

The Bailing Wire

Newsletter for Motorcyclists

Volume XXXI

ISSUE VIII

AUGUST 2012

A Union of Motorcyclists
Dedicated to Freedom of the Road

Left to Right
Jim Lombardo, Kevin
Jefferies & Nick Harris
AMA

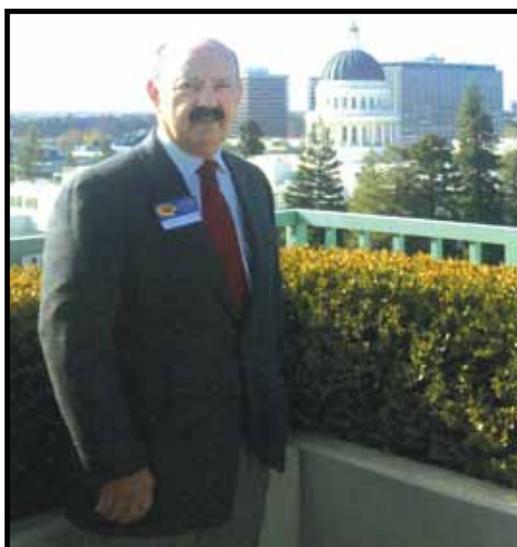


Lobbyist's Legislative Report by James Lombardo

GOVERNOR BROWN SIGNS TWO ABATE-SPONSORED BILLS IN THE SAME WEEK! It took two years of hard work, but I was finally able to secure the last Assembly floor votes, on July 3, sending our bill that outlaws motorcycle-only checkpoints in California to the Governor. On Friday, July 13, Governor Brown signed our bill, AB 1047, authored by Assemblyman Kevin Jefferies (pictured on the front page) and it was Chaptered with the Secretary of State. We became **ONLY** the fourth state in the nation to be able to accomplish this. Besides us, only Virginia, North Carolina and New Hampshire have been able to achieve this difficult task.

Law enforcement opposed our bill in the Assembly Transportation Committee but amendments were worked out that kept the ban on motorcyclist safety grant money from being used to fund motorcycle-only checkpoints. The Senate Transportation Committee improved on our bill language and made it crystal clear — **NO MOTORCYCLE-ONLY CHECKPOINTS AT ALL!** This blocks NHTSA from going around the State and using their grant money to funding these checkpoints, directly.

American Brotherhood Aimed Towards Education



The final language bans all of these discriminatory stops no matter where the money comes from.

Our other **ABATE-SPONSORED** bill that Governor Brown signed is AB 1890 by Assemblyman Jose Solorio which will allow motorcyclists to have transponders anywhere on their motorcycles or person when using toll lanes on California roads or bridges. This is good safety legislation for riders who no longer will be forced to have the transponders mounted on their bike so they can fall off, become lost, damaged or stolen, but instead, can just have them on their person. This eliminates riders fumbling around to retrieve the transponders from clothing or saddlebags just to have them visible on their bikes.

This issue was brought about by members alerting our own Gil Mellen, an ABATE Board Member, of the problems they were having

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What is ABATE?

ABATE is a motorcyclists' rights organization (not a club) dedicated to preserving freedom of choice and freedom of the road, with emphasis on education and safety. Our members are active in programs for public awareness and motorcycle safety, and in supporting many types of charity events.

Included with an ABATE membership are a sew-on patch, membership card, and our monthly newsletter THE BAILING WIRE. There are no special requirements for joining aside from an interest in promoting motorcyclists' rights and safety with payment of the appropriate fees.

ABATE Info or Message Line

1-760/956-1669
 Fax 760/956-6519
<http://www.abate.org>
 E-mail: info@abate.org
 2012 State Officers
 Executive Director
 Greg Covell 951/522-3434
 Asst. Exec. Director- Vacant

2012 Regional Directors

Region 2: "Lil" David Morena 916/616-9605
 Region 3: Bob Blatz 925/586-7376
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 Secretary Sandra Lubbers 626/622-7349

Treasurer

David Morena 916/616-9605

Editor

John (Milky) Loudermilk 602/421-7516

Assistant Editor

Tina Sanders 760/956-1669

Legislative Director

Johnny O'Kane johnnyOKane@gmail.com
 Assistant Legislative Director

Jim Lombardo 760/956-1669

Membership

Sporty Milligan 818/361-8800

State Run Chairman

Tina Sanders 760/956-1669

Safety Officer

Steve Guderian 925/392-8362
Galileo-g@sbcglobal.net

Merchandise Coordinator

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Communications Officer

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Dave Walsh 805/486-1093

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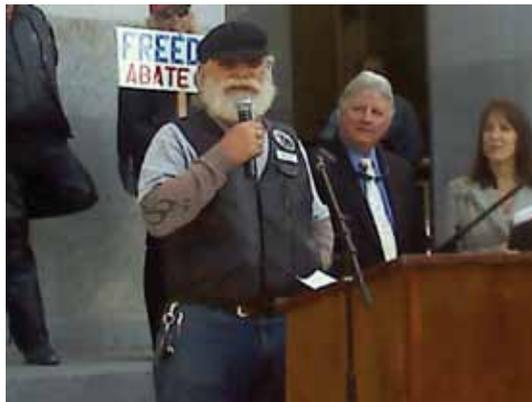
David Morena 916/616-9605

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Johnny O'Kane 760/956-1669

Executive Director's Report

by Greg Covell, Executive Director



According to the latest info AB 1047 (the Bill to halt federal safety funding being used to finance the motorcycle only stops) and AB 1890 (the Bill to allow transponders to be stored away rather than mounted in visible location on the motorcycle) have both been signed by the Governor.

These Bills benefit all motorcyclists and all members of ABATE should be proud of the part they played in pushing these Bills through.

Now that we see that we can win, we need to be vigilant and continue the battle to protect our rights as riders of motorcycles and voting members of this great nation. Let's continue by voting for candidates that share our views on freedom of choice, motorcycle safety and rider/driver education.

Let each Local get involved in improving the turnout of their members, friends and neighbors by getting the word out to become more politically involved. Complacency and apathy is easy and comfortable - but in the long run the cost of doing nothing is very high.

This is a constant battle and requires effort from everyone (sometimes more than we feel we can provide) which is why ABATE needs the support of every motorcyclist past, present and future. I am ABATE of California - are you?

Keep Your Eyes Wide Open.

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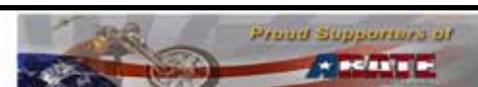
ABATE of California is committed to protect and promote the interests of the motorcycle community. ABATE exists to preserve and safeguard the individual rights and liberties of all riders thru political and legislative action. ABATE promotes motorcycle safety through education, training and public awareness.

Donations to ABATE Of California are not deductible for Federal income tax purposes. However, dues and fees may qualify as business expenses and may be deductible in limited circumstances subject to various restrictions imposed by the Internal Revenue Code.

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ABATE of California Inc. neither endorses nor promotes the services of any particular Law Firm. We are committed to working with all MROs including NCOM, MRF, AMA, MMA BOLT and any other motorcycle rights organization that strengthens our lobby on legislative issues and on motorcycle safety.

ABATE OF CALIFORNIA, INC.

American Brotherhood Aimed Towards Education
10240 7th Ave
Hesperia, CA 92345-2631
1-760/956-1669 Fax 760/956-6519
http://www.abate.org
info@abate.org

The Bailing Wire newsletter is published monthly by ABATE of California, Inc., with corporate mailing address at 10240 7th Ave. Hesperia CA 92345. All editorials, membership and advertising is to be sent to the corporate mailing address. Circulation: 10,000 monthly.

Written articles are the opinions of the authors and not necessarily the opinion of ABATE of California. Editor reserves the right to edit any copy.

EDITOR

John (Milky) Loudermilk

PRODUCTION & PROOFREADERS

Carol Cromwell & Caroline Griffith

PHOTOGRAPHERS

Gill Mellen & all our Members

COLUMNISTS

Bill Bish, Steve Guderian, Sporty Milligan, Jim Lombardo, Dave Hastings, & Craig Griswold

DEADLINES

All run flyers and ad copy will be camera ready. Deadline is the 15th of the month prior to publication for ALL material for publication. bailing.wire@abate.org

AD RATES

Business Card \$15.00 /Mo.
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Double Size Business Card W/Color \$250.00
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Members may advertise in the Classified Section at no charge.

PHOTOS

If you have any photos of ABATE motorcycle events please send them to us. They will be returned if you ask. Please include name of event, date, sponsor, etc. Must be received by the 10th of the month. You can email pictures in .jpg file to: bailing.wire@abate.org

Jim from page 1

with the Orange County Toll Authority. Gill called and alerted me of the situation. I asked him to contact Assemblyman Solorio, a motorcyclist-friendly Democrat, and member of the Assembly Transportation Committee, to discuss our problem. After numerous meetings with the OCTA that did not resolve the issue, Assemblyman Solorio directed his staff to contact me and see if we were willing to sponsor a bill to fix it.

Our bill was amended three times to deal with all of the stakeholders who had concerns with our bill. They were resolved and we were able to get the Senate amendments concurred in and a signature, once again, by Governor Brown! This Governor has signed more ABATE motorcyclist-friendly bills in one week's period, in a session, than any Governor during my 20 plus years history of representing California motorcyclists. Even more than the last Governor who should have supported

rider issues more, since he was a motorcycle rider.

Our bills become law on January 1, 2013. Thanks again to all the Locals and individuals who contribute to the Lobbyist fund. That keeps me in the Capitol doing this kind of work on behalf of ALL California motorcyclists who benefit even without being members of ABATE! Imagine what we could accomplish if every rider in the state was an ABATE member - we'd be unstoppable!

See you at a Local meeting.



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ABATE of California, Inc.
10240 7th Ave.
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TEL 760-956-1669
FAX 760-956-6519

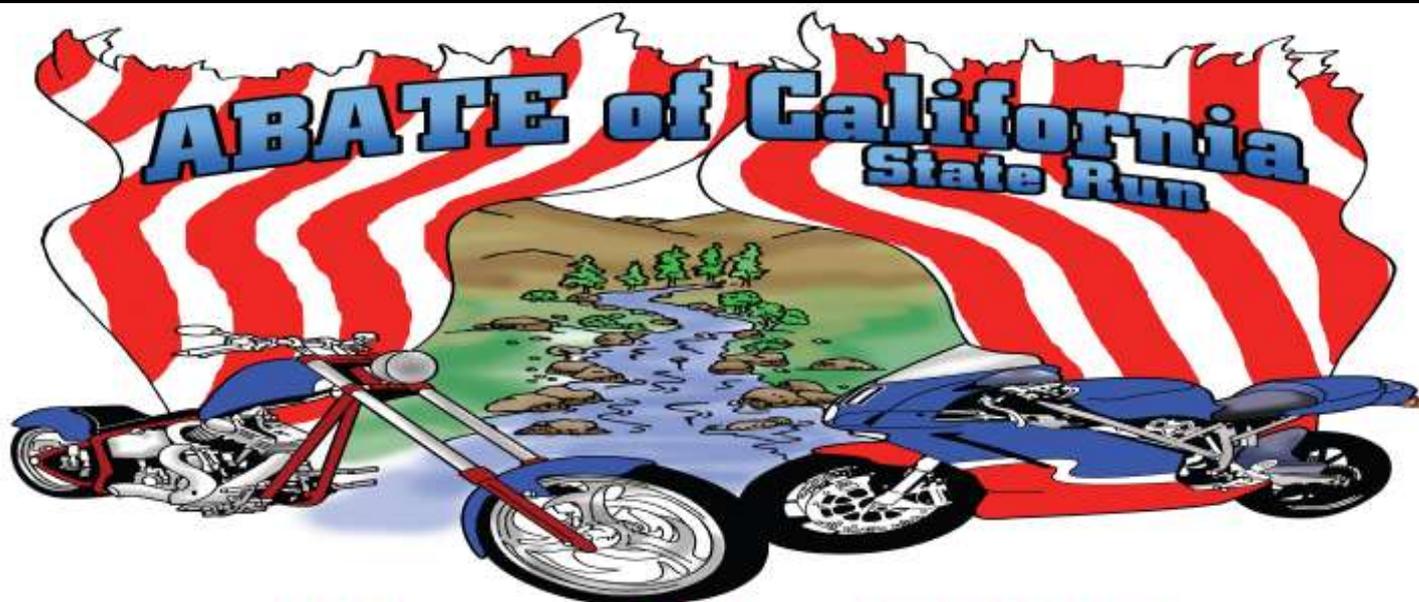
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Sign-In Opens: Pre-Reg. Entries 10:00 a.m. Friday, Non-Pre-Reg. 12:00 Noon Friday

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EVENT INFO: ABATE State Office 760-956-1669, Tina.sanders12@yahoo.com

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City _____ State _____ Zip _____ Phone _____

RV's _____ Single _____ Couple _____ Teens _____ Kids _____

Entry Fees	Pre-Reg.	Day of Event	Pre-Reg. Deadline 8/15/2012
	\$30.00 Single	\$35.00	RV's Must Pre-Reg. Adt'l \$10.00 Fee
	\$40.00 Couple	\$45.00	1 st come 1 st serve

Kids 13-17 - \$10.00, 12 & Under \$5.00 No Run Pin

Children 17 & Under Must be Accompanied by Adult

Pre-Order White Run Shirts (Design on Flyer) Deadline 8/15/2012

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Add \$10.00 ea. _____ Mens Short Sleeve S M L XL XXL or Tank S M L XL XXL.

