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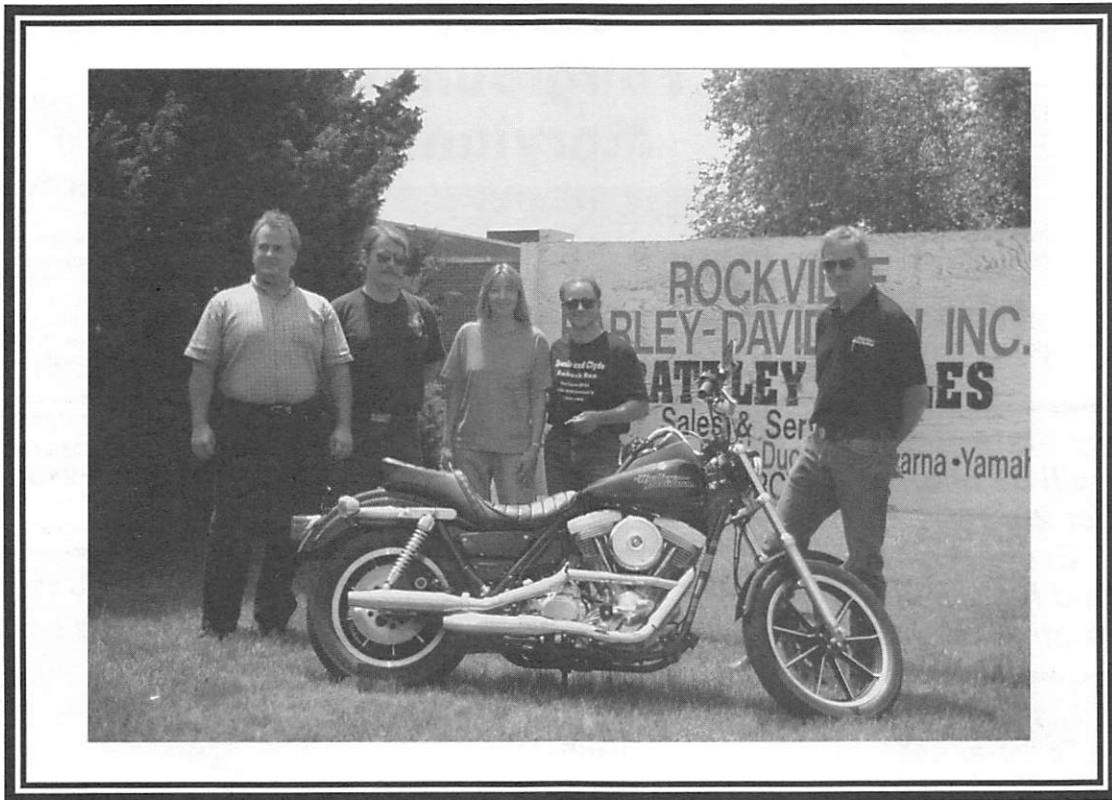
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ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

ABATE OF MARYLAND NEWSLETTER

November/December 1994



Congratulations to Ron Camerata Winner of the 1994 FXR ABATE Raffle

(Left to right: Alan Sharp, Sales Rep.; Mac, sold the winning ticket at Rockville Harley Davidson; Sally Bruce, former director of ABATE of Maryland; Ron Camerata, winner; Devin Battley, owner of Rockville Harley Davidson.)

Helmet Law
Protest Run
Recap!
See Page 13

ABATE of Maryland, Inc.

Executive Board

State Director	Gary Boward (301) 824-2782
Assistant Director	Tom Bruce (800) 843-0252
Treasurer	Paul Jackson (301) 779-3235
Legislative Advisor	Sally Bruce (800) 843-0252
Membership Secretary	Dave Sherman (301) 460-7141
Secretary	Position Open
Office Manager	Dale Clough 1-800-843-0252 (410) 263-9185
Products	Mike Maude (410) 261-6815
Newsletter Editor	Mike Sage (800) 843-0252

The next state staff meeting will be held on November 20, 1994, at 12 noon. Every chapter should have a representative attend!

December 1, 1994, is the cutoff date for the January/February 1994 newsletter. All information (articles, classified ads, letters to the editor, whatever) must be received by this date. Send all information to the ABATE office.



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

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From The Director

Hi Folks,

Just as a small introduction to those who don't know me, my name is Gary Boward, but a lot of people know me as "Pappy." I've been on the ABATE of Maryland board of directors off and on since 1983. Most recently, for the last two years, I've been the Washington County Chapter Director.

Through the years, ABATE of Maryland has taken great strides towards directing legislation in repealing and keeping the mandatory adult helmet law from the adults of Maryland. Now, with the current law, much work needs to be done.

With this year being an election year, we ALL must let those running for office know how WE feel, what WE want, and what WE expect of OUR elected officials.

