

# The Bailing Wire

ABATE of CA. Newsletter for Motorcyclists Volume XXXV ISSUE V

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

**May 2016**

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**Brotherhood**  
**Aimed**  
**Towards**  
**Education**

**M**otorcycle  
**A**wareness &  
**Y**ou

**Richard Taylor**



## *Executive Director's Report*



**by Dave Hastings,**  
**Executive Director**

Keeping our member funded, not-for-profit ABATE organization operating on a day to day basis requires many important skill sets and a lot of combined volunteer hours. From our general membership and our Local Officers all the way up to our State Office holders everyone is a dedicated volunteer. ABATE of California prides itself in having only one paid employee, and if you actually take the time to examine the work load and duties that are performed by that single employee on a daily basis, you will quickly see that individual is probably underpaid for the work that they provide for us.

So, what I'm trying to say is that our individual skills, dedication, and hard work is what keeps our ABATE door open. You keep our organization at the top of the game in preserving our motorcycle rights and freedoms in California, and by our influence and example we often set the bar for many other states that follow our path to freedom with their own legislation modeling ours. We have accomplished much since our humble beginning, but we still have many items on our list and our job will probably never be finished.

That is why you, our general members, are so important to our organization. Every Officer in ABATE started out as a general member, and still retains that membership. Over the years I have held many different positions, but I've always thought of myself as a member first. Members are the lifeblood, vision, strength, and future of our ABATE of California. We depend on you for financial support, guidance, and volunteer support. You can accomplish these tasks as a general member or an office holder but remember, title or not, we are all just volunteers, and if ABATE is to succeed, every one of us must pitch in and help carry the load to ensure that success. Many have held ABATE positions for years and many of us are looking forward to the day we can just be a general member again.

Take some time to examine your personal situation and ask yourself if you are ready to assume an Officer or staff position in ABATE of California. Many of you are already doing the work required for a specific position - you just haven't sought out the title.

If ABATE is to have a future, we must find and train new Officers and staff to replace our current ones. Time, age, family, and individual health issues are slowly eating away at our current Officer ranks and our organization must begin preparing tomorrow's leaders today if we want to keep our ABATE door open.

Are you finally ready to lead ABATE in the years to come or are you just going to allow that door to slowly close and park your motorcycle rights and freedom in the garage with your bike? The choice is yours. I, and unfortunately, quite a few of your current ABATE office holders, are waiting for your call.

Dave H.

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## What is ABATE?

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

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

### ABATE Info or Message Line

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Ed Rogers 559/264-2891

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Region 3: Vacant

Region 6: Ed Rogers 559/264-2891

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Region 8: Sporty Milligan 818/361-8800

Region 9: Mark Loudermilk 951/599-5234

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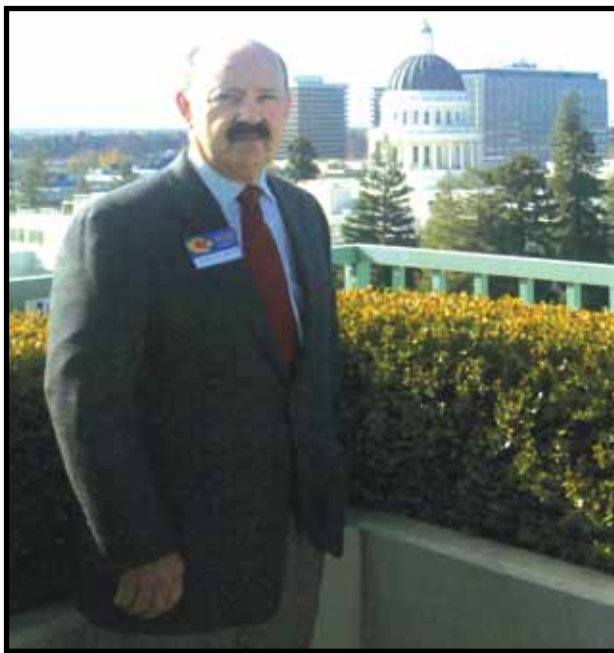
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## Lobbyist's Report



by James Lombardo, Lobbyist

During May, the Legislature will be busy modifying the Budget Governor Brown sent them in January. The Appropriations Committees in both houses will be hearing bills that passed their policy committees. That means, basically, 95% of the bills in the Legislature must go through these two committees.

ABATE's newest bill, AB 1932 by Jay Obernolte (R-Hesperia) will be heard in the Assembly Appropriations Committee, as well, after passing out of the Assembly Transportation Committee, unopposed, with a big assist from Chairman Jim Frazier. AB

1932 gives riders the option of selecting to take an advanced motorcycle riding course instead of the standard traffic school to eliminate a moving traffic violation on their record.

Chairman Frazier pointed out this would be a better way for motorcycle riders to take a traffic school class. The training they will receive in classes developed for riders would be a vast improvement to taking a standard traffic school course that would do little to upgrade a motorcycle rider's street riding skills.

Assemblyman Bill Quirk's AB 51 is still in the Senate Transportation Committee with **NO** date for a hearing! AB 51 will codify motorcycle lane splitting. You will receive an alert **IF, and when**, AB 51 is set for a hearing.

After my discussion with Assemblyman Quirk, outside of the Assembly Transportation Committee hearing room on April 11th, he was not sure, at the time, if he was going to proceed with AB 51, but hadn't ruled it out either.

It will not be heard until June, either way. So stayed tuned. Attend the June 25th ABATE Board and Legislative Committee meetings in Fresno, or make sure you send a representative from your Local so they can bring back the most current information. I will report on legislative issues that affect California motorcycle riders.

Thanks again to the Locals and members who contribute to the dedicated Lobbyist fund!

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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 16**



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.

BUSINESS MEMBERSHIP SPECIAL

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

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

Hi all! Sporty here with the monthly plea or reminder on the membership front. Members, if you're due for a renewal, then please renew your membership.

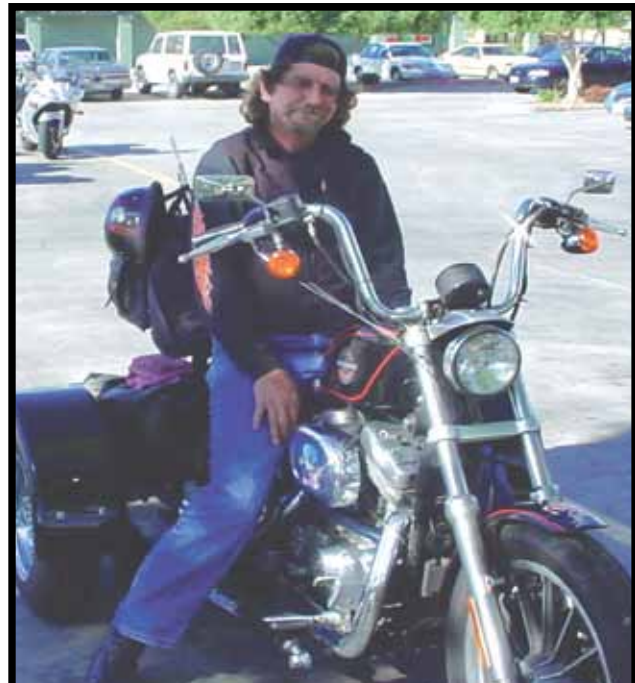
Special Membership Drive funding Raffle tickets: There are several ways you can use these tickets. 1. Sell them at your May or June meeting. 2. Give several to your renewing members. They are a nice "Thank You" trinket at only \$1 each cost to you. 3. Sell them at your event booth if you are having an event. 4. When you sign up a new member give them 5 tickets as a "Thank You" trinket for signing up with your Local and ABATE of California.

Be prepared when you are approaching a prospective new member. You should be armed with a blank membership card and an ABATE accomplishments sheet.

Right now ABATE PAC has voted to Sponsor AB 1932. If you receive a citation while riding, this bill will allow you the option to take the advanced motorcycle safety course instead of the usual traffic school class. The cost of the course has not been determined, but you will not get points on your record and some insurance companies may give you a discount for taking the course.

The bill is moving through the system and recently passed out of the Assembly Transportation committee with no opposition.

I am proud to support this piece of legislation because of our acronym ABATE, American Brotherhood Aimed Towards Education. So when you are doing your mem-



bership pitch you might include this in the discussion.

