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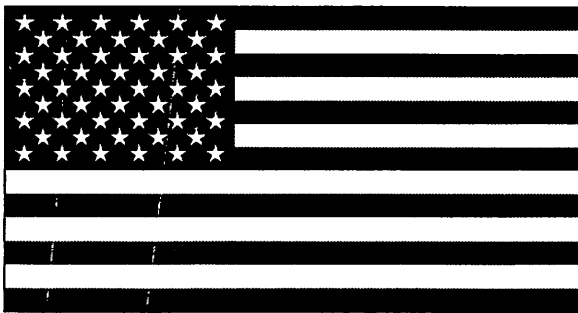
ABATE OF MARYLAND, INC.

Dedicated To Responsible Motorcycle Legislation

ABATE OF MARYLAND NEWSLETTER

September/October 1995

4TH ANNUAL



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OCTOBER 1, 1995

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From The Director

Hi Folks! I first started writing this article after the Cumberland '95 Party. Then the Rodeo came and it was great, so I started another article. In the mean time, people all over the State have been going to fund raisers and events to help get some of our political friends in Annapolis. We've had members visit Washington, D.C. There have been behind-the-scenes phone calls made to help our efforts. I'm telling you all this because it is being done by volunteers. That's what we all are in ABATE of Maryland, volunteers working for a common goal, the rights of all motorcyclists. The pay is none, the rewards aren't always great, sometimes we even get bitched at, but we keep going, trying to overcome bad laws and discrimination, all because we believe in our cause.

So to the many, many people who have helped with this effort, I want to thank

you. The Cumberland Party in June and later the Rodeo that was held on one of the hottest days this year in July, couldn't have happened without volunteers. Both events were successes because of the men and women working on their own time to put them on. So, thanks to all who attended and once again to everyone for all of your efforts. If you are not involved, you can be, just ask; we can always use the help.

Don't forget the October 1 Freedom Run and Protest Rally at the Anne Arundel County Fairgrounds. We want to have thousands attend, so tell your friends that ride so they can tell their friends and we can fill up Annapolis. This ride goes a long way in showing the State that motorcyclists don't like the present laws and are still together in this effort.

Keep busy and in touch with your legislators. Unlike some states that

have year 'round legislative sessions, ours runs just three months, so we have to keep their memories open to who we are and what we are here for.

So if you are not involved, get involved. If you are involved, stay involved. Remember: It's real easy to pick out what's wrong and to talk about it. The hard part is to walk the walk and work on problems. We have a lot of great people walking with us in Annapolis. We always want and need more volunteers to carry our message, so just start now.

I hope to see you at the events across the State or in the halls of the Legislature. I'll be there and I'll look for you.

See ya later,

Pappy

The next state staff meeting will be held on September 17, 1995, at 12 noon. Every chapter should have a representative

October 1, 1995, is the cutoff date for the November/December 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.

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From The Assistant Director

Hello everyone!

I hope you're enjoying the summer. Everyone who went to the Cumberland Membership Party and Race sure had a great time. More people have gotten the word what a great weekend Cumberland has been and will continue to be. The Party had a record turnout and we had a record participation in our bike raffle. And yes, the Dirt Track Race had a record turnout of both spectators and racers. If you missed Cumberland Weekend, there is always next year. We did have some thing "new" this year ! There seemed to be some sort of new "fad" at the Party, **BIKER STREAKING**.

I was very happy with the Dirt Flat Track Race. The addition of AHRMA to the AMA PRO-AM schedule was a much more entertaining event. We had over 700 people attending the race and more than 80 racers, 23 of them from ARHMA . We will continue to build this event and make this a premier event on ABATE of Maryland's calendar.

The ABATE of Maryland Rodeo came off very well and we will also be building this event into a great event to look forward to on our event calendar.

The next event is "THE FREEDOM RUN." This is sill a PROTEST run until we get our FREEDOM back This is as close to a mandatory run as ABATE gets. If you cannot participate in any other ABATE event - this event should not be overlooked. It is October 1st in Annapolis starting at the Fairgrounds. We will have a state police escort, and if you want to make an impression on our new Governor, BE THERE!!!!

Well that's all for now. See you in Annapolis October 1st. 'Til then, keep the dirty side down.

Tom Bruce

ABATE of Maryland Members:

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

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Legislative Notes

Members and officers of ABATE of Maryland have been busy this summer going to fundraisers for our friends in Annapolis. Make sure you read your local newspaper and find out when your legislator is having one. They are usually dinners, picnics, or such. Also with this time of year comes the county fairs and the Maryland State Fair. These are excellent opportunities to meet your legislators. When you do - shake their hand and introduce yourself and mention that you are an ABATE member and then say, "you know, the Motorcyclist's Rights Group" and they will probably say, "oh yes, good to meet you." It's that easy!

Now is a great time to write your State legislator. Ask for support for our upcoming bills: 1) helmet law amendment, 2) parking for more than one motorcycle in a metered spot, 3) anti-discrimination based on riding a motorcycle - still allows for a uniformly applied dress code, and 4) secured funding of the Maryland Motorcycle Safety Program. Take your choice - pick an issue and start writing. Here's some tips on writing your elected representatives - courtesy of NCOM.

- Who is your representative? The first and most important step is to know what legislative district you live in and who you are contacting.
- Be a registered voter. If you are not, you're letter might not be taken

seriously. If you are a registered voter say you are in your letter.

- Limit the length of your letter to one page and write a separate letter for each bill or issue. A handwritten letter in your own words will make more impact. Petitions and form letters do little and often send the message that the issue is not that important.
- Know the issue. Recap the issue into its simplest terms and give your reasons for supporting or opposing the measure. Get right to the point and be polite and reasonable.
- Find out your legislator's position before you write, if possible. Your legislator may already agree with you. If so, write anyway to thank them.
- Ask for a response and include your full name and address in your correspondence.

On the federal level, the Senate approved the repeal of the helmet law blackmail sanctions. (See MRF News on page 20.) As of this writing we need only seventeen more cosponsors of HR 899 to

have a majority in the House of Representatives. Below is a list of our representatives in Maryland. The ones with an asterisk have already cosponsored.

Call or write your congressional representative today. Action on this bill is expected during the week of September 11th.