I've been directly involved with many ABATE boards through the years and

for the past couple of years we've had some of the best people I've ever worked with. You should know that Sally

Bruce, as State Director, worked her butt off to put this organization in position to form our own future. Along with the rest of the Board of Directors, working hard with the legislature, our members can make enough noise that these people listen to us. We CAN have a helmet law repeal, but it's going to take ALL of us, not just a few, working together.

I'm asking you as a member to grab other motorcyclists, make them aware, and have them help in this effort. Remember, everyone that rides is

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affected. Remember also "it's not the helmet, it's the law that sucks."

So let's all get busy. We can do this if we all work together. Hey, we did it once, we can do it again.

Ride safe,



Pappy

From The Former Director

Greetings ABATE members:

With your help we can make the helmet issue right, again! We have a core group of about 100 people who come to Annapolis at least once a year during the legislative session. We could use a lot more. Keep in mind now to make that trip on Monday nights from the last Monday in January until the first Monday in April. Our presence in Annapolis is awesome and this year we need more.

As many of you know, by the time you read this we will already have elected a new board of directors. The chapters elected their representative (director/coordinator) during the August meeting and the executive board was voted on during the staff meeting in July. So I'm really not the director any more. But let me get one

more food for thought in. When the helmet law passed in Maryland, a lot more than motorcyclists rights were taken. This issue has always been about responsible individuals in a free country being able to make up their own free minds about something that pertains to them personally. No matter when side you are on about the gun issue or smoker's rights, most of us are singing the same song. Leave me be, I have my own life, I am an American and I am supposed to control the government, and not have the government control me. If any of you have traveled overseas or even crossed our North American borders, certainly you realize your freedom in this country to travel from state to state without authoritarians checking your credentials and ID and basically getting into your personal business, whether it is your luggage or your vehicle. Well,

listen up folks, the INS (Immigration and Naturalization Service) has advocated to the current federal administration that everyone in the United states start carrying an ID card that includes your photo, social security number, a thumbprint, and other vital information and possibly a strand of your DNA. Now, maybe I've read one too many George Orwell books, but this could have some seriously negative implications, don't you think?

It's your tax dollars, it's your government. Get involved, keep up with the news and communicate with your elected officials. Remind them that they work for you!

Peace to you, ride safe always,

Sally

**Some Meeting Times and Places May Have Changed
Please Call Your Chapter Coordinator For Updated Information**

County Corners

Anne Arundel

Coordinator: Pete Frede
(410) 266-9035

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.

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, Baltimore, MD 21237.

Hi everybody, it's Mike. For those who do not know me, I am the new Baltimore Chapter Director. I have worked with Wil and Lee and the rest of ABATE of Maryland on various things for about two years. Previously, I was Membership Secretary for our Chapter. I spent my Monday evenings in Annapolis, working together with dedicated people, fighting for responsible legislation for motorcycle issues. Finally, I would just like to say thank you for your support and I am ready for the challenges which come my way. I am looking forward to making our Chapter the biggest and most participating on in our organization. Please help me make this goal. If you have any questions, feel free to call me at (410) 426-9298.

Thank you,
Mike Nelson

Calvert County

Coordinator: Gene Gullickson
(301) 855-7999

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

Carroll County

Coordinator: Sharon Ganz
(410) 239-8727

Our county meeting is at Frisco Pub, located across from Shoney's on Route 144 in Westminster. All meetings will be on the last Wednesday of every month at 7:30 pm.

One member's opinion:

People join ABATE for reasons of their own. Mostly I think it's because we are fighting for rider education programs, and for the fact that we are dedicated to freedom of choice, and to the safety of motorcycling in general. Whatever your reasons for joining were, we will never know if you don't attend your meetings. We are all Brothers and Sisters and we need to stand united to be heard and to get our rights and freedom back. Don't just pay your dues and wait around for other people to make your choices and then bitch about it if your choices aren't met or even addressed.

Get involved, attend your local meetings, meet with other people who care about the same things you care about, and let your voice be heard! Remember: United We Stand, Divided We Fall!

Ride Free!
Julie Buck
Carroll County ABATE Secretary

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.

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.

Harford County

Coordinator: Merrill Paden
(410) 838-6219

Meetings are held upstairs at Harvey's Place on Route 1 in Dublin on the third Wednesday of each month at 7:00 pm.

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.

Yes, Howard County is still alive and kickin'. We hope to see everyone at the meetings. We need to band together now! Elections are coming up, let's help get some people elected who are willing to help get the helmet law repealed. Sitting at home is not going to get it done. We need your help NOW more than ever. See ya at the Friendly Inn or at the next ABATE event. Let's get out and support as many events as you can. I know I will.

Later,
Donny

Mid-Shores Chapter

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

Meetings are at Manny's Restaurant, Route 50 East in Easton on the first Wednesday of each month at 7:30 pm.

