

A Union of Motorcyclists
Dedicated to Freedom of the Road



Bills At A Glance

Presented by The Lombardo Group, ABATE Lobbyist

AB 43 Friedman (D – Glendale, Chair of Assembly Transportation). Traffic safety: This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill would extend the period of time a prima facie speed limit may be justified by an engineering and traffic survey, as specified, if a registered engineer evaluates the section of the highway and finds that there has been an increase in traffic-related crashes. (TRACKING/METINGS WITH STAKEHOLDERS)

*In Senate, Committee on Rules Pending Referral

AB 122 Boerner Horvath (D – Oceanside) Vehicles: required stops: bicycles: This bill would require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed. (TRACKING/METINGS WITH STAKEHOLDERS) *5/12/2021 - Referred to Senate Transportation Committee

AB 232 Gallagher (R – Yuba City) Off-highway vehicles: reciprocity: Existing law requires every off-highway motor vehicle that is not registered under the Vehicle Code to display an identification plate or device issued by the Department of Motor Vehicles, with certain exceptions, including an off-highway motor vehicle with a currently valid identification or registration permit issued by another state. Except as otherwise specified, a violation of the Vehicle Code is punishable as an infraction.

This bill would permit application of that exception only if the other state recognizes an identification plate or device issued by the department as valid for use in that state. (SUPPORTING) *5/12/2021 - Referred to Senate Transportation Committee

SB 66 Allen (D – Santa Monica) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology: This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.

The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, no later than January 1, 2024, a report to the Legislature with, among other things, recommendations for statewide policy changes and updates, and to continue to update the report, or submit a new report, of its recommendations biannually thereafter, or more frequently at the secretary's discretion. The bill would require the council to create subcommittees focused on one or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2024, and to make those recommendations publicly available. (TRACKING/METINGS WITH STAKEHOLDERS) *May 10th hearing: Placed on Appropriations Suspense file. Would need to pass out of Committee by End of May

Appropriations Suspense file. Would need to pass out of Committee by End of May

(Bills At A Glance - Continued on Page 2)

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What is ABATE?

ABATE is a Motorcyclists' Rights Organization dedicated to preserving freedom of choice, freedom of the road on or off with emphasis on education and safety. Although not a club, our members are active in programs for public awareness, motorcycle safety and supporting charity events throughout the state. There are no special requirements for joining aside from an interest in promoting motorcyclist's rights and safety through Membership.

ABATE of CA Inc
22241 Nisqually Rd Spc 9
Apple Valley CA 92308-5739
1-760/956-1669 Fax 760/956-6519
http://www.abate.org E-mail: info@abate.org

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Social Media Content

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Internet/Computer Technicians

Joe B

Nick Benson Jr.

Website

Jody "Mooney" Maxwell 714/342-4876

IT Support

Diane Davis

Safety

Norm Newiger 805/368-6693

Discussion Group Moderator

Dave Walsh 805/486-1093

MRF Liaison

Spike 714/234-0730

Jody 'Moonie' Maxwell 714/342-4876

MMA/ABATE Liaison

Ruby Weber -916/481-1549

ABATE Run Insurance Adviser

Rusty Russell - 818/200-6729

e-mail Rusty_Russell@ajg.com

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OPEN 3 seats for 2021-2022

Bills At A Glance

SB 227 Jones (R – Santee) Off-highway vehicles: This bill would require, for the issuance or renewal of a competition identification, a specified configuration for the vehicle identification number and product identification number for an off-highway motor vehicle or ATV that is model year 2022 or later and is used solely for competition not on a public highway. The bill would impose restrictions on the operation of a competition motorcycle or ATV on public lands, including, among others, a requirement that a rider possess a current and valid competition card from a competition-sanctioning organization when practicing for a sanctioned event on public lands. Because operating a competition motorcycle or ATV on public lands in violation of those requirements would be a crime, the bill would impose a state-mandated local program. (SUPPORTING) *May 10th hearing: Placed on Appropriations Suspense file. Would need to pass out of Committee by End of May

SB 799 Glazer (D – Orinda) Off-highway vehicular recreation: Carnegie State Vehicular Recreation Area: Alameda-Tesla Expansion Area: This bill would require the Department of Parks and Recreation to preserve the portion of the Carnegie State Vehicular Recreation Area known as the "Alameda-Tesla Expansion Area" for conservation purposes, as specified. The bill would make implementation of this provision contingent upon at least \$9,000,000 being appropriated by the Legislature in the annual Budget Act or another statute, transferred, or donated to the Off-Highway Vehicle Trust Fund for its purposes. (OPPOSING)
Dual Similar Bill, AB 1512 Bauer Kahan, same District as Senator and the Assemblywoman that had their Bill Vetted by Governor in 2019.
*May 3rd hearing: Placed on Appropriations Suspense file. Would need to pass out of Committee by End of May

ABATE NEEDS YOU! by Nancy Nemecek

ABATE Life Member Local 6, San Diego - Past ABATE Chairman of the Board

A long time ago, back in 1977, I started riding a trike and loved the hell out of it. After a year or so, it was time to take the Motorcycle Safety Course and get on two-wheels. I took the course with a bunch of my lady friends and passed. They had to find me a really short bike...think maybe it was a 250 or a bit larger Honda Rebel.