This fall, I'll be working on letters to members who live in State Senators Forehand, Jimeno, Middlebrooks, Hughes, Kelley and Green's Districts. So if you live in Montgomery, Anne Arundel, Baltimore City or County, or Prince George's County - be ready - the ride you save may be your own.

Hey, that's it for now - see you at the events or in Annapolis.

Sally

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Obituary

John Phillip Greenbank, 40, husband of Kathleen Carton Greenbank, died of cancer at his farm in Highland on June 11. He was a supervisor for a check printing company.

Born in Philadelphia on July 9, 1954, he was the son of Robert Greenbank and Anne Cerfoy. A former 4-H participant, Mr. Greenbank was a devoted 4-H volunteer who had offered to pull this year's Horticulture Club

float at the county fair in August. Over the last difficult year of his illness, some county 4-H clubs donated money for his treatment. Mr. Greenbank was also an avid gardener and farmer.

In addition to his wife and parents, his survivors include his children, Katrina Anne and Eric Christian; and siblings, Robert, Tom, and Ellen. He is also survived by many nieces, nephews, uncles, aunts, and cousins.

Funeral services were held Thursday, June 15, at 11 a.m. at St. Louis Catholic Church with the Rev. Jack Consello of St. Francis of Assisi Catholic Church officiating. Interment was in St. John's Cemetery in Ellicott City.

Memorial donations may be sent to the John Greenbank Fund, Sandy Spring National Bank, Clarksville, MD 21029.

Cumberland Wrap-Up

"Anyone who missed the Cumberland Party missed a LARGE time. The weather was great, just a few raindrops on Saturday afternoon that were very welcome. Something that had not been seen before in Cumberland happened this year. It was "Motorcycle Streaking." There were about six people that felt the need to ride not only without a helmet, but also without their clothes.* You never know what you'll see at the party... One thing's for sure—you'll have a great time. See you next year.

(*Written by Wendy Anderson, St. Mary's County Chapter.)

Congratulations to the winners from Cumberland!

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Donnie, Joe, Dale, Mike, Steve, & David
Dawn, Shawna, Lillith, Mindy, JoAnne,
& Maralee

Congratulations to Ron Dendy, winner of this year's Raffle Bike!



Pictured from left to right: R.D. "Mac" McLaughlin (sold winning ticket), Gary "Pappy" Boward (Director of ABATE of Maryland), Larry Marlin (sales rep), Ron Dendy (winner), Lorrie Dendy (seated), Devon Battley (proprietor of Battley Cycles/Rockville Harley-Davidson).

Congratulations to the 2nd-6th place winners in the Raffle! Bill Creitz (Outrider Duster from Snakeman's Leather); Lida Smith (Chaps from Snakeman's Leather); Giff Nickol (Boots from Royal Valet); Carl Shich (Vest from Snakeman's Leather); and Alan Bloom (Vest from Sundown Cycle).

Thanks to the businesses who donated prizes, special thanks to Devon Battley for arranging the availability of the Raffle Bike, and to all who bought tickets.

(Not responsible for misspelled names anywhere on this page.)

Election Reform, Glendening Style

(Reprinted from the Frederick News Post)

Once again, Parris Glendening has amazed me with his "damn the torpedoes, full speed ahead" attitude. His complete disregard (or lack of comprehension) of voter reaction to his bull in the china shop moves defies belief.

Replacing his entire five-member state election board is his latest move to bury the election issue. The state election board wouldn't drop the question of why 36,000 voters were never removed from the Baltimore City voter list, so his solution was, get rid of the state election board members.

No one can accuse Parris Glendening of being subtle, or giving a hoot what his detractors think.

I know that many newspaper articles have been written about the validity of the governor's election in 1994, but I

don't think any of them ever addressed the real question. Maybe someone did and I missed the story, but, I thought I read them all.

Let me try to list the real crux of the problem as I see it.

Fact—36,000 plus voters who should have been removed from the voter roll were not removed. Therefore, none of those 36,000 voters were legally allowed to vote and any votes cast by this block should not have been counted.

Much has been made about the new motor voter law, which the attorney general says prevents those names being removed now. Would he also argue that if those 36,000 names had been removed, that they would now have to be put back on the rolls? This is just an attempt to make the voters lose sight of the question.

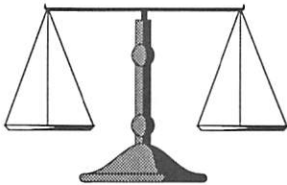
Did those 36,000 voters affect the outcome of the governor's election?

Maybe there is no way to find out, but I would like to know the following:

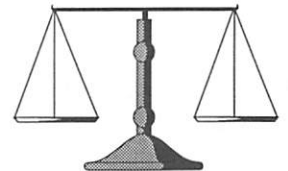
1. How many votes were cast by those 36,000 names?
2. How many of those votes cast were recorded as Democrat, how many were Republican, and how many were Independent?

I know that we can't find out who these illegal voters picked, but if more than the 6,000 (winning) difference were cast, there should have been a new governor's election held. Should the record show less than the 6,000 margin were cast, then we should bury the election for once and all.

Richard W. Keefer
Frederick



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Proposed DOT Reorganization Would Replace NHTSA With The ITA

(Reprinted from *Safe Cycling*, Spring 1995)

Department of Transportation Secretary Federico Peña has proposed a comprehensive reorganization that would realign the National Highway Traffic Safety Administration (NHTSA).

The reorganization would consolidate the Department's 10 agencies into three, eliminating NHTSA and replacing it with the Intermodal Transportation Administration. An Aviation Administration and U.S. Coast Guard would complete the trio of new agencies.

Peña's plan came after a month of intense departmental analysis and consultation with Congress, state and local authorities, and the public.

"I stood beside the President and pledged an acceleration of our plans to reinvent the Department of Transportation while maintaining our commitment to building our nation's infrastructure and ensuring the safety of the traveling public," said Peña. "This consolidation delivers on that pledge to build bridges, not bureaucracy, and move people, not paper."

According to Ron Engel, NHTSA Safety Countermeasures Division Chief, Peña's reorganization would require massive changes in legislation and wouldn't take effect without being approved by Congress. Should the reorganization indeed take place, he sees no change in policies toward motorcyclist safety.

"Nobody is assigned to the motorcycle safety program," he said, referring to the recent transfer of Diane Wigle, who worked directly with motorcycle-safety issues. Engel quickly added, "At this time there is no replacement."

