

The Bailing Wire

ABATE of CA. Newsletter for Motorcyclists Volume XXXII ISSUE V

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

May 2013



**American
Brotherhood
Aimed
Towards
Education**

Lobbyist's Report

by James Lombardo, Lobbyist

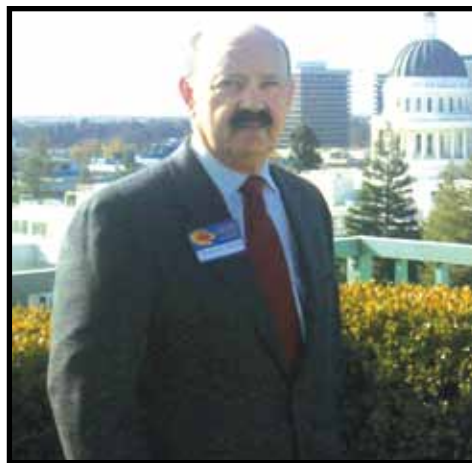
May is Motorcycle Awareness Month and we will have our "Share the Road" message up on Caltrans freeway billboards for the third consecutive year! A collaborative effort between ABATE's late Safety Officer, John Del Santo, and myself. It took over ten years to finally make this happen, but it finally **DID!** — Enjoy **OUR SAFETY MESSAGES** as you pass them on the freeway while they're up there this month!

Please attend the Leg/PAC meeting at La Quinta Inn in Sacramento, on Sunday, May 5 at 11 a.m. we will discuss Senator Jim Beall's SB 350 and other current legislation that affect motorcyclists, so **PLEASE ATTEND TO MAKE YOUR LOCAL'S POSITION AND VOICE HEARD!** SB 350 will codify lane sharing for motorcycles, which is currently **only** a regulation guideline that can be changed anytime (by unelected bureaucrats **WITHOUT A PUBLIC HEARING**). It now is being held in the Senate Transportation Committee and will not be heard until January 2014.

Due to serious concerns from ABATE and other MROs that **OUR** right to split lanes might be taken from us, Senator Beall has made SB 350 into a two-year bill. **Stay tuned for updates!**

AB 1192 by Assemblywoman Gaines to stop parking garages and parking lots from banning motorcycle use has also been made into a two-year bill.

Two bills for our **NEW** Off Road Division



to watch — Senator Mimi Walters' SB 234 and Assemblyman Tim Donnelly's AB 64 which will grandfather in side by side off-road vehicles manufactured before 2014 with aftermarket seats installed in these UTVs or ROHVs, as they are now called. Both bills have passed out of their first policy Committees and now await their fate in the Appropriation (fiscal) Committee and if they pass, they will be on their way to a full floor vote in May.

I Hope to see you at the Leg/PAC Committee May 5th and the FREEDOM RALLY May 6th on the East Steps of the Capitol at 11 a.m.!

Thanks again to all of you individuals and Locals that send contributions to the Lobbyist Account to keep me in Sacramento fighting for **OUR** Freedom to ride motorcycles!

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Executive Director's Report

by Greg Covel, Executive Director



Greetings: "May Day, May Day, May Day". ABATE in conjunction with the MMA is hosting the May 6th Motorcycle Awareness and Freedom Rally on the State Capitol steps 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 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.

Reconnect with your Local and members. Contact past and long past members and encourage them to renew their memberships. Make it a goal, this year, for every current member to bring one new member into your Local. We must work to grow ABATE into a strong visible and effective organization. It is essential for every Local to visit at least

one bike night and/or motorcycle event every week. Set up a membership table and talk to people, even if you get no memberships each night, you are getting the word out and letting people know we are there for them.

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.

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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.

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.**

ABATE OF CALIFORNIA, INC.

