

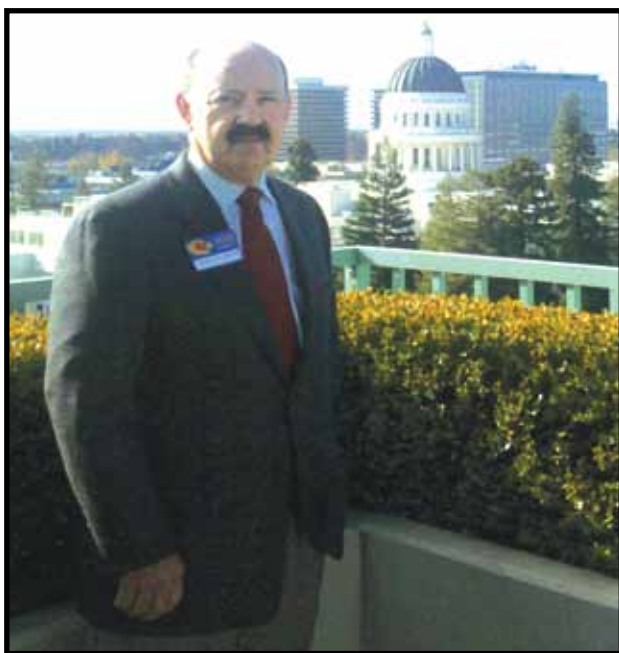
# The Bailing Wire

ABATE of CA. Newsletter for Motorcyclists Volume XXXVI ISSUE III

## A Union of Motorcyclists Dedicated to Freedom of the Road

April 2017

## American Brotherhood Aimed Towards Education



by James Lombardo, Lobbyist

Currently, the California State Senate and Assembly have been reading Governor Brown's 2018 proposed budget; concentrating on the subcommittees' review and then approving portions of the Governor's Budget. Finally, in May, after we've paid our state taxes, the Legislature is sent information to count actual amounts received and that is what you hear for the May revised Budget. This means the Legislators figure out how much they can spend of this NEW money. Former Republican Governors Deukmejian and Wilson gave extra tax money back to taxpayers, one year!

CMSP Alert: A meeting has been set for March 21<sup>st</sup> at CHP Headquarters. I, as ABATE designated Voting Member, will be in attendance. The topic of discussion is new Lane Splitting Guidelines and probably a vote on Approval/Disapproval. We will keep you updated, check the ABATE website for outcome of Advisory Council to CMSP.

In the coming weeks, the subcommittee for the review of proposed CMSP Orange/Yellow Hi-Vis vests will be scheduled. I again, as Voting Member for ABATE, will be in attendance and will work to defeat these proposals, we already had the meeting postponed due to our opposition.

As you know May is Motorcycle Awareness Month. In partnership with the California Strategic Highway Safety Plan Committee, Total Control Training, an ABATE Business Member is offering Refresher Training classes for experienced riders on their own motorcycle. These

classes are taught by CMSP-certified Instructors and consist of four hours of riding training at a cost of \$95. Go to <http://cmsp.msi5.com/> under Refresher Training to find a class near you.

Every Monday in the State Senate, it has been bash President Trump, and his agenda (mostly unreleased yet) with at least one weekly non-binding resolution decrying his Administration for taking action on immigration and Obamacare, as well as other issues!

Finally, the policy committees are starting to meet for hearings on the 2,400-plus bills the Senators and Assembly Members have introduced. Our bill, AB 1027, by Assemblyman Acosta (R-Santa Clarita) is scheduled to be heard March 27<sup>th</sup>. It will allow Experienced Riders over 21 years old, and Military Personnel, who wish to test out of the Novice Beginner two or three day Motorcycle Training Course and proceed to a one day Intermediate Course that will only cost already experienced riders one day. Once passed, they will receive their DL 389 DMV waiver thus avoiding taking time off work to take a DMV field lollipop rider test.

Two major bills to extend the off-highway vehicle (OHV) program have been introduced. SB 249 by Senator Ben Allen (D-Santa Monica), sponsored by many environmental groups and opposed by a network coalition of off-road groups, passed the Senate Natural Resource & Water Committee and will now be heard in the Senate Transportation and Housing Committee, next. This bill mandates unheard of environmental restrictions on the California's 46-year-old OHV program.

The other bill, AB 1077, by Assemblyman Patrick O'Donnell (D-Long Beach) sponsored by the off-roaders, industry and most other OHV organizations will extend, and remove the sunset from, the OHV program — no other requirements for mandating, and funding, special environmental projects.

Many more bills will be set for hearing in April; stay tuned for updates on these and other bills.

Thanks to all the individuals and Locals who contribute to the dedicated Lobbyist fund!

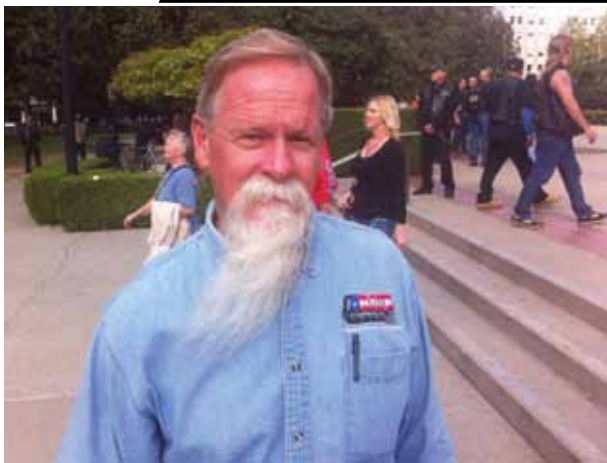


### Table of Contents

Page 1	Lobbyist Report
Page 2	Executive Director
Page 3	Membership Report
Page 4-5	Local Reports
Page 6	VIP Members
Page 7	PAC Report
Page 8	OFF Road Pics
Page 9-10	Biker News
Page 11-13	ABATE Accomplishments
Page 14	Runs & Donations
Page 15	Tech Tips
Page 16	Sportys Rides
Page 17	Off Road App.
Page 19	Safety Report, Jr Application
Page 20	Thanks to our Business Members
Page 21	Merchandise
Page 23	Business Members
Page 24	ABATE Meetings



## Executive Director's Report



### by Dave Hastings, Executive Director

This has been a record breaking year for rain in California and I have a feeling Mother Nature is probably not finished with us quite yet. The wet weather has definitely cut into my riding time and even if you are still venturing out on a regular basis we are all probably looking forward to some dry roads and warmer weather conditions soon.

Bad weather puts a dampener on the "fun factor" of riding a motorcycle and often turns it into work. You arrive at your destination tired and worn out, possibly wet and cold, and often times wondering why you just didn't give in and drive your car or truck instead. No matter how wet, cold, or miserable the conditions, I always see a few hardy souls out there slogging down the highways on their motorcycle, going to who knows where and I have to admire their dedication (or is it absolute determination?) to ride a motorcycle under those conditions.

Seeing them always brings to mind our ABATE organization. Our members also slog down the road every day of the year seeking freedom of choice and equality for every rider in California. We do not ask for anything not already granted to every other highway user, we are just seeking equalized treatment and protection under existing California law. We should not be singled out simply because we choose to ride a motorcycle instead of driving a car or truck.

ABATE of California is dedicated to educating the uninformed populace regardless of whether they ride or not, protecting the motorcycle rights of every rider in our state, and preserving our motorcycle lifestyle for future generations. Just like the riders in the rain we do this every day of the year, good or bad weather, and we will continue to slog on down the road until we get to where we need to be.

We can't guarantee you the weather will always be nice or the roads you travel on will always be dry, but we will do our best to make sure you will still be able to ride when and where you want, without unwarranted law enforcement harassment, and with every right and protection afforded to every other mode of transportation in this state.

Join us on this ride. Become an ABATE member today and protect your "right to ride" in California. Give me a call and we'll get you signed in as a member of the best MRO in California. Good weather is just around the bend - let's ride the highways together this year!

## ABATE of California Inc CHANGE OF ADDRESS

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Thank you for your help in making this a smooth transition

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## 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 now has their off road division up and running!**

Join on Page 17



**ABATE OF CALIFORNIA, INC.****American Brotherhood Aimed Towards Education**

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**Bill Bish, Sporty Milligan, Jim Lombardo, Dave Hastings, Norm E. Newiger & 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.

Business Card size	\$15.00/Mo	\$150.00/YR
Business Card with color	\$20.00/Mo	\$200.00/YR
Super-Size Business Card with color	\$250.00	Yearly only

A Super-Size Business Membership includes Business card on our website with a web link to your business.

ALL Yearly rates Includes a Business membership to ABATE Of California.

Business Memberships include two persons at the same mailing address, and a display plaque for the first year. Business cards need to be mailed to the ABATE State Office with membership application and appropriate fee.

Other Business Ads or NON-ABATE Event Flyers Rate:

¼ Page (5" w x 7.8" h)	\$150.00/Mo	\$1,500.00/Yr.
½ Page (10" w x 7.8" h)	\$175.00/Mo	\$1,750.00/Yr.
Full Page (10" w x 15.5" h)	\$350.00/Mo	\$3,500.00/Yr.

**Color ads are 25% extra.**

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Color for an ad or flyer is extra and (ad copy, print ready) must be submitted showing color. All ads MUST be pre-paid for whatever duration you will be running the ad. Prices do not include any changes that you may want to make to existing ads placed with us.