Womens Short Sleeve S M L XL XXL or Spaghetti Strap Tank S M L XL XXL

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LOCAL NEWS

Local #01 Los Angeles



Sporty here. We had this month's meeting and it fell on the day my columns are due for the Bailing Wire. As per my usual stuff I also prepare a monthly agenda. We started with Keith leading us in the Pledge of Allegiance.

As you might have heard, the good news is AB 1047 and AB1890 were both signed into law by Governor Brown recently and that is great news for California bikers.

I also relayed that our other bill AB 1535 the bill to replace the motorcycle ok signs in the carpool lanes is still in suspension. However our lobbyist, Jim Lombardo, is trying to get it added to the electric car ok in carpool lanes signs. Film at eleven on that folks.

We discussed the possibility of members from our Local, other than me, attending the Board of Directors meeting. I am going to put out an email reminder Thursday, July 20.

We also discussed the bike night at Corkey's in Sherman Oaks, and again, I will remind members of that event as it gets closer to the date in July.

Finally we also talked about working the campaigns especially Todd Zink vs Fran Pavley. Hopefully we can accomplish another victory with Mr Zink getting elected.

We, the group that showed up to the meeting, were then able to buy breakfast. Good deal! Regards, Sporty.

Local #02 Simi Valley

July has been real good to us all out here in



Simi Valley, the weather is remarkable and me thinks most people agree, especially the ones that are not here! By that I mean, or I should say, I hope most are on vacation and not home watching TV, wasting their time watching meaningless TV Bolo-

gna!!! Because you could be here changing peoples lives and or being a part of a movement towards Freedom! You All have a great chance on changing who runs the government, whether locally or statewide, You All can be a part of this, all you have to do basically is attend ONE meeting a month, or 12 meetings in one year! That's 12 days out of 365, and it's only 2 hours (approximately - give or take) per meeting, that equates to 24 hours out of 8,760 hours! Come on you all, you've nothing to lose but everything to gain!

I know it sounds like I'm venting, but me thinks when the opposition has no opposition then they get their way, and when you complain it's too late! So you do have a chance, when you are here! We meet every 2nd Tuesday of the month at VFW Post 10049, 4242 East Los Angeles Street in Simi Valley. We start at 7:30 pm. We also have a great \$5 meal that we serve with all the good fixin's! We start this fabulous service at 6:45 pm. And to top it off the VFW Post is a great place. Thanks to our Volunteer Cooks, Me, and Steve!!! Great job! You guys rock!

Pres Ray opened for us again, thanks Ray. Our VP Scott was on vacation as well as Pat, our Membership, officer. Secretary Jane read the minutes and Treasurer Stephanie gave us the numbers. Andi, our Merchandise person, showed us the goods. Guy, our Ride Guy, talked about our fun ride which was a fellowship ride honoring Bob Tanger and ended up at his house with a BBQ! Thanks Guy for being a great Host!

Pres Ray talked about handing out ABATE cards, being more aggressive about meeting bikers and explaining what we are about.

Guest speaker Sporty was in town and talked about the runs coming up, what a nice guy! Sporty is one dedicated person! Thank you for all you do.

Please ride with great responsibility, it's unfortunate that we get judged by a few careless meat puppets, but that's the way this society is. We get only one chance at first impressions, so make it count; you'll never know how many count on you! Ride safer than the last time you rode! PTL norm e.

Local #06 San Diego

For a meeting on July 1 - part of 4th of July



weekend, we had a pretty good turnout at our

beautiful Kate Sessions Park. I know, Local 11, we don't have seats!

Snowman was off to Hollister so I did the meeting. We did the usual reports about the treasury (we need money - so what's new), membership (we could use more members - so what's new), the phone tree/email blast is doing well (so what's new), we discussed legislation and politics AND need a new PAC/Legislative Rep - we really do. Can you help?

Yes, we really do need someone to help with the PAC, legislation, and politics. Until someone steps up to the plate, the info might be a bit slim and I hate to see that happen. I've been doing the best I can, but I won't/can't do everything. I said this from the beginning, so PLEASE think about volunteering. Local 6 needs you!

We chatted about past and upcoming events. Don't forget that the Final Option has their monthly Sunday Biker Breakfast the same morning as our meeting. IDEA: go to breakfast at Sweetwater Harley and then come up to the meeting. Nice breakfast, nice little putt and we'll make it a nice meeting!

ABATE Local 6 supporters: American Legion Riders-Chapter 460 is having their 1st Annual Take Your Chances Poker Run on July 28 - hope you support them. Also the ABATE State Run will be in September - make your plans now. Don't forget to try to attend Local 11's meeting on the second Sunday of the month at Connie's Oakvale Bar and Grill at Lake Wohlford at 11:00 am. Oh, and they have chairs!

And we wound up the meeting with our Liaison Reports. We thank everyone who attends the meetings and talk-up ABATE. Hint: Keep some membership forms in your bike!

So that's it for this month. Ride safe, we will ride free again, Nancy

Local #11 North San Diego



Local 11 had our meeting on July 8 at the Oakvale Bar and Grill at Lake Wohlford again this month. Very warm day and as always in San Diego County a beautiful ride.

President Dan opened up with some political happenings in the area. The local Democratic party BBQ and the Republican monthly event in Rancho Bernardo.

We also discussed the commentary by Fairwarning.org and the misinformation being disseminated by that group.

LOCAL NEWS

AB1047 was on the governors' desk at the time of the meeting; however it has been signed by the Governor as of this writing.

VP Dave Caldwell ran down the upcoming events as well as discussing a new location for Local 11 meetings. I might add that Dave made a generous donation to the Local 11 coffers and won the "opportunity" drawing as well, and then kicked it back to the Local. Class act. Thanks Dave!

Tim Clark had the treasurer's report. The Local voted on sending money to the general fund and the lobbyist fund.

We also discussed getting out to local events more and possibly getting to a HOG Chapter meeting at the local dealership. Later, Gary

comes up. I don't think you will regret it. It was great to see Chris ride in on two wheels. He just looks a bit more "normal" that way.

A couple of months back, I mentioned the fact that we are looking for people in Local 19 to consider taking the Primary Officer positions. Planning needs to start as soon as possible so the mentoring process can begin. Robert will not be able to continue as our President much longer. At best, he may only have one more year before other commitments will need his attention. I don't know if we can talk Diane, our VP, into taking that top spot. Ed is covering Secretary and Treasurer this year and isn't certain how much time he can continue to devote. It seems the same people keep these positions filled and some new blood is needed. Some folks, like our former Treasurer, Steve, did the job year after year and then some. Local 19 will only survive with the help of you members. Please talk with Robert, Diane or Ed if you have any interest in one of these slots. We'll still be here to help.

Preparations for the Toy Run continue and your committee again asks for raffle prize contributions. They have different ideas of what you can help provide and how to acquire various donations from places that you go to frequently. We just made a visit to Santa Claus, Inc. and saw how they are set up to help these kids that are less fortunate. Everyone was impressed with the dedication of those volunteers. Our friends from Pomona Valley HOG joined us and we all enjoyed a picnic in the park next door after our tour. The HOG folks, and a few from Local 19, put a lot into making sure everyone was well fed.

I don't need to tell anyone that summer has arrived. You must stay hydrated in this heat if you want your ride to go well. Stay on top of your bike maintenance and take care of your body. There is a lot of fun riding ahead of us during the next few months. Please be safe out there!

Until next time, keep the shiny side up! Ed

Local #20 Orange County



Our meeting began with prayer from Pastor Tom Longbrake of Bikers for Christ. We welcomed new member Rick Lister. Thirty one members and four guests attended.

Gill talked about the Transponder bill that was signed today and the other bills are still in the works. He thanked everyone for the letters and emails that were sent; they do help. We should be proud of our participation and deserve a pat on the back.

Gill and Spike are a great team when it comes to talking to politicians. These law makers don't ride and are unaware of what it is like to ride but our two guys really get the point across and educate them.

Gill can't stress enough that, when stopped by law enforcement, be polite, do not give any information and as soon as possible after the stop, write down everything that was said so you don't forget anything and be sure to get the officer's name and badge number. It is important that all bikers do this so the information can be used to prove that we are being singled out for harassment.

Also Gill informed us that if a hand held pipe tester is being used on your bike, the officer must be 10 feet from the bike and the instrument must be authorized by the state/city/county where it is being used. So it's important to ask for the make and model of the instrument that is used if your bike is tested for noise.

The dollar draw was \$60.00 and Joseph Valona's name was drawn but he was not present, so the money rolls over to next month. ~Leenie~

Local #21 Antelope Valley



We had 5 people at Casa Roma (road house) Restaurant. Food took forever and there was live music. No one pitched in even a penny! So here's a token. Mark did drop off the Lobby \$. Steve Miller and his skinny lady came by. Love, Daryl

Local #24 Fresno

This was our second meeting at Yosemite Falls Café on Blackstone. Service and location are fine, but a little too much noise from the other side of the room. Ed asked the members to look around for other possible locations and be prepared to discuss and vote at our next meeting.

We had very good coverage of our booth at the Spokes and Rods event at the Fresno Fairgrounds. The new canopy, donated to us by Linda Halderman, worked real well. The new "sandwich boards" that told about ABATE accomplishments really helped. Our Lobbyist, James Lombardo, helped out in the booth. We were able to sign up several new members and got some renewals also.



Local #13 Ventura County

Here's all the Local 13 happenings: First off our June meeting went off without a hitch - right up to the point that we had our membership drawing and we forgot to include the NAMES of the members. So, we held that over until the July meeting.

Our Callous Cheeks run was a success! We had a lower than usual turnout and didn't raise as much money as we wanted to, but our riders had a good time and we didn't lose money!

July's meeting had a small turnout, but we held two drawings for the money in the membership can and Richard Dinkins won the June Meeting drawing with Rich Buffum winning July's.

Our August meeting will NOT be held at the VFW in Pt. Hueneme. Calls will be made to all the members and we will return to the VFW in September!

What are we doing in August? It's a surprise, so you'll have to read about it next month! HINT: Group ride to a different meeting place! Ride safe out there! Scott McCool, President Local 13

Local #19 Pomona Valley

There was a great picnic yesterday, July 14, put on by Locals 19, 23 & 27. We had plenty of food, cold drinks and good people to share a few laughs with. A few people from Local 19 took part. I think everyone enjoyed themselves. I haven't heard a head count yet, but it seemed like a good turn-out. If you missed this one, try to make the next one that

LOCAL NEWS

Because we shifted our meeting date due to the 4th of July, we rescheduled the CHP Motorcycle Officer talk on Motorcycle Safety to next month. These people ride daily for a living and can give us some excellent tips for safe trips.

