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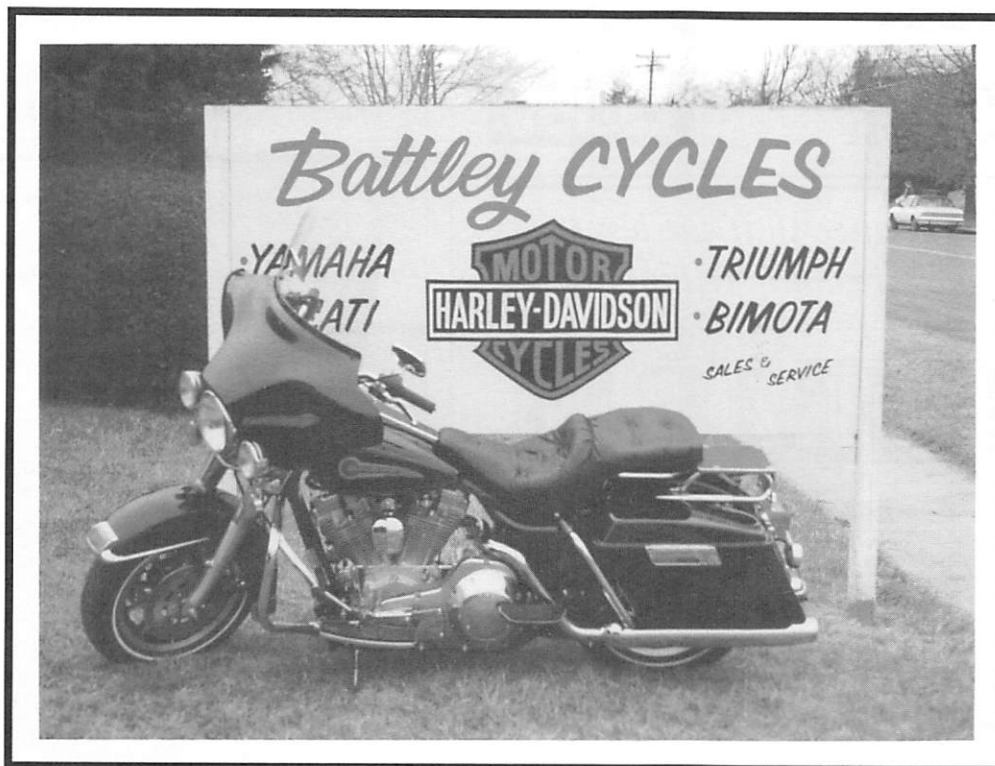
## ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

# ABATE OF MARYLAND NEWSLETTER

January/February 1995

## ABATE of Maryland's 1995 Main Events



ABATE's 1995 Raffle Bike can be seen at all of these events.

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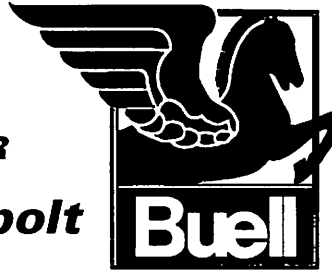
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## From The Director

Hi Folks,  
Well, the elections are over and for the most part I think we did OK. Unfortunately we lost a couple of good friends, but we also saw some not-so-good friends lose too. One name that comes to mind is Delegate Ted Levine, who for years introduced the adult helmet law - he's gone, so is Senator Howard Denis, who lied to the motorcyclists of Maryland and voted for the adult helmet law after he said he was on our side.

We need now to move on. We need to contact all of our delegates and Senators, old and new. We need to become friends and to become familiar names and faces with "our" legislature. The legislative session starts in mid-January, so NOW is the time. Don't wait and think someone else will do it for you, we ALL need to work on OUR elected officials.

As this is being written, who will introduce our adult repeal

"amendment," is not finalized. But rest assured it will be introduced. We've already had legislators ask US, and we've talked with others and gotten great responses.

Keep in mind when talking to your legislators, especially the new ones, we **don't make enemies. We need new friends.** Also remember: "It's not the helmet, it's the law that's wrong." Let's all get busy; together we can do this. Remember, there are over 60 new delegates and 20 new senators.

The ABATE of Maryland office in Annapolis will be open on Monday nights starting on January 23rd until the session closes in April, for our Monday night lobbying. This is a very effective way of scheduling meetings or even trying for random meetings with your legislators. Please attend some Monday nights. We want to show **all** those in Annapolis we are still here and we are here in force.

If you need any information concerning legislative efforts or any ABATE information, be sure to call the office. We want informed members so we all have good information to pass on.

Don't forget to attend the International Show in Baltimore on January 13-15 and stop by the ABATE stand. We will be selling products, memberships, and Raffle Bike tickets. This year the Raffle Bike is a 1995 Harley Davidson FLHT. The drawing will be at the Cumberland Party on June 10. Mark it on your calendar and plan to attend. Help out and sell Raffle Bike tickets. You can get them from your chapter director.

Remember, we are in this together and ABATE unity is hard to beat.

Ride safe,

Pappy



***The next state staff meeting will be held on January 15, 1995, at 11 am at the Baltimore Convention Center. Every chapter should have a representative attend!***

**February 1, 1995, is the cutoff date for the March/April 1995 newsletter. All information (articles, classified ads, letters to the editor, whatever) must be received by this date. Send all information to the ABATE office.**

## From The Editor

Well, now that the Holiday Season is over it's time for us to get to work. Because we try to get this newsletter out to the members in a timely fashion, I don't know what motorcycle legislation is going to be introduced and by whom. The reason for this is I have to get the newsletter to the printer early enough to get it to you on time. Because of this, the newsletter will be at the printers before the new committees in the Maryland legislature are decided upon. For this reason, it is very important to keep in touch with your Chapter Coordinator all throughout the legislative session.

This is the time of year that I usually get upset with a lot of people. The reason this happens is because people that are not members always seem to ask, "What is ABATE doing for me?" The question they should be asking is, "What can I do for ABATE?" My

response to the first question is, "What are you doing for yourself?" And then a little argument follows. My answer to the second is "JOIN." Now that you've asked yourself, "What is he trying to say," I'll tell you. I am selfish when it comes to my personal freedoms. I am not in ABATE for ABATE, I'm in it for me. And if doing for me helps the organization, then it can come along for the ride. So don't ask what is ABATE doing for you, ask what you are doing for yourself. When I get tired, the free ride for these people ends, and crying to me won't do any good. So make sure we get all these non-members to join and help out. As for everyone else, I'll see you in Annapolis.

Mike

## From The Membership Secretary

Dear Current, Past, and Future Members:

As you may or may not be aware, the Maryland Legislature will be going into session for 1995 within two weeks, and any laws enacted during this time will effect all Motorcyclists for no less than one year, and most likely for many years to come. This means we will have to live with these good laws or bad laws (there is no room for indifference) for some time and we can either stand proudly for the efforts we give or lower our heads knowing we could have tried harder. It is our choice and only our choice in how we stand. You can accomplish this in one of several ways, you can be a **doer**, a **complainer**, a **finger pointer**, or a **spectator**. But only one way will let you walk away standing proudly for **your** efforts.

As you have either read previously in this newsletter or have heard from others, there are many ways of going about enacting laws that are for motorcyclists and many ways to defeat those that are not.

For now I am going to speak of one. ABATE of Maryland, Inc., is the largest and most prominent Motorcyclist Rights Organization in the state of Maryland, but we should not rest easily on that thought. ABATE of Maryland, Inc., does have a loud voice as far as the Maryland Legislators are concerned. But these are people who are either very hard of hearing or who have very selective hearing. In either case, ABATE of Maryland, Inc., needs an even **LOUDER** voice to be heard, and the only way that can happen is to increase our membership. That can be accomplished by each and every member making the effort and getting those who you know to **join**. Each and

## From The Assistant Director

Hello ABATE!