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. Please come by and join us for good food and a good time.

(Continued on Page Five)

County Corners

(Continued from Page Four)

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. The next meeting will be held November 22, 1994.

Southern Maryland

(Charles and Southern Prince George's Counties)

Call Pam Myers at (301) 292-4027 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.

Lower Eastern Shore

Coordinator: Linda Wainer
(410) 749-2647
(Wicomico)

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

Washington County

Coordinator: Chris Semler
(301) 371-8933

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

Fall Reflections '94

By Lynn Oldenburg

As I sit here catching the first scents of fall across the hillside, I reflect on just how much work we motorcyclists have done to bring our people (bikers) out of the shadow of the 1950s and '60s image of the "evil threat" to society and also to the future and what remains to be done to secure our freedom for ourselves and our coming generations.

We have worked long and hard to fight the prejudicial view of our communities, coworkers, and the general public. Recently we have enjoyed some measure of success judging by the amount of positive press we have seen in articles and letters appearing in the Wall Street Journal, the Baltimore Sun, the Washington Post, the Washingtonian, and the Montgomery Journal. All have brought to light positive aspects of motorcyclists' activism, ranging from the proven benefits of the Maryland Motorcycle Safety Program, women riders who tour cross-country (solo even!), motorcyclists' rights getting recognition in state legislatures across the country, as well as apologies being extended to motorcyclists from a Senator on the floor of Congress. Even into ads on television and in print depicting motorcycles and their riders in a non-threatening, and even positive mode, there is a different slant to what we are seeing and hearing about us.

We are certainly operating in a more positive atmosphere today than when I attended my first ABATE party back in 1982. We've gone through many positive changes and growing pains in these past dozen years. ABATE has been able to expand our political expertise through training at seminars and conferences put on by groups such as the League of Women Voters, Pennsylvania ABATE, New Jersey ABATE, National Coalition of Motorcyclists, the American

Motorcyclist Association, and the Motorcycle Riders Foundation. Additionally, our legislative agenda has grown to include motorcycle parking bans, anti-discrimination based on mode of transportation, appearance or association, and back to funding for our Motorcycle Safety Program once again.

Motorcyclists have come far in organizing themselves into a force to be reckoned with and acknowledged by the "powers that be." But we aren't in office in great enough numbers ourselves to believe that change is certain or that our work is anywhere near to being finished! We have shown ourselves to be involved, caring, concerned citizens who are working within the democratic system to ensure that our voices are heard. As the November 8th election fast approaches, we need to go that extra step and get out there working on our candidates' campaigns. Volunteer to put up yard signs, distribute literature, help transport voters to the polls, or work the polls on election day. Anything you do will be greatly appreciated! Above all, get out and vote!!

With the growing numbers of motorcyclists getting involved in the political process at all levels, we can hope to see more of us freedom fighters in office looking out for all of our freedoms. The best is yet to come, so do your part to make it happen!



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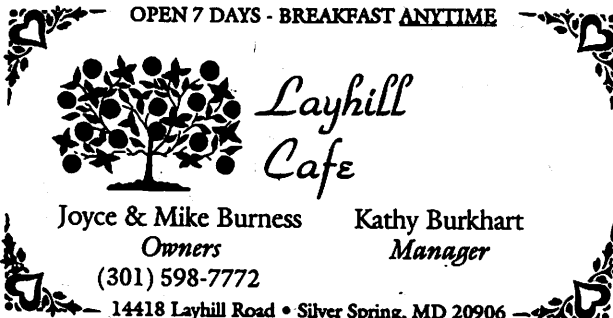
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Motorcycling has never lacked for its share of enemies, and in our new age of legislated conformity, there seems to be even more of them hiding in the weeds than ever before. As a minority group that can't call foul for discrimination on the basis of race, religion or sex (the commonly accepted criteria), we make an easy target.

A few examples:

1. You can't pass legislation against homosexuals, denying them their chosen lifestyle--but you can against motorcyclists.
2. You can't deny a woman health care benefits or time off work if she accidentally gets pregnant--but the same employer can deny health insurance to you for riding a motorcycle, and fire you if you have an accident.
3. A court recently ruled that you can't deny young Sikhs the right to carry daggers on their belts in public school, because it's considered a part of their religion--but wearing a vest with the name of your motorcycle club on the back is considered aggressive and/or antagonistic behavior, and is legal cause for your detainment in many parts of our country.
4. A so-called "private" community can't deny you access to visit a friend (or to live there) because you are Black, Hispanic, Asian or whatever--but they can because you ride a motorcycle. Same with some private parks and campgrounds.

See what I mean? It seems we are the last minority that it is legally and morally acceptable to discriminate against.

