

# The Bailing Wire

Newsletter for Motorcyclists

Volume XXXI

ISSUE VII

JULY 2012

A Union of Motorcyclists  
Dedicated to Freedom of the Road

## American Brotherhood Aimed Towards Education

### Lobbyist's Legislative Report

by James Lombardo, Lobbyist

ABATE Sponsored Bills are moving through the Legislature! AB 1047, by Assemblyman Kevin Jeffries, which will **STOP MOTORCYCLE ONLY CHECKPOINTS**, is on the Senate Floor awaiting a vote. It will have to return to the Assembly for concurrence in an amendment we agreed to take, which makes our bill **STRONGER!**



Stay tuned for a call for support letters **FROM ALL ABATE LOCALS** and other supporters - like our business members. We'll also need e-mails to Governor Brown's office requesting his signature on AB 1047.

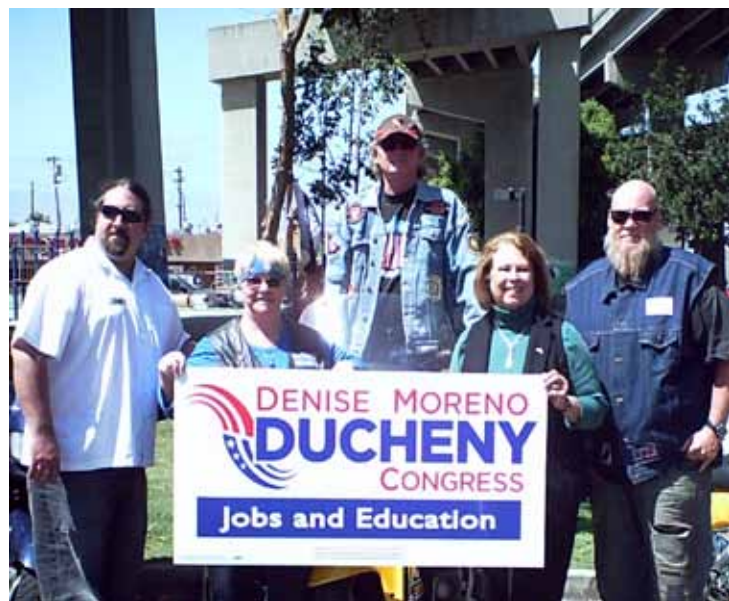
Anti-motorcyclist Senator Fran Pavley, who authored a motorcycle smog check bill a couple of years ago, really slammed us unnecessarily in the Senate Transportation Committee hearing for AB 1047. **HOWEVER, FOLKS PAYBACK TIME IS NEAR.** Last month's photos on the front page of the *Bailing Wire* was yours truly and Todd Zink, a Republican motorcycle-riding Vet who served in

Iraq and who is running against Pavley! You sent me to meet with him and he asked for ABATE'S help in dumping Madame **SMOG CHECK LADY** - **Let's do it!** I will update you here, monthly, on what we need to do to make this happen - **It's boots on the streets and manning phone banks!**

Our other bill, AB 1890 by Assemblyman Jose Solorio is also moving. This bill will allow motorcycles using transponders on toll roads or bridges to have the units anywhere on the operator or in/on the bike rather than mounted on the motorcycle where it can be stolen, or may fall off. Assemblyman Solorio's staff person and I have been able to keep the toll road and bridge authorities neutral, so far. It should pass off the Senate floor and then return to the Assembly to have the amendments we took in the Senate Transportation Committee concurred in, and then sent to Governor Brown for his signature.

The Legislature just passed a state Budget that needs many things that must happen to make it work. Many trailer bills must follow the Budget bill and also have to be signed. (Trailer bills are bills that make policy changes in the statutes - for example, if state workers are furloughed one day with a 5% pay reduction, then there must be a bill to accomplish that, etc.) Another budget uncertainty is Brown's initiative to raise taxes on higher income Californians and **raise the sales tax on everybody.** If that doesn't pass in November then the budget is blown! More to come next month on this - all the way to Election D-Day, November 6, 2012.

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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.

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Johnny O'Kane 760/956-1669

# Executive Director's Report

by Greg Covell, Executive Director



Welcome all new and returning members! Many of our long time members who have been so active in the past are sorely missed. It seems that as we gain new members we are also losing that connection to the past which is much needed as ABATE strives to rebuild itself. Perhaps the older members got tired or worn out. Maybe they too felt that only the few were doing all the work. Or it could be that the complacency and apathy of the public in general just wore them down and they gave up as well. Perhaps they got mad at something someone said or did and it gave them a convenient excuse to quit and still "save face" so they could focus on something else. I don't know. I wonder, when ABATE is no longer a functioning force in protecting our rights as motorcyclists, who will fight the constraints politicians seem to want to place on us in order to limit the rights and freedoms of our small segment of society? Crawl-

ing into a small comfortable hole and saying "It's not my problem anymore" or "It's not my problem. They aren't coming after me" has led more than one country to disastrous ends.

Only 1/3 of the voting population actually voted in the last election. That means 2/3 of the voters didn't care enough about their rights as American Citizens to vote. I fear that this pervasive complacency and apathy, this unwillingness to do anything more than just complain and accept what others decide for you, has already passed the tipping point and ABATE is one of the few organizations left fighting for the rights of Americans to enable our lives and the lives of our children to continue in a free and democratic society.

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 the Senate Transportation Committee and are now set to go before the Senate for a vote. Our bill to have Motorcycles OK signs put back up on the HOV lane has been sidelined due to "costs", but we may have a way around that. (More to come later). And we still must keep a watchful ear to the ground for legislation to remove our ability to lane share.

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?

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[butlervtwin@gmail.com](mailto:butlervtwin@gmail.com)

### Mission Statement

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 through 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.

**Moose** 

Vacaville Lodge 1967

Neil Naramore- Administrator  
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Vacaville, California 95688  
Office (707) 448-1122  
Fax (707) 448-0271

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.

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John (Milky) Loudermilk

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Carol Cromwell &amp; Caroline Griffith

**PHOTOGRAPHERS**

Gill Mellen &amp; 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](mailto:bailing.wire@abate.org)

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\$150.00 /Yr.  
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**Full color ad is 25% extra.****BUSINESS MEMBERSHIP SPECIAL -**

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**Add \$75 per year for color business card.**

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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](mailto:bailing.wire@abate.org)

**Jim from page 1**

I was invited by Local 24 to attend a fundraiser at the Fresno County Fairgrounds on June 9th called *Spokes-N-Rods*. It benefits a hospitality home, Terry's House, for those folks with family members in a hospital that need a place to shower, rest, or stay overnight so they can be close to them. I met over thirty Local 24 members, who each paid \$20 to support this great cause, and also get to hang out with each other. We signed up at least 5 new members and had many renewals. I really enjoyed my day! (See our photo and the nice new Local 24 banner that was displayed that day for the first time.)

**JUNE 5th PRIMARY ELECTION RESULTS - WOW!** The new top two finishers' face-off system is a win-win for ABATE! Before the election, I met with over 20 candidates running in the June 5th primary, plus took phone calls from too many candidates to count, all wanting ABATE's motorcycle activist endorsement. There are 29 Congressional, state Senate, and Assembly races where two Democrats or two Republicans will face off against each other.

They want our endorsement - **BUT WE NEED TO SHOW UP, WALK PRECINCTS OR MAN PHONE BANKS. I Did! Did YOU?**

All you need to do to make a difference is to show up for just one day. I will post a needs list in next month's *Bailing Wire* and have it distributed to our PAC network. There are at least 7 state Senate seats where the choice is *black and white* - the race is between a pro-motorcyclist rights' candidate and an **ANTI-MOTORCYCLIST RIGHTS'** candidate (like Senator Pavley vs. Todd Zink).

In an important Inland Empire congressional race (CD35), Joe Baca Sr. (a motorcycle rider - and proud coauthor of a bill that repealed the federal penalties against states without helmet laws) is running against Senator Gloria Negrete McLeod who voted against our helmet law repealers every time! And there are many, many more Assembly races like that.

Thanks, once again, for your contributions to the Lobbyist fund that keeps me going in the Capitol protecting our **Right to Ride!** See you in Hesperia on July 21 at 9:30 am for our Presidents' Meeting and Legislative session at the next Board of Directors meeting. I'll roll out our November election action plan then, so be sure to attend.

