

The Bailing Wire

ABATE of CA. Newsletter for Motorcyclists Volume XXXII ISSUE IV

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

April 2013



Lobbyist's Report

by James Lombardo, Lobbyist

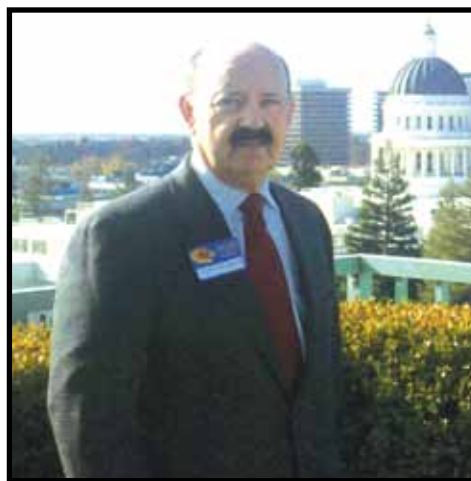
It's almost May already, so it's **Motorcycle Awareness Month** and **OUR ANNUAL CAPITOL FREEDOM RALLY ON MONDAY, MAY 6th!**

The lane splitting (*oops*, "lane sharing") bill, SB 350, by Assemblyman Jim Beall (D-Campbell) **IS A TWO YEAR BILL!** I, on behalf of ABATE, have expressed serious concerns to the bill as it is currently drafted. It is a **SPOT** bill, which means it can be changed/amended at a later date in the session. However, it will not be heard in the Senate Transportation Committee until **NEXT YEAR — 2014.**

Many riders, both ABATE members and not, are urging opposition to any changes to the law that currently doesn't prohibit lane sharing, and that may well be the consensus position, but we should at least see which, if any, amendments are ultimately introduced to it.

For example, I wonder how far this legislation would go, if existing bill Section (b) were amended to prohibit peace officers to be able to lane split with, or without, lights flashing and sirens blasting? Stay turned to my **MONTHLY Bailing Wire** articles **FOR UPDATES ON SB350!**

A bill for us **TO SUPPORT**, however, is AB 1192 by Assemblywoman Beth Gaines (R-Roseville). Her bill will require **ALL PARKING LOTS TO ALLOW MO-**



TORCYCLES TO PARK IN/ON THEIR PARKING STRUCTURES. Currently, private and public parking structures and lots can restrict and discriminate against motorcyclists by **BANNING** the parking of their bikes in parking areas for all other vehicles. This bill will be heard by the Assembly Transportation Committee, in April.

For May's Freedom Rally, I have lined up many Senators and Assembly Members who want to **WELCOME MOTORCYCLISTS TO THEIR/OUR HOUSE — THE CAPITOL BUILDING.**

Senate Republican Leader, and fellow rider Bob Huff, will be presenting us with our annual Resolution declaring **May as Motorcycle Awareness Month!**

American Brotherhood Aimed Towards Education

Table of Contents

Page 2	Executive Director
Page 4	Sacramento Freedom Rally & Board Meeting
Page 5	Freedom Flyer
Page 6	Northern Regional Rally Flyers
Page 7-8	Local Reports
Page 9	PAC Lobby
Page 10	Events
Page 11	Off Road App.
Page 12-13	Coast to Coast
Page 14-15	Regional Rally Flyers
Page 16	Sporty's Rides
Page 17	Flyers
Page 18-19	Safety Report
Page 20	Off Road Report
Page 22	Tech Tips
Page 23	VIP's
Page 25	Polar Run Pics
Page 26	Donations
Page 28	FYAO Run Pics
Page 29	Merchandise
Page 31	Business Members
Page 32	ABATE Meetings

Continued on page 3

Executive Director's Report

by Greg Covell, Executive Director

Fellow Riders and Supporters: Put the gloves on, fire up the engines and hit the road. We bought these beauties to ride them and as you ride remember to thank ABATE for many of the freedoms and rights we have here in California. Our accomplishments are something to be proud of and while some people seem to only focus on the negative, I prefer to look at the positive and put ABATE out there for all to see. Our Mission Statement is: *ABATE of California is committed to protect and promote the interests of the motorcycle community. ABATE exists to preserve and safeguard the individual rights and liberties of all riders through political and legislative action. ABATE promotes motorcycle safety through education, training, and public awareness.*

This cannot be done from the back seat and sometimes means taking a proactive move to prevent a future attack on our rights. As ABATE, MMA, BOLT and BRO and the various COCs of California start to share ideas and coordinate our efforts there will always be differences of opinion on what to do and how to proceed, who to back, and what fight to focus on, but as long as we act as a unified force when the time for a decision is to be made we are unstoppable. ABATE is non-partisan and that is a good thing as we have many Republicans and Democrats on our side and willing to fight alongside of us to protect the rights and privileges of the motorcycle riding population of California. Fight with us and not against us. Work through your leadership to share ideas and viewpoints and allow your various leaders to lead the fight against questionable laws and incursions on our freedoms.



ABATE, in conjunction with the MMA, is hosting the May 6th Motorcycle Awareness and Freedom Rally on the steps of our State Capitol to bring to the attention of our Legislators the need for the recognition of the rights of motorcyclists in California. Set the date on your calendar –Monday, May 6th - and plan a day off work to ride/drive to Sacramento. I know it's asking a lot, but for one day out of the year, let us all make a special effort to show up and take a few friends. The ride up from the South should be beautiful and a lot warmer than it was in January.

And then on May 10th, 11th, and 12th is ABATE's Southern Regional Rally in Victorville. This is a fun weekend of camping, partying, music and good company for all. Come up for Mother's Day weekend and put work aside for a few days.

Remember to support and attend ABATE functions first and other functions as you wish. Make supporting ABATE a priority.

"Complacency and apathy is easy and comfortable – but in the long run the cost of doing nothing is fatal."

**I am ABATE of California - are you?
Keep Your Eyes Wide Open.**

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 11.**

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

AD RATES

Business Card \$15.00 /Mo.
\$150.00 /Yr.
Double Size Business Card W/Color \$250.00
1/4 Page (3.4"W x 4.3"H) \$150.00 /Mo.
\$1500.00 /Yr.
1/2 Page (7.3"W x 4.3"H) \$175.00 /Mo.

\$1750.00 /Yr.

Full Page (7.3"W x 9.7"H) \$350.00 /Mo.
\$3500.00 /Yr.

Full color ad is 25% extra.

BUSINESS MEMBERSHIP SPECIAL
\$125 - One Year Business Member Listing, Couple Membership and Display Plaque. Add \$75 per year for color business card.

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

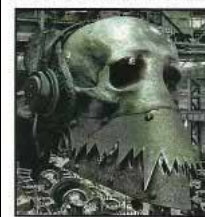
Jim from page 1

See you at the ABATE Legislative/PAC meeting and the Board Meeting on Sunday, May 5th, as well as at the Freedom Rally on Monday, May 6th, on the ***SOUTH STEPS OF THE CAPITOL***, where we always have our Rally.

My sincere thanks to all of you individual members, Locals and special event leaders that contribute to the Lobbyist Fund for my efforts as ***YOUR LOBBYIST*** in our state Capitol!

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.

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

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Freedom isn't FREE



A Union of Motorcyclists

MAY 5, 2013

ABATE QUARTERLY MEETINGS

LA QUINTA INN & SUITES

200 Jibboom St.; Sacramento 95811

For room Reservations – Call 916/448-8100

For the reserved room special of \$59.00/night plus tax; you must tell them this is for ABATE. 20 rooms are blocked and ALL 20 need to be reserved to have the use of the conference room for FREE.

Your help in saving ABATE (YOUR) money is greatly appreciated!!

The "special room rate" is valid until April 14th – so make reservations soon!!

Thank YOU!!!

Quarterly Meeting schedule for May 5:

Meet & Greet – 9:00 – 9:30 am

President's Meeting – 9:30a – 10:15a

PAC Meeting – 10:30a – Noon

Lunch – Noon – 1:00pm

Board Meeting: 1:00 pm to 3:30 pm

MAY 6, 2013

ABATE of CA. & M.M.A. of CA.

SACRAMENTO – STATE CAPITOL

SOUTH STEPS

MOTORCYCLE AWARENESS & FREEDOM RALLY

Invited Speakers & D J

Every Motorcyclist and Freedom loving Enthusiast is invited to attend.

Protect YOUR riding rights!!

And the operating procedure is:

"Free" parking on the North side of N Street between 10th and 14th Streets

6am to 6pm

Best Coffee in Sacramento – Capitol Coffee Shop

(Located in the Capitol Basement)

We do need "sponsor money" to pay for the blocked meters, and additional expenses for the Rally.

\$25.00/meter and make checks payable and mail to:

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Need sponsorships by May 1st.

Or you can go online and donate using PayPal;

No PayPal account? You can use your credit or Debit card.