Lynn gave us a brief idea what it was like to go on this year's Run to the Wall. It was an emotional experience for him and a major event in his life.

Looking ahead: The End of Summer Run to Santa Cruz is set for October 6 and 7th. Rooms are blocked at Ramada Inn, (831) 426-6111, under ABATE Local #24. This time of year is great for riding. School is back in session, motels are not crowded and the weather is cool. Plan to attend.

Next month is nominations for Local officers. Why not step up and take a shot at one of the positions? Also, think of ideas for our Kids Christmas Party.

Our treasury is doing good and we will continue our monthly donations to State ABATE. Membership is up to 126 with 17 business members, not counting the renewals and new members gained at this meeting.

Our ABATE drawing winner donated \$40.00 of the \$105.00 back to the Local. The \$120.00 member drawing was won by Patricia and she donated it back to the Kids Christmas Party fund – thank you Patricia! A GREAT BIG THANKS to all of our members' support of our Local that makes it such a great place.

One last thing: Several of our members have been told by local Traffic Enforcement Officers there is a campaign for motorcycle laws enforcement. Watch your speed and how you operate your bike. Nuff said. Bruce

Local #25 Sacramento

I want to extend a big thank you to the guests



at our June meeting. Jim Lombardo, our lobbyist, was our surprise visitor of the month. He spoke about the legislation and gave a basic lesson again on how the bills are passed.

Alex Rue, from Alex Rue Insurance was also present. He spoke about working with ABATE members who need a great deal on not only motorcycle insurance but all other motor vehicle insurance as well. His office is in Roseville, CA. (916) 572-9815.

Lori Adams, our COIR (Coalition of Independent Riders) Commander for ABATE was also a guest speaker. She was well received by our members and we are grateful for all she does for ABATE. Sarge Matthews, our ABATE of CA, Chairman of the Board of Directors, was also present.

Stan & Terry Hill from Thunder Roads magazine spoke about how they would like to publish articles about the legislation ABATE is working on in their magazine here in northern CA. Sarge Matthews and Jim Lombardo suggested they go to the ABATE website and permission was given for them to copy legislative information from it.

I like to thank those who visit our Local. So thank you to all of you.

Another form of media attention for ABATE is the Phil & Bill Radio Talk Show that is on Tuesdays and Thursdays nationwide and worldwide. Anyone can call in to talk about legislation, bikers' rights or anything else they discuss. Participate by clicking the web address www.blogtalkradio.com/bikersofamerica or call (347) 826-7753 and follow the prompts.

Three of us from Local 25, visited Local 17 to see what events they had planned and to get ideas on helping our membership and treasury to grow.

Heard from one of Local 25 members who is a neighbor of Assemblywoman Shannon Grove that she is in possession of around 1,000 copies of tickets from motorcyclists from around the state who have received a ticket for driving in the HOV lane. Jim Lombardo was to have looked into this since our last membership meeting. I am waiting for Assemblywoman Grove to respond back to me in regards to this so that we can eliminate these wrongful tickets.

Until next month, Rebel Ruthi Ranting & Raving, (abate.ca.local25@gmail.com)

Local #27 Riverside

Saturday, July 14, was a very special day. Lo-



cals 19, 23 and 27 all got together and held a Tri-Local picnic and potluck - just for the fun of it. Local 44 came down and Sporty showed up making a total of 5 Locals being represented. There were a wide variety of patches represented and the friendly sounds of children playing filled our section of Fairmont Park with laughter and joy. We tossed horse shoes, chatted and had a generally good time.

Robert, Local 19, labored at the grill and cooked hamburgers and hot dogs for about 200 and

the side dishes were all delicious - I think I tasted nearly everything!

According to the latest info AB 1047, the bill to halt federal safety funding being used to finance the motorcycle only stops, and AB 1890, the bill to allow transponders to be stored away rather than mounted in a visible location on the motorcycle, have passed.

Want to know what's happening here locally? Check our website www.abatelocal27.org. Keep your Eyes Wide Open, Greg Covell, President Local 27, gcovell8@gmail.com

Local #44 High Desert



Local 44 members joined our fellow riders from Locals 19, 23, and 27 (I hope I didn't leave anyone out) for a "family picnic" at Fairmont Park in Riverside after our July 14 meeting. We were treated to an abundance of good food and met up with many of our ABATE friends for an enjoyable afternoon.

"Thank You" for the invite and the old time hospitality, we had a great time even if it did feel hotter (humidity) down there than it did in our own high desert.

Jack Howell mentioned it was Local 44's turn next, maybe we should accept the challenge! Anyway, after the picnic, we took a round-about way home, had a few cool ones and finished off a very good day.

I'm looking into the possibility of scheduling our Local 44 street clean-up for a Monday - Thursday early evening time slot (we need to finish before dusk) so we do not have to give up a precious weekend morning to take care of it. I will let everyone know ASAP so we can fulfill our obligation.

Jeff Ozanne is checking into a Maverick's baseball night and that too will be announced shortly. So, with summer here ride safe and often, try to support our ABATE functions statewide and don't forget the State Run coming up in Kernville! Also attend and bring a new member to our next Local 44 meeting! Dave H.

LOCAL NEWS

Local #52 Grass Valley

Hi Folks! Hope everyone's enjoying the summer. It's flying by as usual with no shortage of



rides and events. Last meeting we discussed some ideas on how to advertise for the Local membership. Public Service Announcements (PSA's), local media, flyers in biker friendly establishments were a few. I think most of these mediums are nothing new; it's just a matter of getting it done. I'm in most of the aforementioned establishments at least once a month to distribute the Bailing Wire and Thunder Roads Magazines, so I'm a good candidate for that task. More to follow on PSA's. I'm hoping the local AM station will give us a little air time.

Also, I started up a Facebook page for the Local. It still needs some work but it'll get there. Before I start posting info to that page I would like

to get an idea of how many folks are interested. If you want to join, just go to the site <http://www.facebook.com/groups/395747643797788/> and then click on request to join. I'll get my ducks in a row and start posting info. You will be able to post as well.

Jim Lombardo's column will give you the latest on items of interest at the Capitol. One of great significance is AB1047, prohibiting motorcycle only check points. It was signed by the Governor on July 13.

Feel free to give me a shout at (530) 263-8071 or craig@twogunnerscustomiron.com. Cheers!

2012 ABATE Events

ABATE Of California, Inc web site www.abate.org/Events

September 14, 15 & 16 – Annual Golden State Rendezvous (aka ABATE State Run), Kernville, Frandy Campground & an ABATE Business Member.

October 6 & 7 – ABATE Local 24 – Annual End of Summer Run to Santa Cruz – Room Reservations at Ramada Inn (Under ABATE Local 24) 831/426-6111.

October 7 – ABATE Local 27 – 4th Annual FUN Run (Kenny 951/377-5772 or email kennuttall@aol.com) OR their web site www.abatelocal27.org

October 13 – ABATE Local 17, Solano & Napa Counties – Fall Bingo Run

November 11 – Totally Kids in Loma Linda, CA and also will be honoring Veteran's Day. Mystery Ride to follow.

November 17 – ABATE Local 38 – Annual Turkey Run, Info? Contact Ed Aranda 760/337-8372

November 25 – ABATE Local 21 – 16th Annual Happenin' HQ Toy Run Moose Lodge, 44545 Division St; Lancaster CA 93535.

Please email your ABATE Event information (in Microsoft word document) and Flyers (in a JPG file) to Bailing.wire@abate.org by the 15th of the month to be listed in the next issue. Your flyers MUST be in a jpg file to be used in the Bailing Wire. Your event flyer will also be on the ABATE web site on the Events Calendar. Don't forget to get your **Run insurance** – contact the ABATE State office for the information.

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Pac/Lobbyist Report

by Dave Hastings, Treasurer

As most of you are aware of, ABATE of California has been streamlining and optimizing our organization to help lower our operating costs and get a handle on the day to day operation of our business. Business is a term most people do not associate with a "not-for-profit" organization like ours because they automatically assume everything is a write-off on our corporate books. Yes and no to that thought process. Yes we are allowed to write off most of our expense, but no because we still need to have the day to day operating capitol to fund our obligations. We have been very successful in lowering our expenses but we still have a problem that needs to be addressed by every member and every Local statewide. That problem is membership in our organization and the closure of inactive Locals.

First membership: ABATE of California has been around long enough now that we need an influx of new members to replace those who are aging out of our ranks. Motorcycling is a very demanding physical activity and many of us are reaching a point in our lives where either our body or our mind is not up to the task at hand. When it reaches the point where we are no longer confident in our ability to ride we should accept the reality of the situation and park the bike. Like it or not, someday it will happen to all of us. The more bikes that get parked, the more our Local attendance drops. Eventually, if we do not replace our senior riders with younger ones, that Local will become inactive and the remaining members will be moved to Local 00 or hopefully an active Local of their choice. Yes we retained you and your individual



membership fee, but unfortunately not the funding shares that your Local contributed before it went on our "in-active" list.

This is our second problem: ABATE of California has always operated on the money we receive from our members, private individuals, groups, and corporations. Our annual budget is projected on the assumption that we have a steady income or share from each active Local from January to December of that year. Every time we place a Local on the "in-active" list we take a direct negative hit to all of our obligated state funds. Where before you would attend monthly meetings, pass

the hat, hold events and fundraisers, etc. to help ABATE of California and your Local raise funds, now we have zero income from your "in-active" Local. This catches up to us quickly and painfully.

ABATE of California cannot just automatically raise your membership fees or demand more share contributions from our active Locals. The state office realizes that many of you and our active Locals are struggling under the current economic conditions and we are grateful for what you do manage to contribute. What I'm suggesting is that if you belong to an "in-active" Local or your Local has had to cancel an event, you should personally step up and send a comfortable amount that you would have spent anyway on that event to our state office to help cover our mandated obligations. This is one way we can all share in the expense of operating our business. Send what you can when you can, and help ABATE of California protect your right to ride.

This has been a very successful year- legislative wise - for our organization, we have done our best to spend your money wisely, and I think your elected Board of Directors has kept their promises to you. Now it's your turn. Pick any fund you wish, send us your donation, and then continue sending in donations each month. If every active member statewide would sign up a new member and send in a personal donation every month ABATE of California would be on the road to recovery in record time!

"THANKS TO ALL THAT DO, AND TO THOSE THAT DON'T, PLEASE TRY TO!"

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Sporty's Rides

by Lee 'Sporty' Milligan

Hi all! Sporty once again at the keyboard with the adventure tales of Sporty Milligan. We begin this month's trek with a visit to ABATE Local 5's meeting, which is the third Monday of the month. I did this visit after my day at work in Malibu. They have their meetings at the Peppertree Restaurant in Glendora. Their president, Tom Lubbers, has been doing the Pres gig for several years and wants a change. So much so that the members of the Local have to decide by a certain date to step up to take the officers positions as their current officers need a break. Hopefully the group over there will decide to step up and relieve the current officers of the Local so they can take a much needed rest. Only time will tell. I personally am optimistic about the situation.

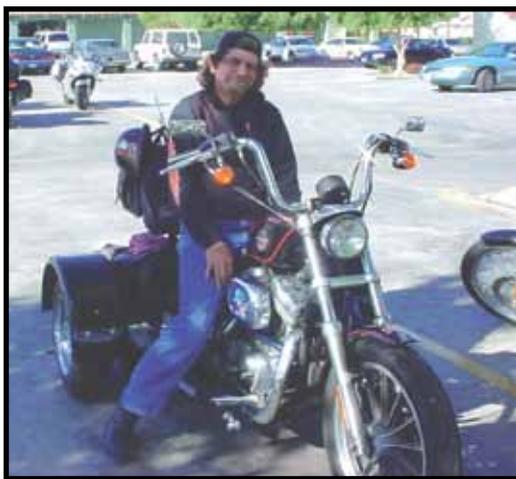
As I am also Membership Chairman of ABATE. I am beginning to take a closer look into the Locals to see where we can help strengthen them up a bit.