I hope the holidays find everyone happy and in good health; I wish you all the best. I have been busy planning for next year. Our third annual Pro-Am flat track has been sanctioned again for '95. That's right, our third Pro-Am AMA flat track motorcycle race. I have found out that some of you did not know that ABATE has been promoting a race for the last two years. I guess I had better get to work promoting the '95 race. Does every know that the '94 Cumberland Party had a covered beer garden, a covered picnic area, and two different food vendors, along with 23 other vendors. They were selling everything from ABATE brands for your leathers to water balloon launchers. I thought the field events would go on all day, and they did! I heard something about the Frederick County team is looking to regain their tug-of-war title. The bands were great and played into the night, with a couple of breaks to have some contests and give away another brand

every one of us should make it a personal goal to sign up at least **one new member** a year. That doesn't sound like much, but in one year, our voice would be twice as **loud**. So make it your goal to do so.

ABATE of Maryland, Inc., has several different types of memberships, which are as follows:

- Single Annual Membership- \$20.00 per year, per person.
- Couples Annual Membership - \$35.00 per year, per couple, living in same household, of opposite sex, and will receive only one newsletter every other month for that household.

new Harley Davidson. Then we woke up Sunday morning to eat and pull it together for a motorcycle race. What a weekend Cumberland has turned into! Remember the year it was 109 degrees and the band did not show up? The Cumberland party sure has gotten to be a great weekend, so plan to be in Cumberland June 11th and 12th. The Race is on Sunday again and the prize bike will be a '95 FLHT. That's right, a Harley Davidson FLHT! So get your raffle tickets and good luck. You will be able to see the bike at the International Bike Show in Baltimore the weekend of January 13, 14, and 15.

I hope to see everyone at next year's events. It's one way to have a good time and support ABATE of Maryland at the same time. Be sure to look in your newsletter for all of our ABATE events.

See you around, and don't forget to keep the dirty side down.

Tom Bruce

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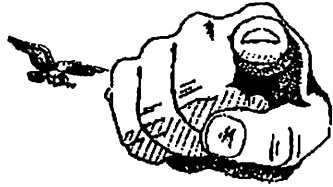
ABATE of Maryland, Inc., is open to all persons, no matter what they ride on, ride in, or even if they walk. It's **your** rights that **you** must fight for, and in that fight **you** can help **yourself**, by joining ABATE of Maryland, Inc.

If you or anyone you know has any questions about what I have said above, please feel free to call me at (301) 460-7141.

Remember - **freedom is free, until there is no freedom.**

Thank you,

David J. Sherman



# Need to Let Them Know How YOU Feel!

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

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## From The Legislative Representative

With the elections over, it's time to focus on the 1995 General Assembly and what you can do to influence your legislators. At press time, ABATE plans to have three bills introduced this year: an amendment to the helmet law which would allow adults the right to chose whether or not to wear a helmet, an anti-discrimination bill focused on equal interpretation of dress codes in public establishments, and a parking bill to allow more than one motorcycle to park in a metered spot anywhere in the state.

Important Dates to write on your calendars:

- January 11 - Noon General Assembly Convenes
- January 18 - Inauguration of the Governor
- February 3 - Last day to file a bill without Senate Rules Committee

The leadership in the houses were voted on by party caucus on December 6. It may take until the beginning of the session to find out the committee assignments. Keep in mind in the Senate, the helmet bill is heard in the Senate Judicial Proceedings Committee. In the house, insurance bills are heard in the Economic Matters Committee, and bills regarding vehicle laws are heard in the Commerce and Government Matters committee.

Monday night lobbying will begin on January 23 at the ABATE office. Come to the office anytime between 6:00 pm and 7:45 pm, as the sessions begin at 8:00 pm. We always have members sitting in the galleries of both chambers. Better yet, make an appointment to see your legislator before or after session.

A quick strategy as to what you can do to regain your freedom of the road is as follows:

Check the list of legislators on pages 17-18 for your representatives. After January 18th, call Legislative Services at 1-800-492-1722 (Maryland only), 301-858-3810 (Washington area), or 410-841-3810 (Baltimore area) get copies of the motorcycle bills sent to your home. Write your legislators a letter (see sample) asking for their support for the bills, refer to the bill number. Make copies of their response and give it to your legislative representative, your chapter director, and send a copy to the ABATE office.

Handwritten or typed letters are fine. Delegates and State Senators usually respond to letters. Do not use postcards or photocopied form letters. These are

very transparent and are not given a lot of consideration from the legislators.

The session only lasts for 90 days. Last year, over 3,000 bills were introduced. About 900 were approved, and of that, about 750 were signed into law by the Governor. The legislators have a lot to do and a short amount of time to do it in. Three of our bills were heard last year, and one made it out of the Senate. ABATE has a good reputation in Annapolis, so help us continue the excellence. Get active.

Sally Bruce  
Legislative Advisor

### SAMPLE LETTER

Your Name  
Your Address

Date

Dear Delegate/Senator (pick one) Their Last Name:

I am a concerned Maryland motorcyclist. Please vote for the repeal of the mandatory helmet law. Since the law has been in effect, there has been no decline in the fatality rate of motorcyclists. I believe in the education of drivers. We need to teach the drivers to become aware of sharing the road with the motorcyclists. I also believe in the Motorcycle Safety Program as an effective method of teaching new riders the skills they need to be safe, and it is an effective method of teaching experienced riders improved techniques. Again, I would like you to vote for the repeal of the mandatory helmet law for Maryland Motorcyclists.

If you need more information, regarding this issue, please do not hesitate to ask me or you may contact the ABATE of Maryland office at 263-9185 (local in Annapolis) or toll-free in Maryland 1-800-843-0252.

Thank you,

Sign your name  
Print or type your name

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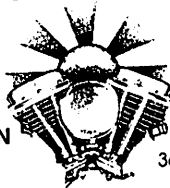
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## How To Respond To Helmet Law Advocates

Claim: "Injured motorcyclists do not pay their hospital bills, they are usually uninsured and rely on the public (Medicaid) to pay for their injuries!"

Responses: According to the Harbourview Medical Center Study, 63.4 percent of injured motorcyclists in the trauma center relied on public funds in order to pay their hospital bills. However, according to the director of the trauma center, 67 percent of the general patient population also relied on taxpayer dollars to pay their hospital bills. In a more recent study, the University of North Carolina's Highway Safety Research Center reported that 49.4 percent of injured motorcyclists had their medical costs covered by private insurance while 50.4 percent of the other road trauma victims were similarly insured. Motorcyclists are just as likely to be privately insured as any other injured road victim.

Claim: "Mandatory helmet laws are the most effective way to reduce injuries and fatalities that result from motorcycle accidents."

Response: The University of North Carolina study examined the relationship between helmet use and injury severity and found that "helmet use was not found to be associated with overall injury severity, discharge facility, or insurance status."

The previous quotes are excerpts from the AMA booklet, "In Support of Voluntary Helmet Use: Facts and Fallacies Surrounding the Current Helmet Law Debate."

The following text is an abbreviated selection from Wayne Curtin's Testimony on National Highway System Legislation. The full testimony

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is reprinted in the Motorcycle Riders Foundation "White Papers - Volume 2."

The supporters of helmet laws cite health care costs as the primary reason for mandatory helmet laws. Helmet laws are being referred to as a necessary component of health care reform. I question the soundness of a health care policy that necessitates mandated restriction of recreational activities to control health care costs. Yes, there is risk involved in motorcycling. But, so is there risk in many other recreational activities that Americans are involved in in their "Pursuit of Happiness."

