a new P.R. person. She is Alisa Hoffman and she seems to really have her stuff together. There will also be more information in the newsletters and a better flow of information to the directors who will get it back to the chapters.

Now on to what we are doing this legislative session. Just in case you are not aware, the legislative session only lasts from January to the end of March, and in that time the legislators consider literally thousands of bills. Because of this time limit, the time to get things together is now, and that is what we are doing.

Sally, who is still very active, is leading a group of people working

on the bill to restore funding to the motorcycle safety program. This is of great importance because we more or less got the program its funding in the first place. Without the program, there would be fewer bikes on the road, some folks would never have started riding in the first place, and still others would be dead right now. So like I said, the program is very important.

Because of past problems with the nondiscrimination bill, as it stands now, we have no plans to try to fight that fight this year. But keep in mind, things change and anything could happen.

The most important thing going on this year, like all others, is keeping an eye out for some kind of bill designed to screw us. There are still people out there who would try to legislate us out of what we enjoy most (no, I mean motorcycling). Catastrophic insurance and restricted roads come to mind, but I am sure there are others and we may have to fight this year or some time in the future.

Now, on the helmet law front, Delegate George W. Owings III, Democrat from District 27B, Calvert and Anne Arundel Counties, and House Majority Whip, not to mention a real life biker and all around good guy, has decided to pre-file a bill to modify the helmet law to apply to minors only. This year we will only file one helmet bill so as not to have a problem with the same bill in each House. The deadline for cosponsors will be past by the time this letter gets out, so

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Legislative Report

Continued from Page 4

the work now will be in contacting people on the committee that will hear the bill. As it stands now, the bill will be heard by the Commerce and Government Matters committee. We lost in the committee by one vote last year, but this year we have more support and there could be changes in who sits on the committee. By the time you read this, we should know more, so contact your chapter director, legislative person, or me if you want the information and want to get involved.

Speaking of getting involved, during the session we actively lobby the legislators. In case you didn't know, all the word "lobby" means is to talk to legislators about issues. We meet every Monday night during the session at our state office to do just that. The House and Senate office buildings are open to the public and so are the galleries overlooking both groups in the State House. This year we also want to pack the hearing rooms during our hearings, let them know there are more of us than they ever thought possible. There is strength in numbers and, as Ben Franklin once said, "if we don't hang together, we

will surely hang separately." I think that about sums that up.

The last issue I want to address here is the fact that some people are intimidated about talking to their elected officials. The beautiful part of Maryland politics is that a position in the legislature is just a part-time job for three months a year. The rest of the time these "all powerful" senators and delegates are just like you and me. Hell, they have to live in your district to represent you. If they were all that much better than you, don't you think they would move to a better neighborhood? We are a grassroots organization and that means everyone should be involved. So like I said...now is the time.

Last year we were told it was the best year ever in terms of getting the helmet bill through, and it was. This year is even better. We not only have more supporters in Annapolis, we have more powerful, more dedicated supporters. THIS can happen this year, but it will take a lot of work from a lot more people. If you want to get more involved, go to your chapter meetings, come to Annapolis, look for upcoming legislative get togethers, or call me. I wouldn't be doing this if I didn't believe.

Bill Isenock

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Health Care Reform Signed

Public Law 104-191 Prohibits Discrimination Against Motorcyclists

WASHINGTON, D.C. On the afternoon of Wednesday, August 21, 1996, President Bill Clinton signed into law the "Health Insurance Portability and Accountability Act of 1996." Public Law 104-191 contains language that will, after June 30, 1997, prohibit employer provided health care plans from denying benefits to motorcyclists. Ensuring motorcyclists were protected from the growing problem of health care discrimination was the number one legislative priority of the MRF and the American Motorcyclist Association in 1996, the second session of the 104th Congress. This accomplishment, combined with the repeal of the federal penalties on States without helmet laws during the first session of the 104th Congress in 1995, makes the 104th Congress the most successful Congress ever for motorcyclists.

Success first came, after motorcyclists laid the groundwork from January through March, on the

night of March 28, when the House of Representatives passed H.R.3103, the Health Coverage Availability and Affordability Act of 1996 on a vote of 267 ayes to 151 nays. Sections 103 and 191 of H.R.3103, and the accompanying Ways and Means Committee Report, included provisions to prevent employer provided health care plans from discriminating against motorcyclists.

Then, during Senate floor debate on the legislation, Senator Moseley-Braun (D-IL) entered into a colloquy with bill sponsor Senator Nancy Kassebaum (R-KS) to ensure that the bill's intent, among other things, was to end discrimination against motorcyclists. On April 23, the Senate passed its version of H.R.3103 on an unanimous vote of 100 ayes to zero nays.

After several months of heated debate, mainly over medical savings accounts, late in the night of July 31, 1996, the conference committee on H.R.3103, the "Health Insurance Portability and Accountability Act of 1996," reached agreement on a final bill and issued the conference report on the legislation. Included in the conference report was language to prohibit health insurance discrimination against motorcyclists in

employer provided health care benefit plans. The House of Representatives passed the conference report on August 1, on a vote of 421 ayes to 2 nays. Then, on August 2, the Senate passed the

conference report on a vote of 98 ayes to zero nays.

The prohibition of discrimination against motorcyclists is contained in several parts of the legislation and conference committee report. The first two are in the legislative language itself, which is of a broad and general nature. The third is in the accompanying report language which is a more detailed description of the conference committee's intent of the legislative language.

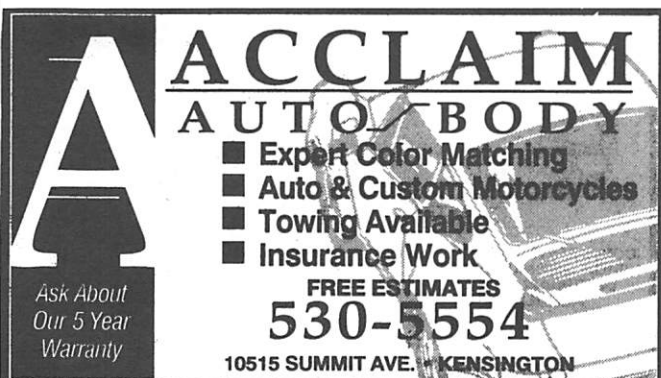
Section 101 of Title I of H.R.3103, amends the Employee Retirement Income Security Act of 1974 (ERISA) by adding a new Part 7, titled Group Health Plan Portability Access, and Renewability Requirements. Section 102 of Title I of H.R.3103 amends the Public Health Service Act (PHSA) by adding a new Title XXVII, named Assuring Portability, Availability, and Renewability of Health Insurance Coverage. The key legislative language in these two sections, the new Section 702 of the ERISA and the new Section 2702 of the PHSA, are identical and read as follows:

"SEC.702. (and SEC.2702) PROHIBITING DISCRIMINATION AGAINST INDIVIDUAL PARTICIPANTS AND BENEFICIARIES BASED ON HEALTH STATUS.