The following Thursday, which was the third Thursday of the month, my visit was to Local 3's meeting in Thousand Oaks. The location is not far from the campaign headquarters of Senate District 27 candidate Todd Zink. He is running against incumbent Fran Pavley and has a great chance to defeat her. (Political plug to get you motivated to do the political thing!)

Local 3's meeting was also very small but they got the ball rolling and at that meeting sold all their remaining special membership raffle tickets. They're planning to do their Trivia run soon - so look for that. Believe me it's a fun, fun run. This visit is only 20 miles from my work in Malibu. Plus they like to see me as well. They, like Local 5, have officers who have been on the job for a lengthy time. They are still motivated to action. Thanks for your hospitality Chuck and the members of Local 3.

Local 13's Callous Cheeks run was next on our agenda. At our Local meeting at the Elks Lodge in Tujunga we discussed attending this run in a group format. Our Membership chairman, Glen C, suggested that we meet at the park and ride, off Victory and Winnetka across the street from Pierce Jr College. Saturday, June 23, we were meeting there at 8 am. Yeak! That was my estimation of the day when only Glen C was able to show up.

OK so Glen and I rode to My Garage in Ventura which was the starting point for the 13th annual Callous Cheeks run. What was nice about this being the starting point was the fact that I could get information and a proper oil filter removing cap. I messed up the oil filter doing an oil change on my 2007 L model and broke the 02 sensor for the front cylinder pipe. Yeaks. (More on that fiasco later.) Glen had to do some stuff so he was not able to go on the ride. He bought a couple entry and \$20 of raffle tickets. Good job Glen Cheslock. He rides a



pretty nice BMW motorcycle and his wife, Jan, is a big, big help with getting the renewals out each month.

Well I decided after two cups of decaf to start my journey. Directions were not that hard to follow and I found every thing easily. The end spot was a Mexican restaurant off Hwy 126. We were served food and it was pretty good for a Mexican restaurant.

Ok, so since we're not doing 50/50 raffles, current Local 13 President Scott McCool had us do a dart throw on to a board with playing cards on it. Good deal. I won prizes, but some I did not want or they were too far to go to get. So I gave the guys in the Viet Nam Vets M/C some of the prize gift certificates that I had won. As always I had a good time with friends from the Ventura Local 13. This is another reason to support your ABATE Locals.

Leaving the restaurant I headed on Hwy 126 towards Santa Clarita and the 5 Fwy. Since I messed up the 02 sensor plug I figured I would get one at the shop. OK I got there and they were helpful enough to direct me to one so I bought two of them - \$80! Remember folks, it's Sporty we're talking about, so I had to have some back up parts! Of course, when I got home I had to immediately try and fix it. Boy, what a bear it was taking off the old sensor or what was left of the old sensor. Anyway as luck would have it and it was luck I got the old sensor part off without stripping the threads out. But I was a mess and there was laundry soap all over the concrete, which had my wife say, "What have we got going here?" Sporty and oil changes just seem to gravitate towards being messy.

Things went pretty smooth after that, just work and riding to work on the bikes. July 4 I was planning to go out to see my brother, Jim, who lives in Atascadero so we could find my younger brother, Mark, who lives somewhere in Cambria. But Jim

said, "No, too much traffic." So I did not go. Some other time perhaps. So July 4 morning at 7 am I rode to a group meeting. This part of my life, AA, helps me keep my sanity. My dogs were their usual 4th of July wrecks due to the bang, bang of the fireworks.

Saturday, July 7, was the annual AA group picnic. Had fun and my wife, Renee - sanity helper, even went.

July 10 went to Local 2's meeting in Simi Valley. Their bar-b-que starts at 6:45 pm and the meeting starts at 7:30 pm. I went to encourage the Local to write letters to Governor Brown on our bills. (Note that was before we found out that he had signed them into law.) I was the star attraction because I tend to come prepared to help out the Local when I can with information. I also wanted to encourage them to work for Todd Zink for Senate vs Fran Pavley for Senate in District 27. He has a shot to win, but will need bikers help. We can help him win. As always I was well received. Thanks to Local 2 members and their Pres Steamer Arsnow for being so nice to me.

Finally the last item on this month's extravaganza was the trip to Fairmont Park in Riverside to be at the final 2012 Southern Regional Rally meeting to determine how much we are going to give the state from our run that we did in May. I was ok with it being in Riverside because it gave me a chance to take a long ride. Sometime you need a long ride to clear out your head. Before I left I did my Saturday morning sober meeting at the AA hall. It was originally a meeting for dysfunctional bikers when it was formed, but now it seems I am the only biker that still attends this meeting regularly.

After this meeting I made a beeline to Riverside to be at the SRR meeting by 11 am. We had our meeting and made our decision on how much to give the various funds. After the meeting I stayed around for the Local 27, 19, & 23 bar-b-que picnic. I had a wonderful time especially making the ladies laugh with the water bottles I used as props to entertain the folks. Thanks to you ladies who laughed at the fun things you can do with water bottles and as always it's grand to see the folks from the different Locals. I had a fun time boys and girls. And the food was not too shabby as well. God, I love this job!

Well till next time, folks, get some members for the membership drive and retain your renewals. Regards, Sporty.

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COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

CALIFORNIA LAWMAKERS BAR MOTORCYCLE-ONLY CHECKPOINTS: On Friday, July 13, California became the fourth state in the country to oppose roadside checkpoints that target motorcyclists. Governor Jerry Brown signed Assembly Bill 1047 into law, joining with Virginia, North Carolina and New Hampshire in prohibiting law enforcement agencies from using safety grant money to fund motorcycle-only checkpoints.

"Persistence pays off!" said Jim Lombardo, lobbyist for ABATE of California. "It took two years of hard work to get our bill through both Transportation Committees, the Assembly and Senate Appropriations Committees, passed by both Houses and then returned to the Assembly for concurrence to a stronger amended bill!"

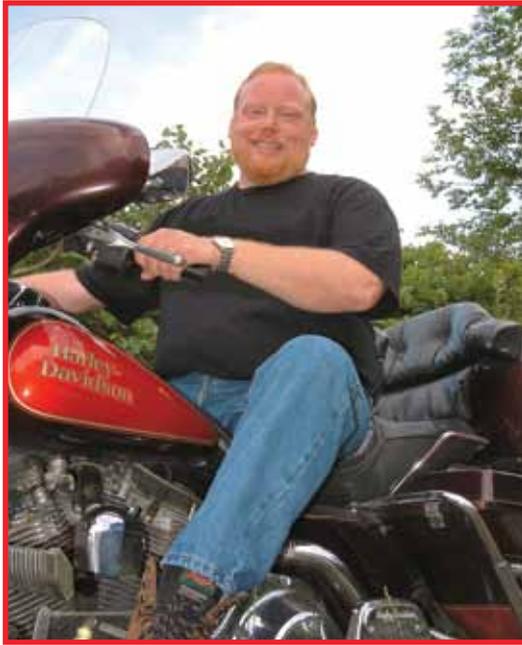
AB 1047, sponsored by Assemblyman Kevin Jeffries (R-Lake Elsinore), passed its final legislative hurdle by a unanimous 77-0 vote in the Assembly. The new law becomes effective January 1, 2013.

"The funding of such checkpoints has made the passage of AB 1047 of paramount importance," noted a letter of support circulated to legislators by COIR through the US Defenders program; calling the checkpoints discriminatory and un-American, they noted that "Across California, law enforcement agencies have been using these funds, not to establish generic checkpoints intended to stop all vehicles looking for impaired operators, or unsafe vehicles. Rather, these checkpoints have been stationed adjacent to motorcycle events and stop only motorcycle riders while automobile drivers are waved on."

On the federal level, dozens of Congressional Representatives have signed onto House Resolution 904 by Rep. Jim Sensenbrenner (R-WI) to bar the US Department of Transportation from providing funds to government agencies for motorcycle safety-equipment roadside checkpoints.

Meanwhile, Aid to Injured Motorcyclists (AIM) Attorney Mitchell Proner of NYC is appealing a federal judge's ruling that upheld the constitutionality of such roadblocks, vowing to take the fight on behalf of ABATE of New York and the National Coalition of Motorcyclists (NCOM) all the way to the U.S. Supreme Court if necessary.

CONGRESS PASSES FEDERAL HIGHWAY BILL: The Highway Bill, HR 4348: MAP-21, has cleared both chambers of Congress and is expected to be signed into law soon by President Obama. The 600-page \$120 billion federal funding measure reauthorizes funds for transportation projects through 2014, and extends the motorcycle safety grant program to the states amounting to a percentage of each state's federal safety dollars that must be spent on rider education and awareness campaigns.



Despite considerable lobbying by motorcyclists, language from HR 904 to block funding of motorcycle-only checkpoints was not included in the final passage due to technical germaneness issues, but on the flipside no provisions were adopted in the bill that would negatively impact motorcycling.

EPA OFFICIALLY APPROVES E15 FOR SALE IN THE US: Putting E15 (a mixture of 15% ethanol and 85% gasoline) on sale in the US has been all but official since April, when the Environmental Protection Agency approved the first applications to make E15. Now, "all but official" has become official, with the EPA giving approval for retailers to start selling the controversial biofuel, which many claim can damage smaller engines such as motorcycles and ATVs and void manufacturers' warranties.

NEVADA MOTORCYCLE CLUBS SUE POLICE FOR CIVIL RIGHTS ABUSES: Four motorcycle clubs that belong to the Southern Nevada Confederation of Clubs (COC) have filed a federal lawsuit against the Metro and North Las Vegas police departments claiming that their civil rights have been systematically violated.

Dozens of club members of the Mongols, Bandidos, Vagos and Stray Cats allege they have been "unlawfully targeted and harassed" by the two police departments for several years, and the 78 complainants are seeking over \$75,000 on each of its 15 different claims and punitive and exemplary damages of more than \$75,000.

The lawsuit claims that Las Vegas police threatened to revoke the liquor licenses of local businesses if they served certain motorcycle club members or let them frequent their place of business. The legal action cites numerous other incidents of abuse, including police officers purportedly informing members of the Stray Cats that

they had "no constitutional rights on the streets of Northern Las Vegas."

Legal documents detail six encounters that occurred between June 2010 and September 2011 that violated the patch holders' First, Fourth and 14th Amendment rights, but attorney Stephen Stubbs and Southern Nevada Confederation of Clubs President Guido Novicelli say the harassment has gone on for more than the two years the lawsuit covers. "All we're really looking for is to be able to meet and have a good time and ride motorcycles without being harassed," said Novicelli.

"Everybody has the same constitutional rights," said Stubbs, serving as legal counsel for the 37 Las Vegas-based clubs that comprise the Southern Nevada COC. "The minute we start disregarding someone's constitutional rights because we don't agree with them, this country is in big trouble."

NY BILL WOULD REQUIRE MOTORCYCLE SAFETY EDUCATION FOR NEW DRIVERS: A New York bill that would improve motorcycle safety by including awareness training in the state Department of Motor Vehicles required courses passed unanimously in the Senate on June 4.

S.7138 would amend the Vehicle and Traffic Law to create a two-hour motorcycle safety and awareness component to the DMV's mandatory five-hour pre-licensing course for new drivers. Specific requirements would be set by the Commissioner of Motor Vehicles.

"This is just one more step towards making our highways safer for both motorcyclists and those traveling on four wheels," said state Senator Patricia A. Ritchie (R-Heuvelton) who co-sponsored the bipartisan measure along with Sen. Kevin Parker (D-Brooklyn). "By teaching people how to properly share the road, we can cut down on accidents and help save lives."

Now Senator Ritchie is looking for a sponsor to introduce the legislation in the general Assembly.

RHODE ISLAND RIDERS GET DESIGNATED PARKING: A new Rhode Island law will require all state and municipal buildings to provide designated parking spaces for motorcycles from April to November. The legislation, sponsored by Senator John J. Tassoni Jr. (D-Smithfield) and State Representative Peter John Petrarca (D-Lincoln), was recently approved by the General Assembly and signed into law by Governor Lincoln D. Chafee (I).