Supporters of helmet laws want you to believe that motorcyclists don't carry insurance. In a study that Jane C. Stutts of the University of North Carolina Highway Safety Research Center presented at the Transportation Research Board's annual meeting in January, it was found that motorcyclists were dependent on Medicare/Medicaid only 8 percent of the time, compared to 14 percent for other road trauma victims.

Considering the obstacles facing motorcyclists in getting insurance, that fact that motorcyclists don't have to rely on public funds more than the general patient population is a significant accomplishment. In recent years, in an attempt to reduce employee benefit costs, insurers have offered employers reduced cost policies if they

exclude coverage for employees injured in motorcycle accidents, even if the motorcyclist was not at fault. Many self-insured Unions are starting to do the same. In addition, in many States motorcyclists can not purchase supplemental personal injury protection insurance. If there is a problem of motorcyclists being under insured, it is not because motorcyclists don't want to and try to get coverage. The problem is that like many Americans, insurance is not always available to motorcyclists.

Since the passage of ISTEA, only one state, Maryland, has passed a helmet law. I think it is significant that qualifying for a grant under Section 153 was the driving force for passage, not the penalty. However, the other 25 states without comprehensive helmet laws rejected helmet laws last year under the threat of penalties. This federal mandate unfairly and unnecessarily puts state legislators in the position of having to force its citizens to do something they don't want to do. Or they are forced to spend funds in a manner that may not be in the best interest of the state's needs and economy.

On behalf of the individual members and member state motorcycle organizations of the Motorcycle Riders Foundation, I ask you to include a repeal of the Section 153 penalties in the National Highway System legislation.



## NCOM Press Release

### Election Analysis — Motorcyclists Prepare '95 Game Plan

by Bill Bish

From Maine to California, motorcyclists are celebrating general election victories as they brace for their most concerted lobbying attack on Congress since the federal helmet law repeal in 1976.

As the political power structure in Washington, D.C., shifts from Democrat to Republican, key congressional shake-ups may provide a more favorable venue for motorcyclists' rights.

"I think people are saying they want to stop taxing and regulation," said Senator Phil Gramm (R-TX), who headed the Republican Senate Campaign Committee.

The "regulation" of most concern to motorcyclists is the federal requirement for all states to enact mandatory helmet laws or face redistribution of their highway funds.

Although eight separate pieces of legislation were introduced to repeal or amend the Section 153 penalty provisions of ISTEA (the national helmet law language), those bills will die as the gavel comes down on the 103rd Congress and motorcyclists must be prepared to take advantage of sweeping changes when a new Congress convenes in January.

For starters, as the GOP assumes majority control of both the House and Senate for the first time in 40 years, Senator Bob Dole (R-KS) will likely assume duties as Senate majority leader while Rep. Newt Gingrich (R-GA) is expected to succeed Tom Foley (D-WA), who lost his re-Election bid anyway, as speaker of the House. Gingrich is a cosponsor to H.R. 799

which would repeal the federal helmet mandate.

Further, since the majority party controls committee assignment and chairmanships, transportation committees in both the Senate and House will experience changes in leadership.

In the House of Representatives, attempts to repeal or modify the Section 153 penalty provisions of ISTEA have been stymied by Rep. Norm Mineta (D-CA), chairman of the House Public Works and Transportation committee. Although Mineta won re-election, under Republican leadership the committee's Ranking Republican Bud Shuster (R-PA) should inherit the leadership post while Rep. Tom Petri (R-WI) assumes chairmanship of the Surface Transportation Subcommittee. As motorcyclists should be aware, Petri offered an amendment to repeal the Section 153 penalties during subcommittee markup of the National Highway System Designation Act. Mineta blocked the amendment in full committee less than a week later.

The situation is less optimistic on the Senate side, with Senator John Chafee (R-RI) apparently assuming chairmanship of the Environment and Public Works committee. Chafee was the mastermind behind the federal helmet and seatbelt mandate and wrote the penalty language incorporated into ISTEA. He replaces Senator Max Baucus (D-MT) who, although a cosponsor of S.295 to repeal the penalties, would not allow our issues to be addressed during debate over the National Highway System Designation Act. Baucus had, however, promised motorcyclists that the helmet issue would be discussed during ISTEA oversight hearing, but it remains to be seen if Chafee will honor that commitment.

Both the Highway System Map and the ISTEA Technical Corrections bill are "must-pass" legislation for 1995 and are motorcyclists' best hope for attaching repeal language.

Transportation bills are usually considered only every 2-4 years and, since an amendment must be germane to the intent of the legislation, may present motorcyclists with our only opportunity for repeal of federal helmet mandates this session.

Motorcyclists' first priority must be to recruit cosponsors for the repeal and modification bills which will surely be reintroduced in the opening days of the 104th Congress. Senator Ben Nighthorse Campbell (D-CO) has already indicated that, with the retirement of Senator Dave Durenburger (R-MN) who authored S.295, he and newly elected U.S. Senator Olympia Snowe (R-ME) will introduce similar legislation. Snowe introduced H.R.799 while in the House as a companion bill to S.295.

Of the 130 cosponsors of H.R.799, all but 28 will be returning to Congress. Rep. Douglas Applegate (D-OH) retired and five others, including Snowe, were promoted to U.S. Senators: Rod Grams (R-MN), James Inhofe (R-OK), Rick Santorum (R-PA), and Craig Thomas (R-WY). Don Sundquist (R-TN) was elected governor of Tennessee, while Jim Slattery (D-KS) lost his bid for governor of Kansas. 21 cosponsors lost re-election.

Only one of the 27 cosponsors of S.295 were defeated in the general elections, Senator James Jeffords (R-VT), though the bill's sponsor Senator Durenburger is among those retiring.

*(Continued on Page Ten)*

## NCOM Press Release

(Continued from Page Nine)

In preparation for a full frontal assault on Congress in 1995, motorcycle rights organizations should contact those Senators and Representatives who were cosponsors of one of the eight bills to weaken or remove the ISTEPA penalties and make sure that they sign on again when the bills are reintroduced under new numbers.

Secondly, any freshman legislators should be lobbied to sign on as cosponsors. Contact them before our opponents do!

Lastly, in addition to letter-writing drives, each MRO should be ready to send motorcyclists to Washington, D.C., in early 1995 to lobby their entire state delegation.

Cosponsors are immensely important. In most cases, Congress does not act on separate pieces of legislation, but rather attach these single issues to a larger legislative package after enough cosponsors have signed-on to demonstrate majority support. This translates into 51 (of 100) Senators or 218 (of 434) Congressmen.

With the only two transportation measures required to be passed before October 1995, the time to strike is NOW!

After new committee assignments are made, motorcyclists need to concentrate on members of the House Public Works and Transportation committee and the Senate Environment

and Public Works committee. The National Coalition of Motorcyclists (NCOM) will make these lists available to MROs.

NCOM has subscribed to the Congressional Quarterly, a legislative tracking service, in order to give riders instant access to the latest information. The computer service not only tracks existing legislation, but automatically scans all new bills for any reference to motorcyclists.

To keep informed on federal legislation and our attempts to repeal the federal helmet law, call the NCOM Legislative Hotline at (800) 300-NCOM.

## News From Around The Nation

### South Carolina

If you are planning your next vacation to Myrtle Beach Bike Week, read this!

The following information is selected from the September/October issue of the ABATE of South Carolina Newsletter. I will try to be as concise as possible with regard to sources. (Sally Bruce)

This first selection is an abridged article and comes from Parkay, Newsletter Editor from ABATE of South Carolina

The American Red Cross Southeast Bike Rally, a fundraising event that started in the BMW parking lot in Greer and ended in Spartanburg, on Sunday, September 11, was smothered by the presence of over 175 uniformed police officers and South Carolina Law Enforcement Division (SLED) agents. Also along for this invasion were: the Federal Bureau of Investigation (FBI);

the Bureau of Alcohol, Tobacco, and Firearms (ATF) agents; Street Crime Attack Team (SCAT); the Special Weapons and Tactical Team (SWAT); police dogs, vanloads of undercover policemen dressed as bikers; a military style helicopter; and as if all that wasn't enough, the State National Guard MPs were called out as well.