But take heart, gentle friends, I think I've come up with a solution. Since we can't change our racial heritages, and since mass sex changes would be

unfeasible (not to mention painful), I think the obvious avenue open to us is to become our own religion.

The Brotherhood of Inviolable Knights of the Everlasting Ride--BIKERS. Our deity could be the internal combustion engine, in its infinite variety of forms and complexity. All could worship at the altar of their choice: Harley believers would be our Catholics--forever following the most time-honored rituals--and those of the Honda persuasion would be our largest group of Protestants.

BMW faithful would be like the Lutherans, solid and steeped in the Teutonic tradition, while the Kawasaki Ninja and Suzuki GSXR devotees would unite as the new Southern Baptists of Speed.

An infinite variety of sects and sub-sects would abound, from Two-Strokers to Three-Wheelers to Sidecarists. Non-sectarian summits would be arranged to try to settle the differences of the Airheads and the Water-coolies. Monasteries would be established for the worshipers of Ancient British marques like the Triumph and Norton. Holy Days pilgrimages would go to Milwaukee and Marysville, much like the Reunions we have now.

Trade schools like the American Motorcycle Institute would become seminaries. The AMA would be like the American Council of Churches (imaging wielding that kind of political clout!). Our clubhouses and meeting places would become churches, temples and synagogues. Clymer manuals will be as catechisms. Poker runs will be devotionals. Our Saints will be the likes of Sochiro Honda and John Harley, and our Apostles Rob Muzzy and Eraldo Ferracci. Willie G. will be the new Billy Graham.

All of our motorcycles, meeting places, rallies and such, right down to our riding boots and gloves, would be tax-exempt as necessary accoutrements of our religious beliefs. And those that don't want to wear helmets could join a sect that believes the wearing of a helmet is a sin. The Constitution specifically prohibits the government from restricting their religious freedom!

Am I kidding? Sure I am. But every day I'm getting more and more tired of being a part of one of the few remaining minorities that everyone else feels is okay to kick around.

Just yesterday, I saw a newspaper headline that said "Biker Involved in Knifing." I don't deny it's true, but do you think if the person involved had arrived in a car that the headline would have read, "Motorist Involved in Knifing"?

Even better, if the act had been committed by an African-American or Mexican-American, or even a Native-American, do you think the newspaper headline would have dared identify them as such? No way.

The NAACP, or AIM, or Jesse Jackson's Rainbow Coalition would have crucified them. It's considered discrimination by association, and is, I believe, actionable within our legal system.

If we are going to go so far out of our way to be politically correct and protect everyone's right to equality and freedom from discrimination--than I want *my* rights too.

Happy Independence Day everyone.
(And Happy Birthday, Mom!)

(This article was reprinted from an unknown source. If anyone knows the source, please let the newsletter editor know so we can give proper credit.)

Reflections on the First Meeting of the Minds

By Michael "Balls" Farabaugh

*"The Meeting of the Minds,
September 21, 1985."*

That event, and that date, marked a new beginning for motorcyclists rights. It marked an age of expansion for rights groups across our great land. For me, that event brought about a happening of emotion and physical hugs and handshakes rather than a metallic voice on a long- distance phone call. The first Meeting of the Minds marked a beginning of a new attitude for the leadership of motorcyclists' rights organizations in America.

I have often wondered if we should have called the "Meeting of the Minds" the "Opening of the Minds." That first meeting of our minds, on September 21, 1985, introduced many new concepts to motorcyclists' rights activities. Words like "teamwork," "cooperation," "compromise," and "commitment" became part of our dialogue. These weren't just words, they became a spirit of a sound and realistic belief in each other that has guided us since 1985.

It was those first Meeting of the Minds that has caused the proliferation of motorcycle rider training programs throughout the country. In 1985, there were only two motorcyclists rights groups involved in rider training and Motorcycle Safety Foundation programs. Today, there are nearly 30 state motorcyclists' rights organizations involved in rider training programs in as many states. This is a direct reflection of what we can do with the teamwork, cooperation, compromise, and commitments that came from that first meeting in St. Louis in 1985.

The first Meeting of the Minds wasn't as easy to pull together as it may sound. The leadership talent of motorcyclists rights organizations was

certainly at work and committed to the fight for our rights in their respective states. Unfortunately, it took most of the '70s and early '80s for those of us involved in motorcyclists rights to get our egos and personalities leashed and use our talents in a more professional manner. After the 1985 Meeting of the Minds, there was (and still is) a more intense effort to stay professional, keep egos in check, and achieve the goals that were only dreams in 1985.

A small group (less than 150) of motorcyclists' rights activists came together in St. Louis because they were determined and curious to learn new approaches to problems that plagued our organizations throughout the '70s. The first meeting was filled with an air of anticipation. It was also filled with a "can do" approach to new and different ideas. A spirit of compromise was also evident. Finding solutions to problems, rather than arguments, was the prevailing attitude.