Peña's proposed structure would streamline programs and eliminate duplicate functions among the various agencies. Highway safety, for example, is currently shared by three different agencies.

Regional structures and offices would be combined to maximize "one-stop shopping." The Intermodal Transportation Administration would combine the functions of a majority of the current agencies into a single streamlined bureau.

"By keeping safety and infrastructure components together, we will be able to assure that safety is factored into all of our investment and funding decisions," said Peña.

According to DOT, such a reorganization would cut DOT employment by approximately 50% through the transfer off government payroll of 40,000 positions—primarily through the corporatization of air traffic control operations. More than 7,000 other civilian and military positions would also be eliminated. DOT estimates it would save \$6.4 billion over the next five years.

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Listen Up

Shelley Yonker knows the frustration.

Mike and Dianne Traynor know the frustration.

Many of the motorcycle-industry trade associations and riders' rights organizations know the frustration.

I have known the frustration.

What frustration? The frustration of getting the various segments of the motorcycle industry/sport—from the original equipment manufacturer, right on down to the rider on the street or trail—to read from the same page of music as we chart our course through the imagery, legislative and regulatory mainstream of American society; and to pull with equal vigor on their oars when we have to negotiate the white-water rapids of that mainstream.

Shelley Yonker is a member of the Washington Riders Legislative Task Force, and is one of those people organizations kill for. A "go-to" lady, the person you want handling the ball with time running out in "crunch time," a "doer."

She tried to attract an as broad-based as possible group of riders for a Washington state Freedom Run, and was disappointed to find only a "half-dozen or so" sportbike riders in the assemblage. The rest of the sportbike community missed an opportunity to have its rights voice heard.

Mike Traynor, president of the Pediatric Brain Tumor Foundation of the United States, called an organizational meeting prior to a recent Ride for Kids event in southern California. He asked me to attend, and I heard a local Honda dealer tell of his effort to invite a H.O.G. chapter's participation in the run. Only to be told

there was no way they'd ride with those "rice rockets."

That's absolutely terrific, except for two important things: One is, that though Honda is a primary—as well as valued and important—sponsor of the events, they are not "Honda Ride for Kids" events, and that's important to remember as that series of rides reaches critics all across the U.S. through the summer and fall. The other is that, anyone who things the horrible diseases that affect children, in particular, will not cross motorcycle-brand lines in a heartbeat—as I've said in this space before—is in serious need of a reality-check.

At the associations and rights' organizations level, splintered, parochial groups' and individuals' agendas have allowed organizations with far fewer members keep millions of motorcyclists on the defensive because of their much more cohesive agendas.

The point is this, and you've heard it in this space before, too: We're all in this together, ladies and gentlemen.

What affects one of us has a real good chance of affecting all of us.

Want a couple of examples of "How could that issue possibly affect my segment of the industry, or sport?"

How about Sen. Dianne Feinstein's California Desert Bill, passed earlier this year? How could that possibly affect street riders?

Well, at its foundation, it was a land-access issue, not an off-road vehicular-access issue. And if preservationists and governmental agencies can close down parts of National Parks and forests to motorcycles, they can sure as hell close down city parks, or make the attempt.

Does Brockton, Mass., ring a bell with you, for instance?

And how about the ATV safety issue of the mid- to late-80s? How could that have possibly affected street motorcycling, or any other motorcycle-industry-related activity?

Well, if you remember, part of the Consent Decree signing—which resulted from the Consumer Product Safety Commission's study of ATV safety—included a provision for the manufacturers' investment of \$100 million dollars for safety-training and promotion, over a 10-year period.

Now, even among the Big Four, 10 mil a year is not exactly "chump change." That money had to come from some place. And instead of spending that money on crucial things like promotion, advertising, and R/D—of motorcycles, ATVs, personal watercraft, scooters, generators and other power equipment—it had to be spend on the defense of the all-terrain vehicle.

That's how it "could possibly" have affected all segments of the industry.

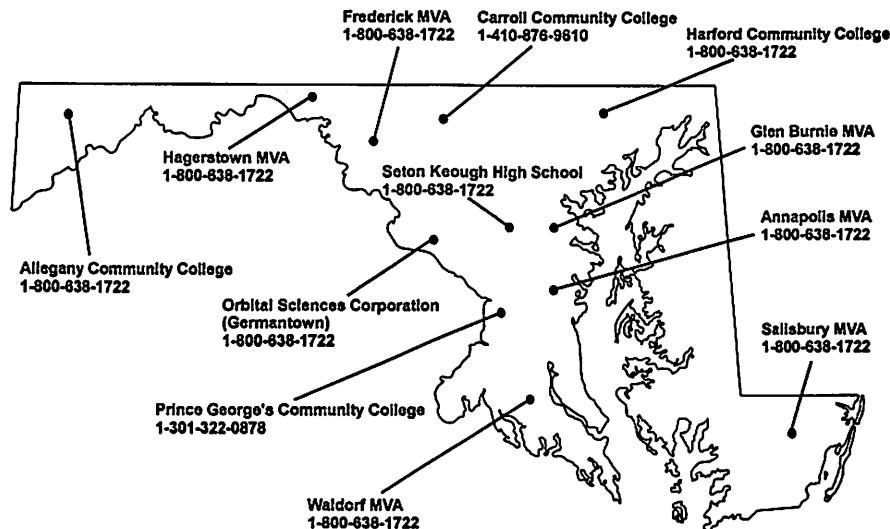
So, please, keep an open mind when you're approached by representatives of organizations needing help with a particular motorcycling project or cause.

There's nothing wrong with being ignorant—unaware—of a particular group, issue, or cause; but it's real wrong to pre-judge it.

And just remember, to paraphrase a popular safety slogan of a few years past: The life, job, or riding area you save might be your own.

*By Bob Jackson
Associate Publisher
Motorcycle Product News, June 1995*

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NCOM News

U.S. Trauma Study Calls for Motorcycle Leg Protectors and Air Bags

America's bikers rights leaders listened in disbelief at last year's NCOM Annual Convention as their European counterparts told of fighting such Euro-wide government regulations as horsepower limits, noise restrictions, tamper-proof motorcycles to prevent modifications or home repairs, clothing standards, and so on.