The legislation dictates that city and town officials create parking plans by this November for parking areas at municipal buildings and mandates that the new parking spaces, marked by appropriate signage, be made available by April 1, 2013.

Continued on Next Page

Continued from Page 12

All state, city, or town buildings must establish a motorcycle parking plan by November, with the number and placement of the motorcycle parking spaces varying by building, and to be determined by the number of employees who use motorcycles. The law does not apply to state airport parking lots.

NOVELTY HELMETS OUTLAWED IN CANADA: A new provincial law announced by the Ministry of Justice requires motorcyclists in British Columbia to wear helmets that show proper industry certification, such as Snell or a US Dept of Transportation sticker.

The law takes effect in July on Canada Day, and until now motorcyclists could wear anything that was sold as a motorcycle helmet, including so-called "novelty" models that are smaller, lighter and lack protective inner padding. "Many members of biker gangs and their followers wore such helmets," noted the Maple Ridge News in announcing the policy change.

"A lot of the Hells Angels guys...they will wear the fake helmets, as well," RCMP Constable Tom Sparks told the newspaper. Once the helmet law is enforced, \$138 tickets will be handed out. In addition to a ticket, riders also will be required to park their bike if they're caught using an illegal helmet. "You cannot continue."

Sgt. Dale Somerville added that police aren't targeting any particular segment of riders, but if there's a group that uses non-legal helmets more often, they'll get stopped more often.

EUROPEAN UNION PROPOSES MOTORCYCLE SAFETY INSPECTIONS: The European Commission proposes to include all types of powered two wheelers into a regulation on periodic roadworthiness tests and calls for annual inspection intervals for all vehicles more than six years old, according to the Federation of European Motorcyclists' Associations (FEMA). The measure would cost riders over 1.2 Billion Euros extra per year, with no clear benefits for anyone, says FEMA in criticizing the proposal as unnecessary and ineffective and calls for its withdrawal.

On Friday, July 13, the European Commission published a proposal for a "Regulation on periodic roadworthiness tests for motor vehicles

and their trailers". In comparison to the previous regulation (Directive 2009/40/EC) powered two wheelers (PTWs) are now also included (motorcycles, scooters and mopeds) and the Commission proposes to increase the testing frequency to four years after the date on which the vehicle was first registered, then two years and thereafter annually for all vehicles.

Although the Commission claims that "8% of all motorcycle accidents are linked to technical defects," FEMA doubts the accuracy of such figures and cites in-depth studies showing technical failures only account for 0.3% of all primary accident contributing factors. "In addition the countries in Europe with periodic testing regimes for PTWs do not show improved accident figures," according to FEMA.

"This is nothing less than a tax on poverty for those who cannot afford a new vehicle every three years" says FEMA General Secretary Aline Delhaye. "In terms of time and money, the cost for citizens is going to be astronomical, with no benefits in return."

FREEDOM IN THE LAND OF ENCHANTMENT: New Mexico is one of 31 states that do not require adults to wear helmets, and that's not likely to change says KRQE-News13, noting that "Motorcycle rider rights organizations are working diligently to keep it that way not because they don't want people to wear helmets but because they want people to be able to decide for themselves."

"Too many people are dying on our roads and all I'm asking is for people to look out for motorcyclists," said Annette Torrez, Chair of the NM Motorcycle Riders Rights Organization. "I don't want legislation telling me whether I should or shouldn't wear a helmet," said Torrez, who was recently recognized for her efforts at the annual NCOM Convention with a Silver Spoke Award.

It's been about a decade since an adult helmet law was last introduced in the state legislature, and lawmakers told the news agency that is because the idea is always met with angry opposition not only from motorcycle groups but other lawmakers too. "There's always individuals that you're seeing here that come up to Santa Fe and institute their rights and say you know what, we really don't want to see it

and these are individuals who wear helmets on a regular basis," said NM State Representative Rick Miera (D-Bernalillo County), a longtime rider and member of the National Coalition of Motorcyclists' Legislative Task Force (NCOM-LTF).

MOTORCYCLE SALES REV UP: Cycle sales have fired up since the recession's effects have waned, according to new data from Sageworks Inc., a financial information company. Sales at motorcycle and ATV dealers are up nearly 16% over the last 12 months, including used bike sales, and profitability has improved from near-breakeven in 2009 to nearly 3% profit margins, Sageworks' data shows.

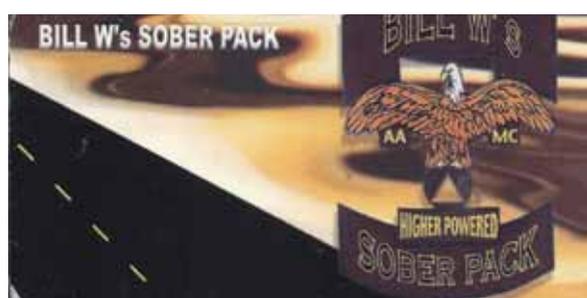
Sageworks analyst Robb Granado said sales are stronger at both dealers and manufacturers. "The fact that we see the retailers doing well shows it is actual end-user demand," he said. "That's a positive story for both the future of both the retailers and the manufacturers."

Their analysis is bolstered by Motorcycle Industry Council numbers that reflect first-quarter industry sales of new units rose 8.8%, aided by higher gasoline prices and unseasonably warm weather across much of the country.

QUOTABLE QUOTE: "There are four boxes to be used in the defense of liberty: soap, ballot, jury and ammo. Please use in that order." ~ originally attributed to SC Senator Stephen Decatur Miller, c. 1830

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Senate & Assembly Members that ride!

1. Senate Republican Leader, Bob Huff and wife, Mei Mei, out for a ride in Murphy's. Senate district 29 is parts of Los Angeles, Orange and San Bernardino Counties.



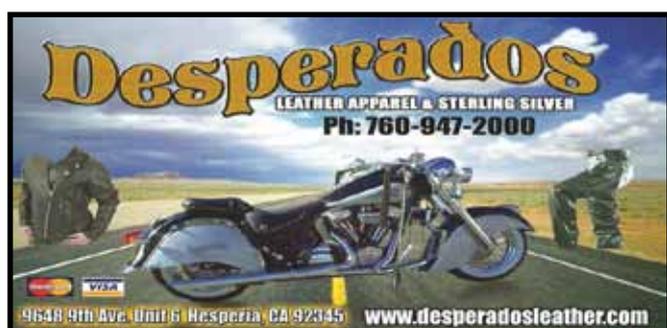
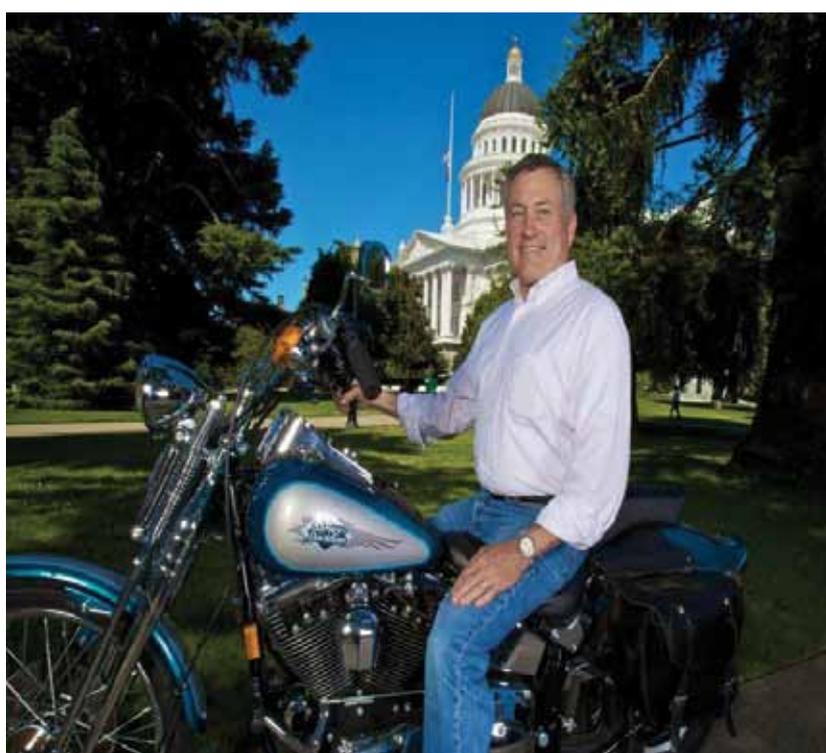
2. Assemblyman "Katcho" Achadjian, Assembly district 35. "Katcho says Join me for a ride along the breathtaking California Central Coast. From riding along the wine trails to the dramatic ocean overlooks, the 35th Assembly District has a lot to offer for motorcyclists looking to get away."



3. Assemblywoman Linda Halderman, Assembly district 29, Part of Fresno, Madera and Tulare. Doctor Halderman is also a surgeon and gun enthusiast, besides a motorcycle enthusiast. She is not running for re-election.



4. Assemblyman Martin Garrick, Current Assembly district 74, and terms out the end of 2012. Assemblyman Garrick has a Sportster and a V-Rod plus his very first motorcycle as an adolescent, was a Honda 50 trail. In 2014 he will be running for SD 36.

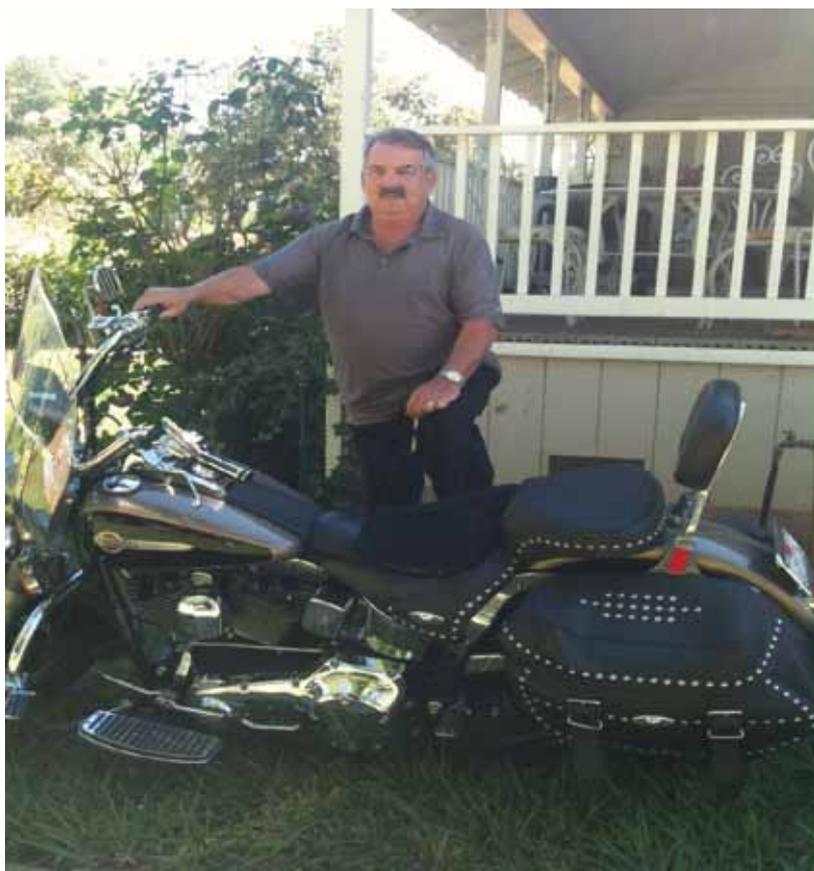


Senate & Assembly Members that ride!