American Brotherhood Aimed Towards Education – Acronym – ABATE



MOTORCYCLE AWARENESS & FREEDOM RALLY

CALIFORNIA STATE CAPITAL SOUTH STEPS SACRAMENTO, CA

WHEN
MAY 6, 2013
11am - 1pm
GROUP PICTURE 10:30AM

**Make an Appointment to See Your
State Legislator Before or After the
Rally. Please Write Letters to
Your Elected Officials Asking
Them For Their Support
of Motorcyclist's Rights!**

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Between 10th & 14th
6am - 6pm

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Northern Regional Rally

Sponsored by Locals 14, 15 and 17



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Opens: NON - Pre-Reg. Entries 12:00 Noon Friday

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ABATE of California- Northern Regional Rally

Sponsored by Locals 14, 15 and 17

Belden Town Resort Lodge

14785 Belden Town Road
Belden, CA 95971

REGISTRATION FORM

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4369 Hillview Drive, Pittsburg, CA 94565-6071

Name(s) _____

Mailing Address _____

City _____ State _____ Zip _____ Phone _____

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

Entry Fees	Pre - Reg.	Day of Event	Pre - Reg. Deadline 5/15/2013
	\$ 30.00 Single	\$ 35.00	RV's Must Pre-Reg. Adt'l \$10.00 Fee
	\$ 40.00 Couple	\$ 45.00	1 st come 1 st served
Kids 13-17	\$ 10.00	12 & Under \$ 5.00	No Run Pin

Children 17 & Under Must be Under Adult Supervision.

Pre- Order Run Shirts _____ Deadline -5/15/2013
Limited Quantity on Site

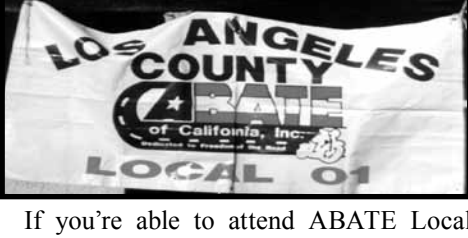
Add \$15.00 each _____ Deadline 5/15/2013
On Site \$20.00 each _____

PLEASE CIRCLE

Men's & Women's Sizes Short Sleeve Only - S M L XL XXL

LOCAL NEWS

Local #01 Los Angeles



If you're able to attend ABATE Local functions, please do. To all the ABATE members who attended Local 1's 26th annual Polar Bear run on February 24, we thank you very much.

As usual our meeting comes after the Bailing Wire deadline. With that said, the following is what should transpire at our meeting: The Pledge of Alliance is always done first. Then we have a brief discussion about Local 1 finances, but at this meeting we will also discuss how much of the money from our successful Polar Bear run we will donate to the various funds.

The next order of business will be our involvement with the booth we will be doing at the Wounded Warrior event in Tujunga. We are doing a booth there to, hopefully, get the folks to know about ABATE of California. Maybe some might join.

We'll talk about May being Motorcycle Awareness month and the Southern Regional Rally run. Finally we will end the meeting with a breakfast provided by the Elks Lodge - thank you!

That's all folks. Regards, Sporty, President Local 1

Local #02 Simi Valley



Pres Ray started our meeting and talked about The Big Raffle! We also had a good discussion about lane sharing, the law and perils of lane sharing. It was good for all of us there. We had set up the tables and chairs into one gigantic table and we all faced each other. We also talked about membership is-

ues and our survey; this was good production by us all. Ray also talked about a few runs as well.

We had Steve and Guy manning the BBQ zone, Thanks you two! We start out with our infamous BBQ at 6:45 pm and serve a great \$5.00 dinner with all the fixin's you could eat, and a special thanks to Post 10049 for their hospitality! We start our meeting at 7:30 pm. We meet on the second Tuesday of the month at 4242 East Los Angeles Street, home of the VFW Post 10049. We are very grateful for the room they let us use.

Secretary Jane read the minutes and Stephanie, our treasurer, gave us her report. Andi, our Merchandiser, talked about our stock and patches as well. Pat, our membership person, talked about more membership issues - where are many of our members? She said that we had nine renewals tonight! That was a good thing for Local 2 as well as ABATE overall.

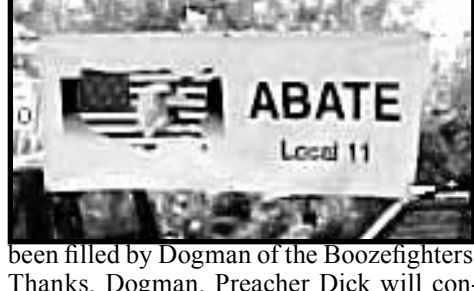
The raffle drawings were plentiful tonight and our membership drawing was won by our Pres Ray! The meeting went quickly tonight, or so it seemed. The way our meeting time flew by was well received. This is one of the ways we are improving our meetings. So to all who couldn't make it, we really missed you!

I know there are many reasons people can't make it, but think about the 11 - 12 days a year you can come here and eat a great meal for \$5.00, then there is the camaraderie (which some members stressed is one of the reasons they attend meetings), and the information that is passed on to you (the member) by our officers who do a lot behind the scenes and do it as volunteers! I hope for a better turn out at our next meeting.

This is about the best time of the year to start riding - long cool days. For me this is when I get into detailing my bike not only with cleaners etc., but with my tools, going through all the bolts, nuts, hex heads, Philip screw drivers and anything within arm reach! This lets me know the state of my bike and that I won't lose too many chrome parts on the highway! Ride safer than the last time, PTL norm

Local #11 North San Diego

Greetings from sunny North San Diego County! We had a good Local 11 meeting this month. Elections were held and results are as follows: Dan Buse remains President, Dave Caldwell remains Vice President, Tim Clark remains Treasurer and I remain on as Secretary/Scribe. Our PAC rep vacancy has



been filled by Dogman of the Boozefighters. Thanks, Dogman. Preacher Dick will continue on with the COC reports.

Dan ran down the upcoming events including the Republican and Democratic Party's local meetings. Tim gave us the financial info and Randy Pettit of the Top Hatters won the opportunity drawing AND made a donation back to the Local. Thanks Randy!

Regional rep Dave is looking at the calendar for a good date for a Local 11 fundraiser. We will try and keep the conflicts with other events at a minimum. The hot topic seems to be the CHP guidelines for lane splitting/sharing. We discussed the bill that was recently was pulled off the table. Question is do you support a bill using these guidelines when there are already laws on the books for reckless driving etc.? Ride Safe! Gary

Local #20 Orange County



We enjoyed homemade spaghetti with meatballs and salad for dinner prepared by a member of the American Legion at tonight's meeting. The weather was perfect for riding, which brought 40 people to the meeting, including 6 guests.

Gill brought a stack of "Bitch Cards" and explained they should be completed as soon after any harassment (stops by law enforcement) happens as possible. The more documentation of harassment that we have, the better we can fight against it. As an example, one member talked about how the Fullerton police has threatened a bar owner with being shut down if they continued to allow Bike Night to happen there.

Gill said that there are many new driving laws and penalties have severely increased. For example, obstructing a disabled parking

LOCAL NEWS

spot will cost \$1,200.00 for the first offense. All you need to do is have your tire, or even a kickstand touching any part of the blue painted area you can get a ticket. Be aware and be careful.

Tonight's draw was \$79.00 and the winner of the draw was Shane Valdez. ~Leenie~

Local #25 Sacramento

ABATE Local 25 had several visitors at our February meeting as a result of the Easyriders' show and the Capitol Rally.

After our normal monthly reports Gary gave the PAC report and helped everybody at the meeting write a letter of support for AB 64 to Assembly Member Bonnie Lowenthal. She is Chair of the Assembly Transportation Committee. (AB 64 is authored by Assembly member Tim Donnelly.) The bill would repeal Assemblyman Cooks' AB 1595 which was passed last year affecting our new off-road brothers.

We sold tickets for the ABATE bike raffle. Ruby talked about the upcoming 2nd Amendment rally at the Capitol and other local events. The group is considering a rummage sale in June. Next month we will hear a report about a possible bake sale.

We had a discussion about how to better advertise the Capitol Rally beyond the normal motorcycle channels. We are looking for sponsors for parking meters for the May rally. David Smart

Local #27 Riverside



Local 27's Bare Necessities Event is coming up on APRIL 14. Come out and support ABATE and the Salvation Army at the American Legion Post 79 in Fairmount Park. Entry is \$10 and an unopened package of socks or underwear.

Region 9 is still growing and expanding. Look for great things coming out of Locals 19, 23 and 27. We were just out in Beaumont in March checking out future business members. It was a fun and beneficial ride. All members are welcome on our Business to Business runs.

Come one, come all. Learn what you can, and say what needs to be said. Be a part of the solution and not part of the problem. Want to know what's happening here locally? Check our website www.abatelocal27.org

Keep your Eyes Wide Open. Greg Covell, President Local 27, gcovell8@gmail.com

Local #44 High Desert



We held our St. Patrick's Day party after our meeting and enjoyed a great afternoon of fun with our Local 44 friends in Phelan at the Thunderbird Inn. Thanks to all that attended and to our girls that planned and made this event possible.

Also I would like to say "Thank You" to everyone that showed up for this year's first street cleaning on the following Sunday morning. We collected 18 bags of trash from our street and quite a few of us went out to the Hesperia Airport and had lunch together. The day went by quickly and I really appreciate the short notice turnout and help we got with this project.

The ABATE Freedom Rally in Sacramento and the annual Southern Regional Rally in Victorville at the Shady Oasis Campground are both coming up quickly, so don't forget to make your reservations for these events.