With MC endorsed driver's license, Grump and I set out to find me a starter bike. There were a few limitations because I had really short legs for a 5'1-1/2", 34-year-old lady, so we looked for smaller bikes to start. My criteria was that I had to be able to sit on it, put my feet flat without 6" platform boots, and have at least a slight bend to my knees. A hardtail was out of the question! Our first "look at" was a 550 Honda a guy was selling. We went out to his garage and the bike wouldn't start after several tries. At that point I figured God was telling me something, and I stuck with trikes. Now 44 years later I ride a 2015 Harley Tri-Glide or a 2012 Goldwing Trike depending on the ride and weather.

Most of the gals I rode with back then checked into Women on Wheels, and we rode with them a bit. On one of the rides, we stopped at a restaurant in Escondido and met up with a really cool 75+ year old lady who still rode with a side car. She was amazing. After meeting her, I wrote an article for the ABATE Bailing Wire, and told about the day and meeting this inspiring lady. In the article I wrote "I want to be just like her when I grow up!"

(ABATE NEEDS YOU! - Continued on Page 3)



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.

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 thru political and legislative action. ABATE promotes motorcycle safety through education, training and public awareness.

ABATE OF CALIFORNIA INC

American Brotherhood Aimed Towards Education

22241 Nisqually Rd Spc 9
Apple Valley CA 92308-5739
760/956-1669 Fax 760/956-6519
<http://www.abate.org>
info@abate.org

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EDITOR (Interim)

James Lombardo Jr.

Assistant Editor

Janet Wilhelm

PRODUCTION & PROOFREADERS

Caroline Griffith & Janet Wilhelm

PHOTOGRAPHERS

Members, please Email In Photos!

COLUMNISTS

Bill Bish, Sporty Milligan, Jim Lombardo Sr, James Lombardo Jr, Rick Robison & Norm E Newiger

DEADLINES

The deadline is the 15th of the month prior to publication for ALL materials. All run flyers, photos and ad copy must be camera ready.

BUSINESS MEMBERSHIPS

- (1) \$125 Gold Business w/ Blk/Wht Ad
- (2) \$200 Gold Business w/ Color Ad
- (3) \$250 Gold Business w/2X Color Ad

All Levels include (2) memberships with (1) address. Levels (1 & 2) ad size is (2 x 3.5) and Level (3's) ad size is (3.5 x 4) which is also published on our website www.abate.org along with a link to your company's website. New Business Members received a Display Plaque. Following years are supplied with a year plate. New Business Members or Business Members with new Business Cards must mail them into the ABATE State Office.

AD RATES FOR NON-BUSINESS MEMBERS

(2 x 3.5) size Blk/Wht	\$15.00/Mo	\$150.00/Yr
(2 x 3.5) size Color	\$20.00/Mo	\$200.00/Yr
(3.5 x 4) size Color only	\$25.00/Mo	\$250.00/Yr

NON-MEMBER ADS OR EVENT FLYERS

(Ads & Flyers subject to approval by Editor)

¼ Page (5w x 7.8h)	\$150.00/Mo	\$1500/Yr
½ Page (10w x 7.8h)	\$175.00/Mo	\$1750/Yr
Full Page (10w x 15.5h)	\$350.00/Mo	\$3500/Yr

Color Ads add 25%

Color for an ad or flyer is extra and must be submitted showing color. All ads MUST be pre-paid for entire duration of ad run. Prices do not include any changes that you may want to make to existing ads placed with us.

Ads should be submitted electronically in a (.jpg) or (.tiff) format and emailed to bailing.wire@abate.org with payment either mailed to the address above or called in with a credit card number and billing information.

CLASSIFIEDS

Members may advertise in the Bailing Wire at no charge and their ad will be run up to (3) issues.

PHOTOS

If you have any photos of ABATE events, please send them to us. They will be returned if requested. Please include name of event, date, captions, etc. They must be received by the deadline in order to be published in the next issue. You can email pictures in (.jpg) or (.tiff) to bailing.wire@abate.org. All content is subject to approval by the Editor.

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.

ABATE NEEDS YOU! continued

Yesterday, I was on a ride with a great group of folks from mostly Coffee County Tennessee, and we ended the ride at the VFW on the Lake in Estill Springs, Tennessee. We had attended a poker run fund raiser put on by one of the clubs in the area. When we got ready to leave, the wife of one of the members said to me: "I told the guys a little while ago that I wanted to be just like you when I grow up!" It made me smile. Little did I think what I said about that amazing lady over 40 years ago, would be said about me. Made me proud.

Back in the days before I rode, Grump and I had been interested in Motorcycle Rights, and often attend MMA meetings in the area although we didn't get involved with running the local chapter. Some of our friends did, however, and we kept up with what was happening.

In the mid-80s, ABATE Local 6 in San Diego was being formed. My friends Brian and Jane Trum invited me to a meeting at the Red Garter (aka the Red Gutter) in Ocean Beach, and I quickly ended up being the secretary for the Local. Around 1988, I attended my second Board Meeting, and the secretary couldn't make it, so I volunteered. The next year, I ran for the ABATE Board of Directors, was elected, and subsequently elected as State Secretary. Nine years later, I was still there doing both jobs. The next 9 years I was on the board and was elected Chairman.