I have given you points to use in your quest to get more members, which will strengthen our organization. As always, feel free to email me with your membership concerns at [williammilligan285@yahoo.com](mailto:williammilligan285@yahoo.com).

Now go out and recruit some new members and keep your renewals. There is unity and strength in numbers of members.

Regards, Sporty Milligan, Membership Chairman

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# 2016 Southern Regional Rally

by Dave Hastings

I'm hoping you will receive this article before our Southern Regional Rally weekend. I want to personally invite you to "Come Out And Roost At The 22nd" annual ABATE Southern Regional Rally to be held this Mother's Day weekend, May 6-8th, 2016 at the Shady Oasis Kampground in Victorville.

All proceeds from the Rally are turned over to your

ABATE, so not only will you have a great weekend with our family fun event (kids and moms are welcome!), but you will also be making a direct contribution to our organization.

As usual, we will need volunteer help at the Rally and we are also asking for raffle prizes and/or a sponsorship donation from every Local statewide.

Most of us have been to this event before, but

if you need specific information you can find a "printable flyer" on the Regional Rally web page [www.abateSRR.com](http://www.abateSRR.com) or call me at (760) 947-4700 and leave a message; I will get back to you with the info you need.

So come on out and join us for Mother's Day weekend and we will do our best to help you and mom find and "Get Your Kick's On Route 66"!

Dave H.

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



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GPS Coordinates: 34.550610, - 117.290500

# May 6-8, 2016

[www.abateSRR.com](http://www.abateSRR.com)

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# ABATE REGIONAL RALLY 2016

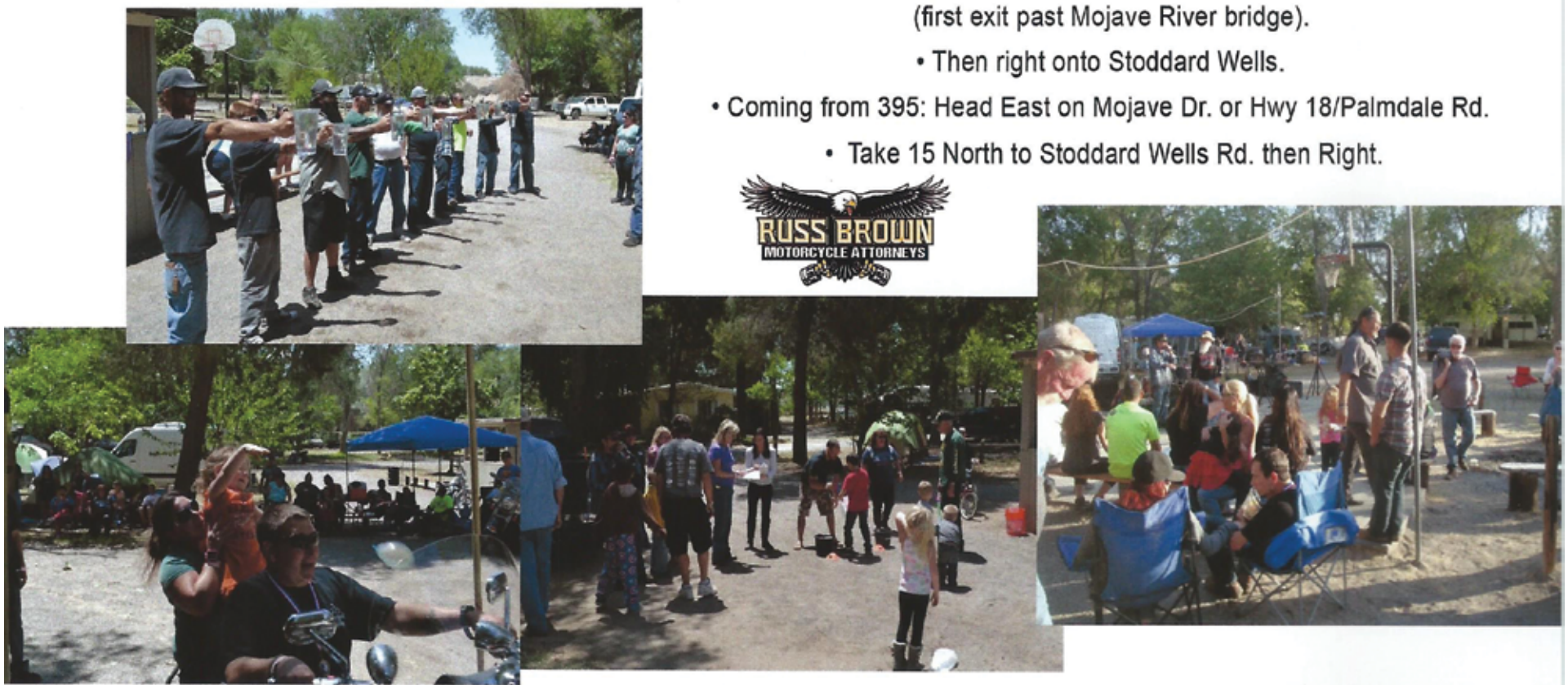
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#### EVENT ENTRY

- Single - \$35.00
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- 12 & Under - FREE

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MUST PRE-REGISTER  
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DOES NOT INCLUDE EVENT ENTRY



# LOCAL NEWS

## Local #01 Los Angeles



Again our meeting comes after the reports for the Bailing Wire are due. So this is a summary of how the meeting will go.

The meeting opens up with the Pledge of Allegiance. I speak to the group in my president's remarks. I had previously requested that a couple of ABATE Local 1 members attend Local 27's Bare Essentials run that was happening the same time as our monthly meeting.

I will do the treasury report - we have money in the account - and the PAC report. Will touch on AB 1932 and review AB 51. Will answer, to the best of my knowledge, questions on these issues.

Glen Cheslock will give the membership report. VP's report will be filled in as, hopefully, Jim will be at the Bare Necessities run.

The run report will encourage members to attend the Southern Regional Rally on May 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> in Victorville and remind the members of the \$20 Saturday day pass. Members also encouraged to attend Local 3/13's Leather Weather run on April 24th.

There will be questions/comments from the members, monkey business, selling of the membership drive special raffle funding tickets, close the meeting and then breakfast.

Sporty, President, Local 1

## Local #02 Simi Valley



Time is flying by fast! Its April already, but lucky us, we BBQ all year long. Thanks to VFW Post 10049! We have the best \$5.00 BBQ dinner in town, burgers, and large frankfurters with all the fixin's you need! And the bar is next to the BBQ zone. Great thanks to our volunteer cooks Ken and Pattibock! We start serving our meals at 6:45 until 7:29:59 then our meeting starts promptly at 7:30. We meet on the second Tuesday of the month at VFW POST 10049 4242 East Los Angeles Ave.

Our VP Jim started us off with the Pledge of Alliance and then Pres Guy got our meeting going. The first subject was our Sweaty Buns run. Pres Guy talked about the things we need to do and the volunteers we need, as well as other good

stuff that's happening. It was a mistake about it being our 22nd it's only our 21st! But that is still a great feat.

Guy also reminded us about next Monday's city council meeting and getting a plaque for Motorcycle Safety Month in Simi Valley.

We had 2 guests, Tim and Chuck, from Local 3/13. Tim talked about the run their Local is doing and Chuck talked about AB 51 and motorcycle profiling and other current issues.

VP Jim talked about AB 1932. Co-VP Patti-bock talked about the Regional Rally and registration, Secretary Jane read the minutes and Treasurer Pat gave us the report on our finances. PR Norm talked about the Bailing Wire and articles. Also about our health as riders and insurance issues concerning what your coverage is. Run coordinator Bob talked about up-coming runs and Merchandise coordinator Ken is working on merchandise.

This was a very good meeting tonight. We had a lot of really good conversations about what concerns us all as well as ABATE in general. It was very informative and fun.

We miss all who could not attend and hope to see you at the next meeting. We are down to 3 months before our Sweaty Buns run happens! Please come to the meetings and get involved! The run has always been successful because of you - the volunteers! We all do benefit from this event and it's a great one day event that's fun and there are many people who attend; you might even see someone that you haven't seen in a while. Or get someone to join ABATE! After all, this is what this event is about.

Ride safe and always check your tire pressure. Most of you only have 2 tires and it takes just a few minutes for a life time of safety. PTL norm e.