Spring is here and everyone is looking forward to riding more. Please take the time to make sure you and your bike are ready for the road. We always give the old bike a quick inspection, but remember your riding skills may be a little rusty too, so take your time and familiarize yourself with your 2-wheel skills before you hit the road. We want to see you at next month's meeting not at the emergency room!

We're still planning the details for our June run and will keep you informed as we finalize the event. In the meantime, bring a friend to next month's meeting, and don't forget to invite your off-road friends too! We all ride, and we all need to stand up for our rights. ABATE protects every rider in the state, so get everyone to join us and help strengthen both Local 44 and our state organization. The more members we have the more our voice will be heard, so invite

someone new or get an expired member to renew. Let's have a big turnout next month and start off this spring with a renewed interest level and a reawakened promise of freedom!

Local #52 Grass Valley



Hi folks! Well, it's not like we had a winter to complain about, but now that spring is here the bikes are really out. I am going to make a better effort to get the name out this year. A good start will be setting up the booth at more events. If you see a local event that might be good for us to attend please shoot me a note or call.

The Motorcycle Awareness Freedom Rally will be held May 6 on the south steps of the Capital. Please attend if you can. Get the word out! If you are interested in riding as a group, let me know and we'll pick a meeting place and go.

Saturday, May 11 is the Gold Country Lions Poker Run. As of this writing, the flyer is not out yet. I know they usually start off on Combie Road near the Lake of the Pines area. I do know that it finishes at the Greenhorn Campground at Rollins Lake. I'll get you the info upon receipt.

The Southern Regional Rally is May 10-12th at the Shady Oasis Campground in Victorville. The Northern Regional Rally will be in Belden at the appropriately named Belden Town Resort Lodge August 2-4th. If you are interested in either one of these let me know and I'll get the flyer to you.

Another reminder that bike raffle tickets are currently being sold. This is for a very cool 2013 Road Glide Custom. Call or e-mail if you want tickets. The drawing will be in June. Help me get the word out! I have flyers out in Grass Valley and Penn Valley at various biker friendly joints.

Election results look like Craig as president, Don Dickerman as VP, Mary Kirby as Secretary/Treasurer, Steve Shoemaker as Events Coordinator, and Steve Spjut as Sergeant at Arms.

Last, but not least, a huge thanks to Wendi Shoemaker and Howard Raikowski for their membership renewal!

Cheers! Craig

Pac/Lobbyist Report

by Dave Hastings, Treasurer

Spring is here and every day brings us better riding weather and the opportunity to attend an ABATE motorcycle event that will help support our organization. ABATE success depends on your membership and personal involvement at both the Local and state level. Obviously, the more members we have the more effective we will be at protecting and enhancing your motorcycle rights.

ABATE has been involved in on-road issues for many years and we have recently reached out to our members and their friends in the off-road environment. We are seeking new off-road members and offering them the expertise and efficiency of our already established legislative and lobbyist programs. ABATE has an outstanding legislative track record and many political friends in both Sacramento and our city hall chambers throughout California. We feel we can make an immediate and substantial impact on the off-road community issues currently being faced by families and individual riders throughout our state.

ABATE's lobbyist, James Lombardo, is currently working with our legislative allies in Sacramento to correct the poorly



written side-by-side legislation that will take full effect in July of this year. We now have amended legislation by several different Senate and Assembly authors making its way through both houses of our state capitol to correct the onerous problems with last year's Assembly Bill 1595 that has been such a hot topic with side-by-side owners.

ABATE has delivered on its promise to introduce this amended language for AB1595 and to actively pursue the successful passage of this legislation. Now we are seeking the support and help of off-road riders and families throughout California to ensure

that a bill like this doesn't happen again. Join us in protecting your motorcycle rights, both on and off road.

ABATE is a very proactive voice in the motorcycle lifestyles we all enjoy here in California and your active membership will help that voice be heard clearly in Sacramento. Membership is the crucial first step in this process and active participation is the second. Do as much as you can, but you absolutely must do something, or we will all lose. If we do not draw a line somewhere and make a stand for what we believe in, every single right we have will be taken away. Some quickly, some piece by piece, but our chosen lifestyle will be dismantled, outlawed, or legislatively restricted so severely that it will effectively disappear.

Join ABATE of California today. It will be the best investment you have ever made in your motorcycle lifestyle. On-road or off-road, we are the premier motorcycle rights organization in California and we want you to be a part of our family. Join us today to ensure the protection of your and your families' motorcycle freedom.

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AND TO THOSE THAT DON'T,
PLEASE TRY TO!"**

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2013 ABATE Events

State – wide Bike Raffle – a Fund raiser for ABATE of CA:

BUY YOUR Ticket(s) to Win A 2013 Road Glide Custom MOTORCYCLE (either from your ABATE Local President or ABATE Local 17 – Jim 707/430-2316 (Read Flyer for additional contacts & details)

April 7 – ABATE Local 17 – Annual Spring Fun Run

April 13-14 – ABATE Local 24 – Annual AMMO Run

April 14 – ABATE Local 27 – Annual Bare Necessities

May 5 – Quarterly ABATE Meetings – La Quinta Inn – Sacramento

Special room rates – (Mention ABATE when YOU make your reservation/ prices held to April 14! Call 916/448-8100 ext. 6)

May 5 ABATE Local 6 – Motorcycle Awareness Party – El Cajon

May 6 – State Capitol – SOUTH Steps – ABATE & M.M.A. Motorcycle Awareness & Freedom Rally
And Need Sponsor donations to help fund this event; Checks payable and mail to ABATE of CA.; 10240 7th Ave; Hesperia, CA 92345-2631 (Need sponsorships in by May 1st.)

May 10 – 12 – ABATE Southern Regional Rally – Victorville, CA. (Pre-Reg deadline is May 1 – you can pre-reg online at www.abatesrr.com.)

May 25 – Arlington Chili Cook-Off ; Local 27 hosting Car and Motorcycle Show

June 2nd – ABATE Local 17 – Hot Rods & Harleys (at Iron Steed H-D in Vacaville)

Winner of the 2013 Motorcycle will be (drawn) & Announced)

NEW DATE - August 2-4 – ABATE NORTHERN Regional Rally, Belden Town, CA

September 13 – 15 – ABATE ANNUAL State Run – Kernville, CA.

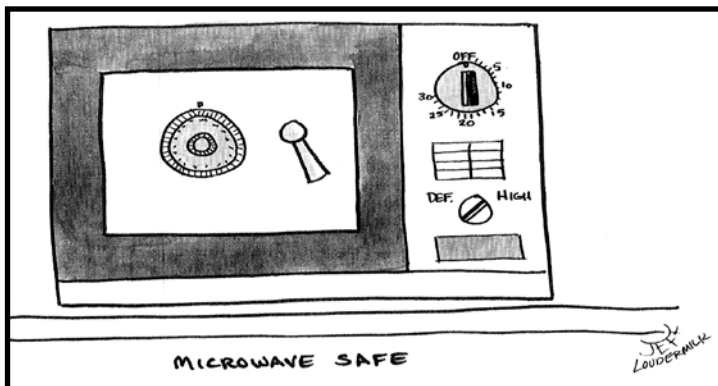
October 6 – ABATE Local 17 – Fallen Riders Memorial Run

October 13 - ABATE Local 17 – Annual Fall Run

December 8 - ABATE Local 17 – Annual Toy Run

Please email your ABATE Event information (in Microsoft word document) and Flyers (in a JPG file) to Bailing.wire@abate.org by the 15th of the month to be listed in the next issue. Your flyers MUST be in a jpg file to be used in the Bailing Wire. Your event flyer will also be on the ABATE web site on the Events Calendar.

Don't forget to get your Event Insurance – contact the ABATE State office for the information.





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www.abate.org

MEMBERSHIP FORM

A Union of Motorcyclists

ABATE of California, a leading organization in protecting motorcycle rights in California, is excited to announce the opening of 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 go into effect on January 1, 2013 and all parts of the law will be enforced on July 1, 2013. AB 1595 will have an immediate and very negative impact on side-by side safety and prevent 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

- Single**\$ 40.00
(Membership & patch 1st year / Annual pin for each successive year / add \$10.00 for Bailing Wire to be sent to you when printed)
- Family**\$ 60.00
(Two Memberships & patch 1st year / Two annual pins for each successive year / add \$10.00 for Bailing Wire to be sent to you when printed)
- Sustaining Single or Couple**\$ 100.00
(Membership patch, Certificate for framing and includes printed Bailing Wire mailed to you when printed)
- Gold Business**\$ 125.00
(Black and white business card in Bailing Wire and printed bailing wire sent to you when printed)
- Gold Business w/ Color Ad**\$ 200.00
(Same as Gold Business but with color business card size ad in Bailing Wire)
- Gold Business w/ 2X Color Ad**\$ 250.00
(Same as above but double size color ad, and posted on our web site with a link to your business)
- Single Life Membership**\$ 450.00
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- Family Life Membership**\$ 650.00
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Our Bailing Wire newsletter is available every month online @ abate.org

**A printed edition is available every other month.*



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☐ Gold Business w/ 2X Color Ad ☐ Single Life Membership ☐ Family Life Membership

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COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

LEGISLATION WOULD PROHIBIT E15 GAS PENDING FURTHER INVESTIGATION:

Congressman Jim Sensenbrenner (R-WI) has introduced H.R. 875, which would require the Environmental Protection Agency to stop the use of gasoline containing 15% ethanol (E15) until its harmful effects are investigated further.