Yes, motorcyclists' rights activists had met several times before 1985. However, things were different when we met in St. Louis. If anything, that meeting was truly the "second beginning" for leadership among motorcyclists' rights organizations. It was a time of new belief in each other's abilities. I'm proud to have been a part of that "second beginning." I'm looking forward to returning to St. Louis for the Tenth Annual Meeting of the Minds. We've come a long way in ten years.

The small part I played ten years ago was just one person doing something he believed in. It could not have been done without the teamwork, cooperation, compromise, and commitment from all the "do'ers" who made it possible. We all owe them a debt of gratitude for helping bring us to where we are today.

Michael "Balls" Farabaugh was a "shaker and mover" in the motorcyclists' rights movement in the '70s and '80s. He was the Director of ABATE of Indiana, a Chief Instructor for the Motorcycle Safety Foundation, and an instrumental force that helped bring the early Meeting of the Minds together. Farabaugh, as the first president of the Motorcycle Riders Foundation, helped guide the MRF during its founding days. Today, he is a freelance photographer and, although he still possesses a strong interest in motorcyclists' rights, enjoys spending his time riding.

GET INVOLVED

**ABATE of Maryland now has
a Prince George's County
Chapter!**

Meetings are held the fourth Tuesday
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November 22, 1994.**

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Are Motorcycle Helmets Safe?

(This article is reprinted with permission of the author, Scott Hawes, Legislative Activist, State of Washington, and Former A.I.M. Chief of Staff for Washington State.)

The U.S. Government and most states define a motorcycle helmet as one that complies with the Federal Motor Vehicle Safety standard-218 (FMVSS-218). If that's the case, I say they are not safe.

FMVSS-218 is basically a series of tests that require expensive testing equipment to discourage competition. Realistically speaking, these tests don't prove that a helmet can do its job, which is to prevent head injuries. First, they theorize that a human brain can take 400 Gs, which is highly questionable. Second, they only test them to 13 miles an hour. Even a school zone is 20 mph. Finally, the helmets that are being produced and marketed have some serious design errors that put the head-neck junction in jeopardy.

The theory about G-forces seems to come from a 1980 report from the Japanese Automobile Research Institute titled "Human Head Tolerance to Sagittal Impact: Reliable Estimation Deduced from Experimental Head Injuries, Using Sub-human Primates and Cadaver Skulls."

Apparently they "developed" a "human head impact tolerance threshold curve" by crushing some monkeys. They claim the threshold of human concussion is about 200 Gs at 2.3 seconds. To put things in perspective, G forces means the pull of gravity (200 Gs means 200 times the pull of gravity). Most people can't take more than about 6 Gs without passing out. If you have ever been in a car going around a corner and pressed against the door, that would translate to 1 to 2 Gs. In much the same way, your brain presses against the inside of your skull when you are hit in the head. The harder you are hit, the harder your brain slaps against the inside of your skull. If your brain hits hard enough, it can bruise, swell up, and cut off its own blood supply, rendering you brain dead. Your brain

communicates with your body through the brain stem. If your brain is forced forward or up, it can disconnect or damage the stem, leaving you paralyzed or dead.

The Japanese report theorizes we can take 200 Gs as long as the duration of the blow doesn't exceed 2.3 milliseconds. I find this hard to believe. Even if it is true, why does FMVSS-218 accept 400 Gs? Keep in mind that they are reaching these maxed-out Gs at 13 miles an hour. What happens at 30 mph? This is UNACCEPTABLE! The kevlar helmets our troops use can stop a bullet travelling at 2,000 feet per second (about 1,363 mph) without going over 200 Gs. It's clear that military helmets absorb more energy from a blow than our D.O.T. (FMVSS-218) helmets, yet it's illegal to use a military helmet on a motorcycle. The question becomes, what are the differences, and why can't we use the best? Part of the FMVSS-218 is devoted to what kind of stickers and tags must be present in order to comply with the standard. If these stickers are not present, Officer Friendly can't tell if your helmet complied. He will write you out a ticket and impound your motorcycle.

The differences between helmets are in the liner and chin-strap. The D.O.T. helmets use styrofoam for a liner, which doesn't absorb enough energy and, when crushed, doesn't spring back. The chin-strap is attached to the outer shell and is not designed to give, under any circumstances. Personally, I would rather lose my helmet than break my neck, and so would football players, as well as the military.

A helmet that is too big is dangerous because it can shift and cause serious damage, or strangulation. At the moment of impact, a D.O.T. helmet becomes too big because the styrofoam crushes. . .and doesn't spring back. Accident investigators can tell the angle of impact by examining the crushed liner.