"(a) IN ELIGIBILITY TO ENROLL.—

"(1) IN GENERAL.— Subject to paragraph (2), a group health plan, and a health insurance issuer offering group health insurance coverage in connection with a group

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Health Care Reform

Continued from Page 6

health plan, may not establish rules for eligibility (including continued eligibility) of any individual to enroll under the terms of the plan based on any of the health status-related factors in relation to the individual or a dependent of the individual:

- “(A) Health status.
- “(B) Medical condition (including both physical and mental illness).
- “(C) Claims experience.
- “(D) Receipt of health care.
- “(E) Medical history.
- “(F) Genetic information.
- “(G) Evidence of insurability (including conditions arising out of acts of domestic violence).
- “(H) Disability.

The conference committee report language that clarifies these sections reads as follows:

“The inclusion of evidence of insurability in the definition of health status is intended to ensure, among other things, that individuals are not excluded from health care coverage due to their participation in activities such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing and other similar activities.”

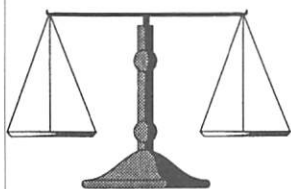
Under the provisions of H.R.3103, these new requirements of ERISA and PHSA shall become effective for “plan years” beginning after June 30, 1997.

“Inclusion of these provisions in this new federal law brings much needed relief to motorcyclists and

their families from arbitrary discrimination in health care,” stated Wayne Curtin, vice president of government relations for the Motorcycle Riders Foundation. Curtin continued by saying, “This legislative success is the result of years of hard work by many motorcyclist members of the MRF, the American Motorcyclist Association and the state motorcyclists’ rights organizations.”

Curtin praised “the members of ABATE of Illinois, ABATE of Wisconsin, ABATE of Ohio, Concerned Motorcyclists of Ohio, ABATE of Minnesota and AMA and ABATE members from Kansas who came to Washington early this year with providing the grass roots push that ensured this victory.”

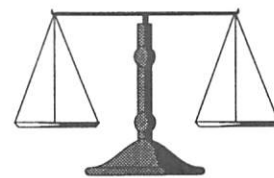
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Season's Greetings

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Health Care Reform

Continued from Page 8

In addition, Curtin cited, "Rob Dingman, the AMA's Washington Representative, with providing leadership that was key to success on ending discrimination against motorcyclists in employer provided health care plans."

Robert Rasor, the AMA's vice president of government relations, who has been dealing with the issue of health care discrimination for over eight years, remarked on the importance of this legislation by saying, "The potential loss of health care benefits is the greatest threat there is to motorcyclists, because none of us can afford to ride without coverage. This bill should prevent employer provided health care plans from discriminating against motorcyclists."

Curtin further credited, "Congressmen Phil Crane (R-IL), Jim Ramstad (R-MN), Scott Klug (R-WI), Paul Gillmor (R-OH), Brian Bilbray (R-CA), Jim Quillen (R-TN), Bill Archer (R-TX) and Bill Thomas (R-CA) and Senators Carol Moseley-Braun, Ben Nighthorse

Campbell (R-CO), Dan Coats (R-IN), Nancy Kassebaum and Ted Kennedy (D-MA) as being the key members of Congress who brought about this legislative victory for motorcyclists."

However, the work on this issue is not complete. Now that the legislation has become law, federal regulations to administer the law will have to be developed before P.L. 104-191's effective date of June 30, 1997. Proposed regulations will be published in the Federal Register in the coming months. There will then be a comment period for the public to respond, and request different language, before final regulations are issued. Curtin stated, "It will be motorcyclists' responsibility to ensure that the final regulations include requirements that reflect the legislation's intent to prohibit discrimination against motorcyclists in health care insurance." In addition, the AMA is beginning a program to educate the business community about the requirements of this legislation and to assist them in coming into compliance with P.L. 104-191.

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Bikers Ride On Republican Convention

Wayne T. Curtin, Vice President of Government Relations, Motorcycle Riders Foundation

On Sunday, August 11, 1996, over 10,000 motorcyclists gathered at Fiesta Island north of San Diego, California. The reason for this gathering was to ride into San Diego to kick off the Republican National Convention. Both the Republican party and motorcyclists had their reasons for wanting this ride. The Republicans thought a ride of motorcyclists would be a good way to showcase the diversity of support for the actions of the 104th Congress. And, from the motorcyclists' point of view, it was a good way to thank the Republicans for their leadership in repealing the federal helmet law and for enacting legislation to ensure motorcyclists' would not be discriminated against in employer provided health care in the future. Also, this event was a way for motorcyclists to, once again, show politicians our ability to organize for political purposes.

For several hours in the early morning as riders assembled, Speaker of the House Newt Gingrich (Georgia), House Majority Leader Dick Armey (Texas) and Senate Majority Leader Trent Lott (Mississippi) walked around talking to the motorcyclists as they gathered. This rare opportunity to talk directly to the leadership of Congress was available to motorcyclists in a way no other group got during the convention, unless you were paying \$5,000 to \$10,000 a person

to attend a fund raiser. I believe the Congressional leadership making itself available to the bikers shows a lot about how much respect they have for motorcyclists' political strength.

The ride from Fiesta Island to the convention center was led by Senators Ben Nighthorse Campbell (Colorado), Trent Lott and Larry Pressler (South Dakota) and by Representatives Dick Armey, Duke Cunningham (California), Chris Cox (California), Martin Hoke (Ohio), Mark Foley (Florida), Sue Myrick (North Carolina), Mark Sanford (South Carolina) and Wes Cooley (Oregon). To get this "horde" from Fiesta Island to the convention center, I-5 had to be shut down for about 10 miles. I know of no other event in San Diego that has done that before, showing the importance this event held for the convention.

Once at the convention center, the bikers were entertained and fed at an event hosted by former Republican presidential candidate Morry Taylor. Taylor also owns Titian Wheel Company, which makes motorcycle wheels and tires. During

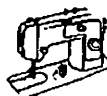
this event members of Congress; members of the California General Assembly; event organizers Mike Osborn, chairman of ABATEPAC and New York Myke, executive director of ABATE of California; and MRF vice president of government relations Wayne Curtin addressed the gathering. After a few hours of music, food and speeches the thousands of motorcyclists who had come to say thanks for returning freedom and ending discrimination rode off in small groups.

ABATE of California and MMA of California should be commended for turning out the crowd. They definitely showed that the motorcyclists' grass roots communication network in California not only gets out the message, but it produces results. And Mike Osborn and New York Myke should also be commended for their leadership roles in organizing this power political event for motorcyclists.