H.R. 875, introduced on February 28, would repeal the EPA's waiver decision approving the use of E15 and the authority of the agency to grant further decisions until the EPA seeks an independent scientific analysis of the effects of the E15 blend.

"There have been several tests and warnings highlighting E15's harmful effects on engines and their components, but they have all been dismissed by the EPA. Therefore, we must force the EPA to stop the use of E15 fuel until the serious safety, durability, performance and environmental concerns have been addressed," announced Rep. Sensenbrenner.

Sensenbrenner has introduced several bills to address the risks associated with E15, and his latest legislation to halt the sale of the 15% alcohol blended fuel until further studies are completed, came less than a week after witnesses from automobile and motorcycle industry and consumer groups testified before the Science, Space and Technology Committee that more testing is needed.

"We have a responsibility to ensure that Americans using gas-powered machinery – whether it be cars and boats or chainsaws and lawnmowers – are not put at risk due to faulty fuel that has not been adequately vetted," Sensenbrenner said.

BILL INTRODUCED IN CALIFORNIA TO REGULATE LANE SHARING:

No sooner had the California Highway Patrol published guidelines on how to safely maneuver your motorcycle between lanes of slow-moving traffic, than SB 350 was introduced by State Senator Jim Beall (D-San Jose) to codify the rules into law.

California is the only state that allows "lane sharing" or "lane splitting," precisely because there are no laws against it; though officers have a variety of charges they can levy against a reckless rider such as unsafe lane change or too fast for conditions.

Beall's bill would restrict the practice by prohibiting motorcycles from splitting lanes unless specifically allowed; "...when a high-



way has been divided into three or more clearly marked lanes for traffic traveling in the same direction, a person operating a motorcycle shall not pass another vehicle in a portion of a lane occupied by that vehicle unless the following conditions are met:

(1) The passing occurs during traffic congestion. (2) The passing occurs at a safe speed."

Following furious feedback from motorcyclists opposed to over-regulating an act that 87% report doing almost daily during crowded commutes, Sen. Beall soon pulled his proposal and turned it into a two-year bill for future reconsideration.

In the meantime, although ABATE of California did not initiate the measure, the group will work with Beall to amend the language, and vows "...our goal is to ultimately submit a bill that addresses the concerns of the motorcycle community; a bill that can be supported and endorsed by the ABATE membership. If the final bill doesn't meet ABATE's requirements, ABATE will vigorously oppose the bill and try to kill it."

DRIVERS CAUSE MOST CRASHES WITH MOTORCYCLES, RESEARCH SHOWS:

For motorcycle riders, people in "cages" bear a disproportionate share of the blame for the high number of motorcycle crashes, while car drivers feel careless motorcyclists careening in and out of traffic are putting their own lives at risk.

So who's mostly to blame when four-wheel and two-wheel vehicles collide? According to a recent Florida Department of

Transportation study, bikers are right. Motorists driving cars and trucks are mostly at fault, often failing to yield the right of way to the smaller vehicles.

In analyzing 10 years of Florida motorcycle crashes, Chanyoung Lee, a senior researcher at the University of South Florida's Center for Urban Transportation Research, found that 60% of the time motorists in other vehicles are at fault when they collide with motorcycles.

But the study uncovered more: When looking at all motorcycle crashes, motorcycle operators bear a lot of responsibility as well. They have a significantly higher number of single-vehicle crashes than other drivers. Some 34% of motorcycle crashes involve one vehicle, according to the study, compared to only 19% of car crashes involving one vehicle. When looking at really severe and fatal motorcycle crashes, 50% involve just the motorcycle and no other vehicle, but when multiple vehicles are involved, greater blame falls on four-wheeled drivers. And most motorcycle crashes involve other vehicles.

But it's also a matter of awareness, according to Lee, who is part of FDOT's Motorcycle Safety Coalition. In driver surveys, FDOT has asked people how often they see motorcycles. Those with motorcycle endorsements on their driver's licenses report seeing motorcycles all the time, while those without endorsements who live in the same area report occasionally seeing motorcycles.

Due to minimal levels of protection to their riders, approximately 80% of motorcycle crashes result in injury or fatality, according to the Network of Employees for Traffic Safety, while only 20% of passenger car crashes injure or kill the vehicle occupants.

MMA HELPS DEFEAT SOUND WARRANT IN YARMOUTH, MA.:

The Massachusetts Motorcycle Association (MMA) is pleased to report that a town by-law proposal has been successfully defeated in Yarmouth. With short notice, the MMA in concert with the Yarmouth Chief-of-Police and Deputy Chief attended a recent Board-of-Selectmen meeting and were successful in convincing the board that such a Bylaw would be unsuccessful.

Armed with prior testimony used successfully around the state, including used to overturn a similar bylaw passed in Falmouth and subsequently struck down by the Commonwealth Attorney General, MMA Legislative Director Rick Gleason joined

Coast from page 12

the Chief and Deputy Chief of the Yarmouth Police Department in their argument that Town Bylaws cannot exceed State Law, and that such a measure would essentially be meaningless.

The MMA has long held strong opposition to the use of the OEM EPA Stamp on stock exhausts as an enforcement tool, because it is a consumer protection mechanism and not meant to be used against the consumer. It is also hard to locate on many models of motorcycle, hidden under seats on sport bikes, under saddle bags of cruisers, or simply facing the wrong way for aesthetic reasons. Most critically, per the very regulation that entitles it, it expires in one year or 3,729 miles, whichever comes first!!

Instead, the MMA (www.MassMotorcycle.org) continues to hold a firm belief that the existing laws on the books are sufficient if properly implemented and enforced, specifically that simple test procedures do exist for muffled exhaust, whether replaced with after-market or not, with a reasonable sound level.

LICENSE PLATE CAMERAS - A NEW WAY TO NAB SCOFFLAWS: First came red light cameras attached to traffic lights to catch drivers trying to beat the light; then came speed cameras along the roadway to ticket lead-footed speeders; but now police are deploying cameras in their cruisers to scan our license-plates in order to get instant feedback on unpaid tickets and other warrants.

It also allows authorities to monitor where average citizens might be at any particular time. That bothers some privacy advocates and organizations like the ACLU that oppose public intrusions into individual privacy. The groups are becoming more alarmed about license plate tracking as a growing number of police departments acquire the technology for electronic surveillance of traffic on public streets.

Little Rock, AR Police Chief Stuart Thomas said the law enforcement benefits outweigh any concerns about possible abuse of the information, which, as a public record, is legally available for anyone to see.

Lawmakers in several states, including Minnesota and Utah, have suggested setting a time limit for their departments regarding how long such data can be collected and stored, but many places like Little Rock have no set policy and have a growing archive of license plate photos, along with time stamps and the locations, showing where motorists were at certain times

Privacy advocates worry about the potential uses for such outside law enforcement, from snooping by stalkers and private investigators to businesses that sell personal data. "Given how few rules are currently on the books to protect our privacy, it's plausible that private investigators and data-mining companies could acquire this location data," said ACLU staff attorney Catherine Crump, adding that the organization has requested more information from government agencies, but hasn't filed any lawsuits.

AUSTRALIA BANS BROTHERS BEHIND BARS: Since last Nov 19, the Australian State of Queensland in Northeastern Australia has banned the distribution of the monthly newsletter "Brothers Behind Bars" in its prisons. Brothers Behind Bars is a digest of biker club and motorcycle news edited by retired Sons of Silence patch holder Iron Mike Davis, and is an outreach program supported by the National Coalition of Motorcyclists (NCOM). BBB is specifically aimed at motorcycle club members and is stubbornly non-partisan.

Mike Davis was notified that the words he publishes were illegal in Oz with a peremptory, unsigned form letter from the government of Queensland that read in full: "On 7th of November 2012 Queensland Corrective Services issued a directive from head office that all correspondence between prisoners who are members of an Outlaw Motorcycle Gang (OMCG) & OMCG members & associates was to cease immediately. As a result the author of this letter has been identified to be either a member or associate of an OMCG as such your mail has been returned to you."

Iron Mike recently told The Aging Rebel (www.agingrebel.com), "Something I've said for years: 'Australia today, Canada tomorrow, and the U.S.A. the day after.' I truly believe countries like Canada, Germany, U.S.A., and others are watching to see what works in Australia to outlaw motorcycle clubs - starting with the 1%er ones."

The Aging Rebel article went on to describe "Anti-Bikie Laws" down under: "Queensland has been trying to outlaw motorcycle clubs since 2009 when the state passed legislation formally called the Criminal Organisation Act of 2009. These anti-bikie laws give police the power to declare which organizations are criminal & which are not. Similar sets of laws have been passed in the Australian states of New South Wales & South Australia, and have been challenged in the courts by the Hells Angels, Finks & Rebels MCs. Australia's

strategy has been difficult to implement in the United States because the U.S. Constitution specifically guarantees citizens' & visitors' rights to move freely, assemble peaceably, to keep & bear arms & to express themselves freely in numerous ways including the right to wear a patch on your back. Various Fed police forces in America including the FBI, the ATF & increasingly the Dept of Homeland Security have attempted to subvert these Constitutional guarantees using the Racketeer Influenced And Corrupt Organizations Act (RICO) & in several recent cases trademark law."