Law enforcement agents, in and out of uniform (all of the SLED agents were dressed in military fatigues and bullet proof vests) took videos of all the motorcyclists holding their driver's licenses, and some riders were taken aside to have their tattoos, pins, and patches photographed with a Polaroid camera and were coerced into filling out "information sheets" which were affixed to their picture.

The reason for this overwhelming Orwellian police action? Unfounded rumors that there would be problems with "motorcycle gang involvement." When asked why motorcyclists were

being systematically searched and photographed, Lt. Ron Cook, who is SLED's "chief agent over biker gang activities in S.C.," told Joe Whisenant, one of the event coordinators, that he was "building SLED's files" and that they "want to know the bikers in this state that attend rallies." Cook also said that people being filmed were "going into a National Database." (HELLO!?)

Lt. Cook told Whisenant that it was the intention of SLED to do this (search and harass bikers) at every rally from here on out. Whisenant asked him if he was going to do this at Myrtle Beach (Bike Week) and he said, "Yes sir." Whisenant asked, "You're going to search a hundred and fifty thousand bikers?" Cook replied, "Yes sir."

There were 550 motorcycles at this event, many were carrying two people. This event probably drew about 300 people. Many prominent figures of the

(Continued on Page Twelve)

**ABATE OF MARYLAND SUPPORTS THIS PROGRAM FOR ITS MEMBERS**



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## News From Around The Nation

(Continued from Page Ten)

community were subjected to what can only be described as insensitive police harassment. Included among these people were: the vice president and director of manufacturing, Kurt Sposta, and fifteen fellow employees of the United States' only BMW manufacturing plant; two South Carolina judges: 4th District Court Judge, Hon. Ken Dover, and Mauldin City Municipal Judge, Hon. Randy Hunter; several lawyers; and many area businesspeople.

The follow-up to this report will be forthcoming. The South Carolina chapter of the American Civil Liberties Union (ACLU) has said they will assist in a class-action suit against the City of Spartanburg, SLED, and perhaps several other agencies involved in the searches.

ABATE of South Carolina, as well as AMA, MRF, and NCOM, as well as individuals are involved in seeing that this blatantly flagrant violation of civil rights doesn't get swept under the rug.

**Now from the "say what?" file...**

Although it was not yet dusk, Utah Highway Patrol (UHP) Trooper Terry

Mercer pulled over Robert Fitches for having a broken headlight. According to the UHP, Fitches fit an identifiable profile of a drug courier: he is young, 21, has shoulder length hair, and was driving an older model car.

After a routine check turned up nothing, Mercer told Fitches and his wheelchair-bound passenger, Tony Morley, he believed they had been smoking marijuana. Both Fitches and Morley said they had not, but Fitches was given three tests to determine whether he was impaired. He complied accurately and correctly with each test.

Next, Fitches was threatened with arrest unless he produced some drugs, and his car was searched against his will. Nothing was found. Again Fitches was threatened with jail and told that search dogs would be called. He denied having any drugs and the dogs were summoned.

Upon the arrival the K-9 unit, a substantial number of officers were present. Again they searched Fitches' vehicle and both occupants. The dogs did not find any illegal drugs at any point during these searches.

Then Mercer took Fitches aside, put on a pair of rubber gloves, and told the young man to drop his pants. Fitches twice refused and was told to either comply with the demand or be taken immediately to jail. At that point he lowered his pants - while standing on the side of the road in view of all the officers, the traffic, and his friend.

Mercer then probed Fitches with his gloved hand. When he again found nothing, 3-1/2 hours after first stopping the motorist, he gave Fitches a warning ticket for the burned out headlight and let him drive away. (Source: The Highway Star, ABATE of Utah, Summer 1994)

### News From Around The World

**Leg Protectors and Air Bags**  
Tests from the U.K. - The video containing product testing of air bags and leg protectors for motorcycles is on order from NCOM. The video will be shown during the break at the next ABATE Staff Meeting scheduled for January.

Have our wants overridden our beliefs? In order for ABATE to succeed, we as members have to approach each event with open minds. The primary task ahead of us is to change the public perception of bikers, for members and nonmembers alike. (Some of us have forgotten what we represent.) ABATE is not just for state and county parties, but promotes awareness of government enactments, insurance scams, and federal blackmail upon our states and counties.

I believe in many ways we are our own worst enemy as far as projecting what we do or what we can't do. Remember: Stagnation is the greatest threat to our survival. So, if you feel yourself and your beliefs are being infected by this damn stagnation, reach down into your guts and inner soul and bring those beliefs back to reality. And remember, diversification and imagination will be the key to long-term success for ABATE.

By adding some new with the old, we can survive whatever comes before us. Our country was built and made out of our forefather's beliefs, so don't let our country take away our beliefs (or should I say those of our successors). Whether you're a motorcyclist, or an enthusiast, or a biker, help me, help you, in what we believe in - the right to **decide**.

Burt Anderson  
Cecil County Chapter

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## Thanks To All The Workers

by Lynn Oldenburg

As the fall elections have come to the end of the season here in Maryland, we have many people to thank for having made the voices of the people heard. To all who had a hand in the fire of democracy, your dedication is recognized.

As a candidate in the early September primary campaign, I had the very good fortune to work with a small but special group of extremely dedicated bikers. I want to thank all of you for your hours and dollars that came to me from all around this great country of ours. I was amazed!

Thanks to the encouragement of the members of motorcyclist's rights

groups, I was able to show the side of motorcyclists that usually get recognition from the political powers that be in my running for the House of Delegates for District 18. I was overwhelmed by the variety of people who share some of my views on freedom.

Members of so many freedom loving organizations showed me how much can be done to raise the consciousness of the general public through the written word and by word of mouth.

The lessons I've learned in the campaign of '94 will again be put to use in the future. Hopefully, the lessons we've all learned in the past few years

will show us that the future must be where we put our energies and hopes.

Freedom isn't free now and won't be in the future! We must all work for the freedom to live our lives as free Americans!

Thank you to ABATE of Maryland, the Barrier Island Chapter of South Carolina ABATE, ABATE of Illinois, and Mark Falsetti as well. Without the tremendous amount of time put in by Wayne Curtin of the MRF and Tom Greenbank, I couldn't have run for this office. Thank you all for your faith and support!

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- Full cover, touring cover, vinyl lowers, and luggage inserts for FLHTCU; hand-held CB mic for '89 or later FLHTCU, Shoei X8 helmet, size medium, black, barely used. Call John at (301) 540-2911.

NOTE: This column is for personal classified ads only. Any commercial ads must be paid for.

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## Board Won't Change Motorcycle Rule

Liquor panel says it can't prevent restrictions set by outlets

By Renee Fischer

*(Reprinted from a Harford County newspaper).*

The Harford County Liquor Control Board declined to take any action to change its rules and regulations to prohibit restaurants licensed to sell alcohol in the county from refusing to serve patrons who drive up on motorcycles.

The board concluded it does not have the authority to prevent restaurants from restricting their services in such a way, although Tim Streett, the lawyer requesting the action, contended it does because the board demands businesses seeking a liquor license meet certain requirements.

Streett, representing his brother, Chris Streett, said there are three restaurants in Harford County that display signs saying they do not want motorcycles on their parking lot and do not serve people who drive them there.

The restaurants, all located just outside Bel Air, are Andy Wargo's on Jarrettsville Road, K-Bitters on Route 22, and GoodFellas on Route 1, he said.

Chris Streett told the board he has been frequenting Andy Wargo's a few times a week for 10 years, but when he rode his motorcycle there for a sandwich on a recent Sunday afternoon, he was refused service.