## APPLICATION

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Birth Date: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Telephone #: \_\_\_\_\_ (with area code)  
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NAME \_\_\_\_\_  
NAME#2 \_\_\_\_\_  
(IF COUPLE OR BUSINESS APPLICATION)  
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STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE( ) \_\_\_\_\_  
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For your convenience... use your favorite credit card  
Charge my credit card: Mastercard ☐ Visa ☐  
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Membership Submitted By \_\_\_\_\_  
I would like to donate \$ \_\_\_\_\_ to the:

General Fund ☐ PAC Fund ☐ Lobbyist Fund ☐

**Circle Type of Membership**

- |                                  |       |
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| 1. Single                        | \$40  |
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| 5. Gold Business w/Color Ad      | \$200 |
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| 7. Life Single                   | \$450 |
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## Kernville, 2012

**24th Annual Golden State Rendezvous Sept. 14, 15, 16, 2012**

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*Scenic Location on the Kern River*

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*Live Entertainment Fri. **ELMER TIME**, Sat. **STEELGRAVE**, Bike & People Games by L# 40, Harmon Memorial Ride, Vendors, Fishing, Limited RV Parking (Partial Services), Hot Showers, Campfires in Designated areas Only, (Dry) Tent Camping, Adjacent Lodging (info on back)*

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

**All Profits Dedicated to Freedom of the Road**

EVENT INFO: ABATE State Office 760-956-1669, [Tina.sanders12@yahoo.com](mailto:Tina.sanders12@yahoo.com)

Make Checks Payable & Mail to: ABATE of California-State Run  
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Name(s) \_\_\_\_\_

Mailing Address \_\_\_\_\_

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<sup>st</sup> come 1<sup>st</sup> serve

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

Children 17 & Under Must be Accompanied by Adult

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# LOCAL NEWS

## Local #01 Los Angeles



It's one of those months when the Bailing Wire deadline is before our monthly meeting. This is the reminder that I send out to our members to attend the monthly meeting and it's how Sporty's Local 1 members get information.

William Milligan <sportymilligan@yahoo.com> wrote: Hello all. Sporty Milligan, pres, speaking to you loud and clear. We are having our monthly meeting June 17th at the Elks Lodge, 10137 E. Commerce; Tujunga, CA.

At this meeting we will be discussing the various bills we have going on in the legislature at this time and the recent elections as it pertains to ABATE. We will also discuss the booth at this year's annual Love Ride, possible volunteers for the State run in Sept., plus getting volunteers to work the Todd Zink vs. Fran Pavley Senate District 27 campaign. Finally, we will discuss possible group rides to various ABATE Locals' runs. Hope to see you at the meeting. Regards and best wishes, Sporty.

PS to Earl: We will need the room at the Lodge, please. The way you set it up was ok with the group. Thanks Earl. Please RSVP if we get the room.

## Local #02 Simi Valley



June is the start of great summer riding and BBQing. Thanks to our volunteer cooks Andi and Frank for BBQing our meals tonight! We serve an awesome \$5.00 meal with all the fixin's you could want; we start serving at 6:45 pm and then our meeting starts at 7:30. We meet every second Tuesday of the month at: VFW Post 10049, 4242 East Los Angeles Ave in Simi Valley. To all members who couldn't make it, we missed you, please

come on down and be a part of history! You make us stronger!

Pres Ray got us going again and started the meeting with this important message to ALL: **OUR SWEATY BUNS RUN HAS BEEN CANCELLED!!!** We had to make this announcement with our deepest regret. Our end stop bumped us! (Idiot's who are not worthy of mentioning.) And we can't get a new one with our time and set schedule. Oh yeah it sucks, but we will be back next year with a great Sweaty Buns Run 2013!!! If you have any concerns please come to our next meeting and express yourself.

Pres also talked about membership ideas, where, who, how! Pres Ray also mentioned that Local 2 will have a booth at the Live Ride Christian Church's 11<sup>th</sup> annual Blessing of the Bikers event. VP Scott talked about getting aggressive about getting members for ABATE.

Secretary Jane read the minutes, Stephanie gave us the treasurer's report, and Norm talked about safety, Guy, the ride guy, talked about our upcoming fun run on Sunday June 24<sup>th</sup>, as the Bob Tanger Memorial Ride, followed by BBQ etc.

PR man Norm talked about a certain city (Irwindale) that has the highest traffic ticket output! 4,036 of them last year and it wasn't an invite to their ball. This is big bucks, a year long charity event, but some say if you break the law then you gotta pay, what ever happened to a warning? By the way, this raises millions of dollars in revenue, not just one or two, but lotsa millions!

Not saying anything other than pay attention and you will have no worries. I just hope most of them tickets were for texters and cell phone abusers! If I have to obey the laws where ever I might be I won't complain if all does the same. I don't want to become a victim of someone else's stupidity. I'm glad for the ad campaign against texting etc. It's about how safe the laws make it for me to ride, but you still have to think about them idiots that could ruin your life as well as many others. PTL Norm e.

## Local #11 North San Diego



Local 11's June meeting was held on another great San Diego County sunny day. We had a couple of new members and a couple of old members we have not seen for a while.

President Dan Buse started off the discussions with the June primary elections. Dan attended the election returns event at Golden Hall in San Diego.

Discussion included Senator Fran Pavley who introduced SB435 and the re-districting of the area which seems to have worked in ABATE's favor. Her opponent Todd Zink had 51% of the vote to Pavley's 49%.

On the table as well is finding another meeting location. Vice President Dave Caldwell brought us up to date on the upcoming rides and events. Tim Clark gave us the treasurer's report. Dick gave us a COC report - approximately 46 clubs attended the last meeting.

The annual can drive netted us over \$100 and there should be more when the prez gets the rest of the cans out of his garage.

Membership raffle tickets were sold as well. Later, Gary

## Local #19 Pomona Valley

By the time you are reading this, July is here and the first six months of this year are gone. It keeps going by faster and faster. A lot of folks have been gone lately so I was pleased to see some of the regular folks at Round Table. The meeting went well and we always have a good time.

I want to send condolences to our Local's Safety Officer who recently lost a brother. Our thoughts and prayers are with you and your family Johnnie. This is a difficult time and we are here for you. Try to keep your spirits up and let us know if we can help in any way.

Local 19 is already working away to be ready for our Toy Run this year. We do the Toy Run in conjunction with Pomona Valley HOG. We provide a group called Santa Claus, Inc. with toys, bicycles, money and other things in order for some less fortunate children to have a Christmas that would not be possible otherwise. Between the folks at HOG and ABATE, there are a bunch of kids, each year, that have more of a reason to smile at Christmas time. There are a lot of people involved in making this work but there is a spot for you if you want to be involved. Raffle prizes are always needed and many local businesses are willing to donate when you let them know the difference they can make for the kids.

We have some hot riding weather coming up. Summer is here and it's a good time to enjoy some riding. I just bought a hydration vest and it works pretty well. In the past, I just kept a bottle of water close so I could pour some on me while heading down the road. My wife is packing "smart" water these days. It doesn't matter how you do it, but stay hydrated to be safe on these hot days.

Check out your bike before starting your ride. It can help eliminate surprises that can spoil your day. Until next time, keep the shiny side up! Ed

## Local #20 Orange County

The regular meeting of the ABATE Local 20 was called to order at 7:00 pm in Costa Mesa by

# LOCAL NEWS



Gill. We welcome new members Walter L Coon II and Kelvin Kanemaru and renewed membership for Tim Beckingham. Twenty seven members and two guests attended our June meeting.

Gill announced that lane sharing is no longer allowed on any US Marine base. He noted that it is the California Highway Patrol that has been helpful to defeat the end to lane sharing in the past.

An associate of Gill's was hit with a fine and his State income tax refund was taken for a fine for a ticket that was dismissed by the courts ten years ago. He encouraged everyone to check back on their records because the same think can happen to any of us.

Gill told us that a COC member was stopped by local police and questioned for 45 minutes. With this information he suggested that every biker ask for the officer's business card and when the stop was over, write down everything that transpired during the stop right away while it is still fresh on your mind. Never offer up any information. If we all stick together, do the same thing, document everything and don't give up we can fight back against unfair treatment by law enforcement.

Local 20 presented a plaque to Richard Lester for his continued support at the last local COC meeting. Spike told us that Washington State is the first state to impose antidiscrimination laws that protects bikers rights - eliminating getting pulled over without cause; establishments cannot refuse service to bikers with or without colors and other acts of discrimination.

Spike also said he had the opportunity to talk with Francisco "Paco" Barragan who is currently running for State Assembly for the 69th district. He is in favor of keeping our borders strong, and a pro-biker. He is against motorcycle only check points and is in favor of motorcycle only parking, as well as the freedom to choose wearing a helmet for riders over 25 years old (and carry sufficient insurance).

With the new information about the DOJ now cracking down on bike and poker runs with raffles and 50/50s, saying that they are illegal and the prizes and money will be confiscated, ABATE will have to change the way events are run.

The dollar draw tonight totaled \$28.00 and Ed Cyer's name was drawn, but because he was not there, the money rolls over to next month. ~Leenie~

## Local #21 Antelope Valley



Happenin' HQ 16th Annual Toy Run will be held the Sunday after Thanksgiving, November 25, 2012 from 11 am to 5 pm at The Moose Lodge, 44545 Division Street, Lancaster, CA 93535. 10 am - Noon Signup for ABATE Local #21 Fun Run. Bring an Unwrapped New Toy Donation for Our Antelope Valley Hospitalized Children! Enjoy Music, Autos, Cycles, BBQ, Prizes, Gifts and Fun 4 the Kids. Bring the family for a great time! For more info call, 661.942.0104 or 661.947.3734 mailto:hhtr@alleygl.org.