CANADIAN RIDERS BALK AT HEFTY INSURANCE HIKES: Premier Brad Wall says "maybe mistakes were made" and the Saskatchewan government will revisit motorcycle insurance rate hikes proposed recently by Saskatchewan Government Insurance. "Our MLAs are reporting a lot of feedback on the issue, not just from those who are riders or have motorcycles, but others in general who note that these increases seem to be very high," Wall told reporters.

When the legislature reconvenes for its spring session next week, the Saskatchewan Party caucus will discuss its next steps, Wall said. He said he's not convinced SGI has exhausted all of its options to help eliminate a \$9-million deficit between crash injury payouts and fees charged to motorcyclists. "Obviously, what's being proposed by SGI for the rate rebalancing means huge increases and immediate increases, if approved, for riders," Wall said.

SGI's proposal to the Saskatchewan Rate Review Panel would mean a sudden 73% jump in insurance costs for the average motorcycle owner, compared to an overall vehicle insurance rate increase of 1.03%. The move prompted a backlash from bike enthusiasts and business owners, who fear a big blow to new and used bike sales which could devastate the motorcycle industry.

If approved, the rate increases would take effect in August, but Wall said the chance is "slim" the proposal will stay as is. He wants the government and SGI to look at other creative options, such as using better price incentives to reward motorcyclists who have taken training courses.

QUOTABLE QUOTE: "I am not a product of my circumstances. I am a product of my decisions." Stephen R. Covey (1932-2012) author, one of Time magazine's 25 most influential Americans.

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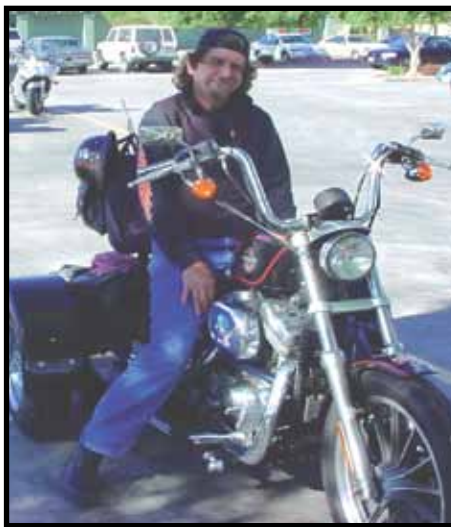
Sporty's Rides

by Lee 'Sporty' Milligan

Greetings ABATE members and those who are reading this award winning column! I have been busy the last two editions of this column getting ready for our 26th annual Polar Bear run. The low down on that was it was successful. Yea, it made money for the Local 1 treasury. That in its self is a blessing because now we can decide how much money to give the various funds and the insurance that protects our interests.

Come on Sporty be whimsical not straight informational. Ok. So you want me to not be Dragnet - like "Just the facts ma'am." Ok. Then let's rock.

The clocks changed on March 10 and my morning commute on the 11th was in total darkness as I need to be at work by 6 am in Malibu. So that sucks to high heaven. Then on Tuesday, March 12, they sent me to Southgate to do work on a building and safety job. So that meant having to ride the AWFUL 710 fwy. California freeways are not what you call a fun place to get around on as they need plenty of repairs to smooth out the ruts which can mess up your balance if you get in the road grooves. It is just as bad going home with the 710 fwy because you can see the traffic before you hit the traffic. I will say parts of my commute home are enjoyable until I hit the 101 fwy to the 405. Well that's enough about the commute because you readers all do



some type of commute to and from work so you're probably saying to yourself, "Get to the good stuff."

Well in March I went to the Boozefighters 101 Swap Meet at their club house off Sierra Hwy in Santa Clarita. I know many of the members as we have been acquaintances over the years. They have vendors that have good stuff and some that have really cheap prices. I could not stay long as by 3 pm I had to be in Fontana for a Southern Regional Rally committee meeting. We have been having our meetings at Logan Road House. Kinda pricy but the area we have our meeting at is accommodating so that makes it ok. The Southern Regional Rally is May

10-12 in Victorville. Be there or be square as Sporty will once AGAIN BE IN CHARGE OF THE RAFFLE BOOTH! Yes that was a loud announcement.

The previous day, after my morning meeting, around 1 pm I went to Old Road Harley Davidson to order a derby cover for the 2002 because my cover was warped and developed a leak that drops oil every time you ride it and stop. Tends to piss the wife off when I park the bike on the concrete in the backyard in front of the garage causes it makes a mess. Well the part cost \$84 (Good Grief!) but they will put it on for free. So, bam, another charge on my card.

On the 15th, I went to CT's Motorcycles and got a rear tire and rear brakes cause I needed both. Cost \$270. Best part of the deal was that he renewed as my business member. I was glad for that.

Do ABATE rides first, support ABATE events and, when asked, write letters or email to help defend your right to ride. Till next time, be good. Regards, Sporty Milligan.



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Motorcycle Safety Report

by Steve Guderian, Safety Officer

ABATE AND MOTORCYCLE RIDER SAFETY, EVERY RIDER COUNTS!

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

Anti-Lock Braking Systems, ABS is the primary topic for this month, but before I get there I want to go over some other things.

Just in case you did not know, I was interviewed about lane sharing. I have written two papers about lane sharing and had them published through the Motorcycle Safety business I own. It was through this business that I ended up talking with the reporter about lane sharing. Here is the link for the lane sharing article: <http://www.latimes.com/business/autos/la-fi-mo-autos-lane-splitting-controversy-safety-guidelines-from-the-chp-20130306.0.561731.story>

I don't remember if I mentioned that I was a retired Ontario PD motorcycle officer and the ABATE Safety officer. I could very well have brought up both of those things in our conversations. However, the article mentions that I prefer to go with the data, and it was through my business that I did all of the research to get the data to write the papers that I did. Well, my business didn't get mentioned, but me being a retired OPD motor and the ABATE Safety officer did. It got mentioned in the same paragraph as ABATE's history and club association. And, if my memory serves me correctly, I don't think I have mentioned much at all about lane sharing in my ABATE pieces. I know for a fact that I have not covered lane sharing to the extent that I did in my papers. I received more than one call mentioning that they did not know I was associated with one of the clubs.

Just so everyone knows, I am not a member of any club of any kind, motorcycle, business, personal, professional or any other



kind. There is a very specific reason that I do not belong to any clubs in any genre; independence. I have been working as a crash expert for almost 30 years and as a motorcycle rider safety expert for over 10 years. The independence that I have worked to maintain lets me help all riders when they need it. Some of you may recall a request went out to try and help a club member with a motorcycle issue. I was able to use my expertise to find documentation and provide an "expert" opinion that supported the actions of this motorcycle rider. In other words, as an independent expert I am able to provide unbiased facts.

The other part of the article that I would like to highlight, I do go with data and research related information. I won't talk about or give you information that is not supported by the data or research. For example, recall the piece I did on look-ahead time/distance. The general motorcycle related information that is quoted the most and that most riders go with is not supported by any data or research. I provided another look-ahead time/distance, 6 seconds, which is what has been discovered by multiple researchers as the time that other drivers use when looking to pull across a vehicle path of travel. This is fact based. I also noted that look-ahead time/distance has to be part of the traffic conditions and environment at the moment because for most cases there is no set time/distance that is best for all possible situations. This is fact driven safety

information, and this is what I do. So, please remember, when I talk about something involving rider safety, there are facts supporting what I am saying.

OK.... Important caveat here, yes I do fact driven motorcycle rider safety. But, new studies come out all of the time and facts can change. An example of this; in 1980 the Hurt report came out and just over 50% of the motorcycle crashes studied in this report involved a vehicle traveling into the path of a motorcycle. A fact based on research and study of motorcycle crashes. However, a guy by the name of Dr. Paul Olsen didn't believe that this fact was correct. So, Paul Olsen and Harry Hurt went back and looked at the data from the Hurt report a second time. In 1989 these two researchers published another report. What they found was that there was an additional fact that had to be considered. Yes, cars drove into the path of motorcycles, but in almost half of these cases there was a vision obstruction and the driver never saw the motorcycle until it was too late.

I think the most important question we have to ask about these facts is how come we as the riding community were never told of this second report, and how come nobody has looked at addressing this secondary issue, which is a situation based motorcycle rider visibility problem?

Additionally facts change. Since about 1998 here in California almost 70% of the fatal motorcycle crashes and around 60% of injury crashes have been the fault of the rider. So, let say that one week you hear about 10 fatal motorcycle crashes, the odds are that 7 of those crashes were the fault of the rider. Six out of ten if it were injury crashes you hear about. So apparently that old 1980 fifty-percent of crashes are caused by drivers pulling in front of motorcycles has changed a bit.

As for the safety information I wanted to cover this time, it is anti-lock brake sys-

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Safety from page 18

tems, ABS. If you are buying a motorcycle and you have the chance to get one with anti-lock brakes, I would say do it and don't hesitate. And if you get lucky enough to get linked anti-lock brakes, do this and don't hesitate. My wife's HD has anti-lock brakes. I really don't want her on a motorcycle that is not equipped with anti-lock brakes. Two weeks ago I bought another motorcycle, it has linked anti-lock brakes. I am not going to buy another motorcycle without anti-lock brakes.