The hard shell that all D.O.T. helmets use is a hazard in itself. In a sense, a D.O.T. helmet is a hard plastic ball. When struck, it bounces, rolls, or breaks. The higher the speed, the more these reactions are intensified. If the D.O.T. helmet does anything but shatter (leaving the head unprotected), it transmits the energy to the fragile head-neck junction which can cause "ring fractures." This damage is very similar to being HUNG. The broken bone fragments cut main arteries and damage the brain stem, causing irreversible and deadly hemorrhaging. At least the accident scene isn't quite so messy. **"THIS PRODUCT WILL NOT PREVENT ANY KIND OF INJURY."** This disclaimer was printed on a tag I found on the inside of a D.O.T. helmet. I believe this statement is TRUE. My choice is padded leather, much like a boxer's helmet.

The U.S. Constitution guarantees our right to defend our lives, even to the point of using deadly force. The D.O.T. helmets are *not guaranteed by anyone*, the manufacturers, distributors, or the government that forces us to use them. The government has no authority to jeopardize my life to promote a product to the point of blackmailing the states into compliance.

This clearly is NOT a question of safety but rather a question of profits and control. Even the Declaration of Independence refers to our right to life as *unalienable*.

This standard is clearly unconstitutional because it takes away my right to protect myself from foreseeable dangers.

But I'm not rich enough to bribe my way into the higher courts, so I guess I don't have any constitutional rights.

It doesn't end here. My ancestors shed blood for that constitution, and I won't stand by and let the government destroy it.

Helmet Hassle

A copy of the latest edition of the Maryland ABATE-St. Mary's County Chapter newsletter has arrived in the mail, and the collection of biker-related news items included an account of one member's recent trip to court.

The motorcycle rider had been charged with wearing an "illegal helmet," according to the newsletter's account of the trial last month in St. Mary's District Court, where a state trooper reportedly testified that the helmet looked like it was plastic with little padding, as opposed to a "normally approved well cushioned helmet," and that it sported a U.S. Department of Transportation sticker that actually may

have been purchased from a motorcycle dealer.

After the defendant questioned the trooper about his knowledge of federal helmet regulations or anything beyond a state police video on the subject, the newsletter states, Judge C. Clarke Raley quoted the state law for all to hear, ruled that the wording was too vague, and threw out the charge.

The newsletter encourages motorcyclists receiving similar charges to also take their case to court, and it offers a few sympathetic and unsympathetic comments toward the trooper.

"The trooper in this particular case was a victim of the system he serves. He was improperly and inadequately trained concerning helmets and the law," the newsletter states. "He obviously has a low regard for (some motorcycle) dealers, because no reputable dealer would risk his business by selling counterfeit DOT stickers."

ABATE stands for American Bikers Against Totalitarian Enactments or American Bikers Advocating Training and Education. Take your pick.

Reprinted from The Enterprise of Lexington Park, Maryland, September 9, 1994.

History-Making Biker Bus Trip For Freedom

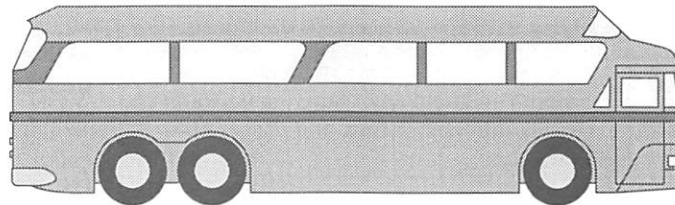
Take a bunch of bikers from a four-state region and send them on a bus trip to D.C. That's the plan for 40 folks, ten each from Kansas, Arkansas, Oklahoma, and Missouri come February. The reason, of course, is to pay a few visits to their duly elected representatives in Congress and let them know just how seriously they take rights as citizens.

But, in order for this idea to become a reality, it is going to take a **lot** of hard work, planning, organizing, and cooperation. The cost in time off from work will be considerable. For 40 folks new to the Washington area, it is going to be an experience that will test their patience and their wallets.

I would like to put forth a request to aid our fellow freedom fighters in their quest to Washington this winter. Food and transportation while in D.C. for

four to five days will probably run close to \$250 or \$300.

What I'm seeking are homes to be opened to these folks for their stay. If you've got a den, spare room, sleep sofa, cot, or even space for a couple to



throw down a couple of sleeping bags is pretty much all that's needed.

In the past few years, I've had nearly a dozen or so people stay at my place so they could afford to come work voluntarily for the freedoms we all

hold dear. We can't all go to D.C. to personally lobby our Congressmen and Senators, but we can help make it possible for others to do just that.

What an opportunity to meet bikers from other MROs and show someone that not all the people east of the Mississippi are what they see on the tube and read about in the papers. Extend someone a little hospitality and make them welcome in your home for a few days. Be a part of the brother and sisterhood of freedom fighters truly working for our rights and liberties.