European riders have been fighting mandatory leg protector laws for some time, but recently the British government has begun investigating air bags for motorcycles as well. The NCOM Convention fell silent as they watched an official government video showing the testing of leg protectors and air bags in various crash scenarios. Like a kid returning home from a horror movie, most Convention delegates went back to their respective state rights organizations, a little shaken but safe in the knowledge that it can't happen here...not in America.

The unthinkable has hit our shores.

In a medical research study entitled, "Lower Extremity Injuries From Motorcycle Crashes: A Common Cause of Preventable Injury," appearing in the September 1994 issue of the Journal of Trauma, Jess Kraus, Ph.D., makes the case that leg injuries are the most debilitating and costly injuries resulting from motorcycle accidents. His recommendations: leg protectors and air bags, of course! Oh, and seat belts.

Following are his major findings and conclusions:

FINDINGS:

Lower extremity injuries, which affect 32 to 80 percent of injured riders, are the most common outcome of nonfatal motorcycle crashes.

Fractures of the lower extremities from motorcycle accidents are more serious, and significantly more likely to result in infection, than lower extremity fractures from other causes. Following spinal cord injuries, lower limb injuries require the longest average stays in hospitals and result in the highest cost per injury. Disability resulting from lower extremity injuries poses a tremendous burden to individuals and society.

CONCLUSIONS:

Protective clothing, including reinforced foot and leg wear, should reduce soft-tissue injuries. Potential structural modifications of motorcycles including adding a restraint mechanism (seat belt?) to prevent ejection from the motorcycle. Adding a device to cushion the force of impacts, such as an air bag. Building energy-absorbing structures (leg protectors) to direct the impact to the motorcycle rather than the rider.

One final conclusion by "Dr." Kraus; "Some motorcyclists advocate rider education programs as a means of reducing involvement in motorcycle crashes. However, there is no evidence that rider education is effective in reducing crash risk."

If this statement sounds remarkably like what the Insurance Institute for Highway Safety said in testimony to a United Nations transportation committee last year, it's probably because the IIHS funded Kraus' research.

In fact, Jess Kraus earned notoriety within the motorcycling community a few years ago for authoring another infamous IIHS funded study...the one used by the insurance industry to persuade U.S. Senator John Danforth to introduce federal legislation to ban so-called "super bikes."

Motorcyclists coast to coast banded together and succeeded in convincing Senator Danforth that his bill was ill-advised and based upon flawed data. It's time again for motorcyclists to band together, or be banned. Forewarned is forearmed.

Unity Abounds At NCOM Convention

Was that a politician over there talking with a patch holder? I swear I saw a lawyer exchanging legal briefs with someone from the motorcycle industry.

And motorcycle rights leaders from 42 states came to mingle and network with each other, as well as their European counterparts, club members, industry experts, legal eagles, and more.

The Motorcycle Riders Foundation (MRF) was there. So was the American Motorcyclist Association (AMA). And even the Federation of European Motorcyclists (FEM) was represented.

When was the last time you saw members of diverse groups sharing a brew and talking about unity? You saw it May 11 - 13 in Minneapolis, Minnesota, if you were one of more than 350 attendees at the 10th Annual National Coalition of Motorcyclists (NCOM) Convention, co-hosted by ABATE of Minnesota and the Minnesota Motorcycle Riders Association (MMRA).

Perhaps it was the shot-in-the-arm that the motorcyclist rights movement has needed. At the very least, it was a step in the right direction. Never before have all three national groups, NCOM, MRF, and AMA, shared the same podium. Never before had so many patch holders from so many diverse regions of the U.S. met to discuss cooperating with each other. Never before has the industry considered working with rights groups.

(Continued on Page 16)

Cumberland '95

Photos by
R.D. "Mac" McLaughlin





NCOM News

(Continued from Page 13)

It was awesome. It was inspiring. You had to be there to appreciate the advancements our movement made that Mothers Day weekend in Minnesota.

NCOM celebrated "A Decade Of Working Toward Our Future" at the 10th Annual Convention by giving us a glimpse of our future; one of increased unity and cooperation between many factions of the motorcycling community. But also one where a unified front will be necessary to protect the future of motorcycling as we know it.

Amongst all the camaraderie there was serious business to discuss. Federal helmet mandates, insurance industry assaults, medical studies calling for leg protectors and airbags, and a future transportation system which could leave motorcycles dead on the road, dominated the weekend's agenda.

Meetings and seminars filled the schedule, and included an NCOM Board of Advisors meeting, a Legislative Task Force meeting, the Aid to Injured Motorcyclists (A.I.M.) attorneys conference, a Confederation of Clubs meeting, and workshops on discrimination, legislation, computers, and public relations.

Saturday's activities were highlighted by a lively panel discussion, "Motorcycling Into The 21st Century," featuring Wayne Curtin of the MRF, Rob Rasor of AMA, Simon Milward representing FEM, Bob Jackson of Motorcycle Product News, Wisconsin Senator Dave Zien, and South Dakota Representative Jim Putnam. Moderator for the "Dream Team" panel was Bob Illingworth, NCOM Federal Legislative Liaison and lobbyist for MMRA and ABATE of Minnesota.

The Silver Spoke Awards Banquet was a festive cap to a working weekend and honored some of motorcycling's brightest stars. Silver Spoke recipients

were: United States Senator Olympia Snowe (Government), Lorenzo Lamas (Entertainment), Jaz McKay (Media), Canadian A.I.M. attorney Jim McNeney (Fred Hill International Award), and New Hampshire Representative Sherman Packard (Ron Roloff Lifetime Achievement Award).

Special Commendation Awards were presented to ABATE of Utah for their tireless defense of bikers' rights, A.I.M. attorney Marty Fox for his legal work in helping to get Washington state's helmet law declared unconstitutional, A.I.M. attorney Ralph Buss for his efforts against biker discrimination, Representative Putnam for introducing a biker anti-discrimination bill in South Dakota, Simon Milward for his work in Europe with FEM and the International Coalition of Motorcyclists (ICOM), Wayne Curtin with MRF for defending biker's rights in our nation's capital, and to Pepper Massey-Swan for ten years of dedicated service to A.I.M. and NCOM.

Next year's NCOM Convention will be hosted by ABATE of New Mexico over Mother's Day weekend, May 9-11, in Albuquerque. Start making plans to attend now.