When my husband, Grump, got extremely sick, I decided I could not take care of him and do justice to the members who elected me to the board. My decision was to finish the term and retire from State activities.

During my years on the board, I had the privilege of working with fantastic, dedicated bikers. We were able to write the Bylaws and Policies and Procedures that built the foundation of ABATE. Until I left for Tennessee in 2019, I stayed active in Local 6 holding the positions of secretary, Vice President, and President at various times.

ABATE of California is near and dear to my heart. There have been many changes, especially because one of the main goals became overturning the helmet law, and that has been put on a back burner. We worked hard on political campaigns for candidates that were on our side. We helped elect several politicians by slim margins because we worked for them... made calls, hung signs, stuffed envelopes...you name it, we helped. And the politicians learned who we were and came to us for help. The word spread quickly.

We--and I say we because I am one of the first Life Members of ABATE of California--still have many members who work with politicians and those who can influence what is needed in Motorcycle Rights. The main Goals may change depending on what is needed, and the organization has become flexible.

Unfortunately, there are still many people out there who wish we would just go away. I've told people before, and it still stands true: If we quit, they win, and that is totally unacceptable! Please do your part, join ABATE of California if you're not a member, or continue your membership, get involved and bring some friends with you!

Membership Report written by Sporty Milligan

Hello ABATE Members! It's crunch time for membership raffle tickets sales. Please have the tickets sold and returned to the state office by June 30th.

Hopefully you're out there trying to sign-up new members. The more members, the better it is in the scheme of things. With things starting to open up and motorcycle events happening, it gives you chances to get and look for potential new members. When you make the membership sale, you need to keep the sale by getting the renewals to renew their memberships for another year.

Encourage folks to visit your Business members' business. In this very Bailing Wire, we have a Spot Light on Business Members; a small column that highlights a business member of your Local. I have started this by highlighting my business members. I encourage you to do the same! Again, look for new members and encourage your renewals to renew. Like I have said in the past, there is unity and strength in numbers of members.

Membership Chairman Sporty Milligan reporting.



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Latest Legislative Information From ABATE



California has always allowed valid "out of state" OHV registered vehicles to use our public lands. It has come to our attention that some of our neighboring states have recently implemented a "non-resident" fee for OHV's being operated in their state. By no longer honoring our California registration these states are reneging on a long standing tradition in the OHV community. These new regulations will be expensive and prove onerous to every legally licensed OHV owner that travels and recreates in other states. Our ABATE OHV Division is asking for your help and financial support in fighting this type of legislation. Assembly Bill 2761 sponsored by Assemblyman Gallagher (Republican—Yuba City) seeks to remedy this issue of reciprocity and ABATE of California is asking you to help the OHV communities of our states restore equal access to OHV areas for all legally licensed users.

In addition to AB 2761, Abate of California is proposing two other bills for our elected official's to consider this year. Our first bill would require DMV to allow rider's to take both the M/C skill's test and their DMV written exam during their CHP certified M/C training classes. After a rider successfully completes and passes both tests the school would submit the information to DMV and they would issue a valid M/C endorsement card by mail to the rider that is valid for the duration of their current California drivers license. Upon license renewal the M/C endorsement would then be added to their new license thereby saving the student the time and expense associated with visiting and testing at their local DMV office.

Our second bill would seek to exempt all M/C riders and especially our Military Veteran riders from being accessed a toll fee when traveling on a toll road within the state of California.

Please help us help you by either joining or making a contribution to ABATE today to help protect your right to ride!

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Lobbyist's Legislative Report

Lobbyist's Report
by James Lombardo, Sr, Lobbyist
The Lombardo Group - Government Relations
916.424.1148 info@lombardogroup.net

The Legislature is focusing on the State's Budget this Month with a June 15th deadline or they don't get paid - great incentive to pass the Budget on time, as they have done ever since Voters passed the State Ballot Proposition.

The State is flush with MONEY since the economy was bristling, despite the Pandemic! Then Congresswoman Nancy Pelosi and the Senate Democrats passed a massive Covid Bailout with only 19% related to the Covid assistance. The rest was PORK for State, City and Counties to bail them out. So more money for Californians' Budget! There is discussion of \$600.00 per person cash payout for those making less than \$75,000.00 at this time, plus \$500 for Dependents, some members are asking for tax rebates instead and those numbers could change as the State Budget moves forward.

Our bills are moving at this time:

SB 227 Jones to allow the sale and continued use of two stoke racing competition off-road bikes.

AB 232 Gallagher to allow reciprocity of off-road vehicles between states, saving our riders paying extra when operating out of state.

SB 799 Glazer and AB 1525 Bauer-Kahan, identical bills that will allow the sale of land that was to be used to expand the Carnegie Off Road park. Which we OPPOSE!

May was Motorcycle Awareness Month, we worked with Caltrans and the California Motorcyclists Safety Program on the Digital Road Signs, "Look Twice" and "Share the Road." So, keep riding and stay Safe!

Thanks as always to the Locals and Members for their continual contributions to the Dedicated Lobbyist Fund. Now even more important to keep us up here at State Capitol with Recall, Budget Surplus and 2000 potential new Laws in 2021.