Did the Republicans see diversity in support of freedom? This writer believes so! Did motorcyclists make a positive impression on the Republican leadership in Congress? Undoubtedly!

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Fedcoats Continued

Lynn Oldenburg, Products Director,
Motorcycle Riders Foundation

I have often sat with friends and talked about bikers' rights and our struggle for freedom of choice, as probably the majority of you have done or you wouldn't be reading this, most likely.

We've batted around numerous ideas, analogies and strategies for bringing all of us together and keeping us from falling into the trap of ego and bickering over which group does what and when, how and to whom and who does it best!

If we fall into that trap "they" will have succeeded in dividing and conquering us.

Will you allow this to happen *now*? We've finally got the chance to go to our state legislatures, free of the strangling noose of federal blackmail and work for Freedom in our states.

But guess what, folks? Next year we have to deal with the Fedcoats because the reauthorization of the National Highway Bill comes up again.

Now, think about a hill of ants that gets disturbed. Do they leave the area quietly? No, they come swarming in streams from all over. I kinda figure that our safetycrat foes are lots like a swarm of ants scattered all over the country. Now that we've kicked over their "Hill" (Federal Blackmail) they are riled up, even more determined to save us poor heathen biker scum from

our misguided notion of liberty and freedom of choice.

Well, when it comes to the choice of working *now* to prevent further restrictions through the Highway Bill and an intelligent Highway System or working to repeal or turn back restrictions once enacted, guess what? There is no choice in my mind!! We must work like hell *now*! Both at the state and Federal levels. We have a lot of work to do.

How many of you have done something to let your representatives know we're still here? Have you attended one of their fundraisers, turned up to help out at a campaign, or written a letter thanking them for their support on an issue you care about (if they have)?

Now is the time to garner more support for our issues. It is not the time to sit back and rest on our laurels just cause we got rid of the Federal Blackmail.

Here in Maryland there are lots of things happening to help us get back our freedom of choice. In several different counties we've had people riding with various "protective headgear" getting tickets and doing battle in the judicial system. And we're winning in some of them, too.

Personally, I've been deemed an expert, I have "special knowledge" since I'm a certified safety instructor, and so have had my case in Howard County summarily dismissed! I have also been denied a contract to teach in the Maryland Motorcycle Safety Program because

I sued the state (MVA and administration) for failing to provide a list of approved helmets by make and model. The list is required in the same bill that requires us to wear approved protective headgear.

We have to comply, but can't. The state *won't* comply and they've had four years to come up with such a list. But we can't even give *them* a ticket for failure to comply with our state law!

But, we can and are working to overturn our mandatory adult helmet law.

At least one bill will be introduced when this legislative session opens in January 1997! We've gotten co-sponsors and are enlisting the support of other legislators, adding more co-sponsors as we go. We've been busy riding to and attending fundraisers, supporting those who've supported our efforts for a future with real choices in our daily lives!!

Personally, I'd really like to wear my helmet or *not*, if I so choose. I want to be able to ride until I can no longer swing a leg over or crawl onto my saddle. I'd like to see my grandkids take the motorcycle training course so they could ride beside my girls and I.

But I don't feel secure enough in the future to sit back and *just* play with my grandkids. There's too much to do yet to ensure the future of motorcycling to relax now.

As Mark Buckner said in his article about "Beating the Fedcoats," we can't get comfortable yet folks!!



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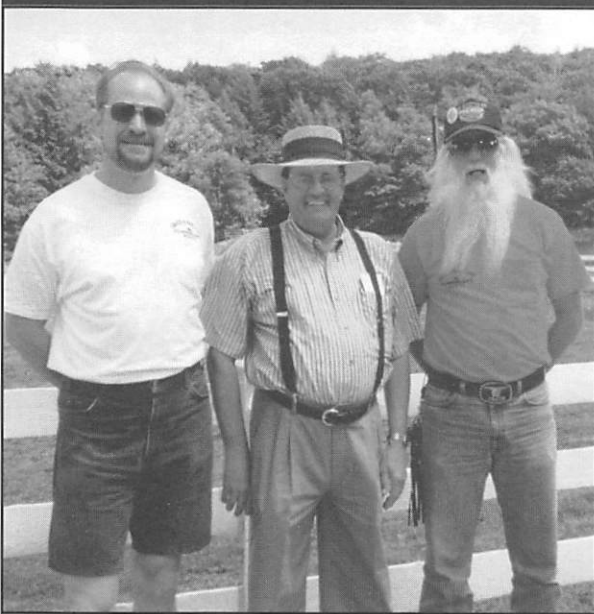
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Pictured left to right: Tom Bruce, Sen. Hafer, and Gary Boward. Senator Hafer has always co-sponsored helmet law repeal bills in the Senate. Hafer is a Republican from Garrett County.



Pictured left to right: Sen. Della, Sally Bruce, and Sen. Haines. Both senators have sponsored helmet law repeals bills in the Senate; Haines in '96 and Della in '95. Della is a Democrat from Baltimore City and Haines is a Republican from Carroll County.

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October 11, 1996

Mr. Ronald Freeland
Administrator of Motor Vehicles
Motor Vehicle Administration
6601 Ritchie Hwy.
Glen Burnie Md. 21062

Dear Mr. Freeland:

I am writing this letter as a result of a conversation with a law enforcement officer. He informed me that the helmet I was wearing while operating my motorcycle was not "approved protective headgear" as required by Maryland Vehicle Law 21-1306 (b). He did not issue a citation but did advise me to obtain a helmet that was in compliance with the law.

Following this encounter with the officer I obtained a copy of Maryland Vehicle Law 21-1306. Under section (d) of this law it states "Approval of protective devices by Administrator.- The Administrator: (3) Shall publish lists of all protective headgear and eye protective devices that he approves, by name and type."

In order to comply with the law, I am requesting you supply me with a list of approved protective headgear so I may purchase a helmet knowing I will not risk a future citation.

Thank you for your consideration on this matter.

Sincerely:

William Isennock



MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

David L. Winstead
Secretary

Ronald L. Freeland
Administrator

October 25, 1996

Mr. William Isennock

Dear Mr. Isennock:

Thank you for your letter concerning a list of approved protective headgear.

The Motor Vehicle Administration (MVA) does not publish a list of approved protective headgear. In 1992, the MVA adopted Federal Motor Vehicle Safety Standard (FMVSS) 218 as the minimum standard for all helmets required to be worn while riding a motorcycle in Maryland. All helmets sold in the United States since 1973 must comply with this standard. The helmet manufacturers are required to certify that their products comply with FMVSS 218 by affixing a DOT symbol on the helmet. This DOT symbol assists the consumer in determining if the helmet is approved for use with a motorcycle. The DOT symbol is affixed by the manufacturer on the outer shell rear portion of the helmet.