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 Griswold

DEADLINES

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

AD RATES

Business Card \$15.00 /Mo.
 \$150.00 /Yr.
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 1/4 Page (3.4"W x 4.3"H) \$150.00 /Mo.
 \$1500.00 /Yr.
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\$1750.00 /Yr.
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 \$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

EDITOR'S NOTE:

The Membership Report and Sporty's Rides are missing from this issue of the Bailing Wire because Lee "Sporty" Milligan was in a motorcycle accident on Saturday, April 14. His right leg is broken and he will be laid-up for a while, but I've heard that he will ride again!

For those of you wanting to wish him a speedy recovery, his email is: sportymilligan@yahoo.com



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A Union of Motorcyclists

MAY 5, 2013

ABATE QUARTERLY MEETINGS

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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**

EAST STEPS

MOTORCYCLE AWARENESS & FREEDOM RALLY

Invited Speakers & D J

**Every Motorcyclist and Freedom loving Enthusiast is invited to attend.
Protect YOUR riding rights!!**

Due to the Annual Peace Officers Memorial being observed May 5th & 6th our parking area is now:
"Free" parking in the **1400 block of 11th & 12th Streets BETWEEN N & O Streets.**
Parking is allowed on Both sides of the street and as many bikes in a parking spot as possible.

Do observe the City posted restricted parking signs.
6am to 6pm

Park Only in the area of the "Free" ABATE & MMA signs to avoid citations.

For the Best Coffee in Sacramento

Go to the Capitol Coffee Shop

(Located in the Capitol Basement)

(owner – Gary & Teresa Haller)

And you can also purchase food/lunch/snacks there.

American Brotherhood Aimed Towards Education – Acronym – ABATE

Your Voice For Motorcycle Rights



MOTORCYCLE AWARENESS & FREEDOM RALLY CALIFORNIA STATE CAPITAL

WHEN**MAY 6, 2013****11am - 1pm**

GROUP PICTURE 10:30AM

EAST STEPS**SACRAMENTO, CA**

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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On 11th & 12th Streets
Between N & O Streets
(1400 Block of 11th & 12th Streets)

WE WILL HAVE INVITED SPEAKERS, LOBBYISTS & FREEDOM FIGHTERS PRESENTING!

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Sponsored by Locals 14, 15 and 17

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Belden, CA 95971**REGISTRATION FORM****Make Checks Payable & mail To: ABATE of California - Northern Regional Rally 2013
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RV's _____ Single _____ Couple _____ Teens _____ Kids _____

Entry Fees Pre - Reg. Day of Event

\$ 30.00 Single \$ 35.00

\$ 40.00 Couple \$ 45.00

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

Pre - Reg. Deadline 5/15/2013

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LOCAL NEWS

Local #01 Los Angeles



Hi all! Sporty with the Local 1 report. As usual our meeting will be after the Bailing Wire is due. So, God willing, the following will have taken place:

The turn out will be respectable. The Pledge of Allegiance will transpire smoothly. Peter Daniels will remind the folks in attendance the various events they need to attend ABATE wise.

We'll talk about the So Regional Rally. The members will be informed that we are able to continue to support our lobbyists fund each month.

Reports may be forth coming from our publicity guy Jim Nickla and our membership guy Glen C and also we will try to accommodate our members on the travel arrangements to haul their stuff up to the So Regional Rally.

And finally the folks will be reminded to buy membership raffle tickets and to support the membership drive. That will be just about the end and we will have breakfast supplied by the Elks Lodge for a nominal cost.

Regards, Sporty Milligan, President Local 1

Local #11 North San Diego



Springtime in North San Diego County, yeah buddy. Looks like a late winter in the Midwest and East Coast. Do we have it made or what?

Our April meeting was held on the 14th with President Dan in Sacramento flashing his ABATE vest at the state Democratic Party meeting. VP Dave was with his Combat

Vets group meeting. Tim Clark and I held down the fort so to speak. We were glad to see new faces as well as some we have not seen in a while.

Tim opened the discussion about SB350 the lane sharing bill and AB1192 the parking lot ban on motorcycles issue. Tim gave the treasurer's report and reminding us of the June can drive. We also discussed a garage sale on June 1st at Dan and Robin's house. I think they know about it? Dave gave a report on the Southern Regional Rally and we discussed a tentative date for a fundraiser at the Legion Hall where we meet. More on that later.