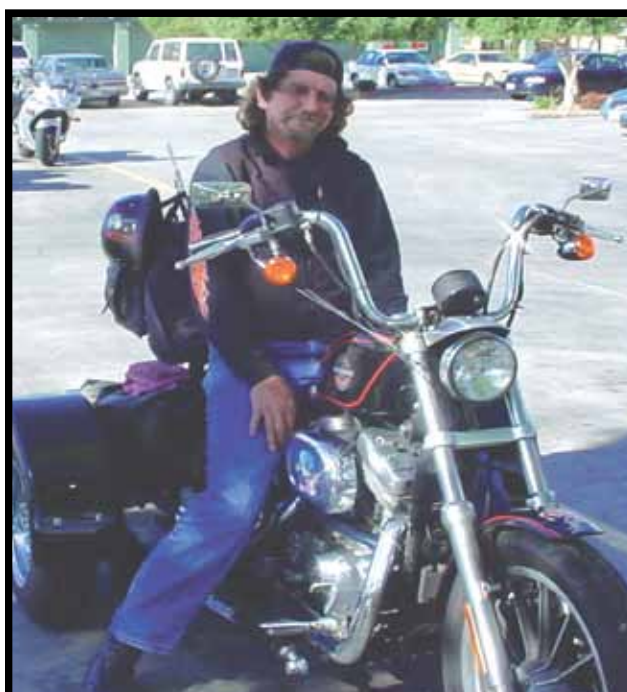
Ads should be submitted electronically – in a jpg or tiff file – email to [bailing.wire@abate.org](mailto:bailing.wire@abate.org) and either mail payment to the address below or call with credit card number and billing information.

**CLASSIFIED** 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)

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.

**MEMBERSHIP REPORT**

**by Sporty Milligan,  
Membership Chairman**

Ok fellow ABATE members we're getting ready to start selling the annual Special Raffle Membership funding tickets. Our new state office lady, Janet, will be sending out each Local's allotment of tickets. Please sell them at your meetings and events. Your support for this endeavor will help contribute to funding the Membership Drive in all phases of the drive. ABATE thanks you for that.

In the past I have asked you for ideas that can help improve our Membership program. I am

again asking for your help to come up with some ideas.

The weather is getting nicer so that will be the start of the spring riding and run season. Don't forget to carry your membership application cards with you.

ABATE Local 8 had a booth at the Long Beach swap meet. They sold motorcycle stuff and had a membership table as well. So, as you can see there are many ways to collect new members. I am asking you to use your imagination and come up with clever ways to sign-up new members. Also ways to keep your Local's renewals.

So when you are asked to buy the Special Raffle funding tickets, please support the Membership Drive and buy some tickets. You will be glad you did.

Once again, if you have a brilliant idea for improving the Membership program please send your ideas to me at my email [williammilligan285@yahoo.com](mailto:williammilligan285@yahoo.com).

Ok, get busy, sign-up new members and Locals do your best to keep the renewals.

Regards, Sporty, Membership Chairman

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# LOCAL REPORTS

## Local #01 Los Angeles



Hi all! This report will again be on our meeting that will be held after the submissions to the monthly Bailing Wire are due. So this report will be a conjecture of sorts. With that said, the following will have occurred:

We start each meeting with me welcoming the members to the meeting. Next we do the Pledge of Allegiance. I will give the president's report (emphasis on getting more money for the Local), and talk about long time ABATE member Steve Broughton (Locals 1 & 40) who recently died.

Next will be the PAC report, items of political importance to motorcycling, thoughts on the anti-profiling bill, and a recap of the Polar Bear run.

Glen C will give the membership report, VP Jim N will give the VP's report, and there will be a run report.

Then we have member input and adjourn the meeting. We finish with a low cost great breakfast prepared by the fine cooks at the Elks Lodge.

That's how we usually do the ABATE Local 1 meeting. Thanks for reading!

Sporty, Local 1 President

## Local #02 Simi Valley



This is one beautiful evening, twilight time, the smell of BBQ and being with your friends. All we need is to all be here and enjoy! A great big thanks to our volunteer cooks Jim and Steve!

We meet here on the second Tuesday of the month at VFW Post 10049, 4242 East Los Angeles Ave and we serve a great \$5.00 meal of hamburgers or hot-dogs and all the fixin's you can eat. You'll get stuffed if you want, no problem. We start serving our great meal at 6:45 and stop at 7:20 then it's time for our meeting starting promptly at 7:30.

Pres Guy got us going with the Pledge of Allegiance and talked about our upcoming Sweaty Buns Run. It takes months of planning because we do it right!

We had a really special guest speak to us tonight, Commander Wright of VFW Post 10049. First off, he thanked ABATE for what it is and does and invited us to their events as well. He talked about participation with them in the future and this post is very busy.

Secretary Jane read the minutes, our treasurer, Pat, gave us her report and we are good, PR Norm finally made it to his first meeting of the year (been very sick) and talked about reading the Bailing Wire on line, Membership man, Frank, gave us his report, Bob, "Pigface", talked about the previous rides and passed out flyers and discussed our next ride.

Tonight, went so fast I was hungry before I left at 8:45. It was exciting to listen to Commander Wright talk to us. ABATE Local 2 thanks the VFW Post. They provide for us a great meeting room, an outdoor patio with a great BBQ gas grill and a great fair priced bar for anything you desire to drink.

We missed all who couldn't make it here and hope to see you next month, PTL norm e.

## Local #03/13 Thousand Oaks/Ventura



Join us on April 23<sup>rd</sup> for our annual Leather Weather run. Great poker run ride and awesome after party with food, live music, run prizes and raffles. Check this month's Bailing Wire for flyer and details or go to [www.facebook.com/events/344423879289946](https://www.facebook.com/events/344423879289946) for details.

Our Local 3/13 is growing and evolving. The enthusiasm for our cause is contagious. We've been riding and making new friends in other clubs and groups. Spreading the word that ABATE's legislative activities help all riders. It's all about motorcyclists' rights across all clubs, groups and organizations!

Supporting ABATE makes a statement and sends money to work towards fair treatment of motorcyclists. Whether you ride with ABATE or ride with another group, being a member of ABATE and/or just participating in these events, contributes to the work we do protecting your motorcycle riding rights. The comradery and the interest in our mission is contagious!

Our past president, and ABATE's California State Legislative Director, Chuck "Chief" Pedersen, and MRO Rep. Keith "Solo" Johnston, along with some of our officers, continue to network with various other groups, building alliances to assemble a formidable voice in Sacramento. Issues we are working on include a new "Anti-Profiling" bill. There is part of a nation-wide effort!

Our Local 3/13 is always welcoming new members. President Tim "Tiny" Suffolk and his officers are busy planning events and rides, and general fun together, while working towards our goal to support motorcyclists' rights.

Bike nights are held the 1<sup>st</sup> Thursday of each month, 7 pm, at Azar's Sport's Bar & Grill in Newbury Park; general membership meetings are on the 3<sup>rd</sup> Thursday, 7 pm, at Elks Lodge, 158 N. Conejo School Road in Thousand Oaks; and Sunday rides every Sunday, meeting at Azar's for breakfast around 9:00 am and kick-stands up by 10:15.

Come join us to any of these events and bring your friends. Check us out on Facebook at [www.Facebook.com/ABATE313](https://www.facebook.com/ABATE313) to follow our events and issues.

It's all about motorcyclists' rights across all clubs, groups & organizations!

Ride Free! Kathleen "Mama Bear" B., P.R., Local 3/13

## Local #08 Orange County



Howdy all from Local 8! First and foremost thanks to Sporty and Local 1 for putting on the Polar Bear

run. Despite some sprinkles it was a fun event, and a successful one for Local 8. We met a couple from our area on the run and by the end of the event signed them up as new members! Local 8 member Mike Barber won the high hand and donated his winnings to the Local.

Local 8 is planning its annual sale at the SoCal Cycle Swap Meet on July 30<sup>th</sup> in Long Beach and we are looking for any and all type of motorcycle related donations to sell. If you have something you don't need or want anymore, please call Steve at 562-298-6236.

We had our Local meeting Monday night. Much of it focused on preparations for the Swap Meet event. While brainstorming we noticed we are far better at giving out information (Bailing Wires, Contact Cards etc. ) than we are at collecting information (Names, Addresses, Phone numbers). We have a plan to address this deficiency, and would like to discuss best practices with other Locals who are willing to share. Please give a call at the number above.

Jared won the opportunity drawing, but was not there to collect. Opportunity rolls to next month.

All for now, Ride Safe, Steve

## Local #11 North San Diego County



Such a beautiful day for a meeting and a ride! We had pretty good attendance for our small Local and voted to continue to donate to the lobbyist fund even though we are almost out of funds ourselves. Hoping that a good attendance at our EVENT ON MARCH 25<sup>th</sup> will help our bank account.

Dogman gave the PAC report and discussed all that the MRF was doing on a national level and that ABATE supports the MRF. Also explained and discussed following CA legislative bills:

SB 672 to remove the sunset for traffic light sensors law. Tim Clark asked us all to notify the city and county of any lights that need the sensors recalibrated. AB 1027 Intermediate Riders Course which ABATE is co-sponsoring. Also that the CHP will be discussing with ABATE the new proposed guidelines for lane splitting.

Regional Rep Dave Connors talked to us about getting educated and acclimated to the court system by attending court cases to see how the lawyers and judges work the system. In this way, if you need to be in court, you will be much better prepared and educated. He also said to check out the Law Library Pleadings and Practices Manual for your type of court case to find the template for filling out case format so as to be able to leverage your freedom by knowing how the court system works.

We prepared for our upcoming event by going over details.