When you decide to purchase your next helmet, look for the DOT symbol and remember only the helmet manufacturer may affix this symbol to the helmet. Probably, the best place to purchase an approved helmet is at your local motorcycle dealership. You should be very cautious about purchasing a helmet at "swap meets", motorcycle shows or purchasing a used helmet. Some vendors sell novelty helmets and provide counterfeit DOT stickers. These novelty helmets are not approved and you can be issued a citation for wearing one.

Again, thank you for your letter. I have enclosed some brochures about helmets that may help in your purchase of an approved helmet. If you need additional information, you may call our Motorcycle Safety Program at 1-800-638-1722.

Sincerely,

Ronald L. Freeland
Administrator

Enclosures

A.I.M. Decries Rush to Judgement

This is not ABATE's position. This is A.I.M.'s answer to previously printed material. I hope this is the last such printing we will have to do.—Pappy

In response to recent rumors and misinformation regarding A.I.M. involvement in so-called "leg protector lawsuits," the Law Offices of Richard M. Lester and affiliated Aid to Injured Motorcyclists attorneys nationwide have not, and would never have, pursued legal action against any motorcycle manufacturer to require them to put leg protectors on their motorcycles!

The current uproar is the result of, in our opinion, a purposeful misreading of a number of lawsuits against Harley-Davidson alleging that Harley failed to correct a KNOWN dangerous defect involving the protruding primary cover, known in legal circles as the "Harley Bulge," which even Harley's own secret crash testing indicated could pose a danger to the rider's left leg in an accident. In lay terms, the lawsuits "allege" that the manufacturer not only failed to correct a known product defect, but also, in our opinion, in order to increase their profit margin, took a relatively safe product ("safety guards") and consciously changed the metal to one that is weaker and more prone to failure. Further, that if these "safety guards" or "engine guards" are, as advertised by the manufacturer, "Better Than Insurance," why have they not been installed on all affected models?

However, if any legal complaints were incorrectly plead in the alternative, they will be amended.

The twelve to fourteen current lawsuits brought by A.I.M. attorneys (out of hundreds of "leg off" cases with other lawyers nationwide), are not and were never intended to be leg protector lawsuits, but simply demonstrate the extent of the manufacturer's negligence in failing to provide for their injured victims' safety.

Every charge leveled against Aid to Injured Motorcyclists and the National Coalition of Motorcyclists, including those lodged in obvious spite by AMA President Ed Youngblood in the September edition of American Motorcyclist, are based on the misconception that A.I.M. attorneys are suing manufacturers to require leg protectors. This is flatly untrue!

In the first place, the lawsuits specify that the manufacturer failed to utilize "existing technology," referring to the safety guards they have manufactured for nearly 50 years, and NOT even remotely similar to the type of "leg protectors" that our European counterparts are fighting the government from mandating.

Secondly, these are narrowly focused legal actions against a single manufacturer involving specific defective models, and is in no way an endorsement of leg protectors on all motorcycles.

Thirdly, even though these cases have been misinterpreted and pose no significant conflict of interest,

Richard Lester, to avoid even the misguided perception of a conflict of interest, volunteered that A.I.M. would not accept any future cases of this kind.

In addition, representatives of the NCOM board met July 27 in Las Vegas to deal swiftly with this situation and voted to take a more directoral role in NCOM. They also established a committee which will review any possible future product liability lawsuits for even the remotest perception of conflict of interest.

A.I.M. attorneys, and NCOM through guilt by association, have come under fire for zealously protecting and exercising their injured clients' legal rights. Even sadder is that the rush to judgement was done so without investigating "the whole truth."

In a letter written to Youngblood prior to his column being printed, Bill Bish of NCOM implored Youngblood to reconsider publishing a column which has, in our opinion, the sole intended purpose of creating disunity and distrust by attempting to "discredit and diminish the work and effort of hundreds of motorcycle rights leaders who have struggled so long and hard to bring unity to the bikers' rights movement...without first investigating the facts nor even accepting an invitation for a meeting with Richard Lester or the Board of Advisors of NCOM."

Mr. Youngblood's "rush to judgement" concludes with the implication that NCOM is tainted by its

Continued on Page 21

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They Keep Lying To Us

James J. Baxter, President, National Motorists Association

This article was reprinted from the National Motorists Association News, September/October 1996 issue. Visit the NMA on the Internet at www.motorists.com.

In the mid-1970s, the U.S. Department of Transportation told us that the "55" mph speed limit saved 9,000 lives in one year. They didn't tell us that they changed the way they counted fatalities. They didn't tell us that most of the supposed life-saving took place on roads that had previously been posted at 55 mph or lower. They never acknowledged the impact of the oil embargo and economic recession on discretionary travel. The government and self-anointed safety organizations gave 100 percent of the credit for the reduction in fatalities to the 55 mph National Maximum Speed Limit. They lied to us.

When the National Highway Safety Administration went on a holy crusade to mandate high-mounted, centered brake lights, they claimed a 50 percent reduction in rear-end collisions. Recent analysis of the effect of these brake lights indicates a possible reduction of five percent. In other words, they are statistically insignificant. They lied to us.

One of the few benefits motorists obtained from the "oil crisis" was the ability to make "right turns on red." The insurance industry immediately cranked out a study

that said "right turn on red" was responsible for a dramatic increase in night-time accidents. What they didn't bother to tell anyone was that "right turn on red" substantially reduced other types of intersection accidents. This more than compensated for any increase in nighttime accidents (and probably accounted for the reduction of rear-end collisions that were attributed to high-mounted, centered brake light errors). They lied to us.

Every time a state legislature considers raising the state speed limit, the insurance industry shows up and says "you raise the speed limit and insurance rates will have to go up to pay for all the additional accidents and injuries." Allstate Insurance just announced a 47 percent increase in profits from their auto insurance line for the second quarter of 1996. They lied to us.

We have accused the insurance industry of supporting under-posted speed limits so they can surcharge safe motorists insurance premiums on the basis of arbitrary speeding tickets. The insurance industry denies this and replies that surcharges are an insignificant aspect of their income. That is, until a state legislature says a policy holder can't be surcharged for just one ticket. When the New Jersey legislature was considering such a bill, insurance company lobbyists claimed their profits would be cut by 25 percent. You decide which story is true.

For close to 20 years, the federal and state governments and organizations like MADD, SADD, RID, and various anti-drinking groups have implied or outright claimed that 50 percent of all highway fatalities are caused by "drunk drivers." Only under the heat of knowledgeable scrutiny do they admit they have no idea how many fatalities are "caused by drunk drivers." However, they do know that the number never was 50 percent. It isn't now 40 percent, nor 30 percent, and in fact, may not approach 20 percent.