"It really smacks of the old Jim Crow laws where you just pick and choose," Tim Streett said. "It doesn't have anything to do with your conduct inside the establishment."

"If by your rules and regulations, you allow it to continue, you sanction it, and that's a problem," Streett said.

Elwood Stark Jr., lawyer for Andy Wargo's, said the sign is clearly displayed, and anyone who drives on the premises on a motorcycle, disregarding the sign, is no longer invited and is then a trespasser. The establishment is not obligated to serve trespassers, he said.

Motorcyclists are not a protected class like people of different sexes, races, ages and marital status, Stark said. "I don't think you have the constitutional right to do this," he told the board about any prohibition being placed in the rules and regulations governing the issuance of liquor licenses in regard to the permission of motorcycles.

Laws are continually expanded, and given the rules and regulations in place now, every restaurant in the county that serves alcohol could refuse to serve people on motorcycles, licensed for use by the state, Streett said.

Mike Martino, a member of the board, said he had recently traveled across the country on a motorcycle, and the only place he had ever been refused service because of his chosen mode of transportation was in Harford County.

"They have the right to do it, but I know how you feel," Martino said. "It's a business decision."

Board member David Shrodes agreed, likening this restriction to those which stipulate patrons must wear shoes and shirts for service. "I don't think we should get into this," Josephine Rush, another board member, said. The board said the restaurants are not violating any current board rule.

"We are trying to establish a family restaurant, and we find that with motorcycles on the parking lot, it discourages parents from bringing kids in," Kim O'May, manager of GoodFellas located at the Friar Tuck restaurant, said. The presence of motorcycles gives the impression the restaurant is just a "biker bar," she said.

Parking lot damage from kick stands is a reason Andy Wargo's has that rule, Stark told the board. K-Bitters could not be reached for comment.

Streett said he planned to continue with his crusade and asked for a letter from the board stating its position so that he could prove he has exhausted all administrative remedies before moving on to another policy-making body. Streett said he has also contacted the Attorney General's Office about this being a possible violation of consumer protection laws.

## Definitions

**Doer** - Those who do for themselves and others. Not afraid to ask others for help. Will get involved. Some doers will complain.

**Complainers** - Those who are not happy about what others do for them or for themselves. Mostly will not ask others for help. May get involved. Some complainers are doers.

**Finger Pointer** - Someone who will not look into a mirror. Will not ask others for help and will not get involved.

**Spectator** - Someone who thinks protecting their rights and your rights is either a game or a sport.



District/County		Senators-Elect	Delegates-Elect
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2 2A 2B 2C	Washington	Donald F. Munson (R)	Robert A. McKee (R) D. Bruce Poole (D) John P. Donoghue (D)
3	Frederick & Washington	John W. Derr (R)	Sue Hecht (D) Louise V. Snodgrass (R) J. Anita Stup (R)
4 4A 4B	Carroll & Frederick	Timothy R. Ferguson (R)	David R. Brinkley (R) Paul S. Stull (R) Donald B. Elliott (R)
5	Carroll	Larry E. Haines (R)	Richard Dixon (D) Joseph M. Getty (R) Nancy Reter Stocksdale (R)
6	Baltimore County & Harford	Michael J. Collins (D)	Diane DeCarlo (D) Kenneth Holt (R) Michael H. Weir (D)
7	Baltimore County	Norman R. Stone, Jr. (D)	John S. Arnick (D) Joseph J. "Sonny" Minnick (D) Jacob J. Mohorovic, Jr. (D)
8	Baltimore City & Baltimore County	Thomas J. Bromwell (D)	Katherine Klausmeier (D) James F. Ports, Jr. (R) Alfred W. Redmer, Jr. (R)
9 9A 9B	Baltimore County	F. Vernon Boozer (R)	A. Wade Kach (R) Martha S. Klima (R) James M. Kelly (R)
10*	Baltimore City & Baltimore County	Delores G. Kelley (D)	Emmet C. Burns, Jr. (D) Shirley Nathan-Pulliam (D) Joan N. Parker (D)
11	Baltimore County	Paula C. Hollinger (D)	Michael J. Finifter (D) Dan K. Morhaim (D) Robert L. Frank (D)
12 12A 12B	Baltimore & Howard Counties	Edward J. Kasemeyer (D)	James E. Malone, Jr. (D) Donald E. Murphy (R) Elizabeth Bobo (D)
13 13A 13B	Howard & Prince George's	Martin G. Madden (R)	Shane Pendergrass (D) Frank S. Turner (D) John S. Morgan (R)
14 14A 14B	Howard & Montgomery	Christopher J. McCabe (R)	Patricia Anne Faulkner (R) Robert L. Flanagan (R) Robert H. Kittleman (R)
15	Montgomery	Jean W. Roesser (R)	Jean Cryor (R) Richard LaVay (R) Mark K. Shriver (D)

District/County		Senators-Elect	Delegates-Elect
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17	Montgomery	Jennie M. Forehand (D)	Kumar Barve (D) Michael R. Gordon (D) Cheryl C. Kagan (D)
18	Montgomery	Christopher Van Hollen, Jr. (D)	Leon G. Billings (D) Sharon Grosfeld (D) John A. Hurson (D)
19	Montgomery	Leonard H. Teitelbaum (D)	Henry B. Heller (D) Adrienne Mandel (D) Carol S. Petzold (D)
20	Montgomery	Ida G. Ruben (D)	Dana L. Dembrow (D) Peter Franchot (D) Sheila E. Hixson (D)
21	Prince George's	Arthur Dorman (D)	Barbara Frush (D) Pauline H. Menes (D) James C. Rosapepe (D)
22 22A 22B	Prince George's	Paul G. Pinsky (D)	Anne Healy (D) Richard A. Palumbo (D) Rushern L. Baker III (D)
23	Prince George's	Leo E. Green (D)	Mary A. Conroy (D) James W. Hubbard (D) Joan B. Pitkin (D)
24	Prince George's	Decatur W. Trotter (D)	Joanne C. Benson (D) Nathaniel Exum (D) Carolyn B. J. Howard (D)
25	Prince George's	Ulysses Currie (D)	Michael A. Crumlin (D) Dereck Davis (D) Brenda B. Hughes (D)
26	Prince George's	Gloria B. Lawlah (D)	C. Anthony Muse (D) Obie Patterson (D) David M. Valderrama (D)
27 27A 27B	Anne Arundel, Calvert, & Prince George's	Thomas V. Mike Miller, Jr. (D)	James E. Proctor, Jr. (D) Joseph F. Vallario, Jr. (D) George W. Owings III (D)
28	Charles	Thomas McLain Middleton (D)	Thomas E. Hutchins (R) Samuel C. Linton (D) Van T. Mitchell (D)
29 29A 29B 29C	Calvert & St. Mary's	Roy P. Dyson (D)	John F. Wood, Jr. (D) John F. Slade III (D) Anthony J. O'Donnell (R)
30	Anne Arundel	John C. Astle (D)	Phillip D. Bissett (R) Michael E. Busch (D) Visginia P. Clagett (D)
31	Anne Arundel	Philip C. Jimeno (D)	Joan Cadden (D) John Leopold (R) Victoria L. Schade (R)
32	Anne Arundel	Edward Middlebrooks (R)	Michael W. Burns (R) Mary Ann E. Love (D) James E. Rzepkowski (R)

\* This district was so altered by redistricting that it is considered a new district.