Dogman Mark Castillero

## Local #20 Orange County



Local 20 conducted their meeting on Tuesday, March 14<sup>th</sup>, at the American Legion in Cypress. 31

Continued on page 5



## LOCAL REPORTS

individuals were in attendance. Various topics were discussed such as the progress of the California anti-profiling bill and the need for all motorcyclists to complete the National Motorcycle Profiling Survey on the Motorcycle Profiling Project website.

A dollar raffle took place at the meeting to win \$36.00. Freddy Zariczny's name was drawn, but he was not present. The money will roll forward to the next meeting. The next Local 20 meeting will be on Tuesday, April 11<sup>th</sup>.

Any questions regarding the content of these minutes or Local 20 meetings can be directed to non-politically correct Gill.

### Local #38 Imperial Valley

Hello ABATE members! We are having our 5th annual Party on Wheels Raffle. Tickets are \$5.00 each, you need not be present to win.

Our ice chest on wheels is valued at about \$500.00 and will be raffled off on May 6<sup>th</sup>. We will be having a Fun Run to raffle it off. It will start at Coyne Powersports in their new location on 4th Street and the I-8 Freeway. For more info contact myself (760-554-8843) or Ken Samples (760-352-2838).

We need help selling tickets, as well as help on the day of the event.

For the first time in close to 20 years ABATE Local 38 will not be cooking Carne Asada on Mother's Day weekend for the Southern Regional Rally. What will Ken and I do?

We need ideas for our Anniversary Party. Come to our meetings on the last Thursday of the month, 6:30 pm at La Fonda Restaurant on 4th Street in El Centro.

Well bye for now, Ed Aranda, President Local 38

### Local #52 Grass Valley



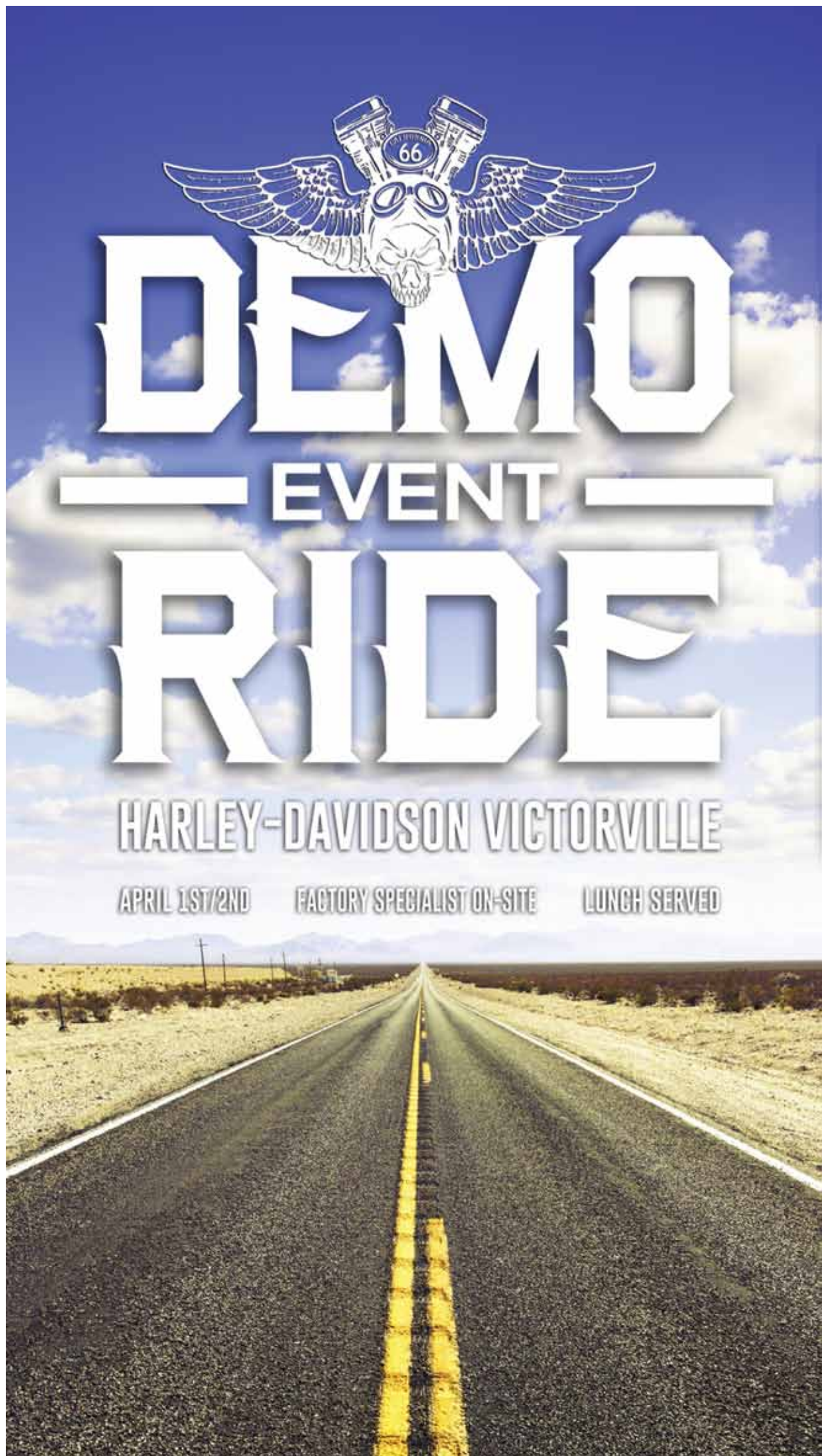
Hi folks! We got a much appreciated winter but the riding season is here! As discussed in our monthly meetings we will certainly plan on a Cheeseburger Run this year. Last year was pretty successful and bumping it up a little earlier may increase the odds of good weather and an even better turnout.

Would like to do more events for our Local as well. A few local destination rides would be good.

As always, getting some presence at other events to promote our organization should be on the agenda.

Like last year, I will challenge every member to sign up one new member. Don't forget the businesses! Business members are very valuable to ABATE. Likewise, it's an inexpensive means of advertising while supporting a worthy cause.

Every year our Local is growing. We are definitely moving in the right direction. Ride safe! Craig



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Go to [www.abate.org](http://www.abate.org) Drop down "About ABATE" and click on "ABATE Discussion Group"

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Mike & Mary Osborn

**ABATE Local #06**

Bart & Wendy Perry

**ABATE Local #08**

Robert Boggs  
Steve Howe  
Tim Sr. & Yvonne Tennimon

**ABATE Local #11**

Dick & Sherry Beckton

**ABATE Local #17**

Greg & Diane Howe

**ABATE Local #19**

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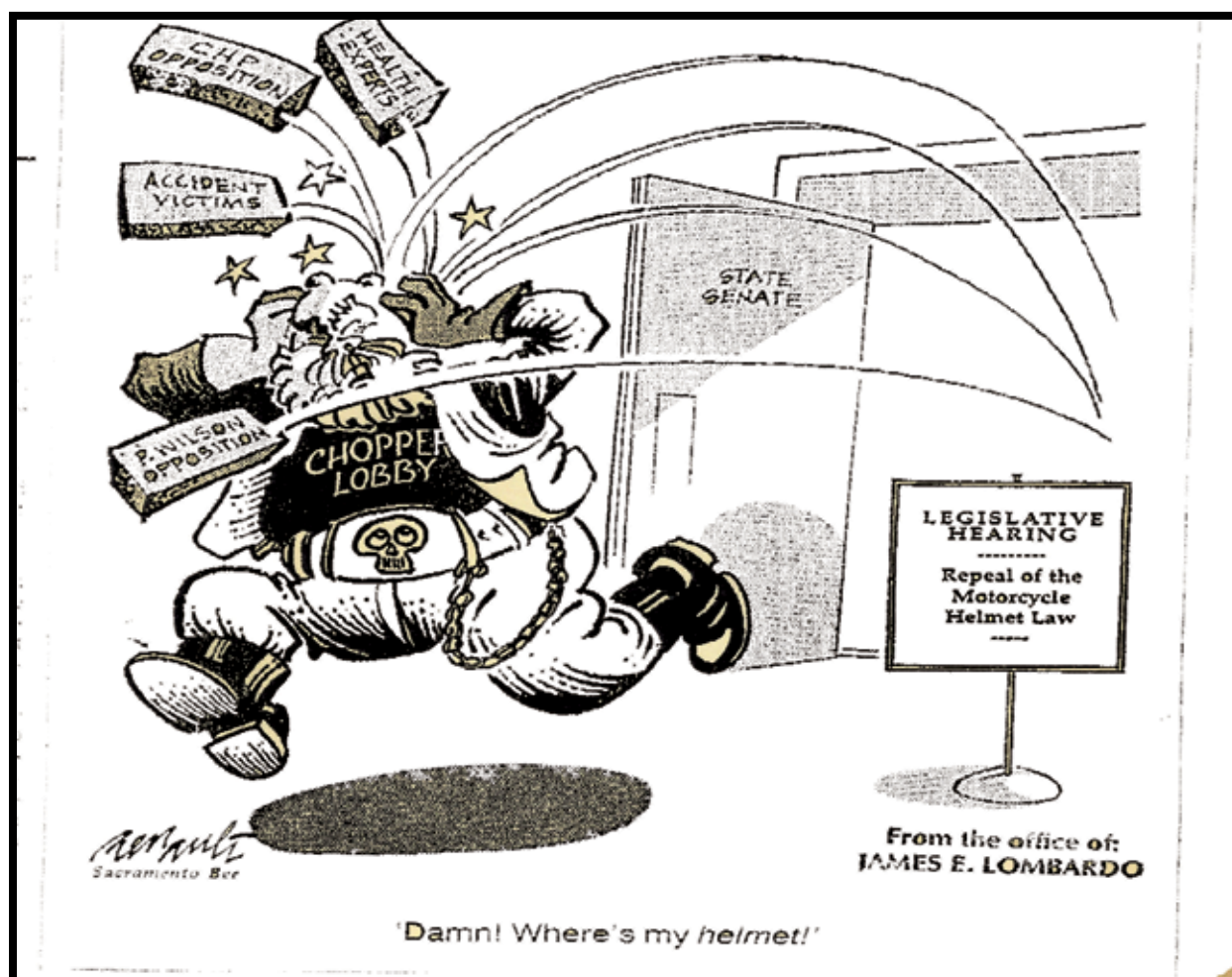
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Dave & Carol Hastings  
Ken & Glenice Hatfield  
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Leland & Debbie Phillips  
Steve & Wendy Shoemaker