By using meaningless terms like "alcohol related," government and advocacy groups have deliberately distorted this issue to perpetuate their own agendas. Here's what these people really know and choose not to publicize. Drinking related citations constitute seven percent of the citations issued as the result of accidents. While difficult to measure, suicides are a major component of what are considered "alcohol related" fatalities. Pedestrians and bicyclists with measurable alcohol levels in their systems, who die in transportation accidents, are included in the popularized "Killed by Drunk Drivers" P.R. campaigns. Even though an accident victim or participant may have some alcohol in their system, it may have played no causative role in the accident. Is this telling the public the truth?

Continued on Page 19

They Keep Lying to Us

Continued from Page 18

This past winter, NHTSA issued a propaganda piece to discourage state legislative action that would raise speed limits. One of the more egregious misrepresentations was a statement that the fatality rate on the German Autobahn was six times higher than on the U.S. Interstate system. This was so flat-out, off-the-wall wrong that we knew it had to be an unintended error, not just the usual junk science stuff that NHTSA pumps out on a regular basis. (Interstate and Autobahn fatality rates are almost identical.)

When local papers started to regurgitate the NHTSA data, we went into action. We had our Washington, D.C., representative visit the NHTSA offices for the purpose of having the agency issue a retraction of the Autobahn statement. We had already informed NHTSA of their error. Not only would NHTSA not issue a retraction, they tried to defend the bogus numbers they publicized.

These people are supposed to be the experts and they can't even recognize an absurd error in their publicity. No wonder they thought the 55

mph speed limit saved 9,000 lives in 1974.

After we presented a report from the German Embassy and another report produced by, of all sources, the Insurance Institute for Highway Safety, that proved and documented our claims, the responsible parties at NHTSA admitted that maybe they didn't quite publicize the right data. This all started eight months ago and NHTSA still hasn't issued a retraction.

Maybe they aren't lying to us after all. Maybe they're just too damn dumb to know the difference.

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The Declaration of Biker's Rights

We, the bikers of the United States of America, join together to enforce the rights and the freedoms that our forefathers fought and died for so that we may have:

1. The right to ride free without fear of harassment nor prejudiced acts by law enforcement officials.
2. The right to choose our own types of safety equipment, if we so desire, use said equipment without mandating laws.
3. The right to wear the vestments of our choice without prejudicial oppression.

4. The right to a nondiscriminatory and fair trial with a jury of our peers.

5. We demand the right to challenge laws that have been restrictively legislated and proclaimed for our benefit by those who would suspend our own prerogative and instead declaring themselves invest with power to legislate for us in all cases whatsoever.

6. The right to meet and gather freely without the fear of clandestine and covert operations by law enforcement official who often procure conjured information to prosecute with prejudicial malice.

7. The right to insure that all incarcerated bikers may practice the

religion of their own choice and not be discriminated against by the penal institution because of their lifestyles and their biker beliefs.

8. We demand a true accounting of our image and delinquent any false portrayals by any movies, media and by discriminatory persons who would banish our lifestyle.

Those who ride on this day, ride as one - to establish one strong voice to ensure the rights of one and all, so once and for all, let us silence the voices of oppression and let freedom of choice be the order of the land.

God Bless America!!!

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In 1868, ONE vote saves President Andrew Johnson from impeachment.

In 1876, ONE vote changed France from a monarchy to a republic.

In 1923, ONE vote gave Adolf Hitler leadership of the Nazi Party.

In 1941, ONE vote saved Selective Service - just weeks before Pearl Harbor.

In 1948, Lyndon B. Johnson was elected to the U.S. Senate by less than ONE vote per precinct in the state of Texas.

In 1982, Governor James R. Thompson was re-elected Governor of Illinois by less than ONE vote per precinct.

And more recently, In 1993, The LARGEST TAX INCREASE in the history of the United States was made law by JUST ONE VOTE!

How important is YOUR VOTE? A wise man once said, "Liberty means responsibility - that's why most men dread it."

**REMEMBER TO
VOTE!! - YOU
COULD MAKE A
DIFFERENCE!!**

A.I.M.

Continued from Page 16

association with A.I.M., while the AMA is free from outside influence. For the record, the AMA receives much financial support from motorcycle manufacturers and in recent years received a \$100,000 grant from Harley-Davidson. It seems the AMA President lives in a glass house, and should resist throwing stones at other motorcycle rights organizations.

It is no secret that Richard Lester makes money through his law practice, or that NCOM is wholly funded through the Aid to Injured Motorcyclists attorney network. In fact, A.I.M. has contributed over \$3 million to NCOM over the past decade; money that has been well spent in defense of riders' rights on

the local, state, and federal level. NCOM's current annual budget is \$325,000, with a separate A.I.M. budget of approximately \$250,000 a year.

The A.I.M. nationwide network of attorneys has contributed millions of dollars over the years, as well as thousands of hours of pro bono (free) legal work for the motorcycle community. A.I.M. attorneys like Marty Fox, who helped get Washington's helmet law declared unconstitutional; like Ran Mintzer who is currently fighting a helmet case up through the Texas Court of Appeals; like Ralph Buss who authored the first biker anti-discrimination legislation in Ohio, like Tom McGrath who founded the Virginia Coalition of Motorcyclists and helped open HOV lanes to motorcyclists; like Nat Macon in

Tennessee, Steve Tishler in Florida, Jerry Adendroth in Georgia, Boyd Spencer in Pennsylvania and Larry Katkowski in Michigan, all of whom also serve as legal counsel for their state ABATE organizations—and NONE of whom ever read into these lawsuits any conflict of interest with the rights movement.

As the leading motorcycle accident attorneys in the United States and Canada, A.I.M. lawyers will continue to vigorously protect the individual injured motorcyclist's legal rights while avoiding those innocent of direct negligence at the retail level (i.e., dealers, etc.) and certainly without doing harm to the motorcyclists rights movement that they totally support both financially and with pro bono legal expertise and effort.



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Motorcyclists Raise Money for Research

Reprinted from The Frederick News, September 24, 1996.

COLUMBIA - More than 700 motorcyclists from Maryland, the District of Columbia, Virginia, Pennsylvania, New York, and Delaware raised a record \$104,000 for pediatric brain tumor research in the fifth annual Ride for Kids.

The ride, which started in Columbia and concluded at Mount St. Mary's College in Emmitsburg, benefits the Pediatric Brain Tumor Foundation of the United States. Brain tumors are the leading cause of cancer

death among children 15 years and younger.

This year's event broke several records - ridership doubled from last year, the Columbia ride exceeded a goal of \$100,000, and national coordinators witnessed one of the single largest percentage increases in funding over a previous year's ride for any of the 14 rides in the United States.