Federal Judge Enjoins CHP From Writing "Beanie" Helmet Tickets

U.S. District Judge Napoleon A. Jones, Jr., ruled on May 22 that the California Highway Patrol's interpretation and enforcement of the state's motorcycle helmet law is unconstitutional, and has issued an injunction ordering the CHP to stop ticketing bikers wearing so-called "unapproved" helmets. The ruling stems from a lawsuit filed by L. Louis "Skip" Raring, "Easyriders v. Hannigan," in which he claims 99 percent of helmet tickets issued by the CHP were given to bikers wearing helmets, they just weren't the kind officers liked. The CHP has issued

13,000 tickets since the helmet law went into effect in 1992. In a brief filed before the ruling, California Attorney General Dan Lungren warned that if the judge sided with the bikers, it would make the helmet law "virtually unenforceable."

Spartanburg Update

Chief W. C. Bain, Jr., who ordered the harassment of 550 South Carolina motorcyclists attending a Red Cross charity fundraiser, announced his early retirement, citing in part the fiasco in Spartanburg. In related news, the state's law enforcement division (SLED) has agreed to testify against several other law enforcement agencies involved to avoid being sued. The ACLU, with assistance from ABATE of South Carolina, Aid to Injured Motorcyclists (A.I.M.), and the American Motorcyclist Association (AMA), has filed a class action lawsuit as well as an injunction against similar actions in the future.

Same Ol' Bull!

According to *Western Styles* magazine, the debate on just how much protective headgear—if any—should be worn by roughstock riders was fueled by the death of bull rider Brent Thurman from head and neck injuries sustained at the National Finals Rodeo after being trampled by a bull; he was wearing a protective vest but no protective headgear. Insiders claim the vests have won acceptance because they don't restrict movement or vision, or clash with the "cowboy look." Helmets present these problems and more. Six-time all-around champion Ty Murray wears the vest, but remains skeptical about helmets. "You've got a better chance of getting hurt (wearing one)," he explains. "Your vision's screwed up, you've got weight on your head, and you center of gravity's thrown off. If a guy's that concerned about getting hurt, then maybe he shouldn't be riding bulls."

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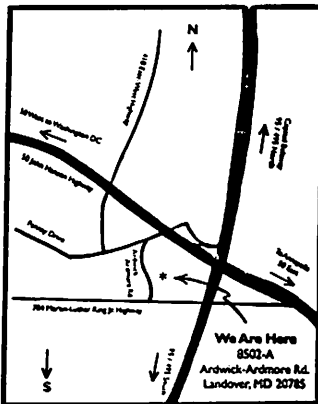
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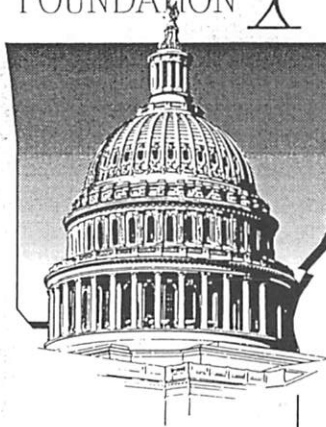
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for their cooperation and hosting the 11th Annual Meeting of the Minds.



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June 20, 1995

Mr. Gary Boward, State Director
ABATE of Maryland, Inc.
P. O. Box 1733
Annapolis, MD 21401

Dear Gary:

On behalf of the Big Brothers/Big Sisters of Washington County, please express our sincere appreciation to the membership of ABATE of Maryland for their generous donation of the ABATE Flat Track Race tickets.

Those tickets were distributed to some of the Bigs and Littles in our program. We are sure that those who attended the June 11th races in Cumberland enjoyed themselves.

Again, our thanks go to ABATE of Maryland for its support of our program and the children we serve.

Sincerely,

Robert A. McKee
Executive Director

RAM/wls

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USE THE APPLICATIONS BELOW TO JOIN AND SUPPORT THE MOTORCYCLE RIDERS FOUNDATION AND TO PRE-REGISTER FOR THE 11TH ANNUAL MEETING OF THE MINDS, SEPTEMBER 29-30 THROUGH OCTOBER 1, 1995 AT THE LITTLE ROCK RIVERFRONT HILTON, LITTLE ROCK, ARKANSAS.

<p>FOR OFFICE USE ONLY (All information treated confidentially.)</p> <p>Referred by _____ Date _____ MRF# _____ Exp. Date _____</p> <p>Member was given: <input type="checkbox"/> Pin <input type="checkbox"/> Patch <input type="checkbox"/> Year Rocker <input type="checkbox"/> Newsletter - What issue? _____</p>	<p align="center"><i>It's time you did something more to protect your rights!</i> Join & Support the MOTORCYCLE RIDERS FOUNDATION — Register, Vote, Write & Ride!</p> <p> <input type="checkbox"/> Annual Individual Membership.....\$20.00 <input type="checkbox"/> Annual Sustaining Membership.....\$100.00 <input type="checkbox"/> Annual Joint Membership....\$30.00 <input type="checkbox"/> New Membership <input type="checkbox"/> Renewal Member# </p> <hr/> <p><i>Please Print or Type</i></p> <p>NAME _____ PHONE _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____</p> <p>Are you a member of a state motorcyclists' rights organization? Y / N Name _____ What talents do you have that might benefit motorcyclists' rights and the MRF? _____</p> <hr/> <p>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 <small>Membership is not tax deductible</small> (202) 546-0983 • FAX (202) 546-0986 • BBS (202) 546-5894 <small>100% of membership dues used for lobbying</small></p>
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MRF 11TH ANNUAL MEETING OF THE MINDS PRE-REGISTRATION

(Must be received by September 11, 1995)

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 After September 11, 1995 registration fee increases \$10.00 per person.
 For room reservations call the Little Rock Riverfront Hilton at (501) 371-9000

MRF News

Dear MRF Member:

I am writing you because we are at a critical point in our effort to repeal the federal Section 153 penalties on states without helmet laws. Your action and help are needed, **TODAY**, to help us push for, and win, a vote for freedom in the U.S. House of Representatives.

WHAT'S HAPPENED SO FAR - Victory in the Senate

On June 21st, the United States Senate voted 64 to 36 to repeal the mandate of Section 153. As a result of that vote the Snowe-Campbell Amendment became Section 142 of the National Highway System Designation Act of 1995 (S.440).