Sustaining Members (VIP's) are mailed a hard copy of the Bailing Wire (the months it is printed); a certificate of Appreciation (suitable for framing); their membership card with VIP printed on it; and their names printed on this list. **ABATE of California appreciates their extra support.**

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# Pac/Treasurer's Report

by **Dave Hastings, PAC Treasurer**

Even though this is an "off-year" in our California election cycle, ABATE PAC and our Lobbyist, Jim Lombardo, will still be hard at work monitoring proposed legislation being introduced by both our new and returning legislators in Sacramento.

Over the years we have found that we can be very effective in influencing the wording, passage and even defeat of bills we feel are not in the best interest of motorcyclists as long as we keep a "sharp eye open" and "an ear to the ground" in the halls of our legislature. Some of these bills are simply poorly written, some are not necessary, and some are outright discriminatory. Our job is to help bills that benefit us and to bring everything else to a screeching halt before it becomes passed into law and we are very, very, good at what we do.

You can become part of this process by becoming an ABATE PAC member. The requirements are simple. Be a current member of ABATE of California, attend two consecutive ABATE PAC



meetings, and finally, do not miss more than two consecutive PAC meetings in a row. Simple enough and very easy to do. Once you become an active PAC member you will be kept up-to-date on legislative issues and more importantly, you become a voting member of ABATE PAC and will have an active role in monitoring and controlling all legislation that will affect your motorcycle lifestyle.

This is one of the most important and far reaching tasks that ABATE of California does for every motorcycle rider in our state. Most of the time we don't take credit for what we do and

that is one of our biggest corporate problems and sorely needs to be addressed. Even when we do take credit, we are often overshadowed by other organizations that try to "steal our thunder" with their big public relation machines.

We are a volunteer organization that operates very effectively on a minimal budget. We know what we have done for our California riders and we are damn proud of our accomplishments. I've always said "If you're here to make money or a name for yourself, you're in the wrong motorcycle group and we probably don't need you" and that is simply and honestly the truth.

ABATE and our PAC exist because we know what we want and we know how to accomplish our goals with the least amount of your money and our time spent. Our organization operates on dedicated volunteerism and determination. We get in, get the job done, and get out. It's that simple and it works.

Join ABATE PAC and become part of our winning team. You won't make any money, you probably won't be famous, but you will be able to look in the mirror every morning and know that the person looking back has integrity, honesty, courage, and dignity. What more can you ask for?

Join us today. The legislative battle will go on forever and we're here for one thing only. We like to win.

"Thanks to those that do, and to those that don't, please try to!"

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February 24 2017 – Jaw Bone Canyon Kern County CA – 9 motorhomes, 1 fifth-wheel, a lot of dogs and a tent. The weather was sunny, the wind was calm and the temperature was COLD. Good friends and lovers of off road coming together in someplace new. Most of us had never been there and with its many valleys and hidden canyons it turned out to be a great place to ride our OHVs and test our meddle on the steep hills. The camping wasn't too bad either. Thanks for a great weekend L44/47!





## NCOM Biker Newsbytes

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. If you've been involved in any kind of accident, call us at 1-(800) ON-A-BIKE or visit [www.ON-A-BIKE.com](http://www.ON-A-BIKE.com).

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

**CONGRESSIONAL BILLS REINTRODUCED TO CURB ETHANOL:** Calling the Federal Ethanol Mandate "a Flop," a bipartisan group of lawmakers have re-introduced two bills in the U.S. House of Representatives to cap the ethanol content of commercial gasoline and decrease the total volume of renewable fuel that must be contained in gasoline on the American market.

"It's time the ethanol mandate became a thing of the past. While well-intentioned from the start, after a decade of this policy it couldn't be more obvious that the RFS is a flop," announced Congressman Bob Goodlatte (R-VA) on March 2, 2017 after introducing two bills to alter the Renewable Fuel Standard (RFS), the RFS Elimination Act (H.R. 1314) and the RFS Reform Act (H.R. 1315).

Reps. Goodlatte, Jim Costa (D-CA), Steve Womack (R-AR), and Peter Welch (D-VT) issued a joint statement after reintroducing H.R. 1315; "The Renewable Fuel Standard is a well-intentioned flop...it's clearer than ever that the federal government's creation of an artificial market for the ethanol industry has resulted in a domino effect that is hurting people across the country."

The RFS Elimination Act (H.R. 1314) has the support of 60 bipartisan cosponsors and would repeal the Renewable Fuel Standard which mandates that 36 billion gallons of renewable fuels (primarily corn ethanol) be part of our nation's fuel supply by 2022. The RFS Reform Act (H.R. 1315), which has the support of 42 cosponsors, "eliminates corn-based ethanol requirements, caps the amount of ethanol that can be blended into conventional gasoline at 10 percent, requires the EPA to set cellulosic biofuels levels at production levels, and decreases the total volume of renewable fuel that must be contained in gasoline sold or introduced into commerce for years 2017-2022."

**BLACK BOX PRIVACY PROTECTION ACT: H.R.736**, the "Black Box Privacy Protection Act", was introduced in the House on January 30, 2017 by Rep. Michael Capuano (D-MA). This bill amends the Automobile Information Disclosure Act to require manufacturers of new automobiles to disclose on the information label affixed to the window of the automobile: (1) the presence and location of an event data recorder (commonly referred to as a "black box"), (2) the type of information recorded and how such information is recorded, and (3) that the recording may be used in a law enforcement proceeding.

The bill sets forth similar requirements for motorcycle manufacturers.

An "event data recorder" is any device or means of technology installed in an automobile that records information such as automobile or motorcycle speed, seatbelt use, application of brakes, or other information pertinent to the operation of the automobile or motorcycle. The bill prohibits the manufacture, sale, offering for sale, or import into the United States of an automobile manufactured after model year of 2016 that is equipped with an event data recorder, unless the consumer can control the recording of information.

Violators are liable to the U.S. government for a civil penalty of up to \$5,000 for each violation with a maximum penalty of \$35 million for a related series of violations. The event data recorder in an automobile



or motorcycle, and any data recorded, shall be considered the property of the owner of the automobile or motorcycle. Retrieval or downloading of recorded data by any other person is unlawful, except: (1) with the owner's consent, (2) in response to a court order, or (3) by a dealer or automotive technician to service the vehicle. Certain violations are to be treated as unfair or deceptive acts or practices under the Federal Trade Commission Act.

**IDAHO SENATE KILLS ANTI-PROFILING BILL THAT HOUSE UNANIMOUSLY ENDORSED:** Idaho senators killed a proposal outlawing motorcycling profiling, which had passed the House unanimously, defeating H.B.123 on the Senate floor by a vote of 22-13 on March 15.

Several senators said they'd spoken with their local sheriffs or other law enforcement and learned there had been no complaints of motorcycle profiling, that law enforcement opposed the bill, and one senator testified that his local sheriff said if the bill became law a motorcycle gang member wearing colors who was stopped for probable cause would get a plausible defense.

The bill would have banned motorcycle profiling by state or local law enforcement, which it defines as "the arbitrary use of the fact that a person rides a motorcycle or wears motorcycle-related paraphernalia as a factor in deciding to stop and question, take enforcement action, arrest or search a person or vehicle."

In 2011, the state of Washington passed a further-reaching law, which also included requirements for training for law enforcement. Advocates reported that complaints about motorcycle profiling there dropped 90 percent after the anti-profiling law took effect. In 2016, Maryland became the second state to enforce such anti-profiling measures.

"This bill is consistent with good police practices, which relies on conduct for making a stop," said Senator Jeff Agenbroad (R-Nampa), the bill's Senate sponsor in an interview with The Spokesman-Review newspaper.

**WASHINGTON ACTIVISTS RALLY FOR LANE-SPLITTING:** Motorcycle advocates rallied in Olympia on Friday, March 17 in support of state Senate Bill 5378, which would allow motorcycles to go in-between cars stuck in traffic, or "split lanes."

Some motorcyclists are demanding a public hearing. The bill has passed in the Senate with a bipartisan majority but has since been stuck in a House committee for weeks. Motorcyclists want a vote on it, and before that can happen, it needs a public hearing.

The issue has created a firestorm on social media, pitting many drivers against motorcycle riders who want to see the legislation pass in Washington State.

"In most cases we can split a lane and not interfere with anybody or not hit anybody, and we can move on right down the road," Andy McAfee, a member of Spanaway ABATE, told CBS-affiliate KREM-2

news.

Basically, the law would allow motorcyclists to ride between lanes of cars in heavy traffic. They would have to keep their speeds below 35 mph and go no more than 10 mph above flow of traffic.