Cheryl Clark won the opportunity drawing and kicked back 30 bucks to the Local. Thanks Cheryl!

Local 11's May meeting will be at the Southern Regional Rally. I had a great time last year, but a family commitment keeps me from attending this year. Have a beer or ten for me! See ya in June. Gary

Local #13 Ventura County



Well, it was an interesting meeting to say the least! We were happy to welcome the members of Local 3 who paid us a visit after our visit to their meeting last month. Plans were made for the Freedom Rally, The Southern Regional Rally, and the upcoming Motorcycle Awareness Run being put on by Local 3.

Then things got interesting. We found out our RC and Sgt at Arms, Rod Baca, needed to step down due to health reasons.

To up the ante, I announced I was stepping down as President after the May meeting. I am moving out of state and can no longer perform the duties of President. I just want to let you all know that it has been a GREAT 21 years being involved with ABATE of CA, especially the time I have spent with Local 13. I will miss you all.

Please support the remaining officers of this Local and your new President Dave

Blackburn. Ride Safe and Informed. Scott McCool.

Local #17 Solano & Napa Counties



Our 25th Annual Freeze Your Ass Off run went off without a hitch. It was a beautiful day for a ride. Thanks to all who came out. We registered 9 new members before 11am!! And had 6 renewals!!

We're looking ahead to our Annual Spring Fun run - if you haven't been, you gotta come!! 5 stops, 5 games of luck and chance. Bring a friend!!

Local 17 had the pleasure of Jim Lombardo's presence at the March meeting. Judy's had a packed house. Lane splitting is not illegal in California, and now we have guidelines, thanks to the California Highway Patrol.

A new bill by Beth Gaines, AB 1192, has been introduced that defines parking.

May 6th is the State Freedom Rally at the capitol and those of us who work will do our best to get off to meet you at the steps and those enjoying the life of retirement will be there!! Dorian

Local #23 San Bernardino



Well 2013 is well underway, and summer is coming. We welcome Dan and Lynn Hirtz from Dan's Lawnmower Shop in Rialto as our newest members. We have also had several members renew. Thank you!

LOCAL NEWS

Local 23 will be participating in several Bikini Bike Wash/Burger Burns and also flipping burgers at TaTa3 this summer in order to raise funds for ABATE.


The Bikini Bike Washes will be held on Sunday, June 2nd; Sunday, July 14; and Sunday, August 11. The TaTa3 will be held on Saturday, July 27th. We hope that everyone can come out and support these fundraising events.

Our regular meetings are held on the first Sunday of each month at Vicky's Restaurant at the corner of Waterman and Mill Street in San Bernardino. Meetings start at 9:00 am. Come early and have a nice breakfast!

We are still collecting pennies, so bring them all in and feel good about helping a worthy cause.

Tammy Odell, Membership, Local 23

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Local #25 Sacramento



ABATE Local 25 had no visitors at the March meeting, but we had three new memberships included in the Treasurer's report.

Gary updated us with information about the bills the Off-Road Division is tracking plus the lane splitting/sharing bill. David M passed out information about DOT approved helmets. We need to fight the law with law.

The highlight of the meeting was when David M and Ruby modeled a single rain-suit built for two. David was given the outfit to try out and give the inventor feedback.

Linda is working on a bake sale fund raiser, probably in May. David Smart.

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Local #27 Riverside



Local 27's Bare Necessities Event is now over. Among those in attendance were Gezers M/C, IE HOG, Templars, Heart-N-Soul M/C, Temecula Molochs M/C, Midnight Riders M/C, Heartless and Messengers of Recovery. All came out and supported ABATE Local 27 and the Salvation Army at the American Legion Post 79 in Fairmount Park. Lots of "meet and greet", good food, great music and a tattoo contest made for a very friendly and enjoyable event.