## Local #03/13 Thousand Oaks & Ventura County



Our Local 3/13 is always welcoming new members. Bike Nights are held the 1st Thursday of each month at 7 pm at Azar's Sport's Bar & Grill in Newbury Park; General Membership Meetings are on the 3rd Thursdays at 7 pm at the Elks Lodge, 158 N. Conejo School Road in Thousand Oaks. We have Sunday Rides every Sunday, meeting at Azar's for breakfast around 9:00 am and kick-stands up by 10:15.

Feel free to call our Prez, Chuck Pedersen at 805-496-0323 for more information. Come join us 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!

Kathlean B, Public Relations/Membership

## Local #08 Orange County



Howdy all! From ABATE Local 8! For Local 8 April was shaping up to be a very slow month, but boy did that change at our meeting on Monday the 11th. The most exciting news of course was the all-day PAC discussion regarding AB1932. Our PAC rep, D-Man brought us up to speed on the bill and its benefits, and after a few minutes of looking this gift horse in the mouth, we had a consensus that it was indeed good for the motorcycling community and we should support the legislation. When the question was put to the PAC, "Should we sponsor this bill" D-Man voted YES on behalf of Local 8. Thanks to D-Man for helping guide us to this conclusion.

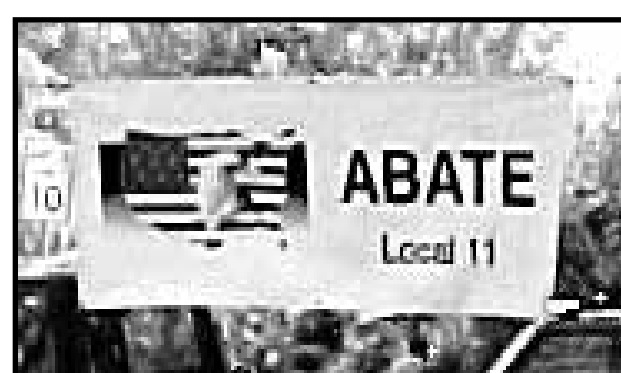
We also had a minor crisis as a result of our treasurer's report. We needed to pay our D&O insurance, but didn't have enough money to do it without subjecting ourselves to bank charges for having a low balance. One member made a hefty donation and all of a sudden we were off to the races. By the time the smoke cleared we had \$440 to add to the account, and paying the D&O was no longer an issue. It's a much easier way to make money than an event, but "in family" donations don't get ABATE before the public.

Addressing the public will have to wait until May 21st & 22nd when Local 8 opens it's booth at Lifestyle Cycle's [TheAmericaRide.com](http://TheAmericaRide.com) (visit the website). The event at Irvine Lake in Irvine sponsors the training of service animals for veterans who are in need. The training costs of these animals are humongous, and we are glad to have been invited to participate in this fundraising event. Local 8 will maintain a booth promoting ABATE and motorcycling freedom, getting the word out to the riding population.

Local 8 will not meet in May. Next Meeting is scheduled for Monday, June 13. Hope to see you all at the Southern Regional Rally.

Steve

## Local #11 North San Diego County



Rainy day here in North County San Diego for the meeting. President Dan Buse started off with the Pledge of Allegiance. Moment of silence for those we have lost.

We had 2 new members attend. Welcome!

Dan updated us on the local political meetings. This being an election year there are no shortage



# LOCAL NEWS

of those. A good time to get out and meet your representatives. We also discussed the anti-profiling and lane splitting bills and where we are at with those. Language still seems to be an issue at least on the lane splitting bill. Dan brought the raffle prize for us to view, the Basket of Libations. Be sure to get your raffle ticket.

Vice President Dick Beckton gave us the run-down of the upcoming runs and events. April and May looks to be real busy. You can get the info on San Diego Motorcycle Events Facebook page. No COC report at this time.

Tim Clark gave us the Treasurer's report and held the opportunity drawing won by Robin Buse who kicked it back to the local. Thanks Robin!

Eddy, President of Local 38 in El Centro, gave us an update on their Hogs for Dogs run and discussed their Ice Chest Raffle. Ice Chest is loaded with goodies and you get to keep the ice chest!! Need not be present to win on either raffle Local 11 or 38's.

Art Jesse of the MMA talked about 4th Amendment rights as it pertains to police stops.

An election was held for my replacement. The new Secretary/Scribe is Robin Buse. Congratulations Robin! She will be taking over this column in May.

Thanks and Ride Safe, Gary

## Local #20 Orange County



Hello from Local 20! There were 33 regular members and 11 guests at our April meeting. Gill started off the meeting with the Pledge of Allegiance and Pastor Tom led us in prayer.

The guest speaker was Tom Martin. He is running for Judge (Orange County Superior Court) for Office 49. He is a fellow rider and has been a member of OC Hog for 22 years. He has 40+ years of experience in the legal field. Woody has known him for many years. Spike is very familiar with what Tom is all about too. To find out more about Tom Martin, please go to his website: [www.ThomasMartin4Judge.com](http://www.ThomasMartin4Judge.com). The primary election is Tuesday, 7 June 2016.

Pastor Tom spoke about bills AB 2459, AB 229 and AB 2508. CA State Law requires 1 red rear reflector on bikes and 2 on cars.

If you get a ticket, the AMA and ABATE is trying to push for a rider's or an advanced rider's course (instead of a regular traffic school class) should you get a ticket.

If you are stopped, assume that you are being recorded. Be polite, respectful and have a good attitude. Spike spoke about the profiling and harassment. An average traffic stop is approximately 20 minutes. If it's longer, then its possible profiling. You can ask for a supervisor or watch commander. They don't like doing the paperwork for that. Before signing the ticket, be sure

to check that you're not signing anything else. A known trick that the cops use is putting a "gang card" towards the back. Once that ticket is signed and there is a "gang card" in it and signed, you're a known gang member. It takes 3 people in a club to be "gang members." Remember that if you're stopped and get a ticket, make a copy and send it to Spike or Gill. They keep a copy. Also, there was the discussion of how to file a formal complaint with the police department. Send it Registered Mail. Any formal complaints follow the cop throughout their career (and put in his jacket) and could be held back for promotion, etc.

Marines MC are having a run on 7 May 2016 at American Legion #295 in Cypress. The next bike night is 27 April 2016 at #295.

D-Rod from the Marines MC won the \$32. Send all your flyers to Gill's email. Do not text them. Meeting adjourned at 1921 hours.

Squirt

## Local #23 San Bernardino



Hello from San Bernardino! Things for Local 23 have been coming along. We have our monthly meetings on the first Sunday of the month at Vicky's Restaurant in San Bernardino. As to our monthly bike night, it was once again cancelled again due to rain.

Recently a fellow rider named Gypsy, (ABATE of Arizona member, Donald Bruce Callahan) passed away. Our Local took part in a ride in his honor and to spread his ashes along the highway.

This past Saturday we were able to set up a tent and table at Quaid Harley-Davidson in Loma Linda at their Open House, the wind was blowing hard.

A few of us went to the Bike Night held here a few weeks ago and we ran into a few members from Local 19, hello to Glen and Diane.

As this is being written, some of our members will be heading out to Fairmont Park in Riverside for Riverside Local 27's Bare Necessities Run, which is held yearly to collect socks and undergarments for the Riverside Salvation Army.

See you next time. Donald Kline

## Local #27 Riverside



Tyson Homchuen you need to make a trip to Vegas! For the second month in a row, your name was drawn for the membership drawing at the Local 27 meeting. Sorry you weren't there to cash in!

We had a couple of guests, "Fitz" and "Meat" from FTW R/C (Fakawi Tribe Warriors Riding Club), that presented us with a couple of generous checks for the BARE Necessities event coming up this weekend. Thanks to the club for the support.

Speaking of BARE Necessities, it will be going on right about the time this article is going to print, so you will have to wait till next month to read about the success of the event. BARE Necessities XIV is an effort to gather undergarments for The Salvation Army to distribute to the less fortunate.

I would like to thank those that have, so far, so generously contributed funds and or merchandise to make this event a success.

Special thanks to The Geezers M/C for their commitment to raise funds specifically assigned to purchase items, (as of this writing they have gathered around \$1200.00)! Saturday April 16, we will be embarking on a trip to the L.A. garment district to spend the money.