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Business Member Spotlight by Sporty Milligan

Hi All! Here again is another segment in the ongoing Business Member Spot Light. The Spot Light this month is on ABATE Local 1's Business Member, Plan B Investments, Inc. We're not getting any younger and, if you need some help with investments or a retirement portfolio, the man to call is Martin P O'Malley Jr.

He will go the extra mile to insure you get the complete investment package. Martin aka Marty has been taking care of our investment portfolio and has not steered us wrong. So, if you're in the need of an investment or retirement check-up, call on Martin P O'Malley. He's located at 4512 N Clybourn Ave, #100, Burbank CA 91505. His business cellphone is (818) 259 4403 or (888) 511-4611. Go ahead give him a call!

ABATE Events & Bike Nights for 2021

2021 Events:

- June 4th-6th – Messengers of Recovery 25th Anniversary Celebration Camp out (see flyer this issue)
- July 4th Weekend – ABATE Local 38 - No Host Breakfast run to Alpine
- July 23rd-25th – NCOM Convention (see flyer this issue)
- July 25th – ABATE Local 2 – 25th Anniversary Sweaty Buns Poker Run (see flyer this issue)
- August 20th-22nd – Shagger's 7th Annual Tehachapi Mt Run & Campout (see flyer this issue)
- August 29th – ABATE Local 17 – 21st Annual Sara's Run



Bike Nights:

- ABATE Local 3/13
1st Thursday of the month
(see flyer this issue)

If you have a date for your event, and no details or flyer yet, you may still submit your dates, so others can pencil it in on their social calendar. Then submit your flyer in time for the Bailing Wire and to be posted on ABATE's website.

ALL ABATE Events must have event insurance. Contact the ABATE State office for information.



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Mike Cupp
Owner & Publisher

mikec@quickthrottle.com 18627 Brookhurst St. #359



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Cell: 951-546-9251
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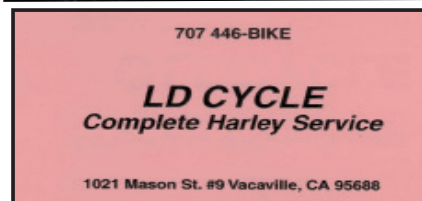
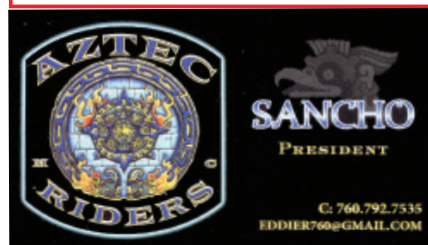
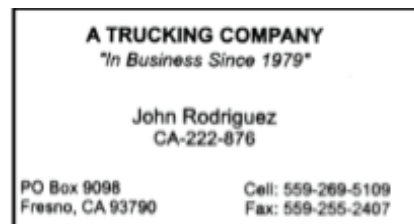
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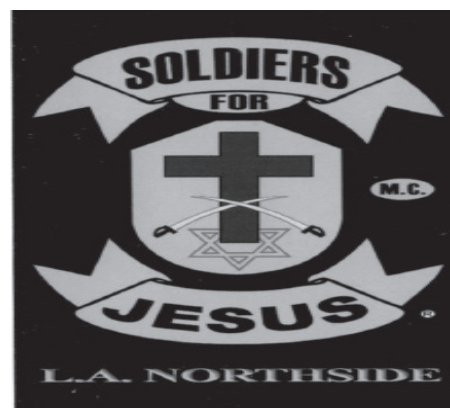
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Sporty's Rides

My column is being written under a bit of distress as I was told of another death. Ex-president of ABATE Local 23 San Bernardino, Kevin Sorell, died Friday, May 7th, from injuries he sustained in a car crash the week before. I was informed of the news by Big Art Rubio at Local 23's Box of Love run on May 8th. Another Freedom Fighter has passed away. I am saddened big time. May he rest in the Freedom Fighter's heaven. We're losing our Freedom Fighter Brothers and Sisters to the end-of-life cycle. We go on with the business of ABATE because that is what our departed members would want us to do. May we all have peace and love and be blessed.

Now I will start this month's treks with my first adventure. It was with the Mulholland HD HOG Chapter. This is the old Top Rocker Chapter that was renamed King's Highway Chapter Calabasas. The date for this event was April 24th. We met at the old Top Rocker dealership, which now serves as the repair shop for Mulholland HD. I was to be at the shop by 7:30 am with kick stands up at 8 am.

It was a blustery morning, so I dressed for the occasion. When I arrived at the shop there were about 7 folks there, that made a total of 8 of us going. As I am a member of the HOG Chapter, I didn't have to fill out a waiver. Because I am a member of ABATE Local 1 and now the HOG Chapter, I can sometimes push ABATE issues at the HOG meetings. That's a good thing.

Back to the ride. The route was devised by Chad Martin. We headed out to the 118 Fwy then took the 14 Fwy to Soledad Canyon and continued on country and mountain roads till we reached our first gas stop at a Shell station off the 138 and 15 Fwy. After we gassed-up, we continued to Hesperia. Then took routes that led us to Joshua Tree National Park. We had a very good lunch at the Joshua Tree saloon. Return route was windy and a bit chilly, but fun. Thanks, Linda, for a wonderful Huell Howser adventure.