Back in 1980 in the Hurt report, Harry recognized that the data was showing riders were having difficulty in braking. In 1984 he even wrote another paper specifically about training braking for riders. More specifically, he suggested that riders be trained to brake with two fingers so they can always ride covering the front brake. Again, we should be asking ourselves 'why we were never told about this?' And more importantly, why is the current rider training teaching four fingers to brake? This is a particularly important question given the data today on braking still shows riders do not brake very well at all. This is an example of a fact that has not changed.

There are riders out there that say anti-lock brakes make for weaker riders because they are relying on the technology to save them from crashing. And that a good rider can brake better than the anti-locks brakes can. A fair position to take, now prove this point. I ride just about every single day, and every time I leave my house I practice my braking. I even practice when it is raining. Yet, I still bought a motorcycle with linked anti-lock brakes.

Here are the facts; there are a handful of riders out there that actually test motorcycle brakes. These guys really know how to brake a motorcycle. The testing data shows that with the current generation of anti-lock brakes, they are barely better than the anti-lock brakes. Anti-lock brakes will always handle changing road conditions and not

perfect asphalt conditions better than non-anti-lock brakes. What does this mean? Say you are riding along and you have to emergency brake. You are doing just fine but all of a sudden there is a bit of gravel-mud-water-radiator fluid or a fuel spill in the roadway right in front of you. Without anti-lock brakes there will be locked wheels and a fair chance of crashing. With anti-lock brakes the braking system will still continue to function just fine through the changing surface and you avoid a braking crash.

The most important fact, 98% of us are not the professional riders who believe they don't need anti-lock brakes, and who also believe that ABS makes for a weaker rider. When the emergency happens, most of us are going to react and brake out of habit. And this is a habit which for the most part does not include the techniques and skills necessary for emergency motorcycle braking. So we need a little help and there is where ABS comes in.

Here is a very important tip, with anti-lock brakes you really need to practice braking a couple of times so that you brake to the point that the ABS kicks in. You don't need to travel faster than 20-25 mph to brake hard enough for the ABS to kick in, and at this speed you can take a couple of practice runs in order to work up to braking hard enough to kick in the ABS. It is very important to know how your motorcycle is going to react when the ABS is operating.

I was playing with the ABS system on my wife's HD. Turns out that the front forks on this particular motorcycle are not very stiff. So with the heavy braking I got significant front end dive. Of course the ABS kicked in so the forks rebounded. But then as the braking increased again, the front end dived again. Again, the ABS kicked in and the forks rebounded. In other words, the front end of the HD was bouncing pretty good when I emergency braked and kicked in the ABS, and this bouncing surprised me. When you are out on the road and you have to emergency brake, you don't want to be

surprised at what is happening and release the brakes. So try the ABS out a couple of times before you need it.

Motorcycle braking, in particular emergency braking and using an anti-lock braking system, is not an issue of pride. It is an issue of keeping yourself safe and uninjured.

So, to recap, the facts and the data show that ABS brakes on a motorcycle are a good thing to have. I believe in this enough that the motorcycle my wife rides has ABS and I would not want her to ride a motorcycle without ABS. And the motorcycle I just bought has linked ABS.

It is also clear that ABATE of CA believes that every motorcycle rider in this state has rights and these rights are independent of a riders background, personal actions and beliefs, and that these rights must be protected. Furthermore, as the Safety officer it is my position that the most basic right for every motorcyclist rider in this state is for the safest riding environment possible. And, that data, research and studies is how we will make motorcycle riding as safe as it can be.

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

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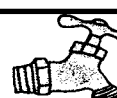
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ABATE Off-Road Division

by Nick Benson Sr.

ABATE of California's Off-Road division is off and running! We are still looking for new members and are working our butts off to get rid of negative legislation that has been aimed at off-roaders. We have been working with our representatives and at the time this is going to print; we have three bills headed to legislation to help undo the harm AB 1595 has done! Join now and help us to help you!

ABATE of California Off-Road is sponsoring Assemblyman Tim Donnelly's AB 64 which would amend AB 1595 (Congressman Paul Cook's outlandish bill that severely restricts Side X Side modifications, mandates helmet usage, and outlaws aftermarket back seats). After careful consideration, it was decided by all parties that Donnelly's original full repeal of AB 1595 probably would not pass, so instead, Donnelly amended it to (1) exempt all Side X Sides built before January 1, 2014 from the after-market back seat prohibition portion of the bill and (2) would exempt children from wearing a helmet if they are strapped into a child safety seat. We feel that this amended bill has a better chance of passing than Don-

nelly's original bill and will give us a "foot in the door" for future changes to AB 1595.

Also stepping into the arena are two awesome Senators – Mimi Walters (R Irvine, Senate District 37) and Jean Fuller (R Bakersfield, Senate District 18). A couple of well-liked Senators, who believe in freedom like we do can only be a plus for us! As a side note; if all our representatives had staff members as astute and helpful as Jessica LaMaack from Senator Fuller's office and Josh Hoover from Senator Walters' office, our government would have a much higher constituent rating.

Senator Mimi Walters has introduced SB 234 which will amend AB 1595 in the following ways; 1) would allow non-factory seats in Side X Sides built before January 1, 2014 if the occupant of that seat is fully contained within the vehicle's rollover protection structure (roll cage), and 2) would allow aftermarket hand holds that meet the requirements of AB 1595 which specifies that passengers must be able to hold onto a hand hold while strapped into the passenger seat.

Senator Jean Fuller has introduced SB 334 as a "plan B" should Assemblyman Donnelly's AB 64 and Senator Walter's SB 234 fail to pass. SB 334 would amend AB

1595 with new language that would delay implementation of the non-factory back seats prohibition until January 1, 2015. This bill was introduced as an "urgency" bill meaning it will be heard sooner and if passed implemented immediately. Senator Fuller's SB 334 will ensure ample amount of time to amend AB 1595 in the event of AB 64 and SB 234 not passing. Both Senator Walters' and Senator Fuller's bills are scheduled to be heard in the Senate Transportation Committee on April 2, 2013.

The time is now for all off-roaders to jump in and join the fight to retain our off-roading freedoms. We must be proactive in stopping this type of legislation before it takes us by surprise again!

Join ABATE's Off-Road Division now by logging onto www.abate.org and click on "Click here to join" then scroll down to "name and address" pull down menu (under the Membership Options box) and select Off Road, then follow the on screen prompts. For a downloadable form, click on the Off Road tab and then the Current Issues tab, scroll to the bottom of the page and download the Off Road Membership Form. Need more info? Email me at nick@abate.org!



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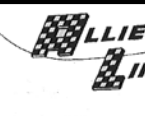


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13NR09 March 15, 2013 Press Release
Contact Jeff Hennie, (jeff@MRF.org)
Vice President of Government Relations
and Public Affairs Washington D.C.

Sensenbrenner Introduces Ethanol Legislation:

Congressman Jim Sensenbrenner (R-WI) introduced HR 875, a bill that would require the US Environmental Protection Agency (EPA) to conduct a thorough independent study of the effects of gasoline/ethanol blends above 10%. Currently the EPA is allowing the use of blends up to 15%.

Sensenbrenner had this to say, "There have been several tests and warnings highlighting E15's harmful effects on engines and their components, but they have all been dismissed by the EPA. Therefore, we must force the EPA to stop the use of E15 fuel until the serious safety, durability, performance and environmental concerns have been addressed."

The bill would halt the sale of E-15, the 15% blend, until the studies findings have been completed.

The Motorcycle Industry Council (MIC) has cautioned owners against using the blend.

At a recent hearing held by the US House Science Committee all witnesses agreed that more testing was needed into the effects of E-15 on internal combustion motors of all sizes.

The Motorcycle Riders Foundation supports this legislation and strongly urges you contact your US Representative and ask them to cosponsor HR 875 as soon as possible. It's important to have a large number of cosponsors to pass this legislation.

You can reach the US Capitol Switchboard at (202) 224-3121

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TECH TIPS

by Craig Griswold
Brakes (Part I)

In the performance world, we jump through our proverbial grommets to do whatever we can to make our bikes go faster. Pipes and air, cams and compression, jets and maps. Anything to get that EPA choked dog motivated to get to point B chop-chop! On the other end of the spectrum, how often do most folks think about what it takes to slow down and stop?

In the beginning, Bill Harley and brothers Davidson were building bikes that were pretty much bicycles with motors. The first few to roll out of that old shed in Milwaukee had nothing more than a coaster style brake, like that one on your old Schwinn (fun fact: Ignaz Schwinn got in on the motorcycle scene back in the early part of the century, more on that later). It wasn't until 1914 when the first *expanding rear drum* brake was put to use. Harley stuck with that set-up for many years, with a transition from mechanical linkage to hydraulic operation with the introduction of the 1951 Servi-Car.

All that history is interesting, if nothing else. However, it could be argued that the greatest advance in bike brakes was the introduction of the disc brake. You folks can back me up on this one. Anyone that has ever worked on drum brakes, automotive or motorcycle, LOVES disc brakes! First introduced on the 1972 Electra Glide, the Motor Company has been using them ever since, with minor refinements over the last 4 decades. In 2000, the upgrade to the four piston caliper was a gift from the performance gods! Out the door went that goofy single puck system.