## Local #24 Fresno

We held our first meeting at our new location, Yosemite Falls Café on Blackstone Ave near Shaw Ave. All went very well, the food was very good and the service was quick. With over 55 members attending the meeting the room was well filled.

President Ed was back in the fine form, leading the opening with the Pledge to the Flag. He gave us a rundown on the political scene in Sacramento, which is not good. We, as individuals, in the Local must be more active in the elections. A list of candidates that support ABATE values will be out soon.

The Cindi Stout Colon Cancer Awareness-Mountain House Run was a great success. One of the stops, Twin Valleys Restaurant joined as a business member. Our booth at the Flat Track Museum open house also went well. Lots of interest in ABATE and we added two new business members.

**Our July meeting will be on July 11th**, not July 4th. We will have a CHP Motorcycle Officer speaking on Motorcycle Safety. These Officers ride for a living and can tell us a lot about how to stay safe on California roads.

Spokes n' Rods, a major event, will be at the Fresno Fair Grounds on June 9th. We voted to spend funds for new signs and banners made for the ABATE booth at the event. Jim Lombardo will be there along with our members to inform people about ABATE.

Looking ahead; save some dates at the end of July for the Monsoon Ride - an experience to remember. Ursula will give us the magic date at the July meeting. Way in the future on October 6th and 7th the End of Summer Run will go to Santa Cruz. Rooms are blocked at the Ramada Inn (831-426-6111) under ABATE Local #24.

Ron, of the CMA, announced he would bless any bikes that missed the local Blessing of the Bikes.

Ursula said our Treasury is Ok and we voted to continue our monthly support check to State ABATE. Phil reported current membership at 114

and 14 business members. These numbers do not include our recent joiners.

Lots of good prizes were donated by Mathews Harley Davidson, Clawson Motorsports, and our members. The ABATE drawing was won by Ed. The membership drawing was won by Brian Johnson who was not in attendance. The July Membership drawing will go to \$110.00. Bruce

## Local #25 Sacramento



We are expecting Alex Rue, an insurance broker, to be a guest speaker. I have also invited Thunder Roads Magazine, as they write all the time about other organizations, but I rarely ever seen them write articles about ABATE of CA.

I spent a fairly hot day in room #112 which was the alternate meeting room for the Senate Transportation and Housing Committee (STHC). Unfortunately, the Budget Committee took over room #4203. The media was in attendance for the budget committee, so no one could see Senator Pavley, shooting her mouth off with ignorance about AB1047 and why bikers think they are being discriminated against. She thinks it's a great idea to stop bikers, because many have loud exhaust systems and need to be taught about changing their bikes back to factory stock. When Senator DeSaulnier, Chairman of the committee, was trying to explain along with our author Assemblyman Kevin Jeffries, she was oblivious to how she sounded to others in the room. I didn't get up to speak in support of the bill, at the request of Jim Lombardo, but I was in the front of the room and walked up while the talking was going on to make an appearance for ABATE. Nick Harris from Placerville and the American Motorcycle Association Representative was also present. Unfortunately, most Senators were in the budget committee hearing so at this time AB1047 was put on call. Pavley didn't vote on the bill. However, by the time I got home, AB1047 had passed the Senate Transportation and Housing Committee. AB1890 was on the consent calendar and that also passed. Both bills will go to the Senate floor now.

Jim Lombardo has invited me to spend time with him during our motorcycle bill hearings. He is our paid lobbyist, NOT public relations person. I am the volunteer who is willing to go to these hearings with him to take notes and report back so that the news is directed to the state office ASAP and to our other ABATE of CA groups, as well as to the media if at all needed.



# LOCAL NEWS

Thanks so much to my members for their great efforts in handling the state membership raffle tickets. Also thanks to all that helped out at the Swap meet on May 20th. I am hoping we pulled in at least 1 new member that day!

I wish all a great summer riding season. I am planning on attending the Board of Directors meeting in Hesperia on July 21, if I can afford to travel there and hopefully the State run on September 14, 15 & 16 in Kernville as well.

Rebel Ruthi Ranting and Raving

## Local #27 Riverside



The June meeting was well attended with representatives from the Geezers, Heart-N-Soul, and the Loners as well as new and continuing members of ABATE. The total count was about 32 which made for a full (not packed) house. Many of our long time members who have been so active in the past are sorely missed. It seems that as we gain new members we are also losing that connection to the past which is much needed as ABATE strives to rebuild itself.

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 passed the Senate Transportation Committee and are now set to go before the Senate for a vote.

In the past month Local 27 has set up booths in several locations, the Orange Show Speedway, Zorbas, Lucky Greek, The Riverside Chili Cook-off Car & Bike Show, West Coast Thunder (So-boba location), The Heart-N-Soul Picnic, Skip Fordyce, and the Kevin J. Hooper Run. Did you see us?

Saturday, June 16, several members rode up to Barstow for "The Bob Off" – this was a support run for Local 27 member Bob Marshal who is participating in a 3,000 mile hardtail run for 3 days called the "Stampede". Some of these bikes looked like they wouldn't make it out of the parking lot, but they did. Surprisingly, they all rode from "home" (San Diego to Seattle, Michigan to Louisiana, West Virginia to Arizona and even a couple of bikes from Alberta, Canada) to Barstow to start the run. What a motley Crew they were – it was great!

ABATE State Board of Directors meeting is scheduled for July 21. Hosted by Local 44. See the website for further info. Want to know what's happening here locally? Check our website [www.abatelocal27.org](http://www.abatelocal27.org)

Lots to talk about – group ride anyone? Keep your Eyes Wide Open, Greg Covell, President Local 27, [gcovell8@gmail.com](mailto:gcovell8@gmail.com)

## Local #44 High Desert



Local 44's annual summer run went off without a hitch on June 2nd and even though the rider participation was down we still managed to turn

a profit. We want to thank everyone who showed up, and especially our "worker bees" who gave up their time to ensure our event was a success! We are already making plans for our next event and hope to elect a new run chairman at next month's meeting. Stay tuned - info will be out soon on future Local 44 events.


On a sad note: Local 44 lost two of our long time members this month. Brother Wayne Reeves, one of our original Local 44 founding members, passed on June 16th. I know many of us attended his "going away" party recently at the Hesperia VFW and we had a chance to say our good byes and party one last time with him and his wife, Sherry. What can I say? Brother Wayne was just one of a kind and I will always retain fond memories. God bless and take care of yourself Sherry and remember you will always have friends at Local 44, so please, stop in and see us once in a while!

Bill Tolen's mother passed on June 12th. Shirley Brady and her friend Chuck Ashton were very active with our Local for many years and she will be missed greatly. God will guide and care for her on her journey home and may her family always remember her laughter and love - she was an adopted "mom" for a lot of us and we will never forget her.

The July 21st ABATE Board of Directors meeting will be hosted by our Local at the Hesperia Moose Lodge. A President's and a PAC meeting will take place before the BOD meeting begins and this will be the only face-to-face meeting held in southern California this year (the October meeting will be held on line) so please try to attend and participate with both your Local and our State ABATE Officers at this function. The next face-to-face meeting will occur in Sacramento so save yourself a lot of travel and expense by attending this one in your "backyard".

Don't forget, one week prior on July 14<sup>th</sup> at 9:30 am our Local 44 regularly scheduled meeting will also take place at the Hesperia Moose Lodge - hopefully we will see you there too! Dave H.

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# The following info is from the CA DMV

## Different Types of Licenses

The California Department of Motor Vehicles (DMV) offers many different types (classes) of driver licenses. Each license allows the driver to tow objects up to a certain weight and drive different vehicles. It can be overwhelming to know which license you need to apply for if you are planning on purchasing a new vehicle or embarking on a new driving career. Below is a description of a few of the different types of licenses and the responsibilities attached to them.

**Standard Driver License - Class C driver license:** This is the basic driver license motorists receive after passing the written and behind-the-wheel driving test. Drivers with this license are able to tow objects up to 10,000 lbs and are able to drive the following vehicles: 1) 2-axle vehicle weighing up to 26,000 lbs. 2) 3-axle vehicle weighing up to 6,000 lbs. 3) A motor home 40 feet or less. 4) 3-wheel motorcycle with two wheels located in the front or back. 5) Large passenger vans that carry a maximum of 10 - 15 people, including the driver.

**Non-commercial License: Class A:** A driver with a class A license is able to drive the same standard vehicles that those with a class C license, however the driver can tow more than 10,000 lbs.

**Class B:** A driver with a class B license is able to drive the same standard vehicles that those with class A and C license drive, however the driver can also drive a motor home that is more than 40 feet long.

**Motorcycle License - Class M1 or M2** can be added to any other license class after the driver passes law and skill tests:

**M1 License:** Drivers with an M1 license are able to drive two-wheel motorcycles, motor-driven cycles, or motorized scooters.