Nothing happened until April 30th when I went to El Central for ABATE Local 38's Stimulus run that was being held on May 1st. Ride down was pretty good; there were some spots where the wind picked up and I was rather uncomfortable, but I have gotten better at handling the winds. The route was the 210 Fwy to the 10 Fwy to the 111 and 86 till you arrived in El Central. The route takes about 4 hours to get to El Central.

I arrived by 5 pm and located the starting point, which was just about 3 blocks from the Motel 6 where I spent the night. I was hungry, but did not want to travel far from the motel, so I ate at the Carl's Jr next to the motel. The meal was not that good. Anyway, I was tired and needed rest. My room was okay. Bed was okay as well. The room was not handicap, but I managed to use the stall shower. When you have only one foot, you learn to adapt to situations.

The next day I arrived at the starting point, Coyne Powersports. This is a very nice dealership that does motorcycle and off-road vehicles. Local 38 was surprised to see me, but not flabbergasted. The dealership had breakfast burritos and they were really good along with some good Java. I don't get down to El Central often and don't know the area well, so Ed Aranda, President of Local 38, hooked me up with a couple of riders from the Imperial Valley, Sandra Arozola on a Honda 250 Rebel, Richard Hernandez on a 201 Indian Chieftain Classic and Guadalupe Compos Lee on a Triumph America.

Leaving the dealership, we road to the Calexico Brewing company in Calexico then to the Lazy Lizard Saloon in Ocotillo. From there we went back to El Central to the Imperial Valley mall then to Holtville's Barbara Worth Country Club. I ate a reasonably price meal. I did not win any prizes, but I had a great time. After finishing my meal, it was time to head home. Thanks Ed and Don! I really had a great time at Local 38's Stimulus Adventure run. Again, special thanks to Ed Aranda and the ABATE Local 38 crew.

The ride home was not without its pit falls. The route from Palm Springs was extremely windy and it had me riding sideways. I did make it home, no worse for wear. In fact, I managed to get to an AA meeting at 8 pm that evening.

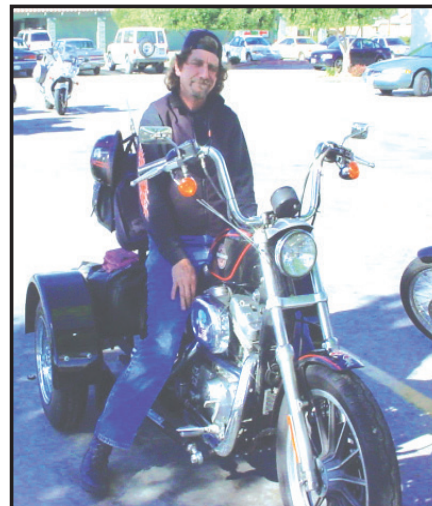
The next day I had to be in Lancaster by 9 am for the Shaggers monthly meeting. Windy ride. We've been planning for our yearly Tehachapi Mountain camp-out in August. See add in this issue of the Bailing Wire. Good meeting. After the meeting we're treated to breakfast courtesy of the club at Crazy Otto's in Lancaster. Was delicious. Thanks guys. After breakfast I went for a ride through Angles Crest and that was a pleasant ride. Before heading home, I got something to drink at the Shell station off Angeles Crest. Spent over on hour BSing with some other riders. From there I took Foothill Blvd to my house in San Fernando.

Saturday, May 8th, was my ride to Loma Linda for ABATE Local 23's Box of Love ride to benefit the San Bernardino Mission. The ride was to the parking lot of Uncle Tony's Custom Cycles where Local 23 president, Ron Morris, was busy setting things up. I make the trek to this run because I really like Ron and the folks at Local 23, it's a good cause and it's a nice ride to get there. Also good food - pulled pork sandwiches, coleslaw and delicious chili.

I bought \$15 of tickets and - wow! - I won two bitchen vests that were donated as raffle prizes. I had another wonderful day - a Huell Howser adventure day - with the good folks of Local 23. It was nice to see Big Art Rubio and Don from the Local as well. Guys, thanks for the fun! It's a good cause you do this for. Stay blessed.

My last ride for this installment was to the Rock Store. Usual ride, so there was nothing special about this trip. Sad note: There is no more Fern as she had passed away a few weeks ago of this writing. She was the wife of Vern who passed several years ago. There was a tribute on the steps that lead to the Rock Store entrance. I stopped there and looked at the picture of Fern and got emotional. She was such a nice lady and would always make you feel welcome when you came to the Rock Store for a nice meal. She will be missed. I stayed there for a couple of hours then decided to take a ride on the various routes in the area. When I finally ended my day, I was emotionally exhausted.

Well, that concludes this month's journeys. Please be careful when you ride and try to do ABATE rides and events. Scribe Sporty reporting.



SB What? AB Where?

Want more details about a bill? Whether it's in the Senate or Assembly in Sacramento go to:

<http://www.leginfo.ca.gov/>

ABATE of Washington April Safety & Education by Texas Larry Walker

"Texas" Larry Walker is a nationally certified Rider Coach for novice, intermediate, and advanced training. He is "Texas" Larry Walker is a nationally certified Rider Coach for novice, intermediate, and advanced training. He is the Senior Instructor for Navy Region Northwest, a long-time motorcyclist rights advocate, with well over 40 years of riding experience.