Thanks to, Bob Moungey/Youth Helpers for their donation (directed towards items to be purchased especially for the kids), The Chopper Place, ACL Construction Co. Ontario and Tammy O. Local 23, Resort Styles, Green Meadows Landscape, Todd Rubin/AMR recycling, H.R./Wolfe Precision Molds, Wright Bros. Customs, Cruz Cat Construction, GB Cruz Construction, Nuttall Landscape Services, FTW riding club, "TNT" Turkeys and Toys charity group, Tyler Market, Leon and Renae Dailey, and "Sporty" Milligan.

Thanks to the ABATE PAC for your diligent work, and your support of AB 1932 (the proposed ability for motorcycle riders who have received a citation to take a motorcycle safety course in lieu of the existing traffic school). I feel this is a good option for keeping points off their record, while further educating them on the finer points of riding.

On a last note, we are looking forward to the Southern Regional Rally coming up in May. Hope to see you all there!

Ride safe, Kenny Nuttall, President, Local 27

## Local #38 Imperial Valley

Greetings! By the time you read this we will have raffled off our ice chest on wheels. If I won it, Ken and I are probably still hung over.

Barb and I have attended Local 6 and Local 11 meetings in April. We also went to ABATE Local 6's spaghetti dinner. Chef Snowman was in the kitchen. Had a blast! Got tickets to their truckload giveaway.

Local 38 is planning to go to the Regional Rally. Come to our monthly meetings on the last Thursday of the month, 6:30 pm, La Fonda Bar and Grill, in El Centro. By this time we should know how well we did with our run to benefit the Humane Society.

Well bye for now, Ed Aranda, Prez Local #38



# FUNDRAISER WITH ASSEMBLYMAN JAY OBERNOLTE

by Nick Benson Sr



On March 18, 2016 Carol Cromwell and I attended a local fundraiser for our Assemblyman Jay Obernolte. Jay is a good guy and spoke about what he would like to accomplish while in office. Jay and I then discussed AB 1932 which is his bill that he sometimes refers to as his ABATE bill!

Lee Parks, the new director for the California Motorcycle Safety Program, held a conversation about ABATE's ongoing effort to help motorcycle riders with Dave Hastings and Jim Lombardo not long after his company was awarded the contract for California's training program. During this conversation they came up with the idea of giving motorcycle riders who have been cited for a motorcycle traffic infraction the option of taking the Advanced Motorcycle Safety Course instead of going to a generic automobile traffic school. This new alternative school option would be available as long as the rider had not received a citation in the prior 18 months. Jim Lombardo then

approached Assemblyman Jay Obernolte about the bill and Jay also felt that this was an outstanding piece of legislation so he agreed to write the bill with ABATE of California sponsoring it!

This legislation is one of the better pieces of motorcycle related legislation that I have seen in a long time! Here are several things that make AB 1932 a no-brainer for ABATE to sponsor:

1. Will give motorcyclists the OPTION of attending the Advanced Motorcycle Safety Course to keep points off of their driving record.
2. Will be more in line with motorcycle riding than automobile traffic school. As we all know, motorcycle riding and automobile driving are two very different animals.
3. Depending upon your driving record and insurance company, completing this course can reduce your insurance rates.
4. Many riders are cited for riding without

a valid motorcycle license, by taking the Advanced Motorcycle Safety Course, participants will be fully qualified for their motorcycle license and therefore bypass some of the normal DMV stuff. They will be "killing two birds with one stone"!

5. Taking the Advanced Motorcycle Safety Course has been shown to reduce accidents, reduce injuries, and reduce rider fatalities. So of course, AB 1932 lines up perfectly with ABATE's "Aim Towards Education"! (And who among us doesn't want to reduce injuries?)

6. If you are the holder of a Commercial Driver License and are cited on your motorcycle, you will still be allowed to go to the Advanced Motorcycle Safety Course to keep the points off of your record.

7. The cost to the taxpayer to implement this program is minimal. It will be 99% funded by riders and not the taxpayer. This is important because many in the general public wrongfully feel that we cost them too much money already.

These are just a few of the many reasons that the ABATE PAC has decided to sponsor AB 1932. On April 11, 2016, AB 1932 passed out of the Assembly Transportation Committee with ZERO opposition! After Jim Lombardo explained the bill to the insurance industry (who is notoriously against us on everything), even they admitted this was a terrific bill and they would not oppose it!

Once again, ABATE of California has taken the lead in sponsoring meaningful motorcycle legislation that has the potential of improving motorcycle riding skill levels, and by doing so, possibly lower motorcycle accident rates and reduce injuries for those riders who opt to attend the Advanced Riding Skills class. This should make our roads safer and more enjoyable for motorcycle riders and everyone else who "Shares The Road" in California!

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# ABATE Local 6 Annual Motorcycle Awareness Event



**Join us May 14th  
Noon to 4:00pm  
Flinn Springs Inn  
15505 Olde Hwy 80  
El Cajon, CA**

- \$10.00 Donation - Guest Speakers & Biker Legislation Info & Updates -**
- LIVE MUSIC - DANCING & THE SAME OLD BIKER FUN -**
- Hamburger or Cheeseburger Meal with Fries & a Soda for Just \$12.99**



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## TAM'S BURGERS

**2nd Friday of the Month  
7:00 pm to 9:00 pm**

**Bike Games - Raffles - Music**



**180 E. Base Line Road, Rialto CA 92376**

*South of the 210 frwy. • Between N. Riverside Ave. and N. Sycamore Ave.*

ABATE is a not for profit Organization that monitors what Laws are currently being discussed at the State level, either for or against motorcyclist or their bikes. We fight for your rights to ride your motorcycle.



## Pac/Treasurer's Report



### by Dave Hastings, PAC Treasurer

ABATE PAC is quickly coming alive in 2016 because of pending legislation and the upcoming election cycle. We are contributing to motorcycle friendly candidates, examining and identifying races where our volunteer campaign workers can make a difference, and getting ready

for our annual statewide candidate endorsement list.

Chuck Pedersen and Nick Benson are also mailing out and examining candidate questionnaire's, and closely following with Jim Lombardo, our ABATE Lobbyist, several pieces of legislation as they work their way through the state capitol.

All in all, the pace is rapidly picking up and ABATE PAC will have a lot of work to accomplish in the time leading up to the June primary and then the general election this fall.


You can become involved by becoming a PAC member or by contributing financially to our ABATE Lobbyist fund. Another way for you to help is to volunteer your time to a candidate in your area that ABATE PAC has endorsed. The candidates need and ask for our free volunteer help and they are always grateful to receive it. We have made many lasting friendships in Sacramento by contributing volunteer time, not just money, to an

election campaign. Win or lose, we are remembered and genuinely appreciated for the work we provide a candidate and their staff. Stay tuned and we will soon have a list available for volunteers needed for the upcoming elections.

So, if you are not already a PAC member, attend a PAC meeting soon and get started on becoming an active, voting, member. Watch for and sign up to become an election campaign volunteer, make sure you are registered to vote in the coming elections, and don't forget to contribute to our dedicated Lobbyist Fund so we will have the funding needed to keep Jim Lombardo on retainer for his expertise, advice, hard work, and dedication to ABATE in not only legislative issues, but motorcycle friendly candidate selection also.

Dave H.

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



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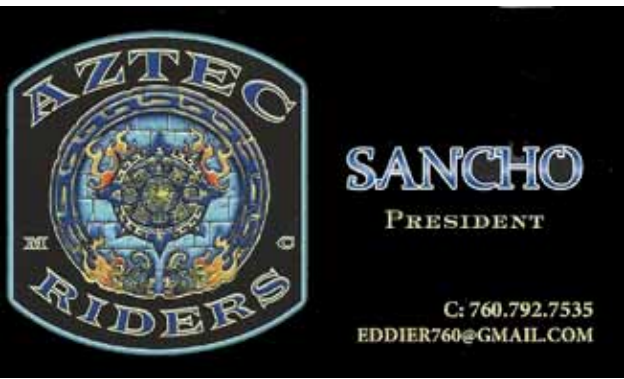
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# Quaid Harley-Davidson Loma Linda at their Open House



## Thomas Martin for Superior Court Judge by Spike, Local 20



ABATE Local 20 had a guest, Thomas Martin, at the April monthly meeting at the American Legion in Cypress. Tom, an avid motorcycle rider and Local ABATE member, came to share his present pursuit and goal of furthering his legal career as a Superior Court Judge.