This key victory for motorcyclists' right to ride free was won in the face of the bill's manager, Senator John Chafee, fighting the repeal of his beloved federal helmet law. This victory gives our issue a major boost as our efforts are now shifted to the House of Representatives.

The efforts of the almost 300 motorcyclists that have been sent to Washington by the state motorcyclists' rights organizations from 37 states have laid a strong base of support in the House of Representatives. When Congress adjourned for its summer recess on August 4th, there were 201 sponsors of Rep. Don Young's bill H.R. 899, which would repeal the Section 153 penalties on states without helmet laws. Two hundred and eighteen members is a majority of the 435 member House of Representatives. H.R. 899 is the 5th most sponsored House Bill in the 104th Congress!

WHAT HAPPENS NEXT - The House to Act in September

When Congress returns in early September, the House will begin immediate consideration of its version of the National Highway System (NHS) legislation. Rep. Bud Shuster,

chairman of the Transportation and Infrastructure Committee, is expected to introduce the House version of the NHS legislation when the House of Representatives returns at noon on Wednesday, September 6th. The surface transportation subcommittee will then mark-up that bill later in the day, September 6th. The Transportation and Infrastructure Committee is planning on marking-up the NHS bill on Thursday, September 7th.

This quick action by the committee would allow the House of Representatives to take floor action on the NHS legislation during the week of September 11th. Once it passes the House there will be a conference committee to work out the differences between the House and Senate bills. Both the House and Senate must pass, and the President must sign, the conference reported NHS bill before September 30th, or all 50 states will lose close to \$6 billion in highway funds.

THE PROBLEM - Chairman Blocking Action

Chairman Shuster has stated he wants a "clean" NHS bill. By this he means he does not want the NHS bill to include any policy changes to the Intermodal Surface Transportation Efficiency Act (ISTEA). What he wants to do is include a provision in NHS that would force ISTEA to be re-authorized in 1996, instead of 1997. Then, in 1996, he would consider policy changes to ISTEA during the re-authorization process.

We have been told that the NHS bill will include a one year moratorium on the Section 153 penalties. If that provision became law it would mean the penalty on states without helmet laws would be suspended for one year.

As General McAuliffe, commander of the 101st Airborne, said to the Germans when they demanded he

surrender Bastogne during the Battle of the Bulge: "NUTS!!"

THE SOLUTION - Grass Roots Activism

During Congress' summer recess, we need to create enough grass roots heat in congressional districts that Members of Congress come back to Washington, on September 6th, demanding a vote on including H.R. 899 as an amendment to the NHS legislation.

YOUR ACTION IS NEEDED - Voice of Constituents

Between now and September 6th, your Congressman or Congresswoman will be back in their congressional district. During that time you need to **speak** to your Member of Congress. You need to impress on them the importance of having the text of H.R. 899 amended into the NHS legislation.

There are three ways you can go about speaking to your representatives. First, you can call their district office and ask for an appointment to meet with them. Second, if you cannot get time off work or arrange to meet with them personally ask to talk with them on the phone. Tell the staff it is important you **meet or talk** with them because they will be voting on an issue important to you as soon as they return to Washington in September.

If your representative does not meet or speak with you on the phone then your last resort is to find a "town meeting" the Member of Congress is having in the district and you can try to catch them there. Or, you can go sit in their district office for a few days until they meet with you.

You should also get your friends, family and other members of your state motorcyclists' rights organization to call or write your Member of Congress.

(Continued on Page 21)

County Corners

Anne Arundel

Contact: Ed Petherbridge
(800) 843-0252

Meetings are the third Sunday of each month at 11:00 am at Rudy's Tavern, Route 178, Crownsville (by the fairgrounds).

Baltimore City/County

Coordinator: George Koltko
(800) 843-0252

Due to a newly established "no colors" policy which has been instituted at The Ritz, we have changed our east side meeting location. These meetings will now be held at Big Falls Inn, 11818 Philadelphia Road, in White Marsh. The time and date will remain the second Tuesday of each month at 7:30 pm.

We will continue to hold the west side meetings at the Windsor Inn, 7207 Windsor Mill Road in Woodlawn, on the fourth Tuesday of every month at 7:30 pm. However, if these meetings are to continue, attendance must improve. 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.

By the time you receive this newsletter our elections will be over. Come on down to a meeting and meet your new Chapter officers.

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 140 in Westminster. All meetings will be on the last Wednesday of every month at 7:30 pm. Come early and join us for dinner.

(Continued on Page 22)

MRF News

(Continued from Page 20)

Your representative must go back to Washington in September committed to do several things:

- 1) To vote in favor of an amendment, the text of H.R. 899, to the NHS bill.
- 2) If they are not already a cosponsor of H.R. 899, we need them to sign-on as a cosponsor when they return on September 6th.
- 3) To speak to Chairman Shuster, and subcommittee chairman Rep. Tom Petri, about the importance of including H.R. 899 in the NHS legislation.
- 4) To oppose any Rule to bring up the NHS legislation on the House floor, unless H.R. 899 was amended into the bill in committee or the Rule provides for offering H.R. 899 as an amendment on the floor.

Your action today is important to our goal of repealing the Section 153 penalties on states without helmet laws

in 1995. **REPEAL**, not suspension, of this federal mandate is our goal.

Your personal contact is more important now than ever before. The recent lobbying campaign on the House version of the Telecommunications bill has created a controversy. Thousands of telegrams were sent to Congress in a "manufactured grass roots ad campaign."

Several Members of Congress have charged they receive telegrams from people who did not know of the issue, who were young children, who are dead, who have been out of the country for several months, and in one case a Member claims to have received a telegram from himself. If you talk to them face to face or on the phone, your Member of Congress will know it is the opinion of a real grass roots constituent.

In closing, please act today! The most important action for you to take is to call your Member of Congress and

ensure they will vote for repeal of Section 153 penalties on states without helmet laws.

If you have any questions, or need assistance contacting your Member of Congress, please contact me or Carol Simpson, in the MRF Washington Office at (202) 546-0983. We look forward to helping you to be effective in protecting motorcyclists' rights.

In the Fight For Freedom,

Wayne T. Curtin
Vice President of Government
Relations

P.S. If you want to apply extra grass roots pressure, you might want to consider coming to Washington for the committee votes on September 6th and 7th. If you are interested in doing so, please contact Carol Simpson at (202) 546-0983.