Last month we looked at how to up our game when it comes to stopping. Now it's time to figure out how we can avoid needing to use those skills. If you find those things out there that will help you kill yourself early enough then you can come up with a plan on how to deal with them.

"We know, Texas, it's all about keeping your head on a swivel." That is a really nice platitude, but what does it really mean? Without some sort of system, it's just random eyeball movements and grabbing at visual items. A really good rider has a system for how they scan, such as far (10-12 seconds out), for early warning, medium distance (6-8 seconds) to assess the threats located earlier, and near (4 seconds) to make the final decision on what to do.

To compliment the multi-layer scan there needs to be a system to divide the visual clues into more ordered groupings, such as traffic signs and signals, then roadway characteristics, and then traffic patterns. For example, if you see a sign that says "right lane ends" and a yellow sign with an arrow indicating a left curve and an advisory speed of 30 and brake lights coming on ahead of you, it might be a logical presumption that the approaching corner might be fairly sharp or challenging.

In more rural areas what can you discover looking well ahead at the roadway and what's the stuff on the sides of the road? Do the power lines on your right make a jog to the left? Do the trees seem to form a barricade ahead? What could that sort of information indicate about the road ahead? It sounds to me like there is a curve ahead, and I'm going to ease up a bit on the throttle until I have more definitive information, such as which way the road bends and how abruptly it does it.

There is a plethora of situations out there, but the crux of the issue is how much advance notice you afford yourself. The sooner that you find things, the more time you have to plan for the hazards. Finding the latte stand on your right and the commuter coming at you in the oncoming lane, soon enough and you can have some sort of plan for what to do if they decide that they absolutely must dive in and get their half caf, low cal, medium temperature with soy not dairy, latte. A good plan goes a long way to avoid having to save your bacon with a quick stop.

Our 23rd Annual Membership Raffle is in Full Swing.

Reach out to your
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Regional Reps to buy your tickets.

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LOCAL NEWS

Local #23 San Bernardino (Pictured to the Right)

Greetings to All! The Local 23 meeting was attended by the regular faithful again. The previous month's minutes were approved. Treasurer Greg stated no change to the bank account. Our VP was MIA. So next was the President's report by Ron Morris. We got updated on the Lobby report of what's going on in Sacramento, then we discussed the upcoming event, Box of Love, our Local is putting on May 8th in Loma Linda. Ride safe out there!

Greg, Local 23 Secretary/Treasurer.

Local #25 Sacramento

Lil' David called the meeting to order at 7:00 pm. There were 6 members and 2 guests attending. The minutes of the last meeting were approved as read. The treasurer was absent, so no report. PAC report: The anti-profiling effort on the federal level is not in bill form yet. Runs/Events – Jesse from Marysville ABATE and Woody from the Grandfathers told us about the motorcycle Awareness Annual Rendezvous that was on Sunday, May 2nd, in Marysville. NCOM is in July this year in Iowa. The meeting was adjourned at 7:30.

Local #38 Imperial Valley

Hello ABATE Members! Local 38's Stimulus Fun Run was held May 1st. We started at Coyne Powersports in El Centro. They provided an awesome breakfast complete with Starbucks coffee, sodas and bottled waters. We had 35 riders that included Sporty from Local 1. Beautiful morning for a ride.

After lunch and raffle prize drawings, we gave away a total of a \$1000. We streamed the stimulus raffle on Facebook thru IVMOTO.Com. The winners are Martin Cuesta, Edward Acosta, Pete Sanchez, Veronica Edwards and Greg Rascon.

I want to thank all of our stops: The Calxico Brewing Co., The Lazy Lizard Saloon in Ocotillo, Sierra Jaime's State Farm office at the Mall Pentagonal Brewing Co., which is now at the Barbara Worth Country Club. Thank you to everyone who sold tickets, helped with the run and thank you to the participants.

Next thing up for us is our annual No Host Breakfast run to Alpine the weekend of the 4th of July. Come to a meeting get involved. See you down the road. Stay cool and ride stay safe.

Ed Aranda President, ABATE Local 38.

HR 366 - Federal Anti-Profiling Legislation Introduced May 3, 2021

Last Friday, champions of the motorcycling community in the House of Representatives introduced a resolution addressing motorcyclist profiling. The resolution H. Res. 366 has three key points:

- (1) promoting increased public awareness on the issue of motorcyclist profiling;
- (2) encouraging collaboration and communication with the motorcycle community and law enforcement to engage in efforts to end motorcycle profiling; and
- (3) urging State law enforcement officials to include statements condemning motorcyclist profiling in written policies and training materials.

The Motorcycle Riders Foundation (MRF) applauds Congressman Tim Walberg (R-MI), Congressman Michael Burgess (R-TX), Congresswoman Cheri Bustos (D-IL), and Congressman Mark Pocan (D-WI) for introducing this bipartisan resolution in the House of Representatives.

During the 116th Congress, a record 138 Representatives cosponsored a similar resolution to the one introduced today yet it failed to reach the House floor for a vote. This came on the heels of the United States Senate unanimously passing a related resolution in 2018.