If passed, the legislation would also make vehicle drivers guilty of an infraction if they intentionally block a motorcycle from splitting lanes.

Currently, lane splitting is only legal in California, though similar measures have recently been introduced in Texas (S.B.288), Oregon (S.B.385) and Hawaii (H.B.727).

**GEORGIA BILL WOULD ALLOW MOTORCYCLES TO FILTER FORWARD AT SIGNALS:** Introduced February 27, House Bill 490 in Georgia would allow the operator of a motorcycle to "overtake and pass in the same lane occupied by the vehicle being overtaken under certain conditions":

(1) The vehicle being overtaken is stationary in traffic awaiting the change of a traffic-control signal;

(2) The motorcycle is not traveling more than ten miles per hour; and

(3) The motorcycle is being maneuvered to be placed in front of stationary traffic or to gain access to an adjacent turning lane.

**UTAH LEGISLATURE VOTES TO REQUIRE HELMETS FOR RIDERS UP TO AGE 21:** A bill to newly require motorcyclists ages 18, 19 and 20 to wear helmets has passed the Utah legislature and is on its way to Governor Gary Herbert for his signature or veto. Under current Utah law, motorcyclists under 18 years old are required to wear helmets.

The Utah House voted 43-30 on Wednesday, March 8 to approve S.B.159. The Senate previously approved it 17-12. The bill is sponsored by Senator Brian Shiozawa (R-Cottonwood Heights), an emergency room doctor who says he has seen far too many traumatic head injuries from motorcycle crashes among young adults.

But several lawmakers argued against the proposal, questioning the value of restricting personal freedoms in the name of safety and describing the bill as "legislative creep."

**ARIZONA HELMET LAW DECISIVELY DEFEATED:** "In Arizona, you don't mess with regulations on who can ride in the back of a pickup truck, and you don't force a helmet on a motorcyclist's head," stated the Arizona Republic newspaper in reporting the demise of a Pay-to-Play helmet law proposal in committee. "That was made clear Wednesday (Jan 18), when a bill to mandate helmets got its first public consideration in years and promptly died."

Even the Democratic colleagues of the bill's sponsor, Rep. Randy Friesse (D-Tucson), voted against House Bill 2046.

"Although no one could immediately pinpoint the last time the issue came before a committee, the prior proposal inspired bikers to circle the Capitol mall, longtime staffers said. The rumble from the engines was so loud it was heard inside House and Senate chambers and shook office partitions."

Bikers decked out in leather and bandanas told lawmakers the greater peril came from cars and trucks and said more education for all drivers is the better solution. The eight members of the House Transportation Committee sided with the bikers, voting unanimously to reject the bill.

H.B.2046 would have imposed a fine of \$500 on violators, with \$300 of the fine going directly to a fund for head trauma patients, and in a twist, proposed that riders could pay a fee when registering their motorcycle allowing them to purchase an exemption to the law.

**Continued on Next Page**



Continued from page 9

**DRIVERLESS BIG RIGS NEARLY ROAD READY:** Self-driving big rigs that improve logistics, cost savings and road safety, could be on freeways even sooner than autonomous passenger cars, which have been hogging most of the limelight.

The process of automating long-haul freight trucks -- the behemoths that deliver food and goods, often to places airplanes, boats and trains can't or won't go -- is actually easier than it is for cars. This is because these trucks spend most of their road time on open highways, where there is less stopping and fewer traffic rules than in areas with pedestrians, according to Anthony Levandowski, CEO of Otto, an autonomous-trucking company he co-founded early last year. Speaking at the annual Mobile World Congress in Barcelona this week, Levandowski, a former software engineer on Google's self-driving car project, added that despite racking up only 5.6 percent of all the miles driven in the U.S., trucks are found to be at fault for nearly 9.5 percent of the country's driving fatalities. Many proponents of self-driving technology believe it can reduce human error, often brought on by fatigue.

Otto, which Uber bought in August 2016, also wants to enable driverless commercial trucks to operate in carefully synchronized fleets. "Truck Platooning," explains Jim Elgin, Chairman of ABATE of Ohio, "is a fast track issue" using radar and vehicle-vehicle (V2V) technologies to form and maintain close-headway formation between two or more in-lane vehicles. Smart tailgating, but "The big question," asks Elgin, "is it Motorcycle-Friendly or not?"

Truck convoys are nothing new, of course, but a computerized driving system could theoretically let them safely drive even closer together, reducing the wind drag that makes engines work harder and burn more gas. For obvious reasons these trucks could also stay on the road for longer stretches, giving drivers some much-needed downtime rather than keeping them at the wheel well past exhaustion.

**OWN EASYRIDERS MAGAZINE:** "I AM OVER THE HILL!!!" exclaims 76-year old Joe Teresi, owner and publisher of Easyriders magazine, among other titles. The past 46 years have "been a HELL of a ride," but Teresi is ready to "ride off into the sunset" and rather than post an auction notice "I would prefer to sell to or through someone reading this." For more info, visit [www.PaisanoAuction.com](http://www.PaisanoAuction.com).

**NCOM CONVENTION SHUFFLES INTO RENO CASINO:** The 32nd annual NCOM Convention will be held Mother's Day weekend, May 11-14, 2017 at the Silver Legacy Resort-Casino, located at 407 N. Virginia St. in Reno, Nevada so reserve your room now for a special NCOM rate of \$99 by calling (800) 687-8733 and mention "GNCOM17".

To pre-register for the 2017 NCOM Convention, contact the National Coalition of Motorcyclists at (800) 525-5355 or visit [www.ON-A-BIKE.com](http://www.ON-A-BIKE.com).

**QUOTABLE QUOTE:** "Unless someone like you cares a whole awful lot, nothing is going to get better. It's not." ~ Dr. Seuss, author and illustrator (1904-1991)

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“It is seldom that liberty of any kind is lost all at once.” – David Hume

### **ABATE of California Accomplishments**

- ABATE supported the establishment and the expansion of the award-winning California Motorcycle Safety Program (CMSP), and holds a permanent seat on the CMSP Advisory Committee.
- ABATE assisted in the defeat of a proposed federal ban on sport bikes.
- ABATE has been a driving force in promoting “May as Motorcycle Awareness Month” not only at the state level but also in local cities and communities.
- ABATE’s political action arm, ABATEPAC, has trained and organized campaign volunteers to assist in the campaigns of candidates supportive of motorcyclists’ rights, which has raised the visibility and credibility of California motorcyclists with local, state and federal politicians.
- ABATE Locals are involved with fundraising endeavors for charities and those in need. Tons of food and truckloads of toys are donated each year at Thanksgiving and Christmas, working in partnership with community charity organizations.
- ABATE helped to open High Occupancy Vehicle (HOV) lanes to motorcycles.
- ABATE successfully challenged the San Diego Police Department over enforcement of the helmet law in Federal court. (Case # 93-0807-J (CM) May 25, 1995 Filed)
- ABATE was instrumental in Purple Heart Motorcycle License Plate approval.
- ABATE joined other MROs to lobby the insurance industry, putting an end to their “Superbike Blacklist” of high performance bikes that they refused to insure.
- ABATE helped defeat two separate bills to outlaw “lane-splitting”.
- ABATE worked alongside virtually every national and state motorcycle rights organization and lobbied Congress aggressively to successfully repeal federal highway funding penalties against states without helmet laws.
- ABATE supported the passage of H.R. 3103 in 1996, which prohibits discrimination against motorcyclists in health care availability and affordability.
- ABATE was the driving force that prevented helmet law violations from being assessed against the driver’s license as a moving violation.
- ABATE worked on the passage of (AB1515 & SB2084) – Veteran’s License Plates for Motorcycles. Both Bills approved by Governor Gray Davis in 2000. AB1515 - Chapter 859, SB2084 – Chapter 861.
- ABATE was instrumental in the passage of the motorcycle Handlebar Height modification bill (AB2844), Vehicle Code 27801 Section 1 (a), (b). Chapter 280. Approved by Governor Schwarzenegger August 23, 2004.
- ABATE lobbied aggressively to increase the penalties on ROW violations. (SB1021) Approved by Governor Schwarzenegger September 30, 2006. Chapter 898.
- ABATE lobbied aggressively to repeal Section 2140.5 V.C. (Traffic-actuated, signals for bicycles & motorcycles) (AB1581) Approved by Governor Schwarzenegger October 8, 2007, Chapter 337.
- AB 1205 – Dan Logue; 2/2009 Bill Introduced to modify the existing Mandatory Helmet Law; ABATE supported, bill failed to get out of Transportation Committee (2/2010).