Tom has over 32 years in the courtroom and has worked in medium size law firms until 2006 when he began his own practice, Law offices of Thomas E. Martin APC.

Having a Judge with a first-hand understanding of some of the problems we face as bikers each day, can only be a help in the courtroom arena.

We can help Tom get elected to Office 49, on June 7th 2016. It will be a county wide election and anyone registered to vote, in Orange County, can vote.

Let's give a fellow rider some support.



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

WOW – Donations! – THANK YOU!

In reply to our requests for Donations and the more recent request for ABATE's Lobbyist fund – we have had a very positive response! THANK YOU MEMBERS and ABATE Locals!!!! Your monetary answers help immensely!

Donations have been received from the following (received between March 16<sup>th</sup> & April 15<sup>th</sup>): WE owe each and Every one of YOU a BIG thank you!!! So - THANK YOU!!

Donations received from Individuals to the General Fund:

Jim Brown, Local #6;

Scott DeYoung, Local #1;

Robert DuVall, Local #33

Michelle Ferguson, Local #20;

Mike Williams, Local #23;

Donations from ABATE Locals to the General Fund: 1, 11, 19, 21, & 23.

Donations to the Lobbyist fund:

Jim Brown, Local #6;

Rick Mullaly, Local #52;

Donations received from ABATE Locals to the Lobbyist: 1, 2, 11, 17, 19, 21, 23 & 27.

**Donations to the PAC Fund from Locals: 21,**

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 Team!

## 2016 ABATE Events

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

**May 6, 7 & 8** – Annual Southern Regional Rally (hosted by ABATE Local 44). See flyer in this issue.

Deadline to pre-register is must be Postmarked by APRIL 30<sup>th</sup>.

**May 14** – ABATE Local 17 – 5<sup>th</sup> Annual Texas Hold-em (Details TBA or call Glenn 707/624-6310)

**May 14** – ABATE Local 6 – Annual Motorcycle Awareness Event (See flyer this issue for details).

**June 5** – ABATE LOCAL 17 – Annual Hot Rods & Harleys Ride In Bike and Car Show at Iron Steed H-D (Details TBA).

**June 25 – ABATE QUARTERLY MEETINGS FRESNO – Piccadilly Inn Airport –**

5115 E. McKinley; Fresno, 92737; Room Reservations Call 559-375-7760.

\$84.00 + tax/night. Includes Breakfast.

Meeting Schedule:

Presidents & State Officers Meeting – 9:00am – 10:00am

PAC Meeting – 10:15am to 11:45 am

Lunch – noon

ABATE Board Meeting – 1:00 p m to conclusion of business

**July 24** – ABATE Local 2 – Annual Sweaty Buns – Simi Valley (Details TBA).

**BIKE NITES:**

**ABATE LOCAL 3/13** – 1<sup>ST</sup> THURSDAY OF THE MONTH (SEE flyer in this issue for details)

**ABATE LOCAL 23** – 2<sup>ND</sup> FRIDAY OF THE MONTH (SEE flyer in this issue for details)

If you have a date for your event, and no details 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.

## New members that signed up at Local 3/13 meeting last month



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## Tech Tips

by Craig Griswold

### Carburetors (Part II)

Last month we covered carb basics which included the tuning circuits. This month we'll dive into the tuning procedure for the venerable S&S Super E/G.

Background: The S&S Super E and G are butterfly type carbs. The E is a 1 7/8" bore suitable for stock and modified engines. The G is a 2 1/16" bore and should only be used on highly modified and/or large displacement engines. S&S technical literature states that the E can be used on any displacement big twin or Sportster, while the G should be used on 74 inch or larger engines. I believe in most cases the G would be reserved for engines over 100 inches, but there are exceptions. A smaller displacement engine with the capability of moving more air via ported heads and larger cam(s) may benefit from the larger carburetor, but mostly in the top end. Keep in mind that "over-carbureting" an engine will result in poor low and mid-range performance. Throttle response can get sluggish. There is a specific formula which can be used to determine carb size for any application. We'll include it in one of the next tech tips to illustrate the procedure. When in doubt, check with the manufacturer or your local shop.

Long time S&S employee and top notch moto-journalist, Tom Johnson, once told me that if he were to buy a used carburetor sight unseen, he'd have no reservations going with an S&S. Their simple and rugged design lend themselves to unquestionable reliability. To be fair, there are many good carbs out there, and as we'll discuss later, there are some that can be more finely tuned than the S&S.

First in tuning is the idle circuit. Bring the bike to full operating temperature. Set the idle to approximately 1000 RPM. The idle set screw is next to the throttle spool where the cables terminate.

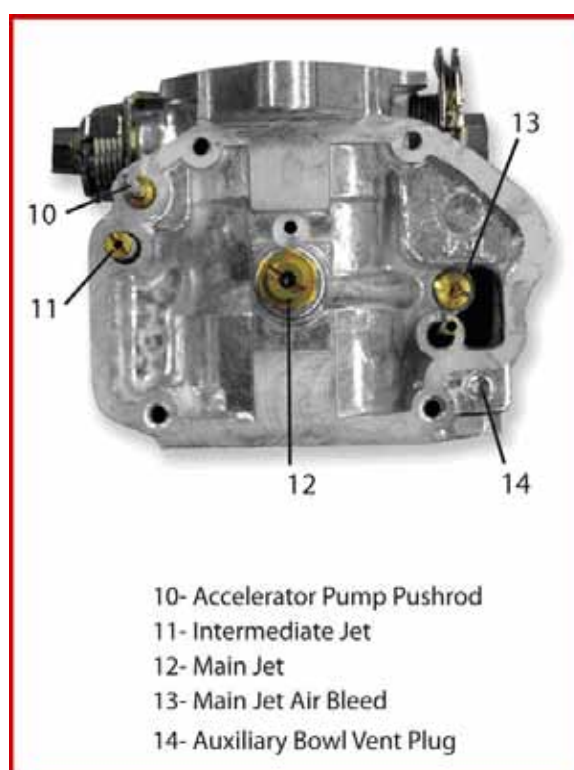


Next, locate the idle mixture (air/fuel mixture) screw near the top off the carb.



If this is a new install, a good starting point is one and a half turns out from *lightly* seated. Over-tightening will ruin the seat and your carb is toast. There is no repair for this! Slowly turn the screw clockwise (leaner) until the idle stumbles. From there, turn the screw counterclockwise. The RPM should rise and then at some point begin to fall off again. The setting you want is dead center of those two points. If you end up with more than 1 3/4 turns out, chances are good you'll need to install a larger intermediate jet. Less than 1 1/4 turns, decrease the jet size. With a few exceptions, most carbs add fuel when the mixture screw is opened. There are a few that add air, so the procedure will be the opposite. We'll cover those in future tips.

For the next two circuits use this picture for jet location:



Next is the intermediate circuit. This will affect performance from just off idle to approximately 3000 RPM. Shut off the accelerator pump by turning the adjustment screw all the way in (located on the opposite side of the carb from the idle set screw). This will prevent the pump from masking performance characteristics. As with the idle circuit, all tuning should be done with the engine at operating temperature. Slowly roll on the throttle up to approximately 3000 RPM. Coughing or spitting through the carb indicates the intermediate jet is too lean. Optimum performance and fuel economy will be obtained by using the smallest jet that is large enough to elimi-



nate the above conditions.

Next is the main circuit. The main takes over around 3000 rpm and has the con to WFO. There's not much to it here. Too lean will make the engine break up and cough through the carb, too rich will result in sluggish acceleration. Jetting that produces quickest acceleration is best. In most cases, this will be the smallest jet that is large enough to eliminate the lean conditions listed above. Make your initial adjustments by changing at least two jet sizes as this will make the change in performance more obvious. As a safety note and at the risk of stating the obvious, these tuning runs should be done on a closed course or an open road where traffic is not an issue.

Another procedure for tuning is the spark plug read. You will have to run the bike in the power band for the circuit you are tuning, then pull in the clutch and chop the throttle. Immediately shut off the engine and pull off to a safe location and inspect the plugs. A light tan color indicates good combustion and the jetting should remain unchanged. It goes without saying the best way to tune, although not the most economical, is the dyno.

The last thing to do is adjust your accelerator pump. Back the screw out a 1/4 of a turn at a time until you can "blip" the throttle without a cough or hesitation. This is usually around two turns out. Also, after tuning the intermediate and main, always go back and double check the idle circuit setting. Sometimes this will require a small adjustment.