Legislative action against the profiling of motorcyclists is not limited to Washington, D.C. Across the country, state legislatures are considering measures aimed at combating the profiling of motorcyclists. The MRF is joined by the Motorcycle Profiling Project, state motorcyclist rights organization, motorcycle clubs and individual riders taking a stand on this issue.

With the U.S. Senate on record on the topic and state capitals around the nation taking action it is imperative the House of Representatives follow suit and pass H. Res 366.

President of the MRF, Kirk 'Hardtail' Willard, stated "We thank Representatives Walberg, Burgess, Bustos and Pocan for their leadership on this important issue. Motorcyclists in every state are impacted by profiling. This issue isn't going away, and it's well past time for the House of Representatives to go on the record about the need to end motorcyclist



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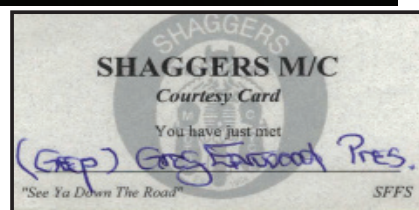

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Local 38 - Imperial Valley Stimulus Fun Run - May 1st, 2021



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NCOM BIKER NEWSBYTES
Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists (NCOM)

NCOM CONVENTION IN DES MOINES WELCOMES RIDERS

NATIONWIDE: The 36th annual NCOM Convention is right around the corner, so plan now to be a part of one of the largest gatherings of motorcycle rights activists in the world. This year's NCOM Convention, to be held JULY 23rd – 25th, 2021 at the Holiday Inn Des Moines - Airport, located at 6111 Fleur Drive in Des Moines, Iowa (515-287-2400), will draw hundreds of concerned motorcyclists to America's Heartland to address topics of concern to all riders. For more information, or to pre-register, call the National Coalition of Motorcyclists at (800) 525-5355 or visit www.ON-A-BIKE.com.



All motorcyclists are welcomed and encouraged to participate in the many meetings, seminars and group discussions that focus on legislative efforts and litigation techniques to protect our riders' rights and preserve Freedom of the Road. Agenda items will cover legal and legislative issues, with Special Meetings for Veterans Affairs, Women in Motorcycling, Clean & Sober Roundtable and World of Sport Bikes, as well as the Christian Unity Conference and Confederation of Clubs Patch Holders Meeting.

FEDERAL HIGHWAY BILL PRIORITIES: In recent years, our nationwide biker community has worked diligently with Congress to include several key motorcycle-friendly provisions in the federal highway bill that died last session; H.R.2 "Moving Forward Act," including further prohibitions against motorcycle-only checkpoints, expanding anti-biker profiling restrictions based on mode of transportation or style of dress, and furthering riders' future advisory role with Congress to ensure our voices are heard when determining traffic and transportation laws, as well as advancing safety funding and autonomous vehicles protections.

Because H.R. 2 failed to pass, our lobbying efforts will need to be redoubled in the U.S. House and Senate once a new transportation measure is introduced in the 117th United States Congress, which now has an extended deadline of September 2021.

The Biden Administration may utilize a new highway reauthorization bill to pass a massive infrastructure spending plan, hoping to authorize some \$2.25 trillion on such items as road construction, mass transit, passenger and freight rail, airports and electric vehicles, with more than a trillion-and-a-half going toward expanding broadband, improving the electric grid, and a growing wish list of additional items.

As Congress begins deliberations on the package of transportation and infrastructure spending, it will once again fall on motorcyclists to ensure that riders' priorities are included in the "Wish List" as this 2021 version of the highway bill develops. You can contact your federal legislators by calling the Congressional Switchboard at (202) 224-3121, or contact their local office and set up a meeting to discuss these issues of importance to all motorcyclists!

MOTORCYCLIST ADVISORY COUNCIL BILL IN CONGRESS: A bipartisan group of U.S. Representatives has introduced a bill to reauthorize the Motorcyclist Advisory Council, a committee comprised largely of motorcycle riders established to advise Congress and the Department of Transportation on matters involving motorcycle safety, and make recommendations regarding infrastructure issues such as road design, traffic issues, and intelligent transportation systems.

H.R. 2141, introduced March 23, 2021 by Rep. Mike Gallagher (R-WI), would reauthorize the MAC for six years; require biennial reports; clarify that specific seats on the 12-member board would be occupied by motorcycle riders and advocates.

If Congress doesn't take action prior to the September 30, 2021 deadline, the MAC is set to expire and will be disbanded, so contact your Congressional representatives today and ask them to cosponsor and support H.R. 2141.

RPM ACT NEEDED TO SAVE MOTORSPORTS: If you have made modifications to your car or motorcycle, or have an interest in motorsports and racing, you could be impacted by the Recognizing the Protection of Motorsports (RPM) Act, which was first drafted up after the EPA's Clean Air Act (CAA) in 2015 sought to make the conversion of production vehicles for "dedicated racing" illegal. Despite bipartisan support in Congress, the RPM Act has failed to pass, but because of the EPA's renewed push to restrict any vehicle modifications for motorsports purposes, the RPM Act is more important now than ever before.

Concerned about emissions, street vehicles -- cars, trucks, and motorcycles -- can no longer be converted into racecars, according to the EPA, which recently announced that enforcement against high performance parts -- including superchargers, tuners, and exhaust systems -- is a top priority.