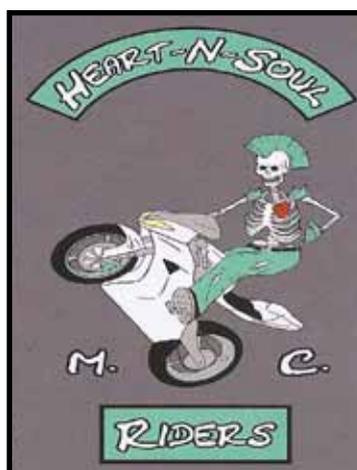
5. Assemblyman Brain Jones, Assembly district 71, Assemblyman Jones enjoys on or off road on an 800 BMW dual sport



7. Assemblyman Dan Logue, Assembly district 3, Lassen. Assemblyman Logue besides his softtail also has a panhead.



6. Assemblyman Curt Hagman, Assembly district 55, Assemblyman Hagman doesn't have two wheels but enjoys off road in the wind.



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DONATIONS – General, Lobbyist, & PAC funds THANK YOU

“Thank You” to everyone who has dug into their pockets and sent in donations, and to those of you that are adding some extra \$\$ to your renewal!! We are going to do our best to list all of our donors and if we leave you off of our list, please contact Carol at our State Office or Dave Hastings and we will get your name on next month’s list. You all deserve to be thanked!!

General Fund:

Jim Brown L#6, and he renewed all 3 of his Super Size Business Memberships;

Rick Mullaly L#60;

Albert Sanchez & Terri Martinez L#27 and New ABATE Members;

ABATE Locals: 1, 2, 11, 17, 19, 21, 23, 24, & 27.

Lobbyist Fund:

Robert Duvall L#33;

ABATE Locals: 1, 2, 5, 11, 17, 19, 21, 22, 23, 24, & 27.

PAC Fund:

ABATE Locals: 17, 21, 23, 24, & 27.

We also received **Extra** donations from Local 17’s Event - THANK YOU!!

The words “thank you” just seems so minimal, but until some other words can convey our gratitude for your donations, it will have to do.

So “Thank You” to one and all! And please, if you haven’t donated yet, you can mail your donation to: ABATE of CA; 10240 7th Ave; Hesperia, CA 92345-2631. Write in the memo which fund you would like to support.

SUSTAINING ABATE MEMBERS aka V.I.P. Members:

Thank YOU! for the extra support!!!

Bob Blatz (Local 15);

Scott & Pat Burton (Local 2);

George & Christina Butterfield (Local 44);

Fred & Patty Cammack (Local 27);

Joette Chantler & David Ericksen (Local 58);

Robert DuVall (Local #33);

Rusty & Donna Farmer (Local 44);

Hank & Kris Hallmark (Local 44);

Dave & Carol Hastings (Local 44);

Ken & Glenice Hatfield (Local 44);

Lisa Garber & Bruce Hersch (Local 1);

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Sporty Milligan (Local 1);

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Ken & Raeanne Nuttall (Local 27);

Johnny O’Kane (Local 22);

Mike & Mary Osborn (Local 13);

Bart & Wendy Perry (Local 6);

David “Deacon” Phillips, (Local 25 & Founder of ABATE of CA.);

Carl Smith & Barbara Kennedy (Local 14);

Tim & Yvonne Tennimon (Local 22);

Bob Warren (Local 1);

* Ron & Esther Webb (Local 23);

For their “Sustaining Membership” – and anyone else who signs up as a Sustaining VIP Member will receive an individual copy of the Bailing Wire snail mailed to them (the month it is physically printed); a Certificate of Appreciation (suitable for framing); their individual Membership card with their name and V.I.P. printed on it; And their names printed in the Bailing Wire under Sustaining ABATE Members.

A Special thanks to our Sustaining Members!!!

* Our heartfelt condolences, and prayers go out to Local 23 – Ron & Esther Webb had just joined their Local as not only new ABATE Members but as VIP’s too. Ron was killed on June 16th in a big rig accident in Texas and, at the time of this writing, his wife, Esther is still in recovery mode, but at least she is back in California.



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Motorcycle Safety Report

by Steve Guderian, Safety Officer

The Truth Is Out There

“In order to make the right decisions, motorcycle riders need the right information”

Yes, this is the catch phrase from one of the best science fiction TV shows, the X-Files. It has been an interesting month and right now I am feeling that we as motorcycle riders are a lot like Mulder and Scully. We know that there is more out there and more to what we are seeing and hearing, but we just cannot get all of the information we want.

I have spent most of this last month researching and writing a second position paper on lane sharing being a safety countermeasure for motorcycle riders. For those of you who don't know, I have already authored and had published a paper about lane sharing being a way to save motorcycle riders lives. I have finished the second paper and since it is a position paper, like the first one, I don't pass judgment on the practice of lane sharing, I just report the information so that others can reach their own conclusions. For the record, I do lane share and based on the information I have written about, I firmly believe that, when it is done right, lane sharing does have the potential to reduce motorcycle crashes.

While doing the research for the lane sharing paper I found out some things that makes me wonder about the truth we as riders are getting. Rather than citing specific documents I am just going to be general. In February 2011 the National Highway Traffic Safety Administration, (NHTSA) released a document about the best practices for roadway safety. One of the reference papers used in the motorcycle portion of this document was regarding conspicuity and was published in 1979. Motorcycle and motorcycle rider visibility is a huge issue and NHTSA can only find appropriate documentation from 1979? This was two years before the Hurt report on motorcycle safety was published, and the Hurt report had its own conclusions on conspicuity. All of the money that NHTSA has spent since 1979 on motorcycle safety research and there's nothing more about making riders more visible to other vehicles? I guess the truth on this is still out there, someplace.

Some of the information I had to use in my lane sharing paper came from a study that was released in July of 1976. This is information about evasive actions taken by riders for crash avoidance. A significantly important area and, with all of the money that has been spent by the government motorcycle safety community, why hasn't there been any work in this area for the last 36 years?

Rider training courses have become a primary motorcycle rider safety countermeasure in almost all states. One of the main areas of instruc-



tion in most of these courses is “proper” braking technique. I have heard things are changing, but for those who took the training two or more years ago “proper” braking technique was to use all four fingers when applying the front brake. Harry Hurt recognized from his motorcycle crash study that rider braking was an issue at the time. SIDE NOTE: just so you know rider braking is still an issue, the available data shows that this is a truth. In fact, the information regarding poor rider braking is actually evident in a recently released NHTSA report. Unfortunately, the governmental safety community has not taken the time to look at the information or the data that is there, so this is still a truth that is still out there.

Anyway, back to what I was saying, since Harry Hurt saw a problem with rider braking he decided to look into it and in 1984 he and others that were looking at rider braking released a report. One of their conclusions was that riders should be trained to pre-position two fingers on the front brake lever. They found that by doing this riders could actually reduce their response time by about two-tenths of a second. If this was discovered in 1984, why was something else being taught in the 1990's and 2000's?

BIG NOTE HERE: I don't do two finger braking or ride with two fingers on the front brake lever and I am not going to recommend to any rider that they should start changing their current habits. The reason that I am not going to change at this point in my riding career is that I have already developed a very strong braking habit for myself and to try and change that habit now could result in problems and maybe even a small increase in my response time. I know a number of riders that do ride with two fingers on the front brake lever as their habit, they didn't listen to the “truth” of four finger braking, and they have been doing just fine. As for those who want to change, it could give you an advantage in an emergency situation. However, before you make this change you need to evaluate your braking habit so that you can make all of the changes necessary to make this practice successful. Anybody who has any questions please contact me and we can talk about it because there are a couple of other considerations.

Since we are talking about braking and the reduction of response time, I read another article that was published earlier this year. Without going

into specifics, the recommendation was that riders should undertake a certain action every time they approached an intersection so that they could build a habit of getting their hand up on the brake lever in order to help reduce response time in an emergency braking situation. This was publicly published information and it sounds, good, effective and true. But it is not. The only habit that is being built is the action that you are doing every time you approach an intersection. Emergency braking is a habit unto itself. You cannot take short cuts by practicing something else. Practicing something else only makes you good at that something else. If you want to be able to emergency brake effectively, then you have to practice hard braking and develop a habit for it. It may have looked like and sounded like the truth was there, but it was not the real truth.

Going back to rider training, in a previous piece I have discussed my position on the teaching of looking ahead 12-15 seconds. I followed it up with a brief discussion on “Gap Acceptance” by vehicle drivers on the roadway. If we as riders start to bring our attention in to around the “Gap Acceptance” time of other drivers we have the potential to reduce our response time two-tenths of a second, or more in some cases. If we consider this with the previous information about fingers on the brake lever we could reduce response times by four-tenths of a second. In the area of crash avoidance, this is a big deal. So, why are riders being trained to some other “truth”?

Just to take a moment to put out some additional information here, I am not telling you Steve's truth with any of this. Not at all. I am simply passing along information to you from studies that have been done. I am not even saying that the information in these studies is the truth, I am simply telling you it is information. The truth in this information comes from how you choose to view or use the information. Always keep this in mind.

I was reading another article that was published recently, in this article the author was talking about the safety strategies of a “skilled” rider on the roadway. The inference in the article was that some riders are not so “skilled” and therefore they need to work on their roadway riding safety strategies. Overall, the article sounded good and seemed to be true. To be clear, in this case “skill” is not associated with physical ability to ride a motorcycle. Rather, “skill” here is about how you ride the roadway and interact in traffic. So, my first question is what is a “skilled rider”, how do you categorize or define what a skilled rider is? How does a rider increase their traffic riding skill? Is there a maximum skill in riding safety strategies that can be achieved?

When talking about being a skilled rider in traffic I am going to ask a simple question; when it comes to watching other cars and trying to avoid a crash, do you really do anything different when

Continued on next page

From page 17

you are on your motorcycle than what you do when you are driving your car/truck/semi/armored car or any other vehicle on the roadway? Every possible situation that can happen to you when you are riding your motorcycle can happen to you when you are driving your car. Other cars will pull out in front of you, cut you off or change lanes in front you no matter what you are driving, or where you are driving. Street strategies in traffic are the same for everybody, they don't change simply because of the type of vehicle you are using changes. What does change is motorcycle riders tend to have a larger search pattern and to be less distracted. But these are physical operator or driver conditions, not traffic safety strategies. Any traffic safety strategy that works for you in your car will also work while you are on your motorcycle and vice-versa. Awareness of your surroundings while on the roadway is required for any vehicle you might be using at any time on any roadway.

Let me sum up this last part real quick: Roadway experience is roadway experience and it doesn't matter how you get it. If you are "skilled" at street or traffic strategies in your car, then you'll also be skilled on your motorcycle.

One last thing that I just have to say, for those of you who don't know, I was a motorcycle-cop for a number of years. You know how long it took me to learn those riding skills? Over 80 hours of riding over a two week period. When I was learning I was riding a stripped down motorcycle that didn't get anything broken on it when I dropped it or fell off it, which happened a lot. The wash out rate for police motorcycle training is about 50%. After training, I was in the saddle working on the skills 8-10 hours a day. I still practice these skills every time I ride. And do you really want to know how much of these skills I use when I ride now? Maybe 3-5%. The point, or the truth, I am trying to make is do you think it is likely that you can develop these skills with a few hours of learning or that you will take the risks you need to take to learn these skills when you have to pay to repair everything that breaks on your motorcycle when you drop it?

The truth here is hone your riding skills to the environment that you ride in, not an environment you probably won't see in your daily riding.

The truth is out there and hopefully we as riders will ultimately find it to suit our needs. In the meantime, when you hear something that might sound like it is true, ask questions about it, and check out the person who is telling you this "truth." You need to be sure that they know what the truth is in the first place. You also might need to know if they are qualified to tell you the truth to start with.

As always, thoughts and information are always welcome email anytime. Questions? Send them to me and I will answer them in a safety piece. Safety is all about each rider, so any question you may have is important. Email Galileo-g@sbcglobal.net

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MEMBERSHIP REPORT

By Lee 'Sporty' Milligan, Membership Chairman

Greetings all! We are in the membership drive mode. The winner of the membership funding drawing will be drawn at the third quarterly Board of Directors meeting on July 21. Remember the membership funding tickets sales have been our way of funding the membership drive completely. And hopefully you will be inspired to get more members.