**M2 License:** Drivers with an M2 license are able to drive a motorized bicycle, moped, scooter or any bicycle with an attached motor.

**Commercial License:** Drivers that operate commercial vehicles require special licenses and, at times, endorsements or certification as well. Each license requires successfully passing a different written test:

**Commercial Class C:** Drivers with a commercial class C license can drive any class C vehicle carrying hazardous materials. The hazardous materials (HAZMAT) endorsement must be displayed on the license.

**Commercial Class B:** Drivers with a commercial class B license are able to drive the same vehicles as those with a class C license, along with vehicles that weigh more than 26,000 lbs. These drivers are also permitted to drive farm labor vehicles as long as they obtain the proper endorsement. The towing capabilities of those with a commercial class B license includes the same vehicles that can be towed as a class C driver as well as any vehicle up to 10,000 lbs.


**Commercial Class A:** Drivers with a commercial class A license can drive any legal vehicle. They can tow the same vehicles as those with a class B and C license, as well as any single ve-

hicle that weighs more than 10,000 lbs. Additionally, commercial class A drivers can tow multiple vehicles or trailer buses as long as they obtain an endorsement.

Depending on the type of vehicle they drive, and what is being transported in the vehicle, the driver may need certification or an endorsement along with the special license. A certificate is issued as a separate document while an endorsement is marked directly on the driver license.

Following are certificate and endorsements that are offered by the DMV: 1) Commercial Endorsements: Doubles/triples trailer towing; Hazardous materials; Passenger transportation; Tank vehicles. 2) Firefighter Endorsement. 3) School Bus Endorsement. 4) Ambulance Driver Certificate. 5) Tow Truck Driver Certificate. 6) Verification of Transit Training Certificate.

Detailed information on driver license types and endorsements can be found in the California Commercial Driver Handbook, Recreational Vehicles and Trailers Handbook, Ambulance Drivers Handbook, California Parent-Teen Training Guide, and California Motorcycle Handbook. Please visit [www.DMV.ca.gov](http://www.DMV.ca.gov) to find online versions of these handbooks.



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# Pac/Lobbyist Report

by Dave Hastings, Treasurer

First the Good News: ABATE endorsed candidates did very well in the June primary election. Thank you to everyone who donated their time and hard work to supporting those candidates. Now take a brief rest to recharge your batteries and let's get ready for the General Election this fall. Our ABATE workers made a huge difference in the "targeted" primary races and now we have to help ensure a victory for motorcycle riders throughout California by stepping up yet again for the November election cycle and assisting these same people in their quest for office.

ABATE wins when our candidates win because every one of our endorsed candidates has promised to uphold and safeguard the keys to our motorcycle rights and freedoms. We have a lot of work ahead of us, but the effort put forth leaves you feeling good. Just knowing that money can't buy the relationships we establish with each candidate on the streets and sidewalks of our individual cities and towns is worth the extra effort. Let's make 2012 the year that ABATE has been looking forward to by establishing a working relationship with as many candidates as possible between now and Election Day. Victory for an ABATE endorsed candidate is the on-ramp to freedom's highway. Let's refill our tanks and get ready to ride!

Now the Bad News: As you have probably already heard, we received a letter from the California Department of Justice advising us of the regulations and possible penalties involved with many of the fund raising activities associated with our motorcycle events. This information has had



an immediate and catastrophic effect on many of our scheduled events starting with our May Regional Rally. Many of the fund raising activities that were held in the past at these events had to be canceled because of the D.O.J. information and our profits have taken a big hit.

Worse yet, some of our other Local events that were already scheduled were canceled outright until we all can sift through the legal red tape and decide what must be done to legally comply

with the D.O.J. regulations and still turn a profit for the event.

So, how does this affect you? Well, if you had planned on attending an event that was canceled or had a fund raising activity at an event canceled because of the D.O.J. information, please donate directly to one of our ABATE established accounts - our General Fund, Lobbyist Fund or our PAC Fund. In the past your donation would have been made through one of our events or activities, but for now please send it directly to our State Office and know that you are ensuring both our ABATE success and your motorcycle riding future.

**Until next month, "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

Hello all! Sporty here. I was almost finished with the first writing of Sporty's Rides and – POOF – it vanished into air like a fart in the wind. Meaning I got to do it all over again.

Not much has happened in my life since my last column. End of fiscal year so I had a ton of paperwork to do at work before the 13th of June. That meant a very late day. Ok, shall we begin now Sporty?

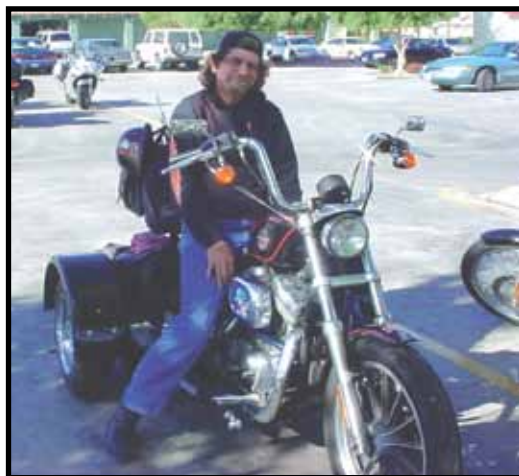
I will start out with telling you that my old 2002 883 Sporty turned 98 thousand miles recently and my 2007 1200 has over 72 thousand miles on it as well. Ok, so your bikes have lots of miles on them, too. What about the events you went to?

May 19th was the day for Local 23 San Bernardino's run. It was originally a poker run but the Dept of Justice got hold of the flyer and said illegal. Like those Federal guys don't have better things to mess with. Never-the-less I attended anyway. It started out at Local 23's business Member "Biker Supply House". Crowd size was small because when they originally planned this run it was the only run they had going for that day. However the day of the run – bam – four more runs in the area. Result was that all the runs suffered in attendance.

So I am seeing the troops from Local 23, which is nice because they show up big time to my Local 1's Polar Bear run in the dead of winter. A nice thing about doing these runs is you get to see different areas and this was no exception. We had several stops along the way and the run ended at another Business Member "AJ Barile's Chicago Pizza". They even had something I could eat – well sorta. Bought \$20 of raffle tickets and won prizes, which was nice. Problem was that some of the stuff I won was girls stuff and they would not fit either me or my wife. So I gave it to three chicks from the Partners MC. They always show up at the Polar Bear run, too.

**PAY BACK TIME!** Support events that other groups do so they in turn will support your events and we all benefit. Anyway I had fun and as usual saw great folks and have new riding areas to do occasionally. Thanks to the folks at Local 23 for a real nice time.

Next up was the invite I went to meet and greet Todd Zink who is running in the 27th Senate District vs the smog lady Fran Pavley. We have a chance to get rid of her in the fall general elections. This affair was in Thousand Oaks and also showing up was Jeff Flame (Biker Information Guide Editor) and the ride to repeal Zion Douglas Findlay (from San Diego), plus a plumber friend I know from Local 5's area. This was important because I signed up to put up signs and do precinct walks. When the time is ready hopefully the troops will show up to help Todd Zink.



Yea, I was tired the next day but after work on May 31st I showed up to the bike night at Corkeys in Sherman Oaks off Van Nuys Blvd in the valley. I passed out flyers for the ABATE State run and Local 44's run. It was ok but next time I am going to actually do a booth – bring a table and chair and stuff for the booth. Hopefully I will get some helpers as well.

Finally on June 2nd I rode up to Local 44's run in Hesperia. It started out at Victorville HD where I bought four quarts of oil and a filter that cost about \$39. Boy, the price of oil these days is astronomical. Since I forgot my tank bag, I rode with Nick Benson and his wife. Nick has an HD Tri-glide. The route was pretty much the same as last year's route. Bummer – I lost the card drawing sheet. So when we finished at the V.F.W. I got a replacement card and of course no winners. Bought raffle tickets and won prizes, which were ok. Windy at the end of the day and I am on the 883 without the voyager kit set up so I took an easy route home. Again, had a good time. Thanks Local 44 for being nice.

This is the end of my stuff for this month. Look for more adventures next month.

**DO ABATE RUNS, WORK THE CAMPAIGNS WHEN ASKED TO DO SO, AND GET MEMBERS FOR THE MEMBERSHIP DRIVE AND PRESIDENTS KEEP YOUR RENEWALS.**



## Membership Report by Lee 'Sporty' Milligan, Membership Chairman

Hi again! Did you sell membership tickets for the membership drive? If you did, thank you very much. Your contributions to this annual drive are a must if were to retain our renewals and keep the new ones coming in.

So this month's report will be short and sweet ABATE members, do your very best to keep getting new members and to retain your renewals.

This organization rocks! Yes it does! And you folks rock by staying with the best. We're making headway with the bills currently in the Legislature and we're able to do good things especially in an election year – dumping Pavley comes to mind in the Senate District 27 race.