A final note on the S&S Super carbs is the main jet air bleed. Earlier carbs have a fixed .040" hole, while the later carbs have a .040" jet which can be changed. The standard .040" is the optimum size for most engine combinations. It is never necessary to go smaller than .040", however, changing this to a larger size brings in the main circuit higher in the power band (rpm range). Unless there are some driveability issues with mismatched cam and exhaust combinations there is no reason to change this jet. To identify early or late carbs, serial numbers starting with a D or lower are early. Numbers starting with an E or higher are the later carbs with the changeable jet.

Hope this is helpful. There are a gazillion S&S carbs out there and for good reason! Next month we'll cover the popular Mikuni carburetor.

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



## 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)

**WESTBORO BAPTIST CHURCH IS NOT PLANNING TO PROTEST 2016 BIKER RALLIES:** A few weeks ago, a purported news story made the rounds about the federal government instituting a curfew on all bikers, and now the latest trending UNTRUE story claims the "Westboro Baptist Church Announces Plans To Protest 2016 Motorcycle Rallies."

Citing a long list of major bike events, the article says a church spokesperson "confirmed that arrangements have been made for Westboro Baptist Church members to attend and protest multiple motorcycle rallies throughout 2016." This spam is sourced from a known hoax website, but many have unknowingly forwarded and shared the "news" across the Internet.

WBC has no such planned interactions with bikers, although the group's vile protests at soldier's funerals were themselves the catalyst for bikers to come together to shield funeral-goers from the hateful signs and chants, and forming the Patriot Guard Riders.

While you obviously can't trust everything you read on the Internet, the National Coalition of Motorcyclists has been a proven source of timely, reliable and valuable motorcycling information for more than thirty years, and NCOM encourages you to confidently share NCOM Biker Newsbytes with fellow concerned riders via print and social media.

**ANTI-PROFILING MEASURE APPROVED BY MARYLAND LEGISLATURE:** Maryland is set to become the second state in the country behind Washington to pass a law restricting police from profiling motorcyclists. Companion bills HB 785 (passed 136-0) and SB 233 (passed 47-0) call for a statement condemning motorcycle profiling to be included in police policies and require training of officers on "motorcycle profiling," defined in the legislation as "The arbitrary use of the fact that an individual rides a motorcycle or wears motorcycle-related clothing or paraphernalia as a factor in deciding to stop, question, take enforcement action, arrest, or search the individual."

The motorcycle anti-profiling legislation passed unanimously through committees and both chambers of the Maryland legislature, without a single no vote and without opposition from law enforcement, and heads to Governor Larry Hogan who is expected to sign it into law.

"Having the Police Training Commission add information on motorcycle profiling in their current training materials can only benefit everyone, by helping to raise awareness of any implicit bias officers may have against those who ride motorcycles or wear clothing associated with those who ride motorcycles," stated the ACLU in written testimony in support of the measure, and drawing comparisons to racial profiling.



**WHITE HOUSE RESPONDS TO RACING PETITION:** The White House has been flooded with nearly 170,000 signatures from racing enthusiasts and race industry stakeholders concerned over an over-reaching regulation from the Environmental Protection Agency (EPA) that would prohibit street-legal vehicles, including motorcycles, from being modified for racing, and the Obama Administrations "We The People Team" recently responded, noting that the EPA is still considering the proposed standards and the issue is still in review.

The EPA has reopened the proposed regulation for further public comment, with final approval expected this summer.

While the battle over the EPA proposal continues, the U.S. Congress has introduced the bi-partisan Recognizing the Protection of Motorsports (RPM) Act (HR 4715) which would ensure that street vehicles can continue to be modified for the track. Regardless of whether the EPA removes the onerous provision to prohibit racing conversions from its regulation, the RPM Act would guarantee that the longtime practice of modifying street vehicles into dedicated racetrack competitors is continued today, and protected for future generations of race fans as well.

**CONGRESSIONAL BILL WOULD PROMOTE USE OF E15 GAS:** Despite controversy over the proliferation of E15 fuel, which is not approved for use by any motorcycle manufacturer and can invalidate warranties, Congress will consider a bill to expand existing infrastructure utilized in the "process of dispensing fuel containing covered renewable or alternative energy."

HR 4673, the "Renewable Fuel Utilization, Expansion, and Leadership Act" (REFUEL Act) would provide federal grant money to subsidize the installation of blender pumps and equipment necessary to expand the availability of E15 gasoline, a fuel blend containing 15% ethanol.

The measure directly conflicts with earlier Congressional action taken in the FARM bill to prohibit funding for ethanol blender pumps, in an effort to restrict E15 expansion in the U.S. marketplace.

**APEHANGERS LEGALIZED IN GEORGIA:** A bill in Georgia modifies their existing handlebar height law to allow for taller bars. House Bill 166, the "Motorcycle Mobility Safety Act," passed the state Senate by a vote of 45-4 after clearing the House unanimously 166-0, and is headed to Governor Nathan Deal for signature.

The new law increases the maximum measured height of a motorcycle's handlebars from 15 inches above the seat to 25 inches.

Discriminatory in nature, handlebar height laws were never about rider safety, and most were adopted by states in the sixties to give law enforcement a tool for pulling over bikers on choppers.

**MINNESOTA IDENTIFIES "AUTOCYCLE":** Is the Slingshot a car or a motorcycle? BOTH, says Minnesota legislators, in deference to Twin Cities-based Polaris In-

dustries, which began manufacturing the reverse three-wheeler with an open cockpit and a steering wheel in 2014.

The state House says such a three-wheeled vehicle fits in a category of its own, and representatives recently voted 129-1 to create an "autocycle" category, between a car and a motorcycle, allowing Minnesotans without a motorcycle operator's license endorsement to drive the vehicle, which will be considered a motorcycle for insurance and license plate purposes.

Many states remain divided over such distinctions between three-wheels and two, but Minnesota's bill includes several requirements for an autocycle, including antilock brakes, a steering wheel (instead of handlebars, like cycles) and car-like seats (not a straddling seat like a motorcycle). Helmets would not be required on an autocycle, but eye protection and seat belts would be. A companion measure awaits a Senate vote.

**NYPD TO TELEVISION CRUSHING OF CONFISCATED BIKES:** As a deterrent to illegal riding, New York police are planning to publicly crush hundreds of non-road-legal bikes and quads that have been confiscated from their owners in an effort to battle a growing craze for riding dirt bikes on the road.

The New York Post newspaper reported that during the first quarter of this year alone the NYPD has seized 312 illegal bikes, more than twice as many as in the same period last year. Now it's planning to destroy them and broadcast the carnage.

Police Commissioner Bill Bratton and Mayor Bill de Blasio announced the scheme, with the mayor stating: "We are going to crush them on TV to make a point."

Commissioner Bratton confirmed the report, saying: "We will, a little later this spring, have a big crush-in, where we intend to take all of these things and crush them."

According to authorities, large groups of bikers riding in New York, often on non-road-legal dirt bikes or quads, have been a growing problem.

**NEW YORK 'TEXTALYZER' COULD IDENTIFY DISTRACTED DRIVERS:** Drunk driving is dangerous, and so is texting while driving, but while police have long had a breathalyzer test for drivers who imbibe too much, until now they haven't had similar tools to combat distracted driving.

According to the Centers for Disease Control, distracted driving causes 8 deaths every day, and now New York lawmakers are considering a bill that would allow police to use a piece of technology to see if a phone was in use during an accident, causing a distraction. The device is called a "textalyzer," a roadside device that can read cellphones to detect recent activity.

The unprecedented piece of legislation would require drivers who have recently been in a crash to submit their cell phones to police for testing. The textalyzer wouldn't be able to read contacts or content, such as what you write in your texts, but it would tell the cops if the phone was in use before the crash.

The textalyzer also would work like a breathalyzer in another way -- refusing to have your phone scanned would result in having your license immediately revoked.



## Newsbytes from page 14

**CALIFORNIA CONSIDERS TRAFFIC SCHOOL FOR MOTORCYCLISTS:** Traffic violators in California have long enjoyed the option of completing an authorized "Traffic Violator School" in lieu of adjudicating certain minor vehicle code infractions, thereby avoiding "points" against their driving record and dismissing the citation. These traffic schools originated in California, where violators have a choice of approved defensive driving courses, everything from comedy to singles and even online courses, but nothing for motorcycle riders even if their ticket was on a bike.