Dr. Chris Torrance from the Johns Hopkins Oncology Center in Baltimore rode in the event. Johns Hopkins is one of the institutions receiving funding as a result of the Ride For Kids. Dr. Torrance, a motorcycle enthusiast, conducts research on gene therapy, an area he believes "holds the most promise"

for finding a treatment and cure for childhood brain tumors. "This type of cancer has not been studied as much as breast cancer or leukemia," said Dr. Torrance, who supports the Ride For Kids program as a way to raise funds for and awareness of the disease.

Among the other guests on hand was Randy Renfrow, a three-time national road racing champion from Fredericksburg, VA, who signed autographs and cheered riders on.

The most dedicated participants at the event were the kids who are dealing first-hand with this disease. Christina Higgs, a 15-year-old from Carroll County, was here for her third year. Christina and her family raised \$1,700 for the ride.

Comprehensive Programs That Promote Motorcycle Safety

Motorcycles represented only 6/10 of one percent of the crash-involved vehicles in 1994. Since 1975, the fatality rate for motorcyclists per 100 million vehicle miles traveled has declined nearly 56 percent even though the average vehicle miles traveled has increased 85 percent. Although these statistics are unmatched by any other category of road user, there remains room for improvement. Several less personally intrusive measures can be taken to make motorcycling safer:

- ◆ Creative motorcycle safety programs that provide incentives to

promote licensing and testing can reduce accident and fatality statistics further. One out of five motorcycle operators (22 percent) involved in fatal crashes in 1994 was operating with an invalid license.

- ◆ Nearly 50 percent of all fatal motorcycle crashes involve alcohol. Alcohol awareness programs and "Dial a Ride" campaigns can drastically reduce alcohol-related accidents and fatalities.

- ◆ Two out of three motorcycle related multi-vehicle crashes are caused by the driver of another vehicle. The most common accident involves an automobile failing to yield the right of way to the motorcyclist. Motorist awareness campaigns and conspicuity programs can reduce the frequency of these types of accidents.

Motorcycling Facts

- ◆ Motorcycles represent only 6/10 of one percent of the accident-involved vehicles nationwide.
- ◆ Motorcycle accidents have declined by 60 percent since 1985.
- ◆ Over 100,000 motorcyclists complete the Motorcycle Safety Foundation's Rider and Street Skills rider education course each year.
- ◆ Forty-four states have rider education programs designated through legislation.
- ◆ The economic value of motorcycling in the U.S. is 5.9 billion dollars a year.

HELMETS ARE NOT SAFE!

By Steve "Red" Barron - President ABATE of California Local 6 & Motorcycle Accident Investigator for Jacobson & Hupy, S.C.

If you live in a helmet law state, you are being forced to wear something that may injure you. Until freedom of choice is restored in every state for every motorcyclist, we are all at risk of helmet induced injuries caused by an unjust law. Motorcyclists accept the inherent risks associated with riding, and have long contended that each accident is unique. Wearing a helmet can cause some accidents and may either increase or decrease the level of injuries, depending on the circumstances surrounding each accident. Each individual rider is the most equipped, best informed, and is personally affected by the decision of whether to wear a helmet or not, and therefore should be allowed to make that choice without government interference. Rider safety and helmet laws are two separate subjects.

The below advertisement for a "safety" item designed to protect riders from "safety" helmet injuries should bring attention to the inconsistencies of helmet laws as a safety measure. Motorcyclists should be cautioned that wearing the below advertised device might restrict neck movement. Full range and use of the neck to increase the peripheral vision and awareness of the motorcyclist has been proven to be critical in avoiding many types of accidents.

Whether someone decides to use this device or not is the choice of each individual rider - unless misguided and ignorant legislators decide to mandate its use. Only by being involved in protecting and promoting the sport of motorcycling can we prevent this type of legislation and ensure that future generations can enjoy the sport of motorcycling.

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New Armor Adaptor Kit makes it easy to attach the Neck-Pro-Tech to your chest protector or safety apparel in place of standard suspenders. \$19.95

This advertisement from October 1996 issue of American Motorcyclist - page 53.

Motorcycle Riders Foundation Press Release

Tomorrow, Thursday, September 19, 1996, the Surface Transportation Subcommittee of the U.S. House of Representatives' Committee on Transportation and Infrastructure is holding a hastily called hearing on highway safety issues. The MRF was notified on Monday that this hearing would be taking place and was offered an opportunity to testify. Below is the agenda/witness list for the hearing. Following that is Wayne Curtin's written statement for the record, which was submitted to the subcommittee Wednesday. Wayne will give verbal testimony before the subcommittee on Thursday. Wayne's testimony addresses the "safety" and NHTSA related items that the MRF Board of Directors approved for an agenda during re-authorization of ISTEA, which will take place in 1997. As well, the MRF will be seeking a legislative resolution to the recent cropping up of efforts to ban motorcycles from public roads, mainly in cities. Since this was not a safety related issue it is not addressed in this testimony, however, it and all of the items in Wayne's testimony have been raised with committee staff as items motorcyclists would like to see addressed in ISTEA re-authorization. The MRF believes that though this is a full and aggressive legislative agenda, it is one that is obtainable by the motorcyclists' rights movement.

ISTEA re-authorization will be a 4 to 6 year bill, so we need to work to

accomplish this agenda in 1997. Because, most likely, there will be no other major highway legislation to work with until after the beginning of the 21st century.

Subcommittee on Surface Transportation Hearing Agenda ISTEA Reauthorization Highway Safety: The Section 402, 403 and 410 Programs and Other Traffic Safety Issues
Thursday, September 19, 1996
10:00 a.m.
2167 Rayburn House Office Building

PANEL I - Honorable Richardo Martinez Administrator, National Highway Traffic Safety Administration (NHTSA) accompanied by: Mr. Dennis Judycki, Associate Administrator for Safety and System Application, FHWA; Mr. James Hudlend, Associate Administrator for Traffic Safety Programs, NHTSA; Ms. Adele Derby, Associate Administrator for State and Community Services, NHTSA

PANEL II - Ms. Elizabeth Baker, Chief, Traffic Safety Administration, Maryland State Highway Administration—on behalf of the National Association of Governors' Highway Safety Reps.; Ms. Judith Lee Stone, President, Advocates for Highway and Auto Safety; Ms. Janese Stanbock, Occupational Therapist on behalf of the Brain Injury Association; Ms. Catherine Prescott, National President, MADD

PANEL III - M. Douglas Scott, Chief of Police, Fairfax County Virginia - on behalf of the International Association of Chiefs of

Police; Mr. Giffen B. Nickol, Communications Coordinator, National Motorists Association; Mr. Wayne T. Curtin, Vice President, Government Relations, Motorcycle Riders Foundation.