In our quest for new memberships we can now use the passage of AB 1890 and AB 1047 as tools to encourage bikers and non-bikers to join our fine organization. We need to grow in size in order to have a greater presence in our quest for Freedoms.

There are ways to utilize your recruitment efforts. Local 1 has been using booth space given to us by the 1916 MCCC which is staged the last Thursday of the each month, May through September, in the parking lot of Corkey's restaurant in Sherman Oaks. Hopefully our venture will prove somewhat successful.

If it's possible for you to do something like this, please do so. Doing events gets the word spread about ABATE. So, again, I'm asking you to get some new members and to make every effort to try to keep all your renewals.

PLEASE support the State run in Kernville, September 14-16. See the flyer in this Bailing Wire.

Finally, remember there is unity and strength in numbers of members.

Regards, Sporty, wearing my Membership Chairman hat.

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Inland Motor Speedway By Don Kline

Friday July 7, 2012 was Harley Night at Inland Motor Speedway also known as IMS which is located in San Bernardino and holds speedway racing. IMS is a supporter of ABATE and invites all riders and non-riders to come to the track and have some fun.

Speedway racing very simply is where light-weight motorcycles with no brakes go real fast on dirt and going most of the time sideways.

On Harley Night if you arrive by motorcycle and register you get in for free and get to ride on the track to do a parade lap (or two) and take part in the pledge of allegiance. Many of the riders are from the Loma Linda HOG Chapter. On this night a few ABATE members took part.

Seeing as how I just got my bike back from the dealer I took part in this activity myself rather than shoot pictures from the sidelines, the experience can be, shall we say interesting. I rode onto the sticky dirt and went out the wall area so I could see the others riding and hopefully get some pictures. My bike got a little sideways but all is good at least I didn't drop it in front of a bunch of people who know me.

After the Pledge of Allegiance and the racing got underway I went through the pit area seeing all the racers and tuners busy with wrenches, pliers and hammers getting their race bike ready for their chance at going fast.

In the vendor area I saw ABATE Local 27 of Riverside had their Trailer set up, Jack Howell Local 27's PR and Merchandise Officer was busy as usual and I also ran into Local 27 President and Executive Director Greg Covell watching the races. Several members from Local 23 were up in the stands including Local 23 President, Kevin Sorrell with his wife, Bea and his grandson.

The racing goes fast as each race is only a few laps long but there are many classes. But it's all fun and the public gets to learn about ABATE as well.



Inland Motor Speedway By Don Kline



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A Stampede Diary, 2012

by Bob Marshall

What is the Stampede? To answer that question correctly, you would have to ride it yourself to understand it. It can only be defined as a motorcycle race across this great country from west to east on the roads our Forefathers set up for us. Started and sealed with a few beer bets among competitors on re-made machines, chopped, dropped and stripped to run several thousands of miles in a few days that can be measured in hours. The rules are simple, no fairings or windshields, no hard bags or isoform motor mounts, must be hard tailed. No chase vehicles are allowed and you have got to make it to the other side, first one there wins.

Several years ago, when I first picked up a copy of The Horse Backstreet Chopper Magazine from the local racks, I flipped through the pages to find many machines to my taste of homemade, garage built rides that could actually be ridden, not just shown or posed in some magazine or at your favorite over-incorporated bike show. The articles that caught my attention the most were those written by a 30 something year old man known as Charlie, El Nomad. He would write about a cross country race known as the Stampede in which all these finely home built rides could be tested to prove their worth as real motorcycles.

Last August, before embarking on the Pilgrimage up to Sturgis with my 60 year old Pops riding beside me, I picked up a 1989 Kawasaki kz1000 Police Special that had served its time in San Francisco. I got the idea for the cop bike foundation from my Pops who himself had owned a 1959 Harley Cop bike when I was born. Being as how rare those are these days, I settled for the Kawasaki as I knew the bike had to be up for the abuse. After Sturgis, the build was on! I put it up on the bench in my carriage shed, stretched it 10 inches to get rid of a high speed wobble notorious with these models, dropped it 4 inches, added a third support to the back axle plates for stability, added a 3 gallon stainless steel fuel cell in the front, and a new headlight. I then stripped most of the unneeded wiring and set up several custom circuits as needed (I am an electronics technician by trade), re-built and

re-jetted the carburetors, opened up the air intake and exhaust a little, handle bars and cables, started clutch, high performance clutch, several engine gaskets, and I was ready to go. Several thousand miles later, the re-built and re-titles ABATE Moto #27 was in business and I was very confident and intimate with this machine.

A few months before the race, with a big help from Jack Howell, (we all know Jack) and the rest of my Local, I was gaining funds and sponsorship to run the Stampede as a representative of ABATE Local 27. It amazed me how much my friends, family and fellow ABATE members were happy to donate their money, time, or whatever else I might need for the cause. The race was scheduled to take off on Sunday morning out of Barstow CA. I showed up on Friday as recommended by Charlie and introduced myself. As Charlie and I were conversing on our love for the kz1000 motors, he looked over at me, smiled and asked "Did you slug it?"

My response with a glare was "Slug what Charlie?" "The two front motor mounts. There is some rubber hiding in there!" I walked over to the front of the bike and started poking around the front motor mount asking myself what the hell is he talking about? I soon found a piece of rubber hidden under some hardware. Charlie came over and showed me where the rubber is and said I would have to remove the rubber to get past inspection. I thanked him for pointing it out to me and immediately knew I had to pull the motor that day. I called my Pop's girlfriend who happened to live down the street and asked if I could use her driveway and car jack. She was happy to let me use whatever I needed. I pulled the bike apart and littered pieces all over the driveway and lifted the motor out. Two trips to Home Depot for hardware and I was putting it back together after several hours on my back and bottom. I got back to the hotel at 2 am and passed out.

The next morning, Saturday, my family came up and my fellow ABATE members rode up for a "Bob Off" party. There were over 40 competitors this year, almost twice as much as usual. The bikes were amazing!!! Some of the most ugly, dirty, well home-made scoots ever assembled along with riders that were ready for the challenges of the race. We got our route at sundown; South down I 15, west on I 10, kiss the Pacific Ocean in Santa Monica then East on I 10, across the country to Jacksonville, Florida then North on I 95, over the mountains and thru the woods into the Pine Bluff Inn in the city of Pine Bluff, North Carolina.

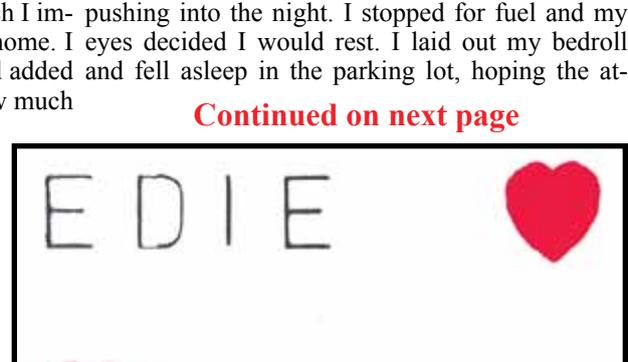
I had packed all my winter leather which I immediately gave half of to my wife to take home. I had to cut out some fleece my daughter had added to my chaps - sorry, Darling, you know how much

I appreciated your hard work. I fueled up all 7 gallons and was ready to go. I had a great dinner with the family, my Pops and Local 27 President and ABATE Executive Director, Greg Covell. Greg gave me a great map book, 3 lbs of his world famous trail mix and some good advice, "If you lose a cylinder, you have 3 more, if you lose 2 cylinders, you have 2 more. Run the bike into the ground softly, just finish the race!"

Sunday, Sunday, Sunday... by 5:45 am we were all lined up in the parking lot, loaded and ready. I kissed my family good-bye and they wished me Happy Fathers' Day. I started the bike and waited. I was having a short question and answer session with my 6 year old son when out of nowhere Charlie took off with tens of bikes following him. The look on my Son's face made it all worth it! I put on my gloves, dropped it into first and away I went, following the trails of skid marks, spare gas cans, tool pouches and everything else that fell off of the other bikes in front of me. As I had geared the ABATE Moto #27 very high, I hit the 15 South, flying by other racers down the hill. I hit the 10, raced west and soon found myself alone. As I was looking for the City of Santa Monica sign, out of the corner of my eye on the other side of the freeway, I saw Charlie with his left arm stretched up high in my direction and a tail of riders behind him. As we all exchanged waves, I knew then that this was a race, and it was simple, Chase Charlie. I was only a few minutes behind him. I stopped in Santa Monica as needed. Got a fuel receipt and took off East up into Berdoo then back down into my home of Riverside County. I knew the roads and the lanes well and used this knowledge to my advantage. At one point, I passed my Pops who just happened to be driving east as well. It was a strange realization that on this road trip, he would not be riding next to me as I had become accustomed to.

I rode fast but not hard. Competitors passed me only to filter out the CHP in front of me. In Phoenix, I passed a digital sign reminding me it was 111 degrees and 2 pm. I really could have gone my whole life without that information. I stopped for fuel and ran into some competitors who were ready to throw in the towel to get out of the heat. I bought a gallon of water, poured some in my water jug, soaked my new Cooling Vest a business member named Rounder had given to me, took a quick bath and I was off. I was stopping every 200 miles or so, but had to move that around as the Desert is a fickle beast about having fuel when you need it. Into New Mexico, I was chasing my shadow and loving it. Eventually, I was in El Paso Texas and pushing into the night. I stopped for fuel and my eyes decided I would rest. I laid out my bedroll and fell asleep in the parking lot, hoping the at-

Continued on next page



Continued from page 23

tendants would wake me up in a while to tell me I couldn't sleep there. No such luck. I woke up 2 hours later hearing the sound of a competitor's bike scream pass me on the freeway. I used the rest room, brushed my teeth, saddled up and rode through the day with one goal, to get out of Texas by night fall.

I ran through the day, hard and fast. With a speed limit of 80 and the air getting very humid and dense, this wasn't always so easy. I started to notice a loss of power, maybe I lost a carb, picked up some bad gas or something, maybe it would work itself out. After several hundred more miles, it wasn't getting any better. I saw the Welcome to Louisiana sign just in time to get hit with torrential rain. It was so bad, I couldn't breathe. I had to hold my hand in front of my neck to keep the force of the rain from choking me. I got a room with a kitchenette around 2 am and decided to take the carbs off under a tarp I had brought. Everything looked good but I was lacking sleep and having concentration issues. I woke up at one point on the floor of the kitchenette cuddling the carbs. I got three hours rest, took a hot shower, put the bike back together and continued on, following the advice of Greg Covell, on three cylinders.

Life on a motorcycle is very different in 4th gear at 4000 rpm's. At 65mph everything passes you. You look forward to the down hills, dislike the slightest incline, and are forced to relax. My oil consumption was way up; I figured I either had a really bad valve or a hole in a piston. Regardless, I was moving through the day, into the night. I put on only a little leather as I welcomed the cold along with some new mp3 songs my daughter loaded for me to help keep me awake. As morning arose, I was a little hypothermic. I got fuel, coffee, brushed my teeth, used the restroom and was off. Jacksonville was so much farther than I thought it would be. I got some fuel and a signed witness that I was there and headed north.

It occurred to me at this point how easy it is to ride for days at a time on a bike that you have built. If it is running without issue, you keep it going. I have to admit that I never felt out of it or unsafe. All I had to do was get myself and this bike down the road. I was totally focused. I don't think I even yawned. I had stopped twice in the last 24 hours at secured rest stops, parked the bike, laid down next to it and sure enough, in 20 minutes a security guard would kick my shoulder and say, "Hey, this is a rest stop. Not a sleeping stop. You can't sleep here!" I would agree then start the bike and rev the engine to 5000 and pull out very slowly and loudly, like I was in 3rd gear.