Now, Assembly Bill 1932 would "authorize a person who is ordered or permitted to complete a course of instruction at a licensed traffic violator school as a result of an offense committed while operating a motorcycle to instead complete an advanced-level motorcyclist safety training course." The bill authorizes the Commissioner of the California Highway Patrol to adopt standards for course content, contact hours, curriculum, instructor training and testing, and instructional quality control for the advanced-level motorcyclist safety training course.

**PENNSYLVANIA ROLLS OUT FREE MOTORCYCLE TRAINING:** Professional motorcycle training is recognized as the most important part of riding, and with warmer weather ahead the Pennsylvania Department of Transportation (PennDOT) recommends free motorcycle training through the Pennsylvania Motorcycle Safety Program (PAMSP) as part of a rider's preparation for the 2016 riding season.

Whether totally new to motorcycles or an experienced rider, there are courses available for everyone. From the 15-hour Basic Rider Course (BRC) for novices, to the six-hour Basic Rider Course 2 (BRC2) to refresh skills, or the one-day Advanced Rider Course (ARC) for more seasoned riders, free course are being offered at 76 state-wide locations.

Motorcycle learner's permit holders who successfully complete a basic rider course will be issued a motorcycle license.

**FEDS RESUME CONTROVERSIAL ASSET SEIZURE PROGRAM:** Bikers have become all too familiar with the law enforcement tactic of asset seizure, with club patches and trademarks coming under fire in recent years, and now the Justice Department has just announced that it is resuming the controversial practice that allows local police departments to funnel a large portion of assets seized from citizens into their own coffers under federal law.

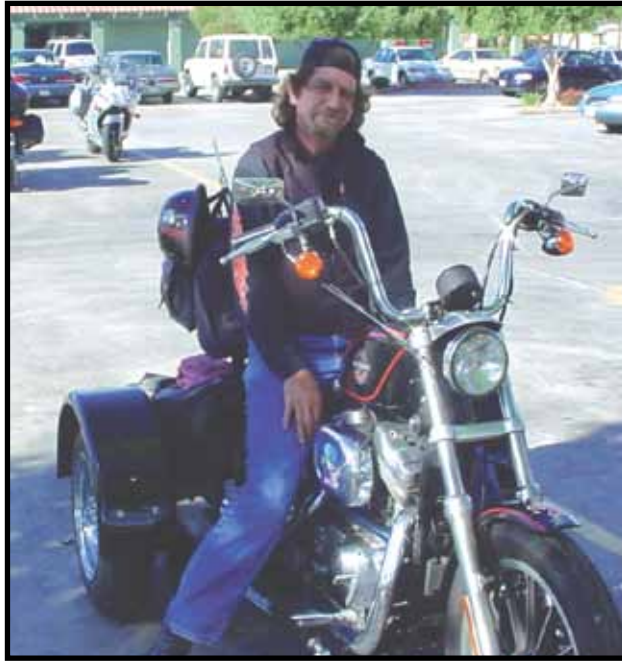
Asset forfeiture is a contentious practice that lets police seize and keep cash and property from people who are never convicted - and in many cases, never charged - with wrongdoing. The "equitable-sharing" program gives police the option of prosecuting asset forfeiture cases under federal instead of state law. Federal forfeiture policies are more permissive than many state policies, allowing police to keep up to 80% of assets they seize.

The Justice Department had suspended payments under this program back in December due to budget cuts included in last year's spending bill, raising hopes the department was reining in the practice, but law enforcement groups recently rallied members of Congress to call on the Justice Department to restore the payments.

Reports have found that the use of the practice has exploded in recent years, prompting concern that police may be motivated more by profit and less by justice. In 2014, federal authorities seized over \$5 billion in assets.

**QUOTABLE QUOTE:** "News is the first rough draft of history." ~ Philip L. Graham (1915-63), journalist & newspaper publisher

## Sporty's Rides



### by Sporty Milligan

Well Hello all! It's been a tough go at this juncture. Oh what happened Sporty? Another mishap? Well, yes. I am on the mend again. March 15th I had an accident on my way to my work's main office in Arcadia. It was on the 210 fwy, traffic slowed down as it does before the tunnel and backed-up. I saw the traffic and grabbed my front brake and it must have been too hard and boom it locked up and crash I went down. Hospital time and recovery time of three months. Damage to my 2007 1200L Sporty bike. It's now at Top Rocker (formally Barger's HD) being fixed up with the insurance money. Only \$510.00 in damages. However while it is in the shop I am getting a top end done on the motor. It has over 98,000 miles so it needed to be done and it was leaking out of both cylinders.

My other bike, the 2002 883, finally came out of Casey's shop. Runs good, but the rear tire does not hold air so there is a problem with the tire. Also I got parts I needed to put the voyager kit back on the bike making it a trike again. There has been so many trials and tribulations that it's a wonder I am still able to function. Never-the-less I press on.

Again I want to make a shout out to all of the good folks that have supported me all these years. Especially all those folks who were able to attend the 29th annual Polar Bear run. We had a successful run in spite of the end spot being changed last minute. Thanks again to Sarge for making that a reality at the Eternal Order of the Eagles in Altadena.

I am not really sure where this month's column is going, but because of life it's going

somewhere. So for now I am not driving, but Renee, who has put up with all my mishaps, has to be my chauffeur. Hope to be back on the road again in June by the time we are having another Board of Directors meeting.

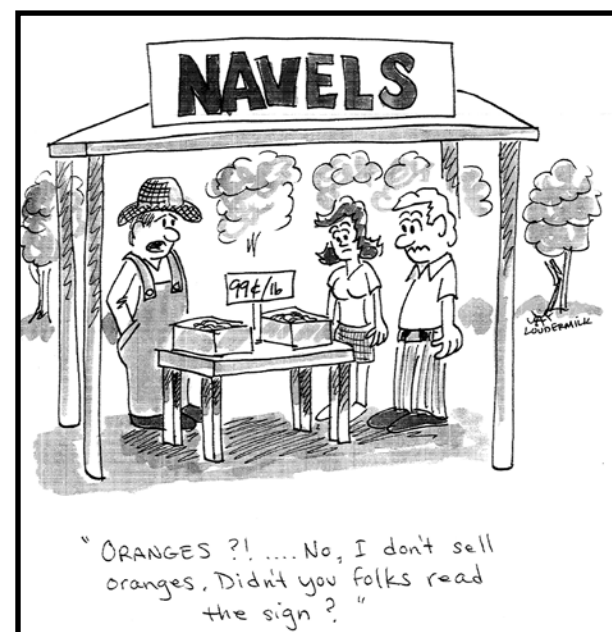
Also the little truck that could had to have some more surgery done on it. Apparently I cannot drive so I have Renee move it on Fridays so I don't support the city of San Fernando (where I live). When Renee started it and drove it down the road - wow! - the brake went straight to the floor. Yaks! Repair surgery was four brakes, front rotors, and a new master cylinder. It's is now good as new, at least braking-wise. Still I will need to address the passenger side wiper blade as it does not work and fix the front passenger side turn signal, otherwise runs great. These things can be pricy but worth it.

Finally we had a major dilemma as my older Dachshund, Harley, had to go to the vet for spinal surgery. Lucky for us we got him to the vet in time so he was not paralyzed in his back legs. He is back home as of this writing and finally did a big poop in the back yard. So while all is better it's still a crunch time.

My down time has caused me to reflect on where my life is going but God willing I still feel energized to do my ABATE stuff. That stuff being Preventing tooth decay - bad laws from happening to bikers in California and good laws being made, which will protect our life style either on two wheels or a trike.

Hope to see you at the Regional Rally May 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> in Victorville.

Regards and best wishes, Sporty



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#### 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!

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-Thank you,  
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# Motorcycle Safety Report

by Norm e. Newiger

## Brains of Riding

Brains get the bad rap, even though the brain controls our whole body and everything that we do. The brain is like the last one to be picked on a team. (This is the school yard and/or after school sports thing we did as kids, the last person usually picked was the worst person on the field.). We go after the physical aspects of people first - you all know this, she is hot, he is cute, that's one bad to the bone bike or your bike is a piece of junk and looks like it, etc. etc. It's life and this has been going on since the first day we were on this rock!