- ABATE lobbied aggressively to repeal Section 2140.5 V.C. (Traffic-actuated, signals for bicycles & motorcycles) (AB1581) Approved by Governor Schwarzenegger October 8, 2007, Chapter 337.
- AB 1205 – Dan Logue; 2/2009 Bill Introduced to modify the existing Mandatory Helmet Law; ABATE supported, bill failed to get out of Transportation Committee (2/2010).
- AB 882 – Jean Fuller; Introduced a bill to post Victim Memorial Signs on Highways; ABATE supported; Bill passed both the Assembly and Senate floors; Governor Schwarzenegger vetoed the bill October 2009.
- SB 435 – Pavley – Smog Check Bill for Motorcycles; Introduced in 2009, amended 8 times by ABATE's continuous lobbying efforts; The last amendment finally reduced it to a "noise bill" and it was signed by Governor Arnold Schwarzenegger on September 28, 2010; Chapter 407. Law effective beginning January 2013.
- February 2010 – Between ABATE members John Del Santo, Jean Hughes, James Lombardo Sr., Cal Trans, and others (along with years of correspondence); Changeable Message Boards on Freeways throughout the State of California are now being used to alert drivers to "Share the Road, Look Twice for Motorcyclists" especially during the month of May to correspond with Motorcycle Awareness Month.
- AB 1848 – Martin Garrick – Motorcycle Theft tools; ABATE supported this bill to close loopholes; Amends Section 466.65 of the Penal Code. Signed by Governor Schwarzenegger July 19, 2010.
- AB 1952 – Niello; Amends VC 12509 and adds 12509.5 relating to motorcycle instruction permits. ABATE supported. Signed by Governor Schwarzenegger September 20, 2010.
- AB 695 – Chris Norby – Bill to amend Mandatory Helmet Law introduced 2/2011; 4/25/11 bill was granted reconsideration; Amended 1/2012; passage failed in Trans. Committee 1/9/12 in spite of ABATE's lobbying efforts and enormous rider support.
- AB 1890 – Jose' Solorio – Revised mandatory placement location of transponders on motorcycles using toll roads and highways. Bill signed by Governor Jerry Brown July 10, 2012. Amends Section 23302 V.C.
- AB 1047 – Kevin Jeffries – Forbids "motorcycle only" checkpoints – ABATE supported; Bill signed by Governor Jerry Brown July 13, 2012. Amends Section 2814.1 V.C.
- AB 1535 – Linda Halderman – Installation of "Motorcycle OK" signs in HOV lanes. Introduced January 24, 2012. (Bill is being held under submission). Bill "died".

### OHV Bills

- 2013 - Off-Road Vehicles aka Side x Sides/Recreational Off-highway Vehicles (ROV's). Several bills were introduced; AB64-Donnelly; SB334 Fuller and SB234 Walters; concerning after-market modifications and rules of same. ABATE aggressively pursued the passage of these 3 bills. **SB234** Walters bill was ultimately passed and signed by Governor Jerry Brown. SB234 amends Vehicle Code Sections 38603 and 38604. This bill took effect immediately as an urgency statute; Chaptered 179, August 27, 2013 and immediately "Grand-Fathered" in existing modifications that had previously been modified to Side X Sides & ROV's.
- **AB 988** – Brian Jones – Adds all-terrain vehicles (ATV) & ROV's to be under the jurisdiction of the New Motor Vehicle Board – grievances to be handled by a non-binding arbitration hearing vs. an attorney. Amends VC Sections 111, 3001 & 3003; Signed by Governor Jerry Brown & Chaptered (279) August 25, 2014, 2014 – Off Road Bill **AB1835**-Olsen (Side x Sides) Original bill amended to remove mandated helmet use on PRIVATE Land. Amends Section 38601 VC. Signed by Governor Brown 9/16/2014. Chapter 355.

*For off-road vehicle information - contact [Nick@abate.org](mailto:Nick@abate.org) or [Dave@abate.org](mailto:Dave@abate.org)*

**Bills concerning motorcyclist's and worked on by ABATE of California**



- **AB8** (Gatto) – Hit & Run message boards (Approved by Governor Jerry Brown 9/28/15, Chaptered 326 Statutes of 2015);
- **AB51** (Quirk) – Lane Sharing/Splitting (2-yr bill now);
- **AB334** (Cooley) – Anti-Profiling (died in committee);
- **AB346** (Wilk) – Identity (*Unobstructed view of full face for examination*) Chaptered & Signed by Governor Jerry Brown 7/14/2015.
- **SB350** (DeLeon/Leno) Pollution/exhaust reduction). An act to add Section 44258.5 to the Health and Safety Code, to amend Section 1720 of the Labor Code, to amend Sections 25310 and 25943 of, and to add Sections 25302.2 and 25327 to, the Public Resources Code, and to amend Sections 359, 399.4, 399.11, 399.12, 399.13, 399.15, 399.16, 399.18, 399.21, 399.30, 454.55, 454.56, 701.1, 740.8, 9505, and 9620 of, to amend and repeal Sections 337 and 352 of, to add Sections 237.5, 365.2, 366.3, 454.51, 454.52, 740.12, 9621, and 9622 to, to add Article 17 (commencing with Section 400) to Chapter 2.3 of Part 1 of Division 1 of, to add and repeal Article 5.5 (commencing with Section 359.5) of Chapter 2.3 of Part 1 of Division 1 of, and to (continued from page 2) repeal Article 5 (commencing with Section 359) of Chapter 2.3 of Part 1 of Division 1 of, the Public Utilities Code, relating to energy. Signed by Governor Jerry Brown October 7, 2015. Chapter 547

## 2016

- **AB 51** –Assembly members Bill Quirk & Tom Lackey Authors, and Co-author – Kansen Chu; Lane Splitting; The passage of this bill authorizes the Dept. of California Highway Patrol to develop educational guidelines relating to lane splitting. ABATE Supported. August 19, 2016 AB51 was signed by Governor Jerry Brown; Chapter 141 adding section 21658.1 to the Vehicle code.
- **AB 1932** – Assembly member Jay Obernolte, author. Licensed Traffic Violator School (TVS). Motorcyclist's given a citation while riding a motorcycle will now have the option of which type of TVS course to complete. Bill was introduced February 2016, signed by Governor Jerry Brown September 24, 2016. Chapter 561, adds section 11223 to the Vehicle code. ABATE of California supported.

For complete context on any of the above numbered bills:

Prior to 1999 - please go to [www.Leginfo.ca.gov](http://www.Leginfo.ca.gov)

2000 forward - please go to <http://leginfo.legislature.ca.gov>

ABATE Of California supports motorcycle rider training programs and asks that all users ride responsibly.

ABATE Of California is dedicated to "Freedom of the Road" for all motorcyclists, both on and off-road.

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



## 2017 ABATE Events

You can also go to our website [www.abate.org](http://www.abate.org) and Events Calendar to download available flyers.

**April 9** – ABATE Local 27 – Annual Bare Necessities Run (flyer coming soon)

**April 22** – ABATE Local 17 – Spring Bingo DTBA

**April 23** – ABATE Local 3/13 – Leather Weather Run (see flyer this issue for details.)

**May 6** – ABATE Local 38 – 5<sup>th</sup> Annual Party on Wheels Raffle and Ride

**May 6** – ABATE Local 17 – 6<sup>th</sup> Annual Texas Hold-Em Poker Tournament (see flyer this issue for details.)

**May 20** – ABATE of CA. 2<sup>nd</sup> Quarterly Meetings – Fresno – Piccadilly Inn Airport

**June 4** – ABATE Local 17 – 23<sup>rd</sup> Annual Ride in Bike Show/20<sup>th</sup> Annual Hot Rod Show

**July 15** – ABATE of CA 3<sup>rd</sup> Quarterly Meetings – Cypress – American Legion

**July 22** – ABATE Local 17 – Summer Bingo DTBA

**July 30** – ABATE Local 08 – Swap Meet at the So Cal Cycle Swap Meet

**October 1** – ABATE Local 17 – Memorial DTBA

**October 7** – ABATE Local 17 – Fall Bingo DTBA

**October 21** – ABATE of CA. 4<sup>th</sup> Quarterly Meetings – Fresno – Piccadilly Inn Airport

**December 2** – ABATE Local 17 – Christmas Party

**December 3** – ABATE Local 17 – 30<sup>th</sup> Annual Toy Run DTBA

### Bike Nites:

**ABATE Local 3/13** – 1<sup>st</sup> Thursday of the month (See flyer in this issue for details.)

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.

## Donations!! – General, Lobbyist & PAC Funds – THANK YOU!!!!

Thank you for your sacrifice, generosity, and above all, your faith in ABATE of California. We are proud of our long relationship with our California riders and we strive to serve your motorcycle needs to the best of our ability. Your donation will be used as you intended it to be, and we would like to say “Thank You” and wish you a safe ride on every road you travel.

Sincerely,  
ABATE of California, Inc.

Thank you to the following:

Donations to the General Fund:

Robert Duvall, L#33

Linda LaCroix, L#25

From the ABATE Locals: 3/13, 19, 17, 24, 25, 52.

Donations to the Lobbyist Fund:

Rick Mullaly, L#52;

From the ABATE Locals: 1, 2, 11, 17, 19, 23, 25, 38, 40.

Thank YOU for your contributions in helping to preserve “Freedom of the Road” by supporting ABATE's paid Lobbyist and the General Fund!!! Thank you to our Members that renew their Memberships and those that join us – that too helps in preserving and fighting for Motorcyclist's Rights!! And Of Course the Locals that contribute to the funds regularly and when they do events. THANK YOU!! It's a team effort, so thank you for being a part of the ABATE Team!

### ABATE “Brothers & Sisters” Lost in 2017

Frank Green, Local 6 (December 2016);  
Terry Phillips, Local 25 (Deacon's son)  
Melissa Woolery, Local 8 (June 2016)  
Diana “Doc” Mason, Local 17  
Jay Guerro, Local 24  
Larry Lieswald, Local 00  
Steve Broughton, Local 1/40  
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## Tech Tips

by Craig Griswold

### Steering Head Bearings

Although the service requirements have changed over the years, your steering head bearings (neck bearings) need occasional maintenance. If you read HD's service checklist you'll see a periodic check to lubricate or adjust that varies by model. Some bikes will have a grease fitting in the neck which makes the job pretty easy. The fitting on touring models prior to 2009 can be a challenge to get a good connection with a grease gun due to a lack of clearance. A good fix is to change that fitting to a 45 degree type. In 2009, the Motor Company redesigned the frame geometry and among other things, pointed the fitting in a more accessible direction. You may wonder why some models have that grease fitting while others do not. Some models have frames where the neck is not enclosed and therefore the grease would just migrate into the frame and have little to no benefit for the bearings. These bikes require a periodic disassembly of the steering head to inspect and re-pack the bearings. Seems like the engineers could have figured a way to enclose all neck assemblies, but I'm sure there's a good reason.