Region 9 is still growing and expanding. Look for great things coming out of Locals 19, 23 and 27. Coming up this month are the Annual Arlington Chili Cook off Car and Bike Show on May 25th and West Coast Thunder on May 27th. Come enjoy each day here in Riverside.

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 (gcovell8@gmail.com), President Local 27

Moose

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Pac/Lobbyist Report

by Dave Hastings, Treasurer

I have never been one to set goals because I have always thought they usually end in failure. When one sets a goal it is an "imaginary place" you want to be. The primary reason for failure is most of us never put an accountable mechanism in place to obtain that goal. With no accountability, we often predispose ourselves to accept failure as an option. We fail by simply readjusting our goal to fit our present circumstances and comfort level. Everyone has a "comfort zone" and when we enter that zone we often lose our drive and ambition and arbitrarily accept something less than what we set out to achieve. We begin the process of personal rationalization and find ourselves making excuses for accepting the status quo. Failure to reach our preset goal is then assured by making simple adjustments (usually downward) which coincide with our present "comfort zone" circumstances. When failure is seen as an acceptable option it is an easy path to follow and often becomes the shortest route to a "comfortable" goal.

Set your sights on winning. A winner never envisions, or accepts, anything else. ABATE is, and always will be a proven



winner and we are very proud of our heritage. We have done more for motorcycle rights in California than any other organization and we plan on keeping our winning streak alive. Right now we have several legislative bills moving through Sacramento that will bring immediate and desperately needed reforms to a poorly written piece of legislation that affects our off-road member riders and their families and I expect both our Legislature and our Governor to approve them. ABATE of California and our lobbyist, Jim Lombardo, have done a superb

job of working with the various legislative staffs and council, and enlisted the help and support of CORVA, ASA, and Cal 4 Wheel to make this legislation both possible and ultimately winnable. We will succeed because we have the legislative contacts, knowledge and infrastructure already in place, the drive and ambition to see the process through, and more importantly, a winning attitude.

What is next? You decide. ABATE is a member run organization and our Mission Statement clearly articulates our ABATE goals. You are the "accountable mechanism" in ABATE and you are the only thing that enables and ensures our ABATE success. Your membership and generous donation of your time and hard earned money ensures we are a viable and powerful entity for riders rights in California. If you are not already a member, please join us. If you are a member "Thank You" for making ABATE a winner.

Let us never accept failure as an optional road to travel on any journey we embark on. I've heard some people say "winning isn't everything", but if I'm going to play the game, I definitely want to be "in it to win it"

"THANKS TO ALL WHO DO, AND TO THOSE THAT DON'T, PLEASE TRY TO."

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

ABATE of California Accomplishments

ABATE supported the establishment and the expansion of the award-winning California Motorcycle Safety Program (CMSP), and holds a permanent seat on the CMSP Advisory Committee.

ABATE assisted in the defeat of a proposed federal ban on sport bikes.

ABATE has been a driving force in promoting "May as Motorcycle Awareness Month" not only at the state level but also in local cities and communities.

ABATE's political action arm, [ABATE-PAC](#), has trained and organized campaign volunteers to assist in the campaigns of candidates supportive of motorcyclists' rights, which has raised the visibility and credibility of California motorcyclists with local, state and federal politicians.

ABATE Locals are involved with fundraising endeavors for charities and those in need. Tons of food and truckloads of toys are donated each year at Thanksgiving and Christmas, working in partnership with community charity organizations.

ABATE helped to open High Occupancy Vehicle (HOV) lanes to motorcycles.

ABATE successfully challenged the San Diego Police Department over enforcement of the helmet law in Federal court. (Case # 93-0807-J (CM) May 25, 1995 Filed)

ABATE was instrumental in Purple Heart Motorcycle License Plate approval.

ABATE joined other [MROs](#) to lobby the insurance industry, putting an end to their "Superbike Blacklist" of high-performance bikes that they refused to insure.