Our brain dictates to us like that whether it's a bike, car, house, or people, and we assume it's all good on the inside because the outside is sure bitchen! Thus you get the old cliché; you can't judge a book by its cover. This eye fest is being driven by our brains.

We also use our brain as an excuse because it is known for the scientific claim that the human brain the most complex object in the known universe (personally I'm banking on that claim). The brain is the command center for the human nervous system. It contains about 86 billion nerve cells (neurons) - "the gray matter", it also contains billions of nerve fibers - (axons and dendrites) - "the white matter". These neurons are connected by trillions of connections, or synapses. This is why the brain gets the bad rap. In all that we do whether it's mental, physical or even a breakdown in our body it all leads to the brain. It's the main culprit for everything (thus we get the term, brain disorders). Because we only use 10 percent, as the myth says, we will always have an out in whatever we do. You know, I was insane your honor, or the devil made me do it, or I lost my mind for a minute officer! The excuses are as long as the road on which we travel. Now you say, hey Norm! What does this fantastic mush mosh have to do with motorcycle safety? Let me tell yah...

Head injuries are on the rise! We need our brains for everything, and mental health is on the rise and it is now on the front page from sports injuries, crazy human behavior, being damaged from wrongful upbringing and anything you say, like drugs, alcohol, drugs, bad humans, more drugs, environments, whatever your brain convinces you to believe! I'm not talking about this in a roundabout way, I'm just stating some facts that do affect us riders, and mental health is a big issue nowadays.

I've said it before, if you're feeling different about riding that day because of heavy issues in your life or some kind of confusing situation, then don't ride. There are plenty of days of riding throughout the year. I believe that if you have no focus or you just don't care about riding, but you still do, then it's a good possibility you'll have an accident. There is



no luck for stupid riders, just fault.

This is the third and last article on the human body as far as motorcycle safety goes. I've seen super crazy stuff happen before, I've done crazy stuff as well. It doesn't mean we have a brain disorder, we were just lucky whether we knew it or not. I have told myself that I'm not crazy, but does that mean I'm not? My friends think I am. I've known these types of people. One of my friends many years ago used his motorcycle to commit suicide, another after a serious crash (had a metal plate put in his skull), and when he was medically cleared to ride it made him a more dangerous rider. Another rider was suffering from a mental disease that shut him down one day while riding.

I have had a few friends quit riding after a close call and figured that riding wasn't for them anymore. There have been many times I wanted to ride but didn't. It's something that I can't explain, but I do honor. I know when my heads telling me it's not right today. I am not a sissy or anything like that, but it's important for me to be mentally right as well as being physically good to go. People call it common sense and I'll buy that statement for a nickel! Common sense is bigger than what that means, it's all about what you do for any type of situation you are placed in and can find a solution out of it. Even while riding you use common sense, if it's a perilous situation you're put into.

The big thing today is drunk drivers/riders and drivers/riders under the influence of drugs. As far as the law goes, the law is the law and it gets worse for repeat offenders. I am against them because I've seen the damage that they cause and the suspicion it raises against all drivers/riders. I am not against having a cold one here or there, but to alter your senses is senseless. I know that we can succumb to social pressure at the time, but to put your life or anyone's life on the line is downright irresponsible. If you have been to a funeral for the victim of a person that was under the influence then you'll know the pain it creates. It's not hard to discern if you had too much, but then again it is. Having a good spouse or friend can help you out with this, but you have to be willing in advance.

I have been guilty of riding under the influence when I was young and dumb and thinking I do it enough to think I can handle myself in any situation anyway. I've never been pulled over while intoxicated. That's the real luck and not skill. I just matured enough to think what could happen to me or an innocent victim.

Diving/riding under the influence is a 24/7 country wide problem. It's probably a worldwide problem but we don't hear about the statistics or the consequences. From what I know being slightly impaired means you are guilty, you will leave it up to the courts to decide your fate, and it's all about the money and freedom lost. It doesn't suck, it's the law we propagated by our behavior.

Don't let them lawyer commercials fool you. It's not a security blanket saying it's all right, we will take care of you if you get caught. You still gotta pay, and it's big bucks today. And you're still being a danger on the road.

As I ride and drive today, I've seen the new push on texting and cell phone use as far as the legalities and ramifications. I am really happy about this because it's deadly and it seems to me that everyone who drives has a cell phone and thus we are all very vulnerable to their lack of respect for the law and safety of themselves and anyone who might be around them.

Outside of paying a fine, should they make it criminal if an accident and or injury occur? I've seen the news and the devastation because of this, Lives are lost and property damage is extensive. Should these people be tried in the court of law like someone under the influence is? After all their brain made them do it! And they knew right from wrong just like the drinker or smoker did. Serving time for these offensives might deter one's self but for now it's all about paying a fine and its big time money to all local governments.

The worst thing that's decided right now is that it becomes a civil matter. All the courts want you to pay in advance to attorneys that will suck your money out of you. Anyone who has been in a civil lawsuit knows how much it costs you and the time it takes. It almost makes it unappealing to the victim especially if you don't have the money or there is no asset to collect.

In conclusion, I've talked about these old bones to the guts and finally our brain. It's a big responsibility that we face all day 24/7 forever how long we live. I know this for a fact as well as many of you do, our brain needs daily exercise of some sort, not being stupefied and idle. The techno world we live in means we need to absorb info much faster and that's not an easy way of life for this old fart! We've got to use our brain for all things in life and on the highway. After all isn't it important to have great memories of our riding life! It really starts with us as an individual and the freedom to ride is one of the greatest memories we could have.

Check your tire pressure weekly, this is the time of the year where our tire pressure fluctuates and it's easy and mostly free, ride as safe as you did the last time.



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**Simi Valley - Local #02-Reg#7**  
Guy Corrigan 2nd Tues 7:30 PM  
805/796-6328 VFW Post#10049  
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Simi Valley 93063

Crashman1@sbcglobal.net

**Thousand Oaks/Ventura Local#03/13-Reg#7**

Chuck Pedersen 3rd Thurs - 7:00 PM  
Thousand Oaks Elks Lodge  
805/496-0323 158 N Conejo School  
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**San Diego County - Local #06-Reg#12**

Snowman 1st Sun - 12 Noon  
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P O Box 501946 Pacific Beach  
San Diego CA 92150 92109  
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**Orange County - Local #08-Reg#11**  
**No meeting in May & Sept.**

Steve Howe 2nd Mon.7:30PM  
562/298-6236 American Legion #354  
8071 Whitaker  
santabeard@yahoo.com Buena Park  
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**San Diego County (North) - Local #11-Reg#12**

Dan Buse 2nd Sun - 11 AM  
busel3@att.net Escondido Moose Lodge  
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ron.sundquist@sbcglobal.net

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Ed Pelton 1st Sun 9:00 AM  
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Ed Rodgers 2nd Tues. 7:00 PM  
559/264-2891 Yosemite Falls Cafe'  
www.abatelocal24.org Shaw & Blackstone  
Fresno 93701

**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**

Kenny Nuttall 1st Tues - 7:00 PM  
P.O. Box 7070 American Legion  
Riverside CA 92513 2979 Dexter Dr.  
951/377-5772 (in Fairmont Park)  
Riverside, CA 92501

**Morongo Basin - Local#29-Reg#13**

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

**North Valley - Local #31-Reg#2**

Larry James 2nd Tues - 7:00 PM  
Panighetti's  
530/893-4827 2760 Esplanade  
Chico 95973

**Yuba City - Local #33-Reg#2**

Steve Katen 2nd Tues. - 7:PM  
530/749-1003 American Legion  
5477 Feather River Blvd.  
Olivehurst 95961

**Imperial Valley - Local#38-Reg#12**

Ed Aranda Last Thurs - 6:30 PM  
Edward\_A12@yahoo.com  
La Fonda Bar & Grill  
1950 South 4th St.  
El Centro, CA 92243

**Bakersfield - Local#40-Reg#6**

Robert Zamora 3rd Tues. 7:00 PM  
661/330-9366 Rusty's Pizza  
5430 Olive Dr  
Bakersfield 93308

**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  
Gill Mellen  
8, & 20.

Region 12 Regional Representative  
Dave Connors, Locals 6, 11 & 38

Region 13: Regional Representative  
Yermo Eddy  
21, 29, 44/47.