How do you know whether or not to adjust the steering head? The steering head bearings are a Timken roller type just like the 1999 and earlier wheel bearings, however they do not use a spacer and shims to set endplay. As a result, the torque has to be set just perfect. Too tight and they will bind, too loose and the front end gets clunky. Both will produce undesirable handling results. The check is called a Fall Away Test. We'll cover the procedure with brevity in mind! A line by line detailed explanation can be found in your factory service manual.

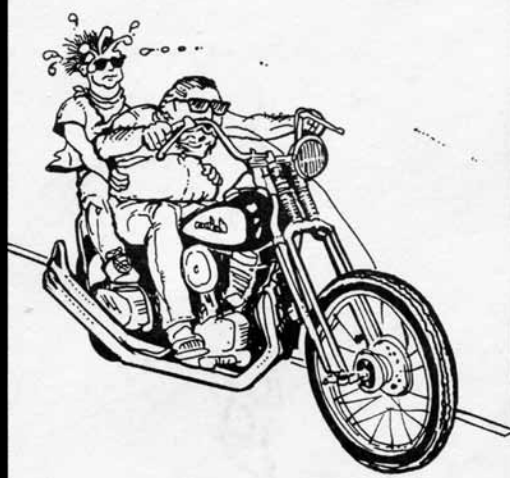
For starters, the procedure is different for Touring models. These have the steering head forward of the forks, a reverse triple tree as it were. While the preparation is similar, the process is different. For all bikes, remove anything that can inhibit the free swing of the front end. Clutch cable, throttle cables, windshield, coffee cup holder, microwave oven, etc. The touring model procedure will have you turn the front end all the way to the stops and then let go. It should swing back and forth 3 times, the third can be a partial. More than that and the steering head is too loose. Less of course is too tight.

For everybody else, you'll be actually testing fall away. Fab up a pointer that can give you a reference to the front fender. Place a piece of masking tape on the fender. The front end will be brought close to center and then lightly tapped until it "falls away" the other direction. Mark that point of fall away on the tape. Repeat the procedure the other direction. The distance between the two marks is your specification. If the marks are too far apart the torque is too tight, too close and...you guessed it, too loose.

Ride safe!

(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) and Facebook).

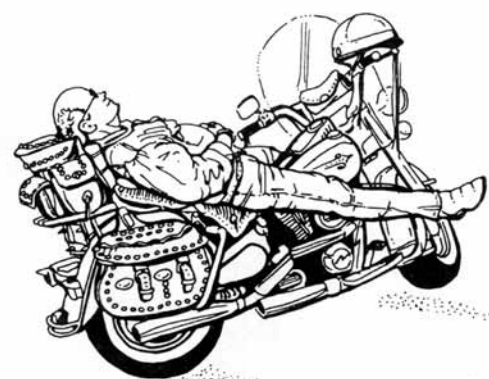
**When  
you're riding lead,  
don't spit.**



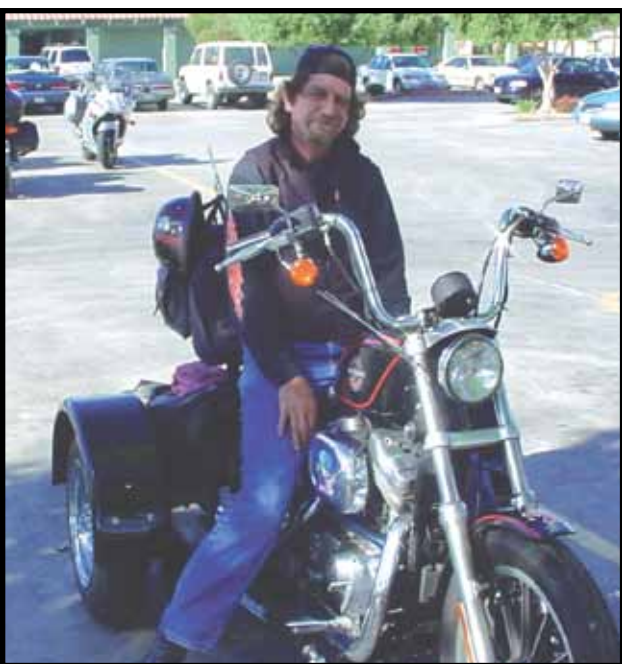
**People are like  
motorcycles: each one  
is customized a bit  
differently.**



**Sometimes  
the fastest way to  
get there is to stop  
for the night.**







## by Sporty Milligan

Hello all! I will begin this ride column by saying the last week or so has been a sad period in my life. First we got notification that long time ABATE member Larry Liewald passed away at age 80 in Chambers, Nebraska. He was also a long time member of AMA District 37. His wife, Beverly, was the president for a time of ABATE Local 5. They were both good freedom fighters of ABATE. I have a set of tour master saddle bags that Beverly had given me. I am going to get them repaired, actually freshened up.

We have also lost my friend Steve Broughton. He was an ABATE Life member of Local 1 and Local 40. He had moved to Lake Isabella to live out his retirement. For many years he was the day shift security guard at the Colony Plaza in Malibu. He had a pretty good collection of pictures taken with celebrities and himself. When it came to helping ABATE, he was there to lend the volunteering hand when needed and was involved in the campaigns. When we worked for Todd Zink against Fran Pavley a few years back he and I took the little truck that could and put out yard signs in all of the areas we were able to put signs in. That was quite a day. At our

meeting in March were going to take time out of the meeting to salute him. His brother is going to have Steve cremated. He was my friend and I will miss him.

Local 1 had its Polar Bear run on February 26<sup>th</sup>, which started at Big Jim's Family restaurant. Yes, it was Polar Bear weather, so the amount of folks that showed up was less than we have had in previous years. We had our usual cast of sign-in ladies, Buffy Gloria and Sharon Anderson. Our new member, Debra Dunn, who had recently signed up her print shop located in Sun Valley as a Gold Business member, I put in charge of the raffle ticket sales.

We had a special drawing for those who breakfasted at Big Jim's Family restaurant. This special deal was put up by our very own Local 1 member, Glen Cheslock. Thanks Glen!

The route this year was to Harley shops; Old Road in Santa Clarita, Top Rocker in Canoga Park and Glendale HD. At each shop we had an in house drawing. The winner received items that showcased the dealership. This was a good deal.

Ok, at this point of the write-up for the Polar Bear run I need to mention that we got good raffle prizes from Russ Brown's office and they sent a lady to represent their office at the start. We also got very nice raffle prizes from Cycle Gear in Canoga Park and bitchin stuff from Bartels HD.

At the end spot the riders were treated to our venders, the silver jewelry guy and the knife dude, plus inside was the music of the DJ. Sarge was there to MC the event and help award the prizes. Jim Nickla tallied the run cards for the high and low hands – high hand received \$75 and low hand received \$50. Because of the small turn-out the folks that showed up walked away with some nifty prizes.

Thank you to all the folks that braved the weather and rode the route, especially Local 8's crew. You guys are awesome! Actually all the riders are who showed up were awesome! Thanks to the Fraternal Order of Eagles for being the end spot.

We were able to cover our bills and even made a couple of hundred dollars profit. Ya, Sporty. If it had been a dry day more folks would have attended. That is true, but it's a Polar Bear run folks. Thanks again to all that made this work out.

Final thoughts: I have been going to the shops to thank folks for letting us use their establishments for the Polar Bear run. I have been selling leftover 30th anniversary run pins for \$5 each. If you want one, email me at [williammilligan285@yahoo.com](mailto:williammilligan285@yahoo.com).

I'm going to runs that support other ABATE Locals – hope you will, too! I'll report on the fun I have attending them.

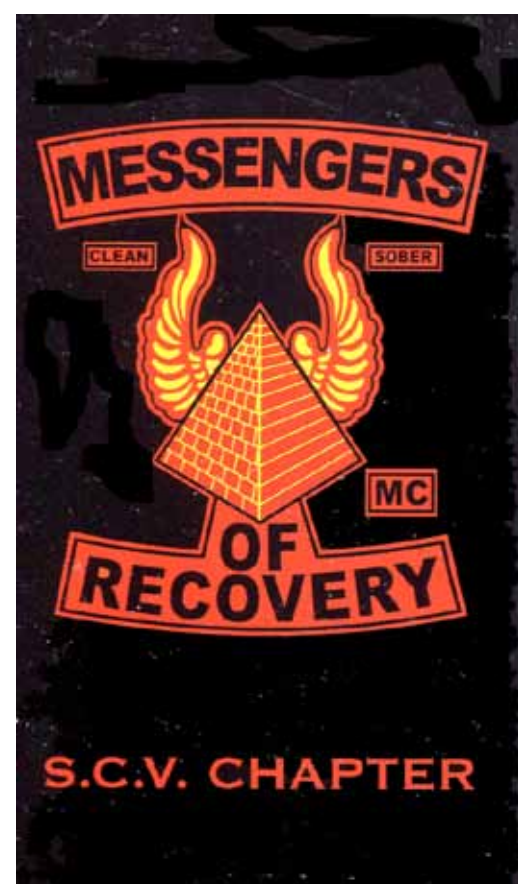
So, support ABATE runs, make an effort to sign-up new members and keep your renewals.