So hear me roar! And keep the issues going and membership flowing. I believe in each and every one of you as members. You're all important and needed to help in the fight to prevent "Tooth Decay" aka Bad Laws against motorcyclists in California.

Remember there is strength and unity in number of members.

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# COAST TO COAST BIKER NEWS

## Compiled & Edited by Bill Bish

**NCOM CONVENTION LAPS THE CIRCLE CITY:** Indianapolis is known for its world famous racetrack, but few people realize that the first race ever ran at the "brickyard" was with motorcycles way back in 1909. After more than a century, we're still in a race -- but it's not a shiny trophy we're out to win, but our rights as riders.

The 27th annual NCOM Convention was held over Mother's Day weekend, May 10-13, 2012 at the luxurious J W Marriot in Indy, and this yearly gathering drew bikers' rights activists from across the country to discuss topics of concern to all riders; such as biker discrimination, motorcycle-only roadblocks, and mobilizing motorcyclists to advocate motorcycle-friendly legislation and defeat anti-biking bills. Early motorcyclists didn't face many restrictions on themselves or their machines, and our goal as grass roots activists over the years has been to maintain our Freedom of the Road, while promoting a pro-motorcycling agenda to make roads safer for future riders.

The National Coalition of Motorcyclists (NCOM) is solely sponsored by the Aid to Injured Motorcyclists (AIM) nationwide legal services program and serves as an umbrella organization for more than 2,000 NCOM Member clubs, organizations and associations worldwide, representing well over a quarter of a million politically active motorcyclists. NCOM has successfully outreached to numerous segments of the motorcycling community in an effort to unite for our rights, both legal and legislatively, and has become a unifying voice amongst North America's motorcycle rights organizations (MROs), motorcycle clubs, women riders, religious riding organizations, touring groups, trikers, sportbikers, and minority motorcyclists.

All motorcyclists are welcome to attend the NCOM Convention, hosted this year by the Indiana Confederation of Clubs, and encouraged to participate in the many meetings, seminars and group discussions that focused on legislative efforts and litigation techniques to benefit our right to ride.

During the Silver Spoke Awards Banquet on Saturday evening, several honorees were recognized for their contributions to "Improving The Image of Motorcycling", including; GOVERNMENT: Indiana Governor Mitch Daniels & former Congresswoman Gabrielle "Gabby" Gifford (D-AZ); MEDIA: Jeff "Twitch" Burns - Outsiders M/C and Washington Confederation of Clubs & Jerry "Rotten" Remington - Unchained Brotherhood M/C and WA-COC; COMMERCE: Pastor Ron Baptiste - Covenant Confirmer Ministries M/M and founder of the first Biker Medical Clinic; LEGAL: John Daus - South Carolina AIM Attorney; SPECIAL RECOGNITION: Annette

Torrez - Chairman of the New Mexico Motorcycle Rights Organization (NMMRO), Gene Mortimore - ABATE of Oregon, and Kimmy Chapman - Publisher of the Biker Information Guide (posthumously); and NCOM's highest honor the Ron Roloff Lifetime Achievement Award was presented to South Dakota State Senator Jim "Putter" Putnam, longtime member of the NCOM Legislative Task Force.

Next year's 28th Annual NCOM Convention will be held May 9-12, 2013 at the Silver Legacy Resort-Casino, 407 N. Virginia St. in Reno, Nevada. For further information, contact NCOM at (800) 525-5355 or visit [www.ON-A-BIKE.com](http://www.ON-A-BIKE.com).



**HEALTH AGENCY PUSHES HELMETS WITH BOGUS FINDINGS:** Researchers at the Centers for Disease Control are using flawed logic to promote their crusade for helmet laws, but "Garbage-In, Garbage-Out" numbers reveal helmet use is actually in indirect proportion to motorcycle fatalities.

In a newly-released CDC study of Fatal Accident Reporting System (FARS) data, the following has been quoted recently by media outlets from coast to coast; "According to a CDC analysis of fatal crash data from 2008 to 2010, a total of 14,283 motorcyclists were killed in crashes, among whom 6,057 (42 percent) were not wearing a helmet. In the 20 states with a universal helmet law, 739 (12 percent) fatally injured motorcyclists were not wearing a helmet, compared with 4,814 motorcyclists (64 percent) in the 27 states with partial helmet laws and 504 (79 percent) motorcyclists in the three states without a helmet law."

The National Coalition of Motorcyclists (NCOM) looked over the CDC's own numbers and found some serious faults in their findings: First off, if 6,057 motorcyclists were not wearing helmets of the 14,283 motorcyclists who were

killed in crashes during the 3-year study period, that means that 8,226 riders (58%) WERE wearing helmets when they died, meaning that the vast majority of motorcyclist fatalities nationwide wore helmets!

Using the CDC's twisted logic, nearly half of all motorcyclists killed were in the 20 states that required them to wear a helmet!

If the agency's numbers are to be believed, between 64-78% of riders in the 30 partial and no-helmet law states legally chose to ride without a helmet, yet only 38% of the fatalities involved non-helmeted riders, so helmet use is astonishingly over-represented in motorcyclists' mortality statistics!

But the CDC also touts that 12% of the biker deaths in helmet law states were not wearing a helmet. The most amazing thing about this figure is that helmet use rates approach 100% in helmet law states and virtually no one rides without one at the risk of facing hefty fines! What the government's numbers most likely reveal, if they have any legitimacy at all, is that helmets come off in about one in ten fatal accidents. This revelation is consistent with prior estimates, and seriously skews their other helmet use/non-use data, because it would mean considerably more riders were wearing helmets up to the moment of their demise than previously anticipated, which means all the Center's fiscal extrapolations are meaningless as well.

Another gem proffered by the CDC to bolster their helmet law push is that while motorcycles represent only 3% of registered vehicles they represent nearly 14% of traffic fatalities. But when you consider that motorcycles offer little in the way of physical protection during a collision, unlike cars with airbags, crumple zones and impact-absorbing structures, it's easy to understand why motorcyclists seldom have fender-benders...yet auto drivers routinely walk away from high-speed impacts.

The true numbers are pretty clear; a previous DOT Traffic Safety Facts Research Note states in 2010 that 54% of all U.S. motorcyclists were observed wearing a helmet when they rode, whether by choice or by law, and since the CDC says 58% of fatally injured riders wore a helmet at that time, then helmets obviously are not designed to protect against fatal injuries.

**MOTORCYCLIST FATALITIES REMAIN STEADY:** U.S. motorcyclist fatalities have remained roughly the same over the past three years, following a sharp decline in 2009, according to preliminary data recently released by the Governors Highway Safety Association.

In a May 21 report, the GHSA projects the final tally for 2011 will be very close to the 4,502 fatalities reported for 2010 and the 4,469 deaths in

**Continued on Next Page**



Continued from Page 12

2009, which represented a dramatic 16% decline from 2008.

Earlier, the National Highway Traffic Safety Administration projected that overall motor vehicle fatalities declined 1.7% in 2011, reaching their lowest level since 1949, but the GHSA says high gas prices are driving more people to ride motorcycles.

Motorcycle deaths increased in 26 states for the first nine months of last year, declined in 23 states, and remained unchanged in one. “States with fewer motorcyclist fatalities attributed the decrease to poor cycling weather, reduced motorcycle registrations and motorcycle travel, increased law enforcement, rider training, and motorcycle safety education,” according to the GHSA report. “States with more fatalities cited good cycling weather, increased motorcycle registrations and travel, and a return to normal levels after an abnormally low fatality count in 2010.”

**FEDERAL LAWMAKERS SEEK TO BAN MOTORCYCLE-ONLY CHECKPOINTS:** Federal lawmakers have sent a bipartisan letter to the leadership of a key House-Senate conference committee to urge support for legislation that prohibits federal funding for motorcycle-only checkpoints.

Reps Jim Sensenbrenner (R-WI) and Tom Petri (R-WI) were joined by 29 congressional colleagues who sent the letter on May 25 urging the panel to include H.R. 904 and H.Res. 239 in the surface transportation reauthorization conference report.

H.R. 904 would prohibit the U.S. Transportation Secretary from providing grants or any funds to a state or local government to be used for programs to check helmet usage or to create motorcycle-only checkpoints.

H.Res. 239 would support efforts to retain a ban on the National Highway Traffic Safety Administration’s (NHTSA’s) ability to lobby state legislators using federal tax dollars and urges the agency to focus on motorcycle crash prevention and rider education and training.

“There is broad bipartisan support on Capitol Hill, and among motorcycle groups across the country, for efforts by Congress to prohibit the U.S. Department of Transportation (DOT) from funding motorcycle-only-checkpoints (MOCs),” the letter states, further noting that “We take motorcycle safety seriously and want NHTSA to focus its safety efforts on proven lifesaving methods.”