PANEL IV - Mr. Roger Rathburn, President, Rathco Safety Supply and National President, American Traffic Safety Services Association; Ms. Kathy Hoffman, Executive Director, Roadway Safety Foundation; Mr. James Keaton, Manager, 3-M Company on behalf of the Institute of Transportation Engineers

Motorcycle Riders Foundation
P.O. Box 1808
Washington, D.C. 20013-1808
202-546-0983 (fax)202-546-0986
W.T.Curtin@AOL.COM
<http://www.xmission.com/~mrf>

Statement of Wayne T. Curtin, Vice President of Government Relations Motorcycle Riders Foundation before the Surface Transportation Subcommittee of the Committee on Transportation and Infrastructure U.S. House of Representatives on September 19, 1996, regarding Highway Safety Programs: Chairman Petri, Mr. Rahall, and members of the Surface Transportation Subcommittee, thank you for inviting me to testify today on behalf of America's motorcyclists. My name is Wayne Curtin, and I am the vice president of government relations for the Motorcycle Riders Foundation (MRF). The MRF is a coalition of state motorcyclists' rights organizations and individual members representing over 275,000 motorcyclists.

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MRF Press Release

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Motorcycle Safety As A NHTSA 402 Program Priority

I appreciate this opportunity to provide your subcommittee with some thoughts the MRF has on highway safety programs administered by the National Highway Traffic Safety Administration. The members of MRF are appreciative that in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, motorcycle safety was retained as a national priority in the 402 safety program. We hope that in the ISTEA re-authorization motorcycle safety will again be designated as a national priority, with an emphasis placed on rider education and motorist awareness programs.

HOV Lanes, A Safer Riding Environment

Another provision of ISTEA that created a safer riding environment was the one that provided motorcycles access to HOV lanes. That action by Congress has resulted in all HOV lanes nationally being opened to motorcycles. When commuting, motorcyclists are safer in a riding environment that has less vehicles and is flowing smoothly than in congested stop and go traffic. HOV lane access provides motorcyclists with that safer commuting environment. For that, motorcyclists thank Congress.

Setting Accident Prevention As NHTSA's Priority

In looking at ISTEA re-authorization, I ask you to consider different priorities than NHTSA now has. It

seems that in safety programs NHTSA has focused on occupant protection to the detriment of accident prevention. The MRF recommends a shift in the NHTSA priorities to develop educational and other programs that will reduce accidents.

By focusing on occupant protection issues, instead of accident prevention, NHTSA is in effect adding to societal costs. By preventing accidents, not only would both fatalities and injuries be reduced, but property damage to vehicles would also be reduced. Whereas occupant protection programs do nothing to prevent or reduce property damage and still result in injuries and fatalities, preventing accidents eliminates all three. The members of MRF believe that education to prevent accidents is a much better approach to reducing injuries and fatalities than mandating occupant protection equipment. NHTSA's obsession with occupant protection, at the expense of accident prevention, indicates NHTSA believes accidents are acceptable. It is MRF members' belief that accidents are preventable. We ask Congress to direct NHTSA to make accident prevention their number one priority and shift the majority of the resources dedicated to occupant protection to accident prevention.

Ending The Use Of Highway Trust Funds For Advocacy/ Lobbying

Last year, this Congress voted to repeal the federal penalties on states without helmet laws, for which the MRF membership is extremely grateful. Many thought that the

message from that action was clear: the issue of helmet laws was to be left up to the states. However, what we have seen since then is that NHTSA is increasing its activities to lobby for helmet laws in the states. The MRF feels this is an inappropriate use of tax dollars.

In the last thirty years, between studies and supporting lobbying efforts, NHTSA has spent millions of dollars on the helmet laws issue. And, what is the end result? Other than for a short period of time in the late 1960's and early 1970's, roughly half of the states have had helmet laws for all riders and half have not. Today, 25 states have mandatory all rider helmet laws and 25 do not. Is it really a good investment, especially in light of trying to balance the budget and reducing "big government," for NHTSA to continue to spend millions of dollars to lobby for an issue that the state legislatures have already made up their minds on? If the states did not pass helmet laws due to the Section 153 penalties, why should the federal government continue to throw money at the issue?

To prevent the future unwise use of Highway Trust Funds, the MRF requests you to consider including a provision in the ISTEA re-authorization that would prohibit the Department of Transportation, including NHTSA, from expending any funds authorized under ISTEA re-authorization on research and advocacy on the helmet laws issue. These funds are taxpayer dollars and it is inappropriate for NHTSA to continue to spend these funds on lobbying activities. Has the federal

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government, in the last 30 years, not already spent enough money studying the issue of helmet laws? What else is there to know about the issue? In our opinion, these funds are being wasted because the state legislatures have been flooded with NHTSA funded studies and are already pretty clear about their positions on the helmet law issue.

GAO Audit

To help you evaluate MRF's request to prohibit NHTSA from expending additional funds on the helmet law issue, the MRF suggests you order a GAO audit of how much the Department of Transportation has spent on the helmet law issue over the last thirty years. And, we would like to see this audit include a cost benefit analysis on how this money was used versus how it could have been used for accident prevention. We believe Congress will be aghast at the amount, especially in light of how those much needed resources could have been used in other educational and accident prevention activities.

Prevention of Future Penalties and Sanctions

In regards to future penalties or other sanctions on federal highway funds, the MRF requests you consider a provision in ISTEA re-authorization similar to the Unfunded Mandates Reform Act. That Act contains a "point-of-order" for any provision imposing an unfunded mandate. We believe that a similar "point-of-order" provision in ISTEA re-authorization to limit the withholding or transfer of

highway funds in an attempt to coerce states into passing certain, supposedly safety, laws would be in the best interest of the American taxpayer and the states. Highway funds are collected through user fees, which should be used to build and maintain highways and trails, whose motorized users also pay user fees, not to blackmail states into passing laws of questionable value.

Incentive Grant Programs

The MRF understands there is some discussion about including some type of safety program incentive grants in ISTEA re-authorization. The MRF has concerns about where the funding for incentive grants would come from, in light of the great needs for infrastructure maintenance and repair. But, if the funds are available, MRF would be supportive of incentive grants that were performance based on reducing accidents and fatalities. Those two items should be the only criteria. The MRF opposes incentive grants that would be issued based on states passing specific laws. That should not be the federal government's role. That role should be to set goals: reduce accidents and fatalities. How the states do that should be left to them and if they are successful in doing so they should be rewarded. Using federal funds as incentives for states to enact specific laws is nothing more than using federal funds for lobbying state legislatures. The MRF believes federal funds should not be used, in any form, for lobbying purposes, whether that be funding lobbying directly or providing a tool (i.e. grants) for organizations to lobby for specific laws. To reward states for developing their own

programs that reduce accidents and fatalities is not lobbying, and the MRF supports that concept of incentive grants.