Back to the hydraulic discussion! Up until 2005, Harley used DOT 3 (standard automotive stuff) and DOT 5 brake fluid.



DOT 5 is silicone based and has a few good things going for it. It won't harm painted surfaces, has good feedback in the brake "feel," and does not absorb moisture. It is not compatible with any other brake fluid. In 2005, The Motor Company switched to DOT 4.



DOT 4 is an excellent paint remover, absorbs moisture fairly easy, and according to service literature, must be changed/flushed every two years (that moisture thing). So all the cool kids were asking; "What were these guys thinking?" Well, one of the disadvantages of DOT 5 is that it lends itself to aeration. Certain conditions will introduce air into the system with a corresponding reduction in brake efficiency. DOT 4 is less vulnerable to this phenomenon, and as such, the technical folks decided that this quality outweighs the above minor deficiencies. All

part of the plan to implement ABS (Anti-Lock-Brakes) into the land of Harley.

This brings us to the point I really want to make. These two fluids are absolutely not compatible, and if mixed, will make a mess of your brakes from one end to the other. The end result looks something like congealed bacon grease, for the lack of a better analogy. Best case scenario, you overhaul every component in your system and start new with the correct fluid. Worst case is obvious! Stock set-ups will have the required fluid type displayed on the master cylinder cover. That doesn't necessarily mean that's what's in there!



HD service literature says inspect DOT 5 and replace as necessary. DOT 5 is purple when new, and turns a light tan as it ages. We flush it with new if it's anything but purple. If you are ever in doubt, check with a reputable shop and err on the side of safety.

Brakes have come a long way since that bicycle coaster rig! The latest and greatest are Brembo calipers and ABS systems on the baggers. Next month we'll wrap up the topic with some gouge on brake pads. 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, or call 530-263-8071. Additional information can be found on the web at: twogunnerscustomiron.com. See us on Facebook).

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

A Special thanks to our Sustaining Members for the extra support!!!

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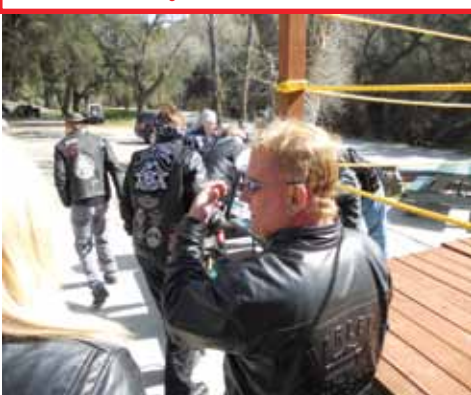
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Thank you to everyone who has contributed to these various funds either by sending separate donations or by adding extra dollars when you renew! Large, small and in-between donations all add up when combined – so – THANK YOU!!!!

We will do our best to recognize your generosity by thanking you here, if we leave you off – please contact carol@abate.org or Dave Hastings 760/947-4700 and we'll get you on next month's list. YOU ALL deserve a pat on the back and to be thanked!!!

Donations to the General Fund (from individuals and ABATE Locals):

Lynn & Barb Austin, L#00;
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Thomas Rhamy, L#11;

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Thank you to one and all; donations are welcomed anytime – you can snail mail (payable to) ABATE of California, 10240 7th Ave; Hesperia, CA 92345-2631. In the memo write which fund(s) you want it applied to.

Currently – we also need sponsors for the “Free” Parking meters on May 6 at the State Capitol. \$25.00/meter. So far we have these Sponsors: AZRAEL's Motorcycle Club, and ABATE Locals 9 & 20. THANK YOU.

Make checks Payable and mail to ABATE of CA; 10240 7th Ave; Hesperia, CA 92345-2631. In the memo write or enclose the name of the Sponsor you will want displayed on the sign. Need the sponsorship money by May 1st.

Local 20's Spike and Gill



Local 20's Spike and Gill attended Assemblyman Tom Daly's St. Patrick's Day event/open house. We met with him, his staff and even former Assemblyman Jose Solorio was there.

We spoke briefly about various topics, lane sharing, profiling, equal access and local issues with both Assemblyman Daly (District 69) and his support staff. Spike mentioned ABATE's Freedom Rally on May 6 in Sacramento and asked if the Assemblyman might say a few words on the steps. He thought that might be a possibility.

It was a great event and I think we accomplished our goals with Assemblyman Daly and his staff - we even got to meet the Police Deputy Sheriff of Orange County. That was interesting.

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MEMBERSHIP REPORT

by Lee 'Sporty' Milligan,
Membership Chairman

The organization that fails to retain its renewals fails to grow as a viable unit. It is important to note the value of the renewals as they will be the background of the organization.

Greetings all! Membership Chairman Sporty Milligan with the latest plea for your hard efforts on behalf of the membership department of ABATE.

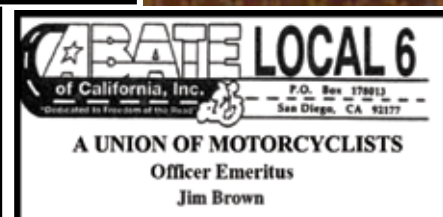
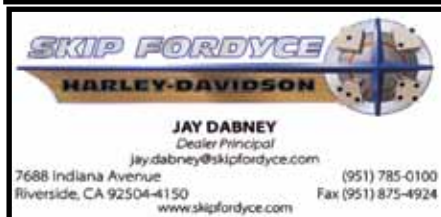
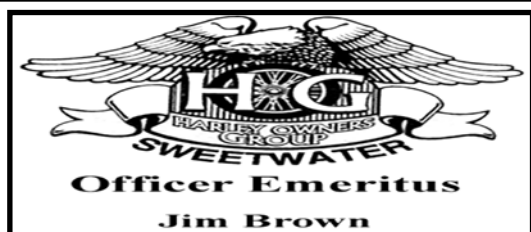
There is a process that happens when you get members in order to keep them renewing their membership. The new member

should be made to feel welcome at your Local meetings. You can get the members involved in your Local at whatever level is comfortable for them. To get folks to go to your meetings try the post card/email system. I do this because it lets the members of your Local know when the monthly meeting will happen.

In my Local I don't always get a huge turn-out for my meetings, but the fact that I notify all my members of the meeting time and place lets them know that I care about them and work to keep them informed, which in turn results in the renewals being sent in each year. I don't lose many members and keep my Local at a manageable level number wise.

Well it's that time again when Carol sends you your allotment of special raffle membership funding tickets. The sale of these tickets helps fund our annual Membership Drive. We do this drive to help keep our membership levels from sliding. My Local member Peter Daniels was very adamant that we continue to do our Membership Drive because without the drive there is no extra incentive to get members. With that said, please look for your allotment soon.

Ok, once again, DO your very best to help Membership Chairman Sporty keep your renewals, get new members and an extra couple of new business members might help too. Remember there is Unity and Strength in numbers of members. Regards, Sporty Milligan, Membership Chairman.



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American Custom Cycle
R. Camacho 909-484-5300
Banslow Motorcycle Shop
Bakersfield 909-355-4290
BCR Engineering Company
Monterey 909-925-4371
Cycle salvage of Ventura
Ventura 909-355-3427
Desert Touring
Cathedral City 760-327-1176
Iron Horse
Ventura 909-984-9878
J & J's Towing
Glendora 626-334-1383
Jerry's Custom Cycles
Twentynine Palms 760-367-7374
John Bull Cycles, Inc.
Fresno 909-823-1338

KIRKLAND CUSTOM CYCLES

Agave's Motorcycle Restoration
Glendora 909-941-8087
American Classic Motorcycles
Fresno 559-277-5909
Bakersfield Club Training
Bakersfield 861-322-7007
Broken Wheel Custom Cycles
Oakdale 209-333-1039
Burners Cycle Shop
Shoshone 209-948-3361
Cajon Motors
Victoria 559-627-2275
Clark Custom Cycle
Clovis 559-323-6014
Cycle Tune
Fresno 559-292-8435
Frost Cycles Honda Suzuki
Bakersfield 661-324-9895

CENTRAL VALLEY

A & D Auto Parts
Hanford 559-582-0431
Agave's Motorcycle Restoration
Glendora 909-941-8087
American Classic Motorcycles
Fresno 559-277-5909
Bakersfield Club Training
Bakersfield 861-322-7007
Broken Wheel Custom Cycles
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Burners Cycle Shop
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Cajon Motors
Victoria 559-627-2275
Clark Custom Cycle
Clovis 559-323-6014
Cycle Tune
Fresno 559-292-8435
Frost Cycles Honda Suzuki
Bakersfield 661-324-9895