**CONGRESSIONAL RECORD RECOGNIZES VIABILITY OF MOTORCYCLES:** Congressional Motorcycle Safety Caucus Member and House Highways and Transit Subcommittee Chairman John Duncan (R-TN) entered a statement to the Congressional Record on May 18 recognizing motorcycles and scooters as viable transportation options for many Americans. Previously, President Obama had proclaimed May 15 through May 21 as National Transportation Week and acknowledged that America needs a safer transportation network that will provide more transportation choices.

“As a Member of the Congressional Motorcycle Safety Caucus, I would like to highlight one such choice and point out that two wheeled vehicles can be transportation options for many Americans,” said Chairman Duncan. “In his proclamation, the President called for increased transportation options that cut commuting time, ease traffic congestion, reduce oil consumption and lower greenhouse gas emissions. Motorcycles and scooters are options that can help to meet all of these goals. Motorcycles and scooters also have the advantages of being much cheaper than cars or trucks as well as considerably easier to park – and a lot of fun to ride.”

“I own a scooter myself and I enjoy riding when I get the opportunity,” said Duncan. “I encourage all riders to get trained, licensed and obey traffic laws, and I remind all road users to be aware of motorcyclists.”

**OUTDOOR RECREATION REPRESENTS MULTI-BILLION DOLLAR INDUSTRY:** Americans spent over half a trillion dollars enjoying the great outdoors last year, according to a newly released joint study that documents the continued growth and significance of outdoor recreation to the economies of our individual states and the nation overall.

The Motorcycle Industry Council, along with the Recreational Off-Highway Vehicle Association and Specialty Vehicle Institute of America, collaborated with the Western Governors’ Association and other outdoor industry groups to fund a report on the combined economic impact of motorized and non-motorized outdoor recreation. The findings of this first-of-a kind study show the outdoor recreation industry generated \$646 billion in national sales and services in 2011.

The full report is titled “A Snapshot of The Economic Impact of Outdoor Recreation,” and

can be found at [www.westgov.org/reports](http://www.westgov.org/reports). According to MIC Senior Vice President, Government Relations, Kathy Van Kleeck, the MIC will soon release information specific to the motorized recreation sector, and the WGA and the outdoor recreation industry partners will release state-by-state data later in the year. “The state-by-state information will be particularly useful in our government relations efforts to promote motorized recreation and advocate for off-highway vehicle opportunities,” said Van Kleeck.

**CONSTITUTIONAL RIGHT TO DO BURN-OUTS:** When officials cracked down on motorcyclists doing burnouts at this year’s annual Myrtle Beach Spring Rally, a local biker bar made a federal case out of it, literally. Now it will be up to a judge to decide if doing burnouts - revving a motorcycle’s engine while applying the front brake to let its back tire spin to create noise and smoke - is a constitutionally-protected right.

Horry County cracked down on burnouts during bike festivals last year, issuing a special event permit to Suck Bang Blow that limited the activity to between noon and 9 pm and only at the rear of the bar’s building. This year, the county issued a permit that banned burnouts altogether.

SBB, which claims the activity has been a regular feature of bike rally events at the bar since it opened in 1996, obtained a temporary restraining order against the county just before the May rally, allowing the burnouts to continue at least for now.

In a lawsuit filed in state court, SBB claims that burnouts are among several activities patrons participate in while “expressing their manliness and macho, as all males are prone and inclined to do to a greater or lesser degree.” The bar says burnouts are “expressive performances to the public” and is protected by the First Amendment.

Horry County, in its response to the lawsuit, calls burnouts a “public nuisance” and says it “is expressly authorized by state statute to abate public nuisances.” The county denies that it has violated any Constitutional rights, but since the lawsuit deals with federal rights it should be heard in federal court. A decision could come just in time for next year’s rally, with a jury trial scheduled to begin on May 6, 2013.

**QUOTABLE QUOTE:** Wisconsin’s embattled Governor Scott Walker, following his strong win in the state’s recent recall election, sees support from Wisconsinites not just a ticket to govern, but also a ticket to ride; “I’m gonna go ride my Harley all around the state of Wisconsin. Who knows where I’ll end up. I’m just getting on the motorcycle and riding,” he told Fox News.

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# Motorcycle Safety Report

by Steve Guderian, Safety Officer

## Choices

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

I know that I have written this before, but I think it is important, and chances are I will probably write and say it again; rider safety is ultimately the responsibility of the rider. Nobody can ever make any of the final decisions on the roadway for a motorcycle rider. It is, and it will always be the judgment of the rider if he can beat that yellow light before it turns to red, or if he should stop. The rider is always the last one to have all of the information available to them to decide what needs to be done in any situation; the rider is always the one that has to make the decisions and the choices for what occurs while they are on their motorcycle riding in any roadway environment.

The other thing I will mention again; when riding a motorcycle there are no guarantees. You can be the best rider in the world doing everything the right way but still crash. Or, you can be the absolutely worst rider in the world doing everything wrong and not crash. Oh, and you know that old saying “there are two kinds of riders, those that have been down and those that will go down”; well there is actually no factual basis to this. Think about all of the people that you know who ride a motorcycle, how many do you know that have been riding for many years without a crash? Personally, I know quite a few.

From the science side of things think of it this way, when you flip a coin will it be heads or tails? You have to choose one or the other. So, you flip the coin and it comes up heads. So now you are going to flip the coin again, since it came up heads the last time is it going to come up tails now? Or do you still have to choose because there is still a 50-50 chance for heads or tails? What if you flip the coin again, what is it going to be heads or tails? You can never say for sure because each flip is completely independent of any other flip. Even if you flip the coin 100 times and got heads every single time, when you flip it that 101st time, there is no guarantee that it will come up tails this time.

Now I know that right now there are a few of you saying, OK, this is it, this guy is nuts. If I flip the coin 100 times it will come out close to 50 heads and 50 tails. Sorry, the odds are that it will do this but there are no guarantees that it will happen this way because each flip is independent of any other flip. So how is that we can get a 50-50 split of heads or tails, while there is never any guarantee that this will ever happen, but the best way to try and get this split is not for one person to flip a coin 100 times, but rather have 100 people flip a coin once.



I know that this is a very subtle difference for flipping a coin, but for us as motorcycle riders it is a huge difference because it means that there are not only two kinds of motorcycle riders. It means that there can be riders that “don’t go down.”

So, what does all of this mean for us as riders? I cannot guarantee that you will never be in a crash. There are simply too many variables, options and CHOICES. What can be done is that I can try to get you the best information available so that you can make informed CHOICES when you are riding giving you the best potential at avoiding a crash.

My example: Recently I was planning on moving a motorcycle from the Bay Area over to Reno. The route would take me over the Interstate 80 through Truckee, CA. This was happening in the middle of May so I wasn’t too concerned about the weather. As luck would have it I happen to check the weather a few days before I was going to ride to Reno. The forecast for Truckee, 80% chance of snow and rain. It is the middle of May, how bad could it be? But to be on the safe side my wife was going to take our 4X4 truck. I was actually in a discussion with my wife about still riding the motorcycle given the weather forecast. It means an 80% chance of saying something is going to happen is another way of saying there is a 20% chance this something will not happen.

Let’s recap this for just a minute, I am concerned enough about the weather that I am going to have my wife drive a 4X4 truck over the route and I would follow on a motorcycle. I have the proper riding clothes to make the ride. I know that I can “handle” the weather, I commute in the rain on a regular basis, and in all likelihood I would be able to handle the ride just fine. However, riding in bad weather like that, slippery roads, poor visibility and more than a few other people on the road at the same time that may or may not be able to handle the bad weather, if it hits, corresponds with a whole lot of chance of something happening.

Well, the good news to this story is that I started thinking about my potential for crashing under all of these circumstances and conditions and I decided that the potential for a crash, not the guarantee just the increased potential was more than I wanted to deal with. So I chose to get into the truck with my wife and have a safer drive over to Reno.

As for the 20-20 hindsight, the conditions were bad; there were no places to stop to get out of the weather. This means I would have had to push through the bad weather, which included snow, heavy rain, sleet, nasty roadway surface and dime sized hail. The hail part would have really sucked. I could have made it, but it would have been a really horrible ride, which in and of itself increases the chance of something bad happening. Specifically, you can get so miserable that you lose the concentration you need to ride in those conditions, which increases the potential that you can crash.

The crash clock resets every time you get on the bike to go for a ride. The potential for me to have crashed while riding through Truckee does not depend on how I rode the night before, the week before or any other time before that one event. It was an independent event that I had to evaluate for the potential of crashing, which under those conditions was high, and then make my own choice to ride or not to ride.

Sometimes the crash clock resets for events. Recall the beating the yellow light example at the beginning of this article, say it is a bad day and you hit four or five yellow lights that you have to decide what to do on during your ride. Each time you decided to accelerate up and beat the yellow, and each of these times everything went just fine. Now there is another one of the pesky yellow lights you have to decide on. Hey, you made all of the other ones so you should make this one too. Well, all of those other ones did not have a vehicle coming in the opposite direction who wants to make the left turn, and he too wants to beat the yellow.