Intelligent Transportation System

Last, the MRF has concerns about the Intelligent Transportation System (ITS). We have doubts that motorcycles are being fully considered in early development and design of ITS. For motorcyclists this is a vital safety issue. It is not that we want to see onboard computers designed for motorcycles; the enjoyment of riding a motorcycle is operating it and being in control. Our concern is that the detection systems being designed for other vehicles will not detect small motorcycles in the flow of traffic. If this concern is not addressed soon, the early operations of ITS equipped vehicles may not detect small motorcycles and result in motorcycles being hit by those vehicles. To ensure this does not happen, the MRF requests that ISTEA re-authorization include a provision that would insure all research on the Intelligent Transportation System consider the interaction of motorcycles in traffic and that all development and implementation of ITS include motorcycles as an integral part of that development and implementation.

On behalf of the MRF and America's motorcyclists I thank you for this opportunity to present our concerns and views as you consider safety issues in the development of the ISTEA re-authorization and map the future of America's transportation system into the 21st Century.

Chapter Corner

Anne Arundel County

Coordinators: Joe and Pascale
Spears
(410) 757-7806

Hello everyone, let me introduce you to your new 1997 chapter staff. Pascale and myself will continue on as co-directors of the chapter. Sally Lung is now our chapter treasurer and membership secretary. If you have questions regarding either of those issues, she can be reached at (410) 323-6996. We have an events coordinator; his name is Wild Bill Reid. He can be reached at (410) 263-0042. Of course Pascale and I are always available for any ABATE matter. Thank you Sally and Bill, welcome aboard. Pascale and I really appreciate the time and energy it takes hold an officer position. Anyone who can help us with membership work or event production please volunteer.

Meeting location update: I have changed jobs and this allows us to look into some other options. We are currently looking at a more desirable location, day and time change. You may have received notice in the mail by the time you read this.

I would like to share a quotation I find very inspiring both personally and as an organization: "Failure isn't final! The number one cause of an unfulfilled goal is the belief that failure is permanent. The truth is, failure means only that you have tried and that you have learned something to do differently the next

time you try. In order to succeed, you must look at failure as a learning experience and not a comment on your personal worth." This is what we need to keep in mind as ABATE rolls forward. Last year we won some and lost some. With each passing year we gain new friends in congress and take on the challenge of making allies out of adversaries. Once we reestablish our constitutional right as free Americans to choose how we live our lives, we can't sit back and drop our guard. The moment we do, the self appointed know-all do-gooders will rise up to save us from ourselves again. This year we want to send a strong, loud, clear message to the legislators. We have had enough and we won't take it anymore! You must plan to attend the Monday night lobbying sessions. We want to fill the halls and gallery every Monday night. We need to plan to be at every committee hearing and create standing room only. If you need to take time off from work, call in sick, use vacation, do what ever it takes. Remember, freedom isn't free. There are thousands of us just in this one state, we will not be ignored if we unite. 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 Gardens, 4813 Belair Road. For more information call George at (410) 284-8725.

Calvert County

Coordinator: Bo Toepfer
(410) 257-9075

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: Will Schroeder, Jr.
(410) 346-7926

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.

Frederick County

Coordinator: Cheryl Fogle
(301) 898-8911

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.

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Chapter Corner

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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: Bob Fourney
(410) 498-2055

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: Ken "Smoke" Eaton
(410) 763-8175 (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: Brian Cardinale
(301) 946-3332

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: John Limbaugh
(301) 261-7785

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: David Bennett
(301) 373-8648

In August we held elections, voting in new officers for the coming year, our new directors are:

Coordinator: David Bennett
Asst. Coord: Wendy Anderson
Legislative: Susan Lindsey
Secretary: Sunshine Thorn
Treasurer: Tom White
Membership: Greg Casoni
Products: Ginny Stockwell
Events: Rooster Kennett
Newsletter: Cyndi Wallace

As the new secretary I would like to thank everyone for having the confidence in me to fill this position which has been carried out so well for the last two years by Oleta Caldwell. As new officers were appointed we would like to thank all the outgoing officers for their hard work and dedication this past year.

This year promises to be a good year, but will also require participation by all members as brought out

by our new Coordinator. We would like to raise our membership dramatically. The more members we have, the more manpower we can put towards our legislative endeavors. Hopefully our future events will go as well as our recent Poker Run on September 14th. We couldn't have picked a nicer day.

November 17th, 1996, is our 10th Annual Chili Cook-off at Country Secrets. Bring over your Hottest, Meanest, Worst, Most Original Chili.

All are welcome to attend our functions. Our Chapter monthly meeting is the second Friday of each month at the VFW Rt. 235 in California, Maryland, at 7:30pm. Bring a friend or two and meet some of the best people in Southern Maryland.
Sunshine, Chapter Secretary

Lower Eastern Shore

Coordinators: Linda Wainer
(410) 749-2674 (Wicomico)
Dave "Prez" Presley (Worcester)
(410) 213-1237

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

Washington County

Coordinator: Bob Gearhart
(301) 582-2236

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.

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- Pin Patch Year Rocker
 Newsletter - What issue? _____

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- Annual Individual Membership.....\$20.00 Annual Sustaining Membership.....\$100.00
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Please Print or Type

NAME _____ PHONE _____

ADDRESS _____ STATE _____ ZIP _____

CITY _____

Are you a member of a state motorcyclists' rights organization? Y / N Name _____
What talents do you have that might benefit motorcyclists' rights and the MRF? _____

Will you volunteer these talents if the MRF needs your help? Y / N

Mail with remittance to:

Motorcycle Riders Foundation, Inc.
P.O. BOX 1808, Washington D.C. 20013-1808
(202) 546-0983 • FAX (202) 546-0986 • BBS (202) 546-5894

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City _____ County _____

State _____ Zip _____ Birthday _____

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

Occupation (or skills that may assist Abate) _____

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

APPLICANT SIGNATURE _____ DATE _____

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Change of Address?

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

Returned mail costs ABATE money!

Please fill out this form and return it to:

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

Name _____

New Address _____

City _____ State _____ Zip _____

Upcoming Events

- November 10** Toy Run and Poker Run, Frederick County (see flyer on page 17)
- November 17** St. Mary's County Chili Cook-Off (see flyer on page 22)
- December 1** Montgomery County Greentree Toy Run
(Leave Layhill Cafe at 1 pm. Call Teddy Bear at (301) 946-3930 for more information.)
- December 14** Frederick County Christmas Party (see flyer on page 17)
Legislative Retreat, Noon to 3 pm, at ABATE Office

**Many chapters will be having holiday parties.
Please call your chapter director for information.**

ABATE OF MARYLAND, INC.

P.O. Box 1733
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