District/County		Senators-Elect	Delegates-Elect
33	Anne Arundel	John A. Cade (R)	Robert C. Baldwin (R) Janet Greenip (R) Marsha G. Perry (D)
34	Harford	David R. Craig (R)	Rose Mary Hatem Bonsack (D) Nancy Jacobs (R) Mary Louise Preis (D)
35 35A 35B	Cecil & Harford	William H. Amoss (D)	Donald C. Fry (D) James M. Harkins (R) David D. Rudolph (D)
36	Caroline, Cecil, Kent, Queen Anne's, & Talbot	Walter M. Baker (D)	Wheeler R. Baker (D) Ronald A. Guns (D) Mary Roe Walkup (R)
37 37A 37B	Caroline, Dorchester, Talbot, & Wicomico	Richard Colburn (R)	Donald B. Hughes (R) Adelaide C. Eckardt (R) Kenneth D. Schisler (R)
38	Somerset, Wicomico, & Worcester	J. Lowell Stoltzfus (R)	K. Bennett Bozman (D) Norman H. Conway (D) Charles A. McClenahan (R)
39*	Montgomery	Patrick J. Hogan (R)	Raymond Beck (R) Barrie S. Ciliberti (R) Mathew Mossburg (R)
40	Baltimore City	Ralph M. Hughes (D)	Tony E. Fulton (D) Salima S. Marriott (D) Howard P. Rawlings (D)
41	Baltimore City	Clarence W. Blount (D)	Frank D. Boston, Jr. (D) Margaret H. Murphy (D) Nathaniel T. Oaks (D)
42	Baltimore City & Baltimore County	Barbara A. Hoffman (D)	James W. Campbell (D) Maggie L. McIntosh (D) Sandy I. Rosenberg (D)
43	Baltimore City	John A. Pica, Jr. (D)	Gerald J. Curan (D) Ann Marie Doory (D) Kenneth C. Montague, Jr. (D)
44	Baltimore City	Larry Young (D)	Elijah E. Cummings (D) Ruth M. Kirk (D) Clarence Mitchell IV (D)
45	Baltimore City	Nathaniel J. McFadden (D)	Talmadge Branch (D) Clarence Davis (D) Hattie N. Harrison (D)
46	Baltimore City & Baltimore County	Perry Sfikas (D)	Cornell N. Dypski (D) Peter Hammen (D) Carolyn J. Krysiak (D)
47 47A 47B	Baltimore City & Baltimore County	George W. Della, Jr. (D)	Brian K. McHale (D) Timothy D. Murphy (D) Thomas E. Dewberry (D)

## An Invitation To The Baltimore Chapter

Now is the time to get involved and to start helping the chapter and yourselves. We've all paid our \$20 membership fee, but simply doing this will not bring back our freedoms. Attend meetings, bring other people, volunteer your services, and get to know your legislators.

The Baltimore Chapter has 15 districts it must deal with. That's 60 legislators; a lot of votes in the General Assembly.

I'm asking for a few volunteers to help with all the districts. If possible, you will work with your own district if it isn't already taken. Doing this will make things easier on all of us and also give people a chance to meet their legislators. You won't be alone; we'll help you deal with your legislators.

Even a large chapter like ours is useless if it only has a few volunteers. We'll need volunteers to get the helmet law repealed and the discrimination bill passed.

The mood in government is starting to change toward less government in our personal lives. This could help us in repealing the helmet law soon. In the past election, a lot of our enemies were voted out and a good number of our friends were elected.

Get out there and meet your district legislators. Tell them how you feel about motorcyclist's issues. They will meet with you and discuss your issues. If you need help, statistics, or information, get in touch with your chapter representatives, they'll be glad to assist you.

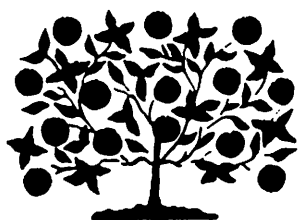
I've learned over the past few years that if a legislator sees you often enough and knows who you are, then they have a hard time voting against your issues. We've even gotten some help with getting bills introduced at the last minute, just because the Senator knew us from our meetings in the past.

This year we will be reintroducing the helmet law repeal bill and the discrimination bill, as well as a few others. We won't have opposition from Schaefer this year and we have a lot of new friends in Annapolis, so we should do well.

Again, we need your help to do this. If you would like to volunteer to help, attend a meeting or call your chapter representatives.

Lee Dix  
Legislative Representative  
Baltimore Chapter

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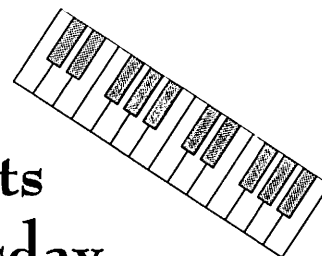
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## Washington State Court Of Appeals Throws Out Helmet Law

(Reprinted from the Jacobson & Hupy, S.C., newsletter.)

On June 28th, 1994, a state Court of Appeals in Washington found the four year old mandatory helmet law there unconstitutionally vague, thus the motorcyclists of that state have a temporary reprieve of that law. Actually, the relief only lasted one day before the police began issuing tickets again. But we're getting a little ahead of the story.

Over a year ago, the Helmet Law Defense League and members of B.O.L.T. got together for a summit meeting in Los Angeles. One of the fruits of that labor was a list of questions posed to the National Highway Traffic Safety Administration (NHTSA), asking if there was a list of approved helmets, and if so, who approved them? The riders who participated in that summit meeting included Steve Bianco and Richard Quigley (HLDL), Steve Red Barron, Don Blanset and Konrad Jagst (HLDL, BOLT, ABATE), Mike Holt (Riders for Justice, Colorado) and Tony Pan Sanfelipo (BOLT, ABATE of Wisconsin). It was this diverse group's intention to focus on the shortcomings of the federal standards for helmets, NHTSA's refusal to have anything to do with providing an approved list of helmets and the inadequacies of the helmet testing procedures. The battle cry which emerged, reiterated from an earlier HLDL slogan, was "No List, No Law". This was their hymn, taken into court after court, stated succinctly in numerous correspondence to NHTSA and restated at every opportunity before a listening audience of enthusiastic bikers. The road was long and arduous. Despite some setbacks, and non-support from most other organizations, these dedicated people kept the faith because they knew in their hearts that the fall of the national

helmet law would come about, in part, through calculated court challenges. Richard Quigley had traveled to Washington several years ago and presented this theory to at least one of the principals in the recent Appeals Court decision in Washington. Getting back to that court case, the Appeals Court reviewed the cases of Jack Maxwell and Josh Sanaski, upon appeal from the state, and Ed Fisher. Messrs. Maxwell and Sanaski had a district court decision finding them guilty, reversed in Superior Court. The state appealed this ruling, contending the Superior Court erred in determining the law burdensome and confusing. The Third District Court of Appeals affirmed the Superior Court's ruling, stating the law violated the due process clause of the Fourteenth Amendment in that it fails to afford citizens fair warning of proscribed conduct. It went on to say that a statute is unconstitutional if it fails to provide fair notice; if the standards to which a citizen must conform are so inaccessible that an average person could not be expected to discover them by reasonable research efforts, then the statute does not provide the requisite notice. The court noted that the standards referred to above are found in the Code of Federal Regulations. The regulation consists of sections covered in 16 pages of text. The topics include purpose, application, definition, impact attenuation and penetration standards, etc., etc., etc. Also included are seven and a half pages of diagrams and four pages of charts. The regulation fails to inform the average citizen of the location or legal citation of the federal standard it adopts. The pertinent question then is, "how can a citizen of common intelligence discover this information?" This exact tenet is posed as a question in cases and correspondence put forward by Steve Bianco and Richard Quigley over the course of a year prior to the decision in Washington. In the case of Ed Fisher, he was cited for not wearing any

helmet, and found guilty. He sought consolidation with Maxwell and Sanaski, but the commissioner's ruling was "while these consolidated cases should be linked with City of Omak vs. Fisher, because they deal with similar subject matter, the issues are sufficiently distinctive such that they should not be consolidated with Fisher." This was due to the fact that, unlike Maxwell and Sanaski who were cited for wearing beanie style helmets, Fisher had installed a seat belt and roll bars (engine guards) on his cycle. He was seeking to be excluded from the helmet requirement under an exception for bikes equipped with seat belts and roll bars, as provided in RCW 46.37.530 (1)(c). Fisher contended that the section alluding to seat belts and roll bars was vague, since the state patrol had not adopted any regulations regarding roll bars. In that respect, a person of common intelligence could not determine what is required to bring himself within the exception of motorcycles with seat belts and roll bars. Since due process prohibits arbitrary enforcement, without the express adoption of regulations on roll bars, the law was vague.