Each ride and each event are independent from all of the other ones you have had in your past rides. They all have to be judged on the information at hand for the specific time and place of the event. And, the only person who can make any CHOICES about that event in front of you is you. Of course all of your experience and the information you have goes into helping you make a choice that gives you the best potential for the best outcome of any event.

One last thing that I think I need to say about choices, as a Motorcycle Rights Organization ABATE is all about having the freedom to make choices. With this freedom comes the responsibility to make good choices, choices that not only make ABATE look good, but also give all of us individually the chance of having a very long and happy motorcycle riding life.

My next trip to So Cal will be for the July Board of Directors meeting. I am thinking that I will go out into the Palm Springs area on Friday the 20th. Maybe go out and stop by Valley V-Twin in Indio around 11 am, meet up and talk to anybody who wants to stop by. And who knows I might even see a Harley Ratt that goes by Splatt out there, I hear rumors that he still reads the Bailing Wire.

As always, thoughts and information are always welcome, email anytime. [Galileo-g@abc-global.net](mailto:Galileo-g@abc-global.net)



## ABATE 2012 Events

ABATE Of California, Inc web site

[www.abate.org/Events](http://www.abate.org/Events)

**July 21** – ABATE Quarterly meetings – Victor Valley Moose Lodge; 10230 “E” Avenue; Hesperia, CA 92345.

PAC & Presidents Meeting 9:30 a to 11am; Lunch 11 am to Noon; Board Meeting starts at Noon.

**July 22** – ~~ABATE Local 2 (Simi Valley); Annual Sweaty Buns Run~~ – Event Cancelled at Local 2's request.

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

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

Please email your ABATE Event information (in Microsoft word document) and Flyers (in a JPG file) to [Bailing.wire@abate.org](mailto: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.

## 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:

Steve Guderian L#15;

Henry James Jr. L#47;

Mary Jane McIntosh L#20;

Rick Mullaly L#60;

Charlet Steffanni L#22;

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

### Lobbyist Fund:

ABATE Locals: 1, 5, 11, 15, 19, 21, 22, 23, 27, 38, 40, 52, & 58.

### PAC Fund:

Todd Haeckel L#27;

ABATE Locals: 17, 23, & 27.

We also received Extra donations from Local 38'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 7<sup>th</sup> 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);

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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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.);

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 16<sup>th</sup> in a big rig accident in Texas and, at the time of this writing, his wife, Esther is listed in critical condition.

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# Rider Safety, the Political Side

by Steven Guderian, Safety Officer

**"In order to make the right decisions, motorcycle riders need the right information"**

About a month ago I put out an open email to all of the ABATE Locals asking for help with Motorcycle Rider Safety Awareness messages on the freeway message boards. I got an outstanding response and I want to thank everybody for all of their help. The letter below is the primary reason why I was asking for help from my fellow ABATE members. This letter should be out by the time you are reading this in the Bailing Wire.

The overall background: Back around 2004 the Federal DOT required the states to come up with a Strategic Highway Safety Plan (SHSP) for the reduction of crashes on state roadways. The plan for California can be found at: <http://www.dot.ca.gov/SHSP/>

Challenge Area 12 in the SHSP is about motorcycles. At the SHSP website you can find documents about who is on the different committees, what the different committees or challenge areas are and what the action items were for the different committees. There is also a progress bar for the action items as well as comments. I believe that all motorcycle riders should take a moment to look at what the state is doing for our riding safety on the road. This will allow riders to make their own informed opinions as to the effectiveness of these safety measures. I for one am hoping that this letter to the state people responsible for our safety as motorcycle riders on the roadway is the start of a working relationship between ABATE and the State of California.

As always, thoughts and information are always welcome email anytime - [Galileo-g@sbccglobal.net](mailto:Galileo-g@sbccglobal.net). I am always interested in anything that anybody has to say or wants to talk about when it comes to rider safety. I am particularly interested in any comments, thoughts or suggestions anybody has regarding the CA SHSP.

(The following is a copy of the letter that has been sent to the Steering Committee.)

Steering Committee California Strategic Highway Safety Plan

Challenge Area 12, Motorcycles Committee  
RE: Challenge Area 12, Motorcycles  
Distinguished Members;

ABATE of California is grateful to the committee for their time and work toward a safer riding environment for motorcycle riders in California. A review of the April 2012 SHSP Performance Tracking Details Report shows the impressive progress that has been made on the 17 action items listed for motorcycle rider safety. ABATE of CA also congratulates the committee on exceeding the stated goal for Challenge Area 12 of a 10 percent

reduction in motorcycle rider fatalities between 2004 to 2010. NHTSA data shows that California had an 18.5 percent reduction in motorcycle rider fatalities during that period.

That said, the report also noted that that motorcycle rider fatalities were 10.4 percent of the total fatalities in California in 2004, while motorcycle rider fatalities were 12.9 percent of the total fatalities in 2010, which was an increase. Furthermore, during that same reporting period, vehicle registration data from FHWA shows only a slight increase in the percentage of motorcycle registrations as compared to all vehicle registration in California. Alarming, the May 2012 Governors Highway Safety Association report, Spotlight on Highway Safety, Motorcyclist Traffic Fatalities by State 2011 Preliminary Data shows that for the first 9 months of 2011 there has been an increase of 21 motorcycle rider fatalities over the same period in 2010.

Each May, the State of California participates in Motorcycle Safety Awareness Month. In 2011, California was very pro-active in promoting Motorcycle Rider Safety, particularly with the use of freeway message boards that advised motorists to look out for motorcycles sharing the roads. This year, however, it was noted that there were only four days of motorcycle rider safety/awareness messaging, and the campaign ended on May 21, 2012. Riders throughout the state reported that the primary messages throughout the Month of May advised mostly of travel times to locations, and awareness of workers on the roadways. On May 22, 2012, statewide messaging began for the Click It or Ticket campaign. ABATE of California is concerned that the limited number of days for a rider safety message, followed by a prolonged period of Click It or Ticket messaging, may have detrimentally impacted drivers' motorcycle rider awareness. Other than a single press release by CA-OTS, no other motorcycle rider safety messaging was done by any other state highway related agency.

On May 3, 2012 CA-OTS issued a media release regarding a "lane splitting" survey that was recently concluded. That survey found in part that 47 percent of California vehicle drivers were not aware that lane sharing was permissible. ABATE is aware that a Best Practices Guideline for Lane Sharing was completed, and that there was a section to educate motorists regarding the practice of lane sharing. Given the limited focus given to Motorcycle Safety Awareness, it is disappointing that this guideline was not released in May. It was a missed opportunity to educate those 47 percent of the drivers in the state about the safety advantages of lane sharing and other aspects of motorcycle safety awareness.

ABATE of California is respectfully requesting a response from the CA SHSP Steering Committee and/or Challenge Area 12 members as to why there was a limited motorcycle rider safety

messaging throughout May 2012, and why the lane sharing guidelines has not been released.

Section 12.05 of The Challenge Area 12 strategies appears to have been completed. This strategy references signage postings in areas with high motorcycle crash concentrations along with other possible roadway improvements. Conclusions regarding the completion of strategy 12.05 are that CalTrans conducts a review of high crash concentrations on "state highways" and makes the appropriate safety improvements. ABATE of CA is wondering why non-state highways are not included in the survey? How is the Challenge Area 12 committee addressing concentrations of motorcycle rider fatalities on non-state roadways where, historically, the majority of motorcycle rider fatalities occur?

ABATE of CA is aware of a very limited number of posted signs advising motorists to look out for motorcycle riders. By comparison, a large number of signs advising motorists to share the roadway with bicycles have been seen. NHTSA data shows that 99 California bicyclists were killed in 2010. By comparison, 352 motorcycle riders were killed in California that same year. The question from motorcycle riders, why is there a high amount of awareness signage on California roadway for bicycle riders and very little for motorcycle riders when bicycle fatalities are not even one-third as high as motorcycle rider fatalities?

Signage advising motorists to be aware of motorcycles is another crash reduction safety countermeasure. Countermeasures that reduce the number of motorcycle crashes represent the most effective motorcycle rider safety strategies. In the NHTSA report Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Sixth Edition 2011 released in February 2011, NHTSA rates state motorcycle helmet use laws as the most effective countermeasure. California has a universal helmet law. This means that in order to reduce motorcycle rider deaths and injuries, California has to use new and innovative crash reduction strategies and effectively educate the driving public about the lane sharing activities of motorcycle riders in California.

ABATE of California thanks the SHSP Steering Committee Members and the Challenge Area 12 committee members for their consideration and responses to the issues discussed above. Accordingly, ABATE of CA would like to assist with all motorcycle rider safety issues in the California.