Call Lynn Oldenburg for details on what you can do in this historic undertaking for freedom. Don't hesitate, call (301) 942-7239 now!

NCOM News Release

Bikers Get Fighting M.A.D.D.

Mothers Against Drunk Driving (MADD) has taken a public stand in favor of the ISTE A Section 153 penalties against states failing to comply with the federal government's mandate to pass seat belt and helmet laws. In a memo directing state offices and chapters in 13 states to lobby aggressively in support of the federal blackmail, MADD director of public policy Bob Shearouse stated, "As you know, MADD has long advocated strong occupant protection laws as a defensive tool in the war against drunk driving. And, as a group, motorcycle operators have a higher likelihood of alcohol involvement than any other vehicle operations involved in fatal crashes." The target states are: Alaska, Arizona, Idaho, Illinois, Indiana, Minnesota, Montana, New Hampshire, Ohio, South Dakota, Utah, Wisconsin, and Wyoming. MADD's national headquarters phone number is (214) 744-6233.

Video And Book Detail European Anti-Motorcycle Proposals

Horsepower limits? Noise standards? Safety belts? Tamper-proof motorcycles to prevent modifications, home-repairs, or even general maintenance? Riders throughout

Europe are under attack from the European Parliament and a 510-page directive documents regulations being proposed. And, as if that weren't enough, an official government video from England demonstrates the use of air bags for motorcycles and studies the crashworthiness of leg protectors. The book and the video are available from NCOM, one per NCOM member group. The video is free and the book is \$60, NCOM's cost. It can't happen here? Forewarned is forearmed. To order, call Pepper at 1-800-525-5355.

"Get Your Rocks Off...Our Roads!"

If you've ever nearly lost control of your motorcycle because of a patch of sand in the roadway, or gotten sandblasted while following an uncovered semi, then you should have one of AIM's new bumper stickers "Get Your Rocks Off...Our Roads!" Far too many riders are injured or killed because states fail to enforce covered-load laws, or state legislatures ignore the problem. Road Hazard postcards are also available from AIM and the Law Offices of Richard M. Lester to put responsible parties on legal notice of violations within their jurisdiction. For free bumper stickers or postcards, call AIM at 1-800-ON-A-BIKE.

Bill Could Protect California OHV Fund

A plan to protect California's Off Highway Vehicle (OHV) Fund from further budgetary raids has been passed by both houses of the state Legislature and is now awaiting the signature of Gov. Pete Wilson.

The OHV Fund, popularly known as the Green Sticker Fund, is intended to support motorized recreation opportunities in the state. It is funded by money collected in gasoline taxes and registration fees from more than one-half million off-highway vehicles in the state. Since 1982, the California Legislature has diverted more than \$50 million of that money for use in offsetting deficits in programs unrelated to OHV recreation.

Assembly Bill 3717, sponsored by Assemblyman Jim Costa (D-Fresno), would establish a trust fund to protect the Green Sticker dollars from any further diversions. The bill was introduced at the request of the California Off-Road Vehicle Legislative Coalition, whose members include the California Off-Road Vehicle Association, the California Association of Four-Wheel Drive Clubs, AMA Districts 36 and 37, and the AMA national office.

June 14, 1994

Dear ABATE Members:

With regard to the Cumberland Party 1994, Phil and I would like to extend our sincere thanks and appreciation of ABATE members for their concern and "helping hands" when our little girl, Rachael, three years old, tore off her fingernail and cut it in the shower stall Saturday evening. When the ambulance arrived and took us to the hospital, Rachael underwent surgery that evening and all is well, and her

nail should grow back in about 2 to 3 months without any scars (thanks to the quick thinking, acting, and concern of everyone).

Also, we would like to thank Sally for offering ABATE to help with any medical costs, however, we do have insurance. Thanks anyway.

Once again, thanks to ALL for your concern and help.

Sincerely,
Bonnie and Phil Adkins
Eastern Shore Chapter

Mall's Bandanna Ban Gets Shopper Bounced

Newport News, VA - When a security guard at the Patrick Henry Mall told David Davis to take the bandanna off his head or leave, he decided to leave.

Mr. Davis, 33, is a motorcyclist who often wears a bandanna emblazoned with the Harley-Davidson logo to protect his bald head from the sun. But mall officials said he violated the mall's conduct code, which bans bandannas and some other types of clothing that they say could be interpreted as gang-related.

Thoughts On The Protest Run

By Mike Lewis

October 9th started out as a beautiful day for a ride. The prospect of joining friends and fellow ABATE members to ride in a mandatory helmet law protest run in Annapolis added to the anticipation of what already appeared to be a great day. The ride to Annapolis was enjoyable and my thoughts were of the turnout we would have when we arrived at the fairgrounds.