NORTH EASTERN AREA

Harley Davidson Thru
Concord 925-889-9801
Iron Cycles
Fresno 559-252-6666
Jim's Motorcycle Company
Bakersfield 661-398-5628
Johnny's Motorcycle Co. BMW
Bakersfield 661-323-1458
Kawasaki of Bakersfield
Bakersfield 661-631-9690
Ken Kim
Bakersfield 661-399-0342
L & L Customs
Bakersfield 661-638-0911
Mar's Hagg Shop
Modesto 209-576-1178
Maroon Custom Motorcycles
Merced 209-383-5266
Michael's Motorcycles
Lodi 209-353-8464
Murray's Towing
Walsh 559-734-9357
Oxford's Harley & Cycle Supply
Bakersfield 661-325-4774
Pajaro Valley Cycle
Bakersfield 661-324-8788
Rearview Motor Services
Fresno 209-237-2332
Ride Motone
Fresno 559-255-3876
Road Dog
Denair 209-468-7404
Road Dog Cycle
Fresno 209-468-7404
Road Hogg
Modesto 661-399-8188
Scrambler Scooters
Bakersfield 209-333-1039
Sierra Cycles
Gardena 209-848-4399
Tradition Custom Motorcycles
Fresno 209-272-1956
Western Cycle
Merced 209-384-1734

SOUTH BAY AREA

Alt Amer Honda Suzuki Yamaha
Santa Cruz 831-438-8100
Bella Monterey Custom Bikes
Monterey 831-899-1416
Boys Custom Cycles
Santa Cruz 831-465-1870
C.C. Rider
San Francisco 415-334-8897
Cycle Imagery
Santa Cruz 831-477-4548
Cycle Revolution
Santa Cruz 831-429-8539
Cycle Towing
Berkeley 916-844-2453
Cyan Towing/Horse Power
Campbell 408-966-1883
Espanol of Silicon Valley
Campbell 408-966-1562
Ernie's Western Auto
Fresno 831-335-5331
Grand Prix Santa Clara
Santa Clara 408-246-7323
Indian Motorcycles
Santa Clara 831-477-2100
Ken Armani British Motorcycles
Campbell 408-379-5300
Monterey Custom Cycles
Seaside 831-429-8539
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Pleasanton 925-734-9009
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02 Live Ride Christian Church Simi Valley 805/306-0042	17 Iron Steed Harley-Davidson Vacaville 707/455-7000	22 Ironworkers MC #433 Whittier www.IWMC433.com	27 American Legion Post 79 Riverside 951/788-8635	27 The Chopper Place Riverside 951/687-6655
06 ABATE Local 6 San Diego 858/566-4858	17 Jim-Denny's Hamburgers Sacramento 916/443-9655	23 1 Downed Biker Supply House San Bernardino 909/327-2828	27 American Metal Recycling Riverside 951/776-4080	27 The Lucky Greek Riverside 951/737-3162
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06 Edie + Jim San Diego 858/566-4858	17 Loyal Order of Moose #1967 Vacaville 707/448-1122	24 Allied Linoleum & Carpet Pinedale 559/438-0177	27 Bail Bonds Riverside 1-888-GET-BAIL	27 Vetrone and Sons Electric Yucaipa 909/797-4576
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13 Vietnam Vets/Legacy Vets MC F-Troop CA Simi Valley www.VNVMC-CA. com	20 Crossroad Riders Anaheim 714/299-2080	24 Mathews Harley-Davidson Fresno 559/233-5279	27 Kim's Sports Bar & Grill Riverside 951/634-3015	52 Renegade Rider Grass Valley 530/273-4644
15 Better Living Chiropractic Concord 925/798-6534	20 Freedom Coalition Fest Lakewood 714/331-9362	24 Puma Construction & Restoration Fresno 559/275-6100	27 LVR Racing Riverside 951/500-6068	52 Thunder Roads Magazine NorCal Orangevale www. thunderroadsnorcal.com
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Los Angeles County - Local #01-Reg#8
 Sporty Milligan 3rd Sun-9 AM
 1616 4th St Elk's Lodge #2098
 San Fernando 10137 E. Commerce
 818/ 361-8800 Tujunga, CA 91042

Simi Valley - Local #02-Reg#8
 Steamer Arsnow 2nd Tues 7:30 PM
 661/251-8360 VFW Post#10049
 4242 E Los Angeles Ave.
 Simi Valley

Thousand Oaks-Local#03-Reg#7
 Chuck Pedersen 3rd Thurs - 7:00 PM
 Elks Lodge
 Thousand Oaks 158 N. Conejo School
 805/496-0323
 Thousand Oaks

San Diego County - Local #06-Reg#12
 Snowman 1st Sun - 12 Noon
 C/O Boozefighters M/C Kate Sessions Park
 P O Box 501946 Pacific Beach
 San Diego CA 92150
 619/855-9981

Orange County - Local #08-Reg#11
 Daniel Pfaffly 2nd Mon.7:30PM
 American Legion #354
 8071 Whitaker
 714/649-2516 Buena Park

South Orange County - Local #09-Reg#11
 Cory Toroian Meets with L#20
 949/496-2936

San Diego County (North) - Local #11-Reg#12
 Dan Buse 2nd Sun - 11 AM
 buse13@cox.net American Legion #149
 760/807-7294 230 E Park Ave
 Escondido

Ventura County - Local #13-Reg#7
 Scott McCool 2nd Thurs. - 7:30 PM
 VFW #3935
 300 Surfside Dr.
 805/657-2454 Pt. Hueneme CA 93041

Alameda County Local#14-Reg#3
 Houdini 1st Wed 7:30 PM
 510/575-1500 The Florence
 37349 Niles Blvd., Fremont

Contra Costa County - Local #15-Reg#3
 Dennis Seace 1st Wed - 7:00 PM
 P.O. Box 269 Fuddruckers
 Concord CA 94522 1975 Diamond Bl.
 925/827-9973 E260 Concord

Solano & Napa Counties - Local #17-Reg#3
 Glenn Phillips 3rd Sun.- 10:00 AM
 P O Box 148 Judy's Wild
 Vacaville 95696 Wrangler Saloon
 707/624-6310 4826 Midway Rd.
 Vacaville CA

Pomona Valley - Local #19-Reg#9
 Chris Stowers 4th Wed - 7:00 PM
 POB 2033 Round Table Pizza
 Rancho Cucamonga 1020 N Mountain
 91729 Ontario, CA
 909/562-6950



ABATE MEETINGS

Orange County - Local #20-Reg#11
 Gill Mellen 2nd Tues - 7:00 PM
 2104 Continental Ave. American Legion
 Costa Mesa 92627 5646 Corporate Ave.
 949/632-9787 Cypress CA 90630

Antelope Valley - Local #21-Reg#13
 Ron Sundquist 2nd Thurs - 7:00 PM
 37230 52nd St. East Moose Lodge
 Palmdale 93552 44545 Division St
 661/586-5555 Lancaster 93535
 ron.sundquist@sbcglobal.net

South Bay - Local #22-Reg#11
 Suzanne Palmiere 2nd Thurs - 7:30 PM
 310/245-0543 Chowder Barge
 611 N. Henry Ford Ave.
 suzpalmiere@aol.com Wilmington 90744

San Bernardino - Local#23-Reg#9
 Kevin Sorrell 1st Sun 9:00 AM
 909/793-1112 Vicky's Restaurant
 502 S Waterman Ave
 San Bernardino CA

Fresno - Local#24-Reg#6
 Doug Biggerstaff 2nd Tues. 7:00 PM
 559/222-5306 Yosemite Falls Cafe'
 Shaw & Blackstone, Fresno

Sacramento - Local#25-Reg#2
 Lil' David Morena 3rd Thurs - 7:00 PM
 916/616-9605 Denny's
 3520 Auburn Blvd.
 Sacramento 95821

Riverside - Local#27-Reg#9
 Greg Covell 1st Tues - 7:00 PM
 P.O. Box 7070 American Legion
 Riverside CA 92513 2979 Dexter Dr
 951/522-3434 (in Fairmont Park)
 www.abatelocal27.org Riverside, CA 92513

Morongo Basin - Local#29-Reg#10
 Marty Rapp 2nd - Thurs - 6:30 PM
 Odd # Months
 P.O. Box 2334 Call Marty for Location
 29 Palms CA 92277
 760/367-1694

North Valley - Local #31-Reg#2
 Larry James 2nd Tues - 7:00 PM
 Last Call Lounge
 530/893-4827 876 East Ave. Chico

Yuba City - Local #33-Reg#2
 Steve Katen 3rd Thurs. - 7PM
 530/749-1003 American Legion
 5477 Feather River Blvd.
 Olivehurst

Imperial Valley - Local#38-Reg#12
 Bob Brown Last Thurs - 7:00 PM
 616 Tangerine Dr SOBE's
 El Centro, CA 92243 1151 S 4th St.
 760/352-7995 El Centro

Bakersfield - Local#40-Reg#6
 Omar Macias 3rd Tues. 7:00 PM
 661/832-5240 Rusty's Pizza
 661/900-8690 5430 Olive Dr
 Bakersfield 93308

High Desert - Local#44-Reg#13
 George Butterfield 2nd Sat. 9:30 am
 P.O. Box 3094 Victor Valley Moose Lodge
 Victorville CA 92392 10230 "E" Ave
 760/954-1227 Hesperia 92345

Barstow - Local #47-Reg#13
 Yermo Eddy Meet with L#44
 PO Box 521
 Yermo CA 92398
 760/254-3833 or 760/953-7353

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

Ridgecrest - Local #58-Reg#13
 Dave Cornelius 3rd Sat 10:00 AM
 760/447-4342 Mickey's Pub
 1661 W. Triangle Dr.
 Ridgecrest



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