According to the automotive trade association SEMA (Specialty Equipment Market Association), the sale, manufacture and installation of performance parts for racing would also be a violation of the EPA's ruling.

The RPM Act would protect the racing culture in America by reversing the EPA's interpretation that the CAA prohibits the conversion of a motor vehicle into a racecar, and also safeguards the motorsports-parts industry's ability to sell products that enable racers to compete. The measure would clarify that it is legal to make emissions-related changes to a street vehicle for the purpose of transforming it into a racecar used exclusively in competition, and confirm that it is legal to produce, market and install performance equipment.

QUOTABLE QUOTE:

"He that cannot reason is a fool. He that will not is a bigot. He that dare not is a slave."

~ Andrew Carnegie (1835-1919) Scottish-American industrialist and philanthropist



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ENDORSEMENTS

35

The Following Organizations All Endorse Legislation Addressing Motorcycle Profiling. These Organizations Represent The Majority of Motorcyclists in America



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REEXAMINING THE DEFINITION OF A MOTORCYCLE

Background:

Currently the National Highway Traffic Safety Administration (NHTSA) defines the term "motorcycle," for the purpose of the statute and regulations it administers, as "a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with ground" (49 CFR 571.3). This has not been revised or amended since initially defined back in 1967.

In recent years a new type of vehicle has entered our roadways, commonly called an autocycle. These autocycles are classified as motorcycles but have little resemblance or operational characteristics to that of a motorcycle. This ambiguity about autocycles has created a patchwork of rules and regulations regarding licensing, insurance, registration and training courses from state to state.

MRF Position:

The Motorcycle Riders Foundation encourages NHTSA to carefully review and update the definition of a motorcycle. The MRF believes a more appropriate definition would be "a motor vehicle, as was originally manufactured, with motive power, having a seat or saddle requiring the rider to sit astride, designed to travel on not more than three wheels in contact with the ground, steering controlled by handlebars, acceleration and braking controlled by handlebar and foot controls and capable of reaching speeds in excess of 30 mph."


In 2019 a bipartisan group of lawmakers sent a letter to NHTSA asking for clarification of the current definition and whether a revised definition might be appropriate. The lead author of the letter was Congressman Michael Burgess of Texas.

Request:

When your office has dealings with DOT or NHTSA please consider asking about the current definition of a motorcycle and whether this 40-year-old definition is appropriate in 2021.



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Los Angeles County - Local #01

Sporty Milligan 3rd Sun - 9AM
818/361-8800

Simi Valley - Local #02

Jim Kibbe 2nd Tues 7:30PM
VFW Post #10049
4242 E Los Angeles Ave.
jimkibbe53@gmail

Thousand Oaks/Ventura Local#03-13

Chuck Pederson 3rd Thurs - 7:00 PM
kath55344@gmail.com

San Diego County Local #06

Snowman 1st Sun - 12 Noon
P O Box 501946 Kate Sessions Park
San Diego CA 92150 Pacific Beach
619/855-9981 92109

Orange County Local #08

Daniel Pfaffly 2nd Mon. 7:30PM
714/365-5907 dpfaffly@gmail.com

Alameda, Contra Costa, Solano & Napa Counties Local #17

Sal De Renzi 3rd Sunday - 10:00 AM
707/483-7445 Judy's Wild
Wrangler Saloon
4823 Midway Rd
Vacaville CA 95688

Pomona Valley Local #19

Jeff Bassler 4th Wed - 7:00 PM
909/596-9685

Orange County - Local #20

Rick Robison 2nd Mon. - 7:00 PM
714-315-1150 American Legion Post 132
local20abate 143 Lemon St.
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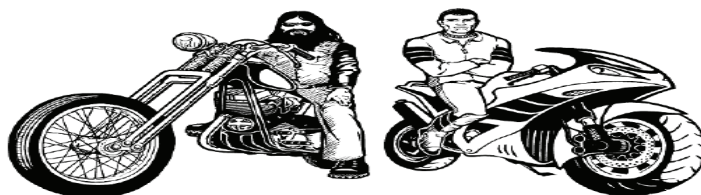
San Bernardino - Local#23

Ron Morris 1st Sunday 9:00 AM
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Fresno - Local#24

www.abatelocal24.org 2nd Wed - 7:00 PM

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Sacramento - Local#25

Lil' David Morena 3rd Thurs - 7:00 PM
916/616-9605 Denny's
3520 Auburn Blvd
Sacramento CA 95821

Riverside - Local#27

Bob Marshall 1st Tues - 7:00 PM
drbobmarshall@yahoo.com @ abatelocal27

Yuba City - Local #33

Steve Katan 1st Tues - 7:00 PM
530-749-1003

Imperial Valley - Local#38

Ed Aranda Last Thurs - 6:30 PM
Call Ed for meeting info 1-760-554-8843
Edward_A12@yahoo.com

Bakersfield - Local#40

Darren Billesbach Jr. 3rd Tues. 7:00 PM
360/296-9335
darrenzemail17@gmail.com

High Desert Local 44/47

Dave Hastings 2nd Sat. 9:30 am
760-947-4700 davesautorpair@aol.com
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16195 Main St.
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