A compelling question now arises as to how the Washington jurists arrived at the same conclusion as the HLDL, while jurists in California cannot or will not judge similar cases on their merit. It seems the California Highway Patrol has assumed the role of determining the intent of the legislature, and has taken up the task of aiding the judges in California in making their rulings. Something is apparently very wrong in California's judicial system. Either the judges in Washington are way off base, or the judges in California are screwed in with left hand thread. Hopefully the Washington decision will spur further court challenges as to the constitutionality of the law. There are already cases lining up in Nebraska and Michigan.



Cumberland '94

# Montgomery County's Ride to the Toy Run



## Gunning For Ruger

*These letters have been reprinted from American Motorcyclist magazine, January 1995 issue.*

Dear Mr. Ruger:

I am a dentist practicing in Luray, Virginia. My two main avocations are the shooting sports and motorcycling. As an avid hunter, shooter and gun owner, I'm using my most effective weapons against gun control laws. I vote for gun-favorable legislators and support them financially. I'm a life member of the NRA. And as an NRA instructor, I educate others to enjoy the safe and responsible use of firearms.

As an avid motorcyclist, I use effective weapons against those who would legislate against and discriminate against motorcyclists. I vote for motorcycle-friendly legislators and support them. I'm a life member of the AMA and the Virginia Coalition of Motorcyclists. As an instructor for the Motorcycle Safety Foundation, I educate others to enjoy the safe and responsible riding of motorcycles. You may be sure that I make the time to write letters like this to those people who threaten my favorite activities in any way.

I have read recently of your company's policy of discriminating against employees who become injured in motorcycle accidents. This is precisely the kind of tactic used by certain elected officials, including the White House, to discriminate against, and ultimately control, gun owners, gun dealers, and gun makers.

I also make firearms recommendations to students of shooting classes. Until I see a change in your policy regarding health insurance for your employees, I will neither buy nor recommend your products.

Dr. Patrick Sprague  
Luray, VA

Mr. Ruger, after learning of your position regarding medical coverage for your employees who ride motorcycles without helmets, I wish to inform you that I have notified the members of the American Lawman Motorcycle Club, the Blue Knights Motorcycle Club, the City Heat Motorcycle Club, and other organizations.

As a police officer, motorcyclist, and NRA member, I feel your position on this matter is wrong, as would most members of the aforementioned police motorcycle clubs. I do not own any of your products and now never plan to. I am urging all club members to support me in not purchasing any Ruger firearms products.

Adrien Robinson  
Chicago, IL

Copies of letters sent to William B. Ruger, Jr., President, Sturm, Ruger and Company, 411 Sunappe Street, Newport, NH 03773 continue to arrive at our offices on a daily basis. Ruger recently canceled all health insurance benefits for employees injured in motorcycle accidents unless they wear helmets. That company rule ignores the fact that helmet use is not mandatory in New Hampshire and Connecticut, where Ruger plants and offices are located. And it doesn't even matter if the motorcyclist is the innocent victim in an accident where another driver is at fault.

William Ruger continues to insist that his policy doesn't discriminate against motorcyclists. He and his company have repeatedly tried to make this a debate about the effectiveness of helmets, rather than employer insurance discrimination. In a recently letter to us, he said:

"As a company, and as individuals, we are not by any means anti-motorcycle.

For instance, the writer has been a motorcycle rider and owner since the early 1960s, and at the present time owns three motorcycles."

But, says Ruger, "As a company, we subscribe to the notion that the use of suitable motorcycle helmets significantly reduces the frequency and severity of injuries of the type which are most likely to involved prolonged, and therefore unduly expensive, medical treatment... We will continue the helmet restriction, just as we restrict medical coverage for certain other risky activities."

Ruger's definition of risky activities seems to be a bit narrow, however. The company's personnel department refuses to discuss specifics, but every indication we have is that automobile drivers who decide not to use seat belts, an act comparable to motorcyclists riding without helmets, continue to enjoy coverage under the company's health insurance program. In fact, we have every reason to believe that even illegally irresponsible behavior, like drunken driving, doesn't exclude an employee from Ruger's health insurance plan.

What's the difference between unhelmeted motorcyclists and drunken automobile drivers, those who fail to wear their seat belts, and for that matter, employees who ski on New Hampshire's slopes, eat fatty foods, or refuse to exercise regularly? The difference is that the motorcyclists lose their health insurance.

And that, Mr. Ruger, is discrimination. As a motorcyclist, you should understand that. As a gun manufacturer, you of all people should realize that the stereotypes of risky behavior don't always match up to reality. And as an employer, we expect you to treat your motorcycling employees fairly.

## County Corners

### Anne Arundel

Coordinator: Richard Hamstead  
(410) 879-2090

Meetings are the third Wednesday of each month at 7:30 pm at the True Pit BBQ on Route 3 in Crofton. The food is good so come early and have dinner first.

We've had lots of changes in Anne Arundel: new officers, new members, and new products. We are going to try a new location in January 1995. It will be at the Coyote Cafe on Route 3 (Gambrills). This bar/restaurant is under new management and wants to become a "rider friendly" stop. If other chapters are interested in using them as a poker run stop, meeting location, or a party stop, please give them a call.

On another note, I would like to extend an invitation to our fellow chapter directors and their members to attend any of our meetings. Also, I would like to see if we as chapters might be able to do some combined events. Please let us know. Contact me or Ed Petherbridge.

Lastly, the Anne Arundel Chapter plans to become more involved in our community this upcoming year. We will be sponsoring some local charities and other local organizations.

As to the elections, the Anne Arundel Chapter made out great! We can boast four years of pro-motorcycle politicians. And trust me, they're gonna know we are here and we support them. We plan on letters of congratulations and invitations to meetings and events.

I look forward to a very positive '95 and hope to meet many of you at upcoming events — and please come to visit.

Thanks,  
Richard

### Baltimore City/County

Coordinator: Mike Nelson  
(410) 426-9298

Meetings are held on the second Tuesday of the month at The New Ritz, 8013 Philadelphia Road, Rosedale. It is located on the corner of Chesaco Avenue and Philadelphia Road, one block off Pulaski Highway (Route 40), on the east side of Baltimore.

Another meeting place on the west side of town for your convenience: On the fourth Tuesday of each month at 7:30 pm, we will meet at The Windsor Inn located at 7207 Windsor Mill Road. To get to The Windsor Inn, take 695 to Exit 18 West, Liberty Road. Follow Liberty to Rolling Road and make a left; follow to Windsor Mill Road and make another left. The Windsor Inn is approximately one mile on the right.

### 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.

No report from coordinator.

### Carroll County

Coordinator: Sharon Ganz  
(410) 239-8727

Our county meeting is at Frisco 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.

We have a new board, new officers, new (and old) people. Give us a chance. Come to our meeting early and have dinner (great crabs!).

### Cecil County

Coordinator: Guy "Burt" Anderson  
(410) 287-8286

Cecil County meetings are on the second Sunday of each month at the North East VFW, Post 6027. Meetings are held at 6:00 pm.