County Corners

(Continued from Page 21)

Cecil County

Call the ABATE office for details.

Frederick County

Coordinator: Pat Mullens
(301) 898-3626

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

Harford County

Coordinator: Merrill Paden
(410) 838-6219

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

Howard County

Coordinator: Don Fellner
(410) 465-7829

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

Mid-Shores Chapter

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

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

Montgomery County

Coordinator: Dave Sherman
(301) 460-7141

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

Prince George's County

Coordinator: Bill Isenock
(301) 595-0734

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

Southern Maryland

Call the ABATE office for information.

St. Mary's County

Coordinator: 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. We wish to extend a special invitation to any ABATE member in Charles or South-ern P.G. County to join us for our monthly meeting.

The St. Mary's County Chapter seems to have had an active summer. We had a terrific time in Cumberland with the State party. The weather cooperated with us and a good time was had by all. We were surrounded by good people, good food, good music, and, of course, good beer. The only thing that made it better was all the bikes.

Some of the other events were our local Rodeo with several winners and our local horseshoe tournament. At this time I would like to congratulate Diana Casoni for winning the tournament and

Robin Poe for runner up. We were also invited to attend the Flag Day ceremonies on June 14. We had over 30 motorcycles show up! What a turnout. Maybe we can get 50 next year?!

We have been gearing up for the upcoming overnight Poker Run with the stop for overnight in Gettysburg, PA. What a way to end the summer events. I know it's going to be exciting!

Some of our events in September are an evening Poker Run on the 9th and a Toy Run on the 16th. Coming up in October is the Blessing of the Fleet Parade with a poker run after on the 8th.

In past years, we have participated in the Veteran's Day Parade and have enjoyed the attention and recognition we receive from the parade watchers and honorable guests. We have been invited back this year.

As always, we have an open door policy to anyone who wishes to attend our local meetings. Come on out and find out about all the up and coming events!

Oleta Caldwell
Secretary, St. Mary's County

Lower Eastern Shore

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

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

Washington County

Coordinator: Fritz Sine
(800) 843-0252

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

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Farris Remembered By Many Fans

By Betty Lester

(Reprinted from The Frederick News-Post, July 5, 1995)

Every person who walks this earth touches the lives of others and leaves memories of their times spent together. When they are no longer with us, these memories bring vivid images to our minds of those years past.

This weekend, a person who touched the lives of so many, lost his during a national race in Du Quoin, Illinois. In his chase of the coveted checkered flag, motorcycle rider Rodney Farris crashed in the midst of several riders, and would not recover from his injuries.

Such a crash was not new to Rodney as his career listed many such accidents—just never one that would be so final.

His career began when he was a six-year-old tyke tagging along with his father, Norm, to the Barbara Fritchie Classic races in Frederick. Norm was a starter for the events and brought young Rodney with him every year.

It came as no surprise when Rodney stopped tagging along and came in to ride in competition. And ride he did. He rode like the wind and if there was any daylight between two riders he shot through to take the lead. Racing on the straight-away or through the turns made no difference. Rodney gave no quarter to any element—he rode to win.

He rode when most would still be recuperating from an accident giving an impression that he didn't have time waste sitting on the sidelines.

His racing career began atop a Yamaha with a change later to a Harley-Davidson. In 1981 the AMA magazine highlighted Rodney as one of

five riders who could capture Rookie of the Year for that season.

From 1982 through 1994, Rodney finished 134 Grand National races. Although he did not win any of these he finished 109 times in the top ten and forty in the top five. Of these, 1994 shone the brightest with nineteen finishes; ten in the top five and fifteen in the top ten. He had just completed the finest year of his racing career and had his sights set on victories as 1995 rolled around.

And, racing as a privateer with no factory backing, his was a very impressive record. No one questioned his capabilities of winning a national event.

But this would not happen. It was not meant for Rodney to bask in the limelight of Victory Lane on the Grand National Circuit.

But he did have his trips to the winner's circle. Three such journeys came in Frederick during the 1980s. His name was synonymous with the Frederick race—this was his home track and he knew it better than any other rider.

And the fans loved him. He could bring them to their feet time and time again as he sped past the grandstands. He would wave to them while on his victory lap—eyes shining and a boyish grin spread across his handsome face.

No, Rodney will never suit up in his No. 92 leathers nor ever again so proudly wave the checkered flag to his many fans. But, when the races get underway each year in Frederick, we will remember so vividly those moments he touched our lives. We choose not to say goodbye—for in our memories he will race again—and he will win.

Wolfman Jack Partying With Elvis, Again

Wolfman Jack appeared in Philadelphia on June 28 at Tower Books on South St., to meet fans and sign copies of "Have Mercy! Confessions of the Original Rock 'n Roll Animal," a Warner Books autobiography penned with Byron Laursen. Three days and one book stop later, the gravelly-throated disc jockey who first assaulted the airwaves in the 50s, headed home to North Carolina. Upon arrival, he went in to hug his wife, and then just fell over, said Lonnie Napier, vice-president of Wolfman Jack Enterprises.

For generations who cut their teeth on vinyl and flossed their pearlies with recording tape, the growly, groovin' voice stayed ageless. "This is Wolfman Jack, skinny dippin' in the oil of joy on 50,000 watts of soul." That was kind of staccato patter that eventually brought him to 2,200 stations in 43 countries. James Brown, John Lennon, and Elvis were contemporaries and party pals.

One of the first to cross racial lines with music, Wolfman played rhythm and blues. That move earned him two cross burnings in one night, according to the book. It was Wolfman who first hyped the likes of ZZ Topp, Todd Rundgren, and the Guess Who. Later, he hosted the "Midnight Special" and made his screen debut in "American Graffiti." His most recent broadcasts were "Live From Planet Hollywood."

But on June 28, in Philly, 57-year-old Wolfman Jack was thinking about Harley-Davidsons. Stepping out of Tower Books onto "Where Do All The Hippies Meet—South Street, South Street," he admired a bike called "Excalibur"—this reporter's Sportster—an '88 XLH, airbrushed in purples, pinks, and yellows with a King Arthur theme. "What should I get?" he asked. I suggested a Fat Boy. It's low, solid, and would get him anywhere he wanted to go. You could see the wheels going around in his head. "Yeah," he said. "A Fat Boy. I've always wanted to have a Harley."
By Loretta Jackson

Letter To The Editor

(Reprinted from the Beltsville News)

This year in Annapolis, a bill died in the Senate Judicial Proceedings Committee. The bill if it had passed would have given an adult motorcyclist the right to decide for themselves whether to wear a helmet or not. Up until a few short years ago an adult motorcyclist had this right, but our very own senator Arthur Dorman sponsored the bill that would become Maryland's helmet law.