Your ABATE scribe, Sporty

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## A Union of Motorcyclists

ABATE of California, a leading organization in protecting motorcycle rights in California, is proud to offer our "Off-Road" Division to fulfill our desire to protect the riding rights of ALL riders in California, both on and off-road.

Recently the off-road community was caught totally off guard by the passage of Assembly Bill 1595 that severely impacts the ability to modify and use "upgraded" off-highway side-by-side vehicles.

AB 1595 prohibits the use of (approved/sanctioned racing style) seat belt harnesses, prohibits the addition of full roll cages, and requires mandatory helmet use in these and ONLY these vehicles.

Portions of this law went into effect on January 1, 2013 and all parts of the law were enforced on July 1, 2013. AB 1595 had an immediate and very negative impact on side-by-side safety and prevents the use of many of these family recreational vehicles that have been upgraded with additional safety equipment.

Please join ABATE of California in our quest to repeal this poorly written legislation and help us restore the rights of side-by-side owners statewide who use these vehicles for safe and responsible family off-road recreation.

Your annual membership will help us retain a full time lobbyist to watch out for future negative off-road legislation. With everyone's help, we can beat these laws, without your help, we could lose all of our off-road freedoms. Join us now!

### Off-Roaders - Protect Your Rights - Join Us NOW!

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(Same as above but double size color ad, and posted on our web site with a link to your business)	
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(Life Membership patch and Membership card)	
<b>Family Life Membership</b> .....	<b>\$ 650.00</b>
(2 Life Membership patches and 2 Membership cards)	

Our Bailing Wire newsletter is available every month online @ [www.abate.org](http://www.abate.org)

\*A printed edition is available every other month



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*Chuck Koro Jim Roney*

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Thank you, Rick Rademacher

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# Motorcycle Safety Report

by Norm e. Newiger

## The Small Stuff

Well it's spring time and as today's temperature tells me, it's time for a change once again. This change has me changing, my attire that is, but there is more than that that has me thinking. Everything is blooming and the bugs are back. The air is thick with pollen and human made carcinogens, poisons and anything you can think of. Our body is constantly attacked every day. We consume pollutants without thinking about it when we ride because it's all about riding and we are willing to accept these nuances of life.

We ride for the thrill and adventure. We ride because we have friends and family that ride and that is a great reason that doesn't need any explanations. The most important reason is the freedom of the road no matter where we ride. At this time of the year it has its price, albeit it's different with everyone. What I mean is this, I have allergies and sometimes it makes for a bad ride for me even though everything is going good. For some people like me, it's hard to wear a face mask or air respirator of some sort. Having a full-face helmet and or windshield helps just a little, very little. We have this great system in our body called an immune system, and when I think of all the exhaust fumes I breathe in, the breathing in of pollen and micro dust is nothing!

It's that time of the year where the bugs are out in full force, and they are everywhere! They only have one thing on their mind, find a mate or mates! Some of us riders get an extra helping of protein when we ride thanks to them, and getting pelted with them can hurt. I know I've ridden through swarms of gnats and at 80 mph them little buggers sting! When you hit with the bigger bugs like the bees, grasshoppers, beetles etc. you'll know it.

We finally got the rain we needed this winter cycle. All the greenery we see is like looking at a double barrel shotgun aimed at us riders. One barrel is full of the pollens and other airborne stuff and the other barrel is full of bugs coming at us.

We also have to deal with the wild population of animals that cross the highways especially in the mountains and deserts. We all have certain degrees of reaction time dealing with this situation and a rabbit can spoil anyone's day, let alone a deer. Most back roads or highways post signs of deer crossing and falling rocks. That's a great indication of the dangers that could be on the roads. Just think about you coming out of a turn doing 30-35 mph and hit a 120-pound deer, guess what! You lose! You're doing cartwheels like your bike



and the deer ran into the tree line. Sometimes I think it's a plot, but those deer swear that we are to blame, go figure.

I have always talked about practicing power braking and downshifting quickly and here is where you could have that experience to possibly prevent yourself from crashing into any animal that's in your path. The most important thing while we ride is we are enjoying the scenery and you have to throw in these possible situations around every bend or straight road that has tree lines or heavy brush on both sides. It's a great challenge that makes us love our freedom of the road. On the lighter side of our great roads is that we don't have moose!

When you have a group ride to the mountains, it's a good idea to talk about all these situations and what to expect. Maybe increase separation between other bikes and reduced speed in certain areas. The big thing I worry about is a chain reaction accident. They happen. Sometimes maybe you and a few of your buds want to push the envelope and get down for some serious riding where speed is not an issue, you all know this term, scraping the pegs!

Riding up in Northern California above Redding I have seen so many deer on the road it kind of gets freakish. Night time can become a nightmare. When you see glaring deer eyes at night they don't move or they mess with you and play chicken, true story! It's all about who wants to be road kill.

We do have a menace that runs the roads of our neighborhood. It's not quite as bad as the mountains, but it could be a major distraction. Some of the streets have just enough room for two vehicles to pass and that could spell disaster. It's them darn dogs and I am a dog dude. I have been

chased by the best and I know it is a distraction. If you want to piss them off, ride 1 mile an hour faster than they can run!

I have some small stuff to discuss with you all that I know we always deal with this every time we ride. The first thing is I was stopping at a stop sign and I passed the white line just a little, my major focus was looking to my left first (it was a 4 lane street with an island). As I stopped, a kid appeared to my right riding his bicycle fast across my path, he had to maneuver to avoid hitting me. This could have been a bad little accident if I had pulled out farther before I stopped. A hundred pound kid traveling 15-20 mph can knock you off your bike and really damage themselves. Stuff happens. The law states that we must stop before the white line at a stop sign and street light so as to not impede pedestrian traffic or alter their path. It's a ticket. They say after you stop legally, you can creep out for a better view, but make sure there are no pedestrians crossing in front of you. I know this to be true as I was pulled over, though not cited. The officer explained the law to me so that I can say what he had said, it was all good.

The second thing is this, I'm riding out of a shopping center turning right onto a 4 lane street with an island. The problem here is the wall that separates the parking lot from the side walk and the street. Often there are plants that are at least 6 feet tall on both sides of the exit. You can't pull straight out because you can't see the traffic. This giant blind spot is a no go for either person. You need to maneuver your bike at an angle so you are aimed into the lane you want to turn onto without getting into the lane, look over your shoulder and turn when traffic allows. Some exits have worse conditions, such as where there is no sidewalk and you have to stick your head out to see. These conditions are everywhere, side streets, allies, parked cars and even exiting your own driveway.

The third thing is those grease/oil spots in most lanes in every intersection. Stay away from them! Don't even ride thru them slowly, that is if you can avoid them. I know in the summer that oil stain is slick and we know that asphalt is cooking around 120 degrees on a summer day. The perfect ingredients for an asphalt slip and slide. I have unfortunately been a witness to 2 accidents because of this. It's not fun laying your bike down in an intersection.

Another important reminder as well is this, don't put your foot down in these stain spots. It's just like sand on concrete - you will do the splits while your bike falls down in slow motion. It is very important where you put your foot at any intersection, let alone the side of a road, stuff happens, I've been there and done that as we all say!

As I always state, your tire pressure is important! It's so easy to check and it's one of the cheapest things you can do for motorcycle safety for yourself. I have been a part of this fast weather change as well as you all, nothing new for us living in So Cal and with the hotter temperatures your tire pressure can be affected. Be responsible and check it out whether you're an active rider or you just pulled your bike out of hibernation.

Springtime is a great time of the year to ride and, yes, it has its pluses and minuses, but the good outweighs the bad, period! Ride safer than last time and talk safety with your buds. Who knows what you could learn!

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Crashman1@sbcglobal.net

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Thousand Oaks Elks Lodge  
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Steve Howe 2nd Mon.7:30PM  
562/298-6236 American Legion #354  
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**San Diego County (North) - Local #11-Reg#12**  
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busel13@att.net Escondido Moose Lodge  
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**Imperial Valley - Local#38-Reg#12**  
Ed Aranda Last Thurs - 6:30 PM  
Edward\_A12@yahoo.com  
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Robert Zamora 3rd Tues. 7:00 PM  
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**High Desert Local 44/47-Reg #13**  
Dave Hastings 2nd Sat. 9:30 am  
16782 Danbury Ave. Eagles Order #4181  
Hesperia, CA 92345 16195 Main St  
760/947-4700 Hesperia 92345

**Grass Valley - Local#52-Reg#2**  
Craig Griswold 3rd Wed - 6:30 PM  
21183 State Hwy 20 Alta Sierra  
Penn Valley Pizza & Grill'  
530/263-8071 15690 Johnson Place  
Grass Valley 95949

**Ridgecrest - Local #58-Reg#13**  
Meet with Local#44

**Regions With Local info:**  
Region 2: Regional Representative  
Craig Griswold 25, 31, 33 & 52.  
Region 3: Vacant  
Region 6: Regional Representative Ed  
Rogers  
24 & 40.  
Region 7: Regional Representative -  
Chuck Pedersen 2 & 3/13.  
Region 8: Regional Representative  
Sporty Milligan  
1 & 19.  
Region 9: Regional Representative  
Mark Loudermilk 23, & 27  
Region 11: Regional Representative  
D-Man 8, & 20.  
Region 12 Regional Representative  
Locals 6, 11 & 38  
Region 13: Regional Representative  
Yermo Eddy  
21, 29, 44/47.