I was quite pleased to see how many people came and how much concern motorcyclists are expressing over the erosion of their freedoms by the liberal governments within this country. We are on the verge of an extremely important election as this article is being written. Should this piece hit the street before the election, it is of major importance that you get out and VOTE. The people that are elected November 8th are the ones we will have to deal with for the next few years. Putting the right people in office now will make our efforts to repeal the mandatory helmet law, address discriminatory practices, and several other issues much easier. So please VOTE.

The speakers at the protest run were right on the mark about government, taxes, personal freedoms, and numerous other issues. There is an opportunity this year that has not been seen in quite some time. The people are speaking out and politicians are running scared. The old ways of politics are failing and a new citizen is coming forward. That citizen is smarter, better informed, and increasingly more active. (Sounds like many of our ABATE members.) The people are starting to speak out as never before. This renewed interest in government and the attitude by the people that enough is enough has renewed my faith that there is still hope that government can be stopped from gaining total control of our lives.

The number of people who rode in the protest run was a fine example of this spirit of concern and involvement. Many chose to ride without lids. Good for you. The law knows they have a bad law and they want us to knuckle under without a fight. No more. We must take every opportunity to speak out and let the legislature, the police, and the courts know that we no longer intend to submit to an unjust and illegal enactment. The riders in Washington State have already taken their case to court and have a three-judge decision that says the helmet law in Washington State is unconstitutional. It appears that the same legal arguments might work in Maryland. I personally intend to challenge this law and will keep ABATE informed of my progress.

For quite some time now, I have been using the words from a bumper sticker to guide how I approach politics: "I love my country, but I fear my government." The first time I saw those words, I thought that they were a little radical. After all, how bad could the government really be? Well, the answer is **real bad**. Taking into account that the government, state and federal, have agendas that frequently move 180 degrees from most motorcyclists views, is it any wonder why we find government so distasteful?

I promised Mike Sage an article on the protest run and, although I have sidetracked from the protest run as an event, I think that the point of the run and the views I have put forth run parallel. The people of Annapolis were not happy with our tying up their traffic. Too bad. If they want us to go away and stop bothering them, they should consider giving us what we want. I have said this many times before and will continue to emphasize it whenever I can: The legislature knows us, they know our resolve, and

they know we will not go away until we get what we want. Some think we are like Don Quixote and tilting at windmills. Others think we are a minor irritation, like a boil. Still others are downright scared of us. No matter what the view, one point is very clear. As long as motorcyclists continue to stand together, the government will have to deal with us, and that really bugs them. We must continue to press for our freedom. As much as I enjoyed the protest run, I would much rather attend an annual freedom run instead of a protest run. Think about it.

AMA Board Establishes Fund to Fight Discrimination

The AMA Board of Trustees has allocated \$100,000 to develop and implement a strategy to combat discriminatory health-insurance policies that target motorcyclists. Recognizing the potential long-term impact that such discrimination could have on motorcycling, the Board voted to approve the special allocation during the annual budget meeting in late August at AMA headquarters. The fund will be administered by the AMA's Government Relations Department, and a detailed plan to address the health-insurance issue will be presented to the AMA Board at its November meeting.

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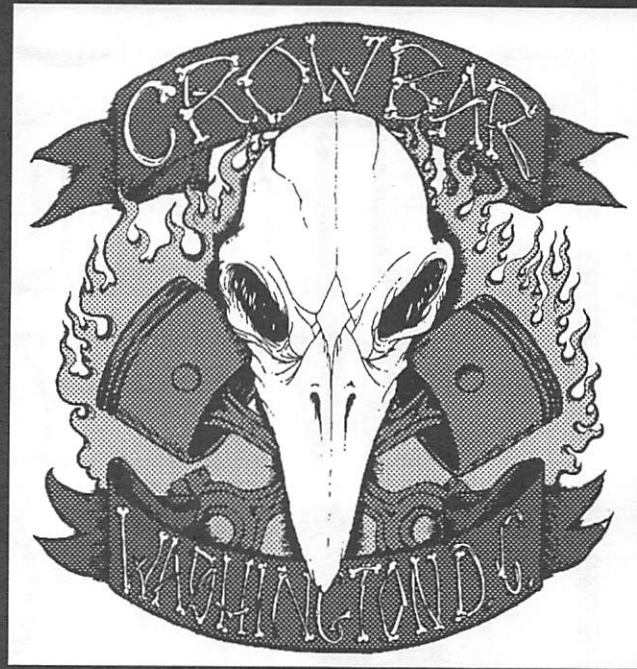
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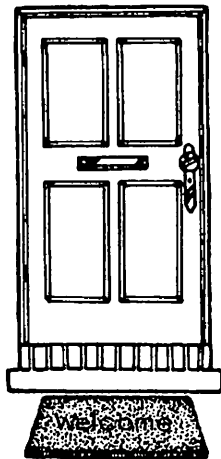
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