I looked at Mr. Covell's map several times and the directions did not make sense to me, so on blind

faith I just decided to follow my G.P.S. What could go wrong? As night fell in, I had 20 more miles of 2 lane road to go. I was almost there. I pulled into a driveway assuming it was the hotel's; hit a dirt road, and then plunged into thick white sand at 20 mph. I flew over the handlebars and everything stopped! My G.P.S. told me I was on the right road. I could hear motorcycles and people 200 yards in front of me, and knew I had been led me down a bad road. The ABATE Moto #27 was on its side smoking with bent handlebars and stuck deep in soft white sand. I righted it, re-bent the bars, and looked over the situation with my trusty flashlight. I realized I was very, very trapped! I couldn't push or pull the bike. I dug out the tires and decided I had to go forward. I off-road for a living, so I would duck walk it all the way if I had to. This was the hardest, most intense workout I ever remember in my life. For 100 yards my front tire kept falling out from me, tree limbs where slapping me, huge spider webs were entangling me and everything was trying to fall off the bike. I finally came to a clearing with hard ground to turn around. I did. I trudged down this mess of a road passing street signs as if there were suppose to be streets there as my directions told me. I finally found the road, back tracked around the corner, and saw the lights of the Pine Bluff Inn. I pulled in. There were many, many other bikes there. I figured I had come in last. I stopped, said "Hi" to one of the other competitors named Freeze, got off the bike and felt it fall over. For the first time in the race, I felt deliriously tired, and not in control of myself.

I remember Freeze helping and giving me a slew of directions. "Congratulations, you made it!"... "Don't worry about the bike. We will pick it up."... "Let's get you a room."... "Take my arm."... "Sign here."... "I'm writing in the current time. I am signing as your witness."... "Give this man at the desk money and take this room."... "Congratulations Bob. You have finished the Stampede!"

I got to the room, and some of the other competitors helped me with my gear. Then I went to the bar, got a beer and some food. I noticed how all the other competitors watched me carefully as if I was going to keel over. They all had the experience of finishing the Stampede only to pass out, lose control of bodily functions or worse. They were so complimentary about how I had finished the Stampede. After a while, I was able to make a few calls, post on Facebook, and then went to the room for the best 10 hours of sleep I had ever known.

The next few days I ate, slept, hung out, and got to know the other competitors and people who I had read about for years. We shared stories of our experiences while trying to put our bikes back together. All in all, I had lost 1 cylinder, a side front motor mount bolt, the back brakes, bent my handle bars, clogged my air pods, bent the mount on the exhaust

and covered everything I owned in oil when a quart kissed the chain somewhere in Texas.

We rode around town on our half beaten rides, cruised to "The Smoke Out" bike rally put on by "The Horse Backstreet Chopper Magazine" and parked right in front of the stage in the VIP area. We enjoyed free food, drinks, and some of the best metal eye candy we could ever ask for. We got up on stage Saturday night and Charlie, proceeded to give the crowd stories of all of us as he handed out trophies, awards, honors and our Stampede patches.

I dropped the bike off at a local dealer called "Team Charlotte" up in Charlotte and they didn't charge me a thing to house the bike for a week until the transport company could pick it up. Big thanks to the service department there. They were very accommodating as fans of the Race and ABATE. I packed a few things in my leather bag, got a cab and went to the airport. I got on a flight with a very short layover in Atlanta - ever seen a Big Man in overalls and motorcycle boots running thru an airport? - and came home.

I like to wrench, build, learn, educate, and fight for my right to ride! As the Safety Officer for Local 27, I am very fortunate to take advantage of so many opportunities to do all these things. However, nothing can compare to the feeling of 3000 miles on a self built, rigid motorcycle with sponsor support and 3 and a half days of no worries but yourself and your ride. I can't wait to run the Stampede again! I am perfectly content to chase Charlie across the country for many more years to come! It is my opinion that the Stampede is a true motorcycle race and encompasses so much of what it means to be a free American! If you ever really want to know what it's all about, you've got to race it!

To see all the pictures and check-ins from the road, check out our Facebook page, abatelocal27.org or, pick up a copy of The Horse B.C. Magazine for the next several months. Just a HUGE thanks to all my sponsors and supporters! Feel free to thank them for me and for ABATE next time you see them.

ABATE Local #27; Geezers M.C.; Amsoil, Steve Adams; Vetrone and Son Electrical; Jerry's Brakes and Alignment Shop; Motopia Motorcycle Repair and Parts Shop; My Pops, Big Bob Marshall; Mr. Rounder, Merchandise Dealer;

A Secret Anonymous Donator; and so many other Friends, ABATE Members, and above all my Family and Close Friends for all their support!!!



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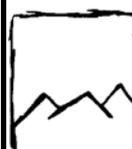
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		Total Tank Shirts X \$15.00 =	
ABATE T-shirts Women's	Qty.		Qty.
Powder Blue S/Sleeve Large 07-200		X-Large 07-210	
Heather L/Sleeve Large 07-202			
NEW Educate NOT Legislate Women's White T-Shirts			
Short-sleeve Large 11-334		Long-sleeve Small 11-337	
X-Large 11-335		Medium 11-338	
XX-Large 11-336		Large 11-339	
		X-Large 11-340	
		XX-Large 11-341	
		Total Women's T's X \$20.00 =	
ABATE Pull Over No Hood Sweatshirt	Qty.		Qty.
Large 07-301		X-Large 07-302	
XX-Large 07-303			
		Total Sweatshirts X \$ 35.00 =	
Make Checks Payable To:			
ABATE OF CALIFORNIA INC.			
10240 7th Ave. Hesperia, CA. 92345			
C/O Tina Sanders			
Tina.sanders12@yahoo.com			
760-956-1669			
			Sub-Total
			Add 20% for Shipping/Handling
			TOTAL



Name: _____ Phone # _____

Address: _____

Local# _____ C.C. Users Fax to: 760-956-6519

Visa _____ MasterCard _____ Credit Card # _____ Exp. _____

Name on Card _____ Signature _____

Los Angeles County - Local #01-Reg#8

Sporty Milligan 3rd Sun-9 AM
1616 4th St Elk's Lodge
San Fernando 91340 10137 E. Commerce
818/ 361-8800 Tujunga, CA

Simi Valley - Local #02-Reg#8

Steamer Arsnow 2nd Tues 7:30 PM
661/251-8360 VFW Post#10049
4242 E. Los Angeles, Simi Valley

Thousand Oaks-Local#03-Reg#7

Chuck Pedersen 3rd Thurs - 7:00 PM
842 E Avenida De Las Flores Elks Lodge
Thousand Oaks 91360 158 N. Conejo School
805/496-0323 Thousand Oaks

San Gabriel Valley - Local#05-Reg#8

Tom Lubbers 3rd Mon - 7:00 PM
626/622-9237 Peppertree Restaurant
1020 E Route 66, Glendora

San Diego County - Local #06-Reg#12

Snowman-ABATE #6 1st Sunday - 12 Noon
C/O Boozefighters M/C Kate Sessions Park
P.O. Box 501946 Pacific Beach
San Diego CA 92150
619/855-9981

Orange County - Local #08-Reg#11

Jered Yates 2nd Mon. 7:30PM
5031 Tripoli Ave American Legion #354
Los Alamitos CA 8071 Whitaker, Buena Park
714/393-7174

South Orange County - Local #09-

Reg#11

Cory Toroian 2nd Tues. 7:00 PM
949/496-2936 Call for Meeting Place

San Diego County (North) - Local #11-

Reg#12

Dan Buse 2nd Sun - 11 AM
760/807-7294 Oakvale Country Store
buse13@cox.net 14900 Oakvale
Escondido

Ventura County - Local #13-Reg#7

Scott McCool 2nd Thurs. - 7:30 PM
VFW Post #3935
300 Surfside Dr.
805/657-2454 Pt. Hueneme CA 93041

Alameda County Local#14-Reg#3

Houdini 1st Wed 7:30 PM
510/575-1500 The Florence
37349 Niles Blvd., Fremont

Contra Costa County - Local #15-

Reg#3

Dennis Seace 1st Wed - 7:00 PM
P.O. Box 269 Fuddruckers
Concord CA 94522 1975 Diamond Bl. #E260
925/827-9973 Concord



ABATE MEETINGS

Solano & Napa Counties - Local #17-Reg#3

Glenn Phillips 3 rd Sun.- 10:00 AM
P O Box 148 Judy's Wild Wrangler Saloon
Vacaville 95696 4826 Midway Rd.
707/624-6310 Vacaville CA

Pomona Valley - Local #19-Reg#9

Robert Cuthbertson 4th Wed - 7:00 PM
P O Box 4664 Round Table Pizza
San Dimas 91773 1020 N
Mountain Ontario CA
909/921-2159

Orange County - Local #20-Reg#11

Gill Mellen 2nd Tues - 7:00 PM
2104 Continental Ave. Franciscan's Best Western Inn
Costa Mesa, CA 92627 2642 Newport Blvd.
949/632-9787 Costa Mesa CA 92627

Antelope Valley - Local #21-Reg#13

Ron Sundquist 2nd Thurs - 7:00 PM
37230 52nd St. East Moose Lodge
Palmdale 93552 44545 Division St
661/586-5555 Lancaster 93535
ron.sundquist@sbcglobal.net

South Bay - Local #22-Reg#11

Suzanne Palmiere 1st Thurs - 7:30 PM
310/245-0543 Chowder Barge
suzpalmiere@aol.com 611 N. Henry Ford
Wilmington 90744

San Bernardino - Local#23-Reg#9

Kevin Sorrell 1st Sun 9:00 AM
Vicky's Restaurant
909/793-1112 502 S. Waterman Ave.
San Bernardino

Fresno - Local#24-Reg#6

Ed Rogers 1st Wed. 7:00 PM
559/264-2891 Yosemite Falls Cafe
Shaw & Blaskstone, Fresno

Sacramento - Local#25-Reg#2

Rebel Ruthi Wolfson 3rd Thurs-7:30 PM
916/459-7266 Denny's
Abate.ca.local25@gmail.com 3520 Auburn Blvd.
Sacramento 95821

Riverside - Local#27-Reg#9

Greg Covell 1st Tues - 7:00 PM
P.O. Box 7070 American Legion
Riverside CA 92513 2979 Dexter Dr,
951/522-3434 Riverside, CA 92513

www.abatelocal27.org

Morongo Basin - Local#29-Reg#10

Marty Rapp 2nd - Thurs - 6:30 PM
P.O. Box 2334 Odd # Months
29 Palms CA 92277 Call for meeting Location
760/367-1694

North Valley - Local #31-Reg#2

Larry James 2nd Tues - 7:00 PM
Last Call Lounge
530/893-4827 876 East Ave. Chico

Yuba City - Local #33-Reg#2

Steve Katen 3rd Thurs. - 7:PM
530/749-1003 American Legion
5477 Feather River Blvd.
Olivehurst

Palm Springs - Local #36-Reg#10

Closed

Imperial Valley - Local#38-Reg#12

Bob Brown Last Thurs - 7:00 PM
606 Tangerine Dr SOBE's
El Centro CA 1151 S 4th St.
760/352-7995 El Centro

Bakersfield - Local#40-Reg#6

Omar Macias 3rd Tues. 7:00 PM
661/832-5240 Rusty's Pizza
661/900-8690 5430 Olive Dr
Bakersfield 93308

High Desert - Local#44-Reg#13

George Butterfield 2nd Sat. 9:30 am
P.O. Box 3094 Victor Valley Moose Lodge
760/954-1227 10230 "E" Ave.
Hesperia 92345

Barstow - Local #47-Reg#13

Yermo Eddy Meet with L#44
PO Box 521
Yermo CA 92398
760/254-3833 or 760/953-7353

Grass Valley - Local#52-Reg#2

Craig Griswold 3rd Wed - 6:30 PM
21183 State Hwy 20 Larry & Lena's Pizza & Grill
Penn Valley 15690 Johnson Place
530/263-8071 Hwy#49 Grass Valley

Ridgecrest - Local #58-Reg#13

Dave Cornelius 3rd Sat 10:00 AM
760/447-4342 Mickey's Pub
1661 W. Triangle Dr.
Ridgecrest

Colfax - Local #60-Reg#2

Larry Burch 2nd Thurs 7:00 PM
530/613-0912 Grand Father's Club house
301 Railroad St.
Colfax