Our new officers are as follows:  
Coordinator: Burt Anderson  
Assistant Coordinator: Sandee Hoover  
Treasurer: Jimmy Hamilton  
Secretary: Nancy Anderson  
Membership: Candy Strimel  
Legislative: Gary Polde  
Products: Rick Gilley

### Frederick County

Coordinator: Tony Lowery  
(301) 831-7832

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

No report from coordinator.

### 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.

### 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.

*(Continued on Page Twenty-Five)*



## County Corners

(Continued from Page Twenty-Four)

### Howard County (Continued)

Yes! ABATE is alive and well. We need you to attend our meetings. We can't do it alone. The legislative session is about to begin and we need everyone to get out and contact your senators and representatives to support our RIGHTS!

### 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.

Please make note of our new meeting place! The American Legion has let us use the hall, so come see us, buy a few drinks, find out what ABATE is doing, and don't forget to tip the bartender!

### Montgomery County

Coordinator: Bernie Keller  
(301) 253-3007

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.

Our membership is growing. We are so active that we need two meetings per month just to keep up!

With a new legislature in place and a new year upon us, let's look forward to a year of freedom and prosperity for all.

Working together, with a strong, united voice, we will achieve change. Accent our positives: toy runs, charity events, etc. We are already recognized for our professionalism in Annapolis.

Realistically, we can never satisfy each individual's personal needs. What we can achieve, through respect, consideration of our brothers' and sisters' opinions, and listening, is knowledge. Stay involved, your dedication towards our goals of responsible legislation and freedom of choice will bring change to the Free State.

Update: Our Sixth Annual Toy Run to the Greentree Shelter was a great success. Seventy-six bikes and over 110 people of all races, creeds, color, on every brand of motorcycle participated. On December 4th at 11:00, with the temperature in the 50s and Doug "Santa" Seek leading the way, we brought hundreds of toys and \$269 in donations to these children of battered families. Smiles were seen all around.

Special thanks to K-Mart of Aspen Hill for allowing us a contribution box and to all our road guards for making our trip safe — you know who you are.

Our holiday party will be held Saturday, January 21, from 6 pm until ?? at the Back Street Cafe in Rockville. It's \$12 for ABATE members and \$15 for wanna-bees. All are welcome. We will have an open bar, food, and the Bluescasters. For information call (301) 253-3007.

Yours on the road,  
Bernie Keller, Director

### Prince George's County

Meetings are held the fourth Tuesday of every month at Remington's of

Beltsville, 11500 Baltimore Blvd., at 8:00 pm.

We will be taking nominations for County officers at the January meeting and then holding elections. Requirements for being nominated and elected is to be a current member. Please check with the individual you wish to nominate before doing so. And remember, this is not a popularity contest; we need individuals who will help fight for our rights as motorcyclists.

By the time you receive this, the P.G. County Chapter will have had our Christmas party. If you were unable to attend, don't worry, there will be future events coming up and the best way to find out about these events is to come to the meetings.

If you have any questions about the P.G. County Chapter and/or the elections, you may call Dave Sherman at (301) 460-7141.

### Southern Maryland

(Charles and Southern Prince George's Counties)

Call the ABATE office for information.

### St. Mary's County

Coordinator: Wendy Anderson  
(301) 373-8266

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

(Continued on Page Twenty-Six)

## County Corners

(Continued from Page Twenty-Five)

### St. Mary's County (Continued)

St. Mary's County Chapter has been very busy. In the past few months, we held elections of officers. Our former director, Mike Lewis, stepped down to go to school and we wish him the best. We know Mike will still be an active member for our Chapter. Our newly elected director, Wendy Anderson, comes to us with experience. She has been the St. Mary's Chapter director before and we welcome her and support her.

As I have mentioned, we have been very busy. We have had weather cooperating poker runs, a local rodeo, a horseshoe tournament, state road trash pick-up, a great Halloween party, a tongue-teasing chili cook-off contest, our wonderful Christmas party, and last year was an election year, we have had several politicians come to our meetings to discuss their views on how they stand on the "lid" law, among other things.

On January 22 we will be having a pool tournament (something new) and on February 25, we will be having our annual Pre-Daytona Party and Oyster Scald at the Hole in the Wall. Coming up in April we are planning a Blessing of the Bikes (something new), more details later.

There have been some local events by establishments that we have attended and participated in. There has been a pig roast, a local motorcycle show, and the Veteran's Day Parade. One group, the Southern Maryland Motorcyclists, got together and had a toy run. The music and the people who attended this event were great and we thank you. The weather has been on our side for most of our events and we want to thank all of you who worked, participated, and/or supported these

events. Without you, there wouldn't be any events.

One special note of interest: we did have one member who was pulled over for his helmet. This member took his ticket to court and the judge ruled in his favor. The helmet did have a DOT sticker on it. Keep in mind that you can fight the system and win!

Well, that's about it so far. We are looking forward to a great 1995. We have many new ideas and events coming our way this year. We know Wendy will hold strong for St. Mary's County and we hope you will come and see us and become a part of this up and coming chapter.

Oleta Caldwell  
Secretary, St Mary's County

### Lower Eastern Shore

Coordinators: Linda Wainer,  
(410) 749-2674  
(Wicomico)  
K.T., (410) 651-9233  
(Worcester County)

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

Once again our chapter adopted a family for Christmas. Hopefully we

have helped a family enjoy a better holiday than they would have otherwise. Thanks again to everyone who helped make this a success!

In November we participated in a Christmas parade at the Centre in Salisbury. We decorated our bikes and a pickup with signs and garlands, put the kids in the pickup, they sang Christmas songs and had a great time. Thanks to all who came out on a Tuesday night in November!

Upcoming events include a St. Patrick's Day Dance in March, place and time to be announced.

See ya at the next meeting!

### Washington County

Coordinator: Chris Semler  
(301) 371-8933

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.

Our Winter Bash will be on February 4 at 7:00 at the Dogpatch. This is always a fun event with plenty of good food, music, and friends. See you there.

## St. Mary's County Chapter Pre-Daytona OYSTER FEST AND PARTY Saturday, February 25, 1995

Oysters - 5:00 till 8:00

Band - 9:00 till 1:00

Hole in the Wall Tavern, Hollywood, MD

For more info call: Tom 373-3838 or Wendy 373-8266

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(All information treated confidentially.)

Referred by \_\_\_\_\_ Date \_\_\_\_\_

MRF# \_\_\_\_\_ Exp. Date \_\_\_\_\_

Member was given:

- Pin     Patch     Year Rocker  
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ADDRESS \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CITY \_\_\_\_\_ Y / N Name \_\_\_\_\_

Are you a member of a state motorcyclists' rights organization?  Yes  No  
 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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 P. O. Box 1733, Annapolis, Maryland 21401  
**APPLICATION FOR MEMBERSHIP**



- NEW     RENEWAL    Years as member \_\_\_\_\_  
 ALL MEMBERSHIPS — \$20.00

New members receive patch, membership card and 6 issues of newsletter.  
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PAID BY:     CASH     CHECK # \_\_\_\_\_    PATCH / PIN ISSUED:     Yes     No

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

Address \_\_\_\_\_

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

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

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

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

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

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

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

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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

- January 13-15** Baltimore International Motorcycle Show, Baltimore (see flyer on page 15)
- January 14** Mid-Shores Chapter, Bowling for Fun at the Princess Lanes in Cambridge, 7 pm
- January 21** Montgomery County Chapter, Holiday Party, Back Streets Cafe, Rockville (see flyer on page 13)
- January 22** St. Mary's County Pool Tournament (see page 5)
- January 23** Monday Night Lobbying Begins
- February 4** Washington County Winter Bash, 7 pm, Dogpatch Tavern (see flyer on page 13)
- February 25** St. Mary's County Pre-Daytona Oyster Fest and Party, Hole in the Wall (see page 26)

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P. O. Box 1733  
Annapolis, MD 21404



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