Senator Dorman's bill was sold to the General Assembly on several false premises and the bill to repeal the current law was defeated on the same false premises. I have chosen to address these false premises here in the Beltsville News for two distinct reasons. The first is that I attempted to contact Senator Dorman, Delegates Rosapepe, Menes and Frush each individually this year. I received a less than friendly reply signed by Dorman, Rosapepe, and Menes. Their joint reply showed both their ignorance and indifference to the issue. Delegate Frush responded personally and more friendly, but she declined to declare her position or request any more details. The second reason I have chosen this publication is that I feel the people of the twenty-first district have a right to know the arrogance of our elected officials, Senator Dorman in particular.

The current helmet law was sold as a way to lessen the burden on the taxpayers in Maryland the high cost associated with unhelmeted motorcyclist emergency health care. The proponents of the law taught how much money was spent to cover these "public burden" motorcyclists. The fact of the matter is that motorcyclists constitute the absolute smallest patient population of hospital emergency rooms. Motorcyclists are statistically just as likely to have private health

insurance as anyone else on the road and because there are fewer motorcyclists than anyone else on the road, I contend cars are the real "public burden." On this same topic, if requiring motorcyclists to wear helmets has saved the state so much money, why do my taxes still go up? Have the state hospitals that made this argument now asked for less money? I don't think so.

Another argument that was used to sell this law to the General Assembly was that the federal government would keep some of Maryland's highway construction money if we did not have a helmet law. The fact of the matter is money could have been diverted into safety programs. However, U.S. Senator Barbara Mikulski researched the matter and found out Maryland already spends so much on safety that the federal mandate does not apply here. In other words, no, the federal government did not require Maryland to have a helmet law, and no, not having a helmet law will not cost us one dime in federal highway money.

The last issue that was falsely used to pass the original law and kill the repeal is that helmet laws save lives. The thought that a piece of plastic and some Styrofoam is the answer to motorcycle safety is beyond misinformed. It is malicious. The helmet can do nothing to prevent an accident from occurring, and may be only marginally effective if one does occur. Conversely the added weight and fatigue coupled with reduced visibility and hearing may actually cause a collision. To those who doubt this, I'll challenge you to wear a helmet while golfing and see what it does to your game, what cost you a few strokes could cost me my life. The proponents of the helmet law will also say there have been fewer motorcyclist deaths since the law passed. While this is true it does not

take into account that there have been statistically just as few motorcycle accidents, in other words, the helmet law has not effected the accident to death ratio.

If safety was truly the issue here, the motorcycle safety program would still have dedicated funding. You see, when a person gets a motorcycle license or puts tags on a bike, a surcharge is added to his total cost. The money from this surcharge went to fund the motorcycle safety program, and the program ran well. Formal rider education is proven to be the only way to reduce motorcycle accidents and fatalities. Then along came Del. Maloney who felt the money would do better in the general fund. Now motorcyclists still pay the surcharge, but the program is dependent on the general budget of the state. The only good thing to be said about this is that Delegate Maloney is now a former delegate and there are some new faces in Annapolis. While I'm on it, other than this letter, what did motorcyclists ever do to the politicians in the twenty-first district to deserve all the bad treatment in Annapolis?

The final point I want to make here is one that can be applied to any group or member of society. At what point are we willing to lay down our rights to decide for ourselves what is best for us and let the government take over. If the government really is the know all entity our elected officials seem to believe it is, I should be able to sue my high school civics teacher for teaching me that government is by and for the people instead of the other way around. If this is allowed to continue, the next letter you read in this paper could be from you because the government took one of your rights away and no one else seemed to care.

Bill Isenock



3RD ANNUAL Southern Maryland Motorcyclists

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Marla Remembered

Marla Garber died June 29, 1995. Marla was a legend, and she belonged to all of us—at least in part. Our world will be a little less bright due to her passing. She logged hundreds of thousands of miles on her bike accompanied only by her dog, Scooter.

I remember the first time I saw her. Ironically, it was on a highway in Connecticut, the state in which she was killed. It had to have been in 1987 or 1988. I didn't know who she was then, but she and Scooter make an unforgettable sight tooling down the

road—free. The following summer I saw her again.

It was June, and I was taking my first Motorcycle Training Class in Indianapolis. Marla was there to complete her ERC (Experienced Rider Course).

I remember watching her complete difficult maneuvers with grace and ease. She took it seriously, she concentrated, but she was a skilled rider. I was mesmerized and wondered if I would ever have her confidence or

abilities. Scooter just sat on the side lines, tail wagging, patiently waiting to rejoin her master on the road.

Scooter survived the accident that took Marla, and so will we all, but we have lost one of our own.

*By Barbara Winsper
(Reprinted from Iron Biker News,
August 1995)*

(Note: Marla was a photographer for Super Cycle magazine and often attended NCOM Conventions with Scooter.)

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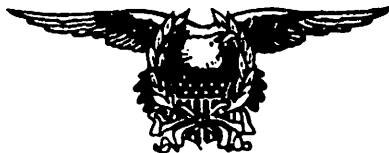
City _____ State _____ Zip _____

Upcoming Events

- September 9** St. Mary's County Poker Run (Call coordinator for information.)
- September 16** 3rd Annual Southern Maryland Motorcyclists Toy Run (See flyer on page 26.)
MMTR's 4th Annual Toy Run. Call Tim (410) 994-0969 or Pops (410) 838-9162 for information.
- September 17** ABATE of Maryland State Staff Meeting, Noon, 8 West Street, Annapolis
- September 23** Baltimore and Carroll Counties' Joint Poker Run. Sign up is 3:00 to 5:00 pm at the Windsor Inn on Windsor Mill Road in Woodlawn.
- September 29-30** 11th Annual Meeting of the Minds (See flyer on page 18.)
- October 1** 4th Annual Helmet Law Protest Rally and Freedom Run
- October 8** St. Mary's County Blessing of the Fleet Parade and Poker Run

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