Respectfully Submitted,  
Steven Guderian  
ABATE of CA  
Safety Officer, 2012



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## Tech Tips by Craig Griswold

### Charging System

One of the easiest systems to troubleshoot on your bike is the charging system. You would be amazed with what can be diagnosed using nothing more than a simple multi-meter. A basic digital meter will set you back less than a hundred bucks and unlike the old analog meters (remember the old Simpson?) that required setting the proper operating range lest you blow the thing to pieces, digital meters are auto ranging and super user friendly. Set the function and start measuring.

How do you check the charging system? Grab that user friendly, relatively low cost meter and set it to **DC voltage**. The symbols for voltage will be a "V" with either a sign wave (AC or Alternating Current) or a "V" with a set of parallel lines (DC or Direct Current). Higher end meters may have a push button to select AC or DC (see photo 1).



Place the leads across the battery terminals and note the reading. A fully charged battery should read 12.8 VDC, but may be lower depending on state of charge and the aforementioned charging system. Either way, this is your static reading. Now start the bike and take a reading. If the reading is the same with the bike running, the charging system is out to lunch. Bring the RPMs up to around 2000 and see if there is any change. Even at idle there should be an increase, but the specification is always for 2000 RPM. The reading should be between 13.5 and 15 VDC. It's that easy. In the time it takes you to pull your seat off and fire up the meter, then poke the battery, you now know whether or not your charging system

is doing its job. Since you already checked the terminals to make sure they're tight (watch the wrench when you're monkeying around with the positive; if you touch it to the frame or anything else that's grounded, sparks are flying.....more on that in a bit), where do we go from here?

It's safe to say that the vast majority of charging system failures are a bum stator. Your bike (unless it's a 69 or older HD) has an alternator that is made up of two components. A magnet that rotates (the rotor) around a fixed coil of wire (the stator). Most folks want to go for the easiest thing to get to which is the voltage regulator. It's very tempting since its just hanging out there in the open, two fasteners and off it goes. Before you waste a hundred bucks on a regulator, grab your meter, set it to resistance (symbol is the Omega or horseshoe looking thing) and do a quick check on the stator. First, place one probe on either of the pins (or sockets) from the stator, and the other to the engine case (polarity makes no difference, see photo 2).



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## From page 17

It should read open or zero continuity. If not, the stator is grounded. Now place both probes on the stator pins. It should read close to zero ohms. If the resistance is off the charts (like in the millions of ohms or open) the stator has a break in the coil. If these check out ok, then set the meter to **AC voltage** and with the bike running, measure the voltage output of your stator by placing the probes on both pins/sockets (see photo 3).



It should be around 16- 20 VAC. Increase RPM and you should see a gain of about 10-20 VAC per 1000 RPM. If not, there could be an issue with the rotor. Although not as common, rotors do have the occasional failure. Magnets can come apart, splines can strip. Take a peek and rule it out.

If the stator and rotor checks out, THEN go to the voltage regulator. There really is no way to test the regulator. The idea is to check everything around it, and if all else is good, well...it must be the regulator. One last thing before you run to the shop and buy a new one. Make sure the ground is good. Earlier voltage regulators grounded through the body directly to the frame. Newer bikes have a ground wire.

In almost all cases (there are exceptions) when the stator (rotors can fail too, but it's not as common) goes south, the charging system fails to charge. When the regulator goes bad, the system will overcharge. Not always! Just in most cases. As a side note, one can see why the stators would die after a while. They're in a pretty harsh environment baking in a hot primary and pretty much parked right up against a hot engine case. More times than not the insulation on the wires just gets old and brittle and eventually shorts to something metal, which is usually the engine case (photo 4).



Getting back to that remark on the battery; when disconnecting the battery cables always disconnect the negative terminal first. That's your ground to the frame and all things attached. With the negative out of the picture, you can accidentally touch your wrench or screwdriver to metal while disconnecting the positive and nothing's going to happen. No sparks, no welding a wrench to the palm of your hand, no bad words - you get the picture. As the famous instructions always say "assemble in reverse order." Positive first, negative last.

(Craig Griswold and Mary Kirby are the owners of Two Gunners Custom Iron in Penn Valley, CA. Questions and comments can be sent to e-mail: [craig@twogunnerscustomiron.com](mailto:craig@twogunnerscustomiron.com), or call 530-263-8071. Additional information can be found on the web at: [twogunnerscustomiron.com](http://twogunnerscustomiron.com). See us on Facebook).

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## Spokes -N- Rods

by James Lombardo, Lobbyist

I was asked by Ed Rogers, President of Local 24, to attend and work the ABATE booth at the Spokes -N- Rods event to benefit Terry's House in Fresno.

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# Mountain House – Cyndi Stout Colon Cancer Awareness Run by Bruce Waldron, Local 24

Once more the weather turned absolutely perfect for a Local 24 run. Over 50 bikes, many riding double, gathered at Kimmie's Tavern & Grill in Clovis. After a moment of silence in remembrance of Cyndi, we headed for the hills. Our route was a new and VERY roundabout scenic tour of the Sierra Nevada foothills. Using mostly back roads we arrived at Twin Valleys Restaurant and Grill for a short break. I noticed the horse tied up in front looked a little more worn compared to last year.

After a short break for the saddle sore, we headed deeper into the mountains. On through such well known cities as Miramonte, Badger, and Deer Crossing we rode. After a spirited ride around curve after curve we arrived at Mountain House. The ladies of Mountain House had prepared a fantastic pot luck of chicken, deep pit barbeque beef, salad, beans, and bread. In other words a plain old fashioned cowboy feed.

With the assistance of Mountain House staff, drawings were held on the back deck overlooking the valley we had ridden through that morning. The ABATE prize was \$309.00. Kimmie's provided multiple gift certificates for breakfast and barbeque dinners. Mountain House gave a lunch gift certificate. Chuck donated use of a house in Pismo Beach for two nights.



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## Arlington Chili Cook-off Car and Bike Show

by Donald Kline, Local 00

On May 26 in downtown Riverside the Arlington Chili Cook-off Car and Bike Show took place on Magnolia Avenue, which was closed off between Jackson and Van Bueren. This allows space for tents, a beer garden, stages, and plenty of parking for custom motorcycles and cars.

ABATE Local 27 Riverside was tasked with the parking and registration of vehicles that were entering the show. Members from Local 23 San Bernardino were also helping out. A big group of members from the Geezers MC were on hand working the event and a few members of the Geezers MC were competing in the Chili Contest.

The now well-known ABATE Local 27 trailer was prominently parked right off Jackson Street. This event was, according to Jack Howell P/R and Merchandise Officer for Local 27, the biggest event Local 27 ever handled. Jack is usually the one hauling the trailer.

Some numbers for this event: Sixty thousand people attended the event, one hundred and three vendors took part, fifty-two motorcycles entered the show, one hundred eighty-two vehicles entered the show that consisted of cars, trucks and vans and a few bicycles thrown in as well, and eighteen professional cooks participated in the chili cook-off.

**In all everyone had a good time.**





# Arlington Chili Cook-off Car and Bike Show

by Donald Kline, Local 00



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The 16<sup>th</sup> Annual Happenin' Headquarters Toy Run will be held Sunday after Thanksgiving, Nov. 25th, 2012, 11am-5pm, at The Moose Lodge 44545 Division St, Lancaster, CA 93535-2548. Proceeds Collected will be distributed by the Lancaster Women of the Moose to help some very special children in our community.

Each year in the Antelope Valley hundreds of children experience some type of trauma. It is our goal to collect toys for these children, to let them know as a community that we care and want to help in every way we can.

This event is for all ages. There will be food, live music, cycle and auto show, poker run, gifts, 50/50 raffles, Santa, tournaments, games and prizes. In order for this to be a success we are asking local businesses for their help. We accept Donations by check or online credit card (see below) as well as anything you have to offer from: Food to Gift Prizes for raffles and games etc. . We appreciate and welcome Vendors and Volunteers. For your contributions, we expose your business by listing you as a sponsor in our advertising campaign and make known your name and phone number or web address to many throughout the Antelope Valley and beyond.

Happenin' Headquarters (Volunteers from ALLEYGL.ORG and ABATE LOCAL #21) is PROUD to support **Moose Charities**. Remember that all donations to charity are Tax Deductible.

For more information or if you would like to speak to one of our representatives please call: **Santa @ 661.947.3734**

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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



**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 Fuddrucker's  
 Concord CA 94522 1975 Diamond Bl. #E260  
 925/827-9973 Concord

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

Glenn Phillips 3rd 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  
 909/921-2159 Ontario CA

**ABATE MEETINGS****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

**Puma**  
 Construction and Restoration Co.  
**GREG PUMA**

4387 W. Santa Ana # 103 Fresno, CA 93722 (559) 275-6100  
 Cont. Lic. No. 366483 Fax (559) 275-6779  
 website: www.pumacon.com

**Scott Loeffler**  
 Independent Agent / FAT Agency

**LANDSTAR**

**INWAY**

Landstar Inway, Inc.  
 Fresno, CA  
 Phone: 559-271-3000  
 Fax: 559-271-3374  
 Toll Free: 800-538-3315  
 scottinway@sbcglobal.net