ABATE helped defeat two separate bills to outlaw "lane-splitting".

ABATE worked alongside virtually every national and state motorcycle rights organization and lobbied Congress aggressively to successfully repeal federal highway funding penalties against states without helmet laws.

ABATE supported the passage of H.R. 3103 in 1996, which prohibits discrimination against motorcyclists in health care availability and affordability.

ABATE was the driving force that prevented helmet law violations from being assessed against the driver's license as a moving violation.

ABATE worked on the passage of (AB1515 & SB2084) – Veteran's License Plates for Motorcycles. Both Bills approved by Governor Gray Davis in 2000. AB1515 - Chapter 859, SB2084 – Chapter 861.

ABATE was instrumental in the passage of the motorcycle Handlebar Height modification bill (AB2844), Vehicle Code 27801 Section 1 (a), (b). Chapter 280. Approved by Governor Schwarzenegger August 23, 2004.

ABATE lobbied aggressively to increase the penalties on ROW violations. (SB1021) Approved by Governor Schwarzenegger September 30, 2006. Chapter 898.

ABATE lobbied aggressively to repeal Section 2140.5 V.C. (Traffic-actuated, signals for bicycles & motorcycles) (AB1581) Approved by Governor Schwarzenegger October 8, 2007, Chapter 337.

AB 1205 – Dan Logue; 2/2009 Bill Introduced to modify the existing Mandatory Helmet Law; ABATE supported, bill failed to get out of Transportation Committee (2/2010).

AB 882 – Jean Fuller; Introduced a bill to post Victim Memorial Signs on Highways; ABATE supported; Bill passed both the Assembly and Senate floors; Governor Schwarzenegger vetoed the bill October 2009.

SB 435 – Pavley – Smog Check Bill for Motorcycles; Introduced in 2009, amended 8 times by ABATE's continuous lobbying efforts; The last amendment finally reduced it to a "noise bill" and it was signed by Governor Arnold Schwarzenegger on September 28, 2010; Chapter 407. Law effective beginning January 2013.

February 2010 – Between ABATE members John Del Santo, Jean Hughes, James Lombardo, Cal Trans, and others (along with years of correspondence); Changeable Message Boards on Freeways throughout

the State of California are now being used to alert drivers to "Share the Road, Look Twice for Motorcyclists" especially during the month of May to correspond with Motorcycle Awareness Month.

AB 1848 – Martin Garrick – Motorcycle Theft tools; ABATE supported this bill to close loopholes; Amends Section 466.65 of the Penal Code. Signed by Governor Schwarzenegger July 19, 2010.

AB 1952 – Niello; Amends VC 12509 and adds 12509.5 relating to motorcycle instruction permits. ABATE supported. Signed by Governor Schwarzenegger September 20, 2010.

AB 695 – Chris Norby – Bill to amend Mandatory Helmet Law introduced 2/2011 4/25/11 bill was granted reconsideration Amended 1/2012; passage failed in Trans Committee 1/9/12 in spite of ABATE's lobbying efforts and enormous rider support.

AB 1890 – Jose' Solorio – Revised mandatory placement location of transponders on motorcycles using toll roads and highways. Bill signed by Governor Jerry Brown July 10, 2012. Amends Section 23302 V.C.

AB 1047 – Kevin Jeffries – Forbids "motorcycle only" checkpoints – ABATE supported; Bill signed by Governor Jerry Brown July 13, 2012. Amends Section 2814.1 V.C.

AB 1535 – Linda Halderman – Installation of "Motorcycle OK" signs in HOV lanes. Introduced January 24, 2012. (Bill is being held under submission).

For complete context on any of the above numbered bills please go to www.Leginfo.ca.gov

ABATE Of California supports motorcycle rider training and asks that all motorcyclists Riders ride responsibly.

ABATE Of California is dedicated to "Freedom of the Road" for all motorcyclists

American Brotherhood Aimed Towards Education (Acronym – ABATE)
www.abate.org

(Rev 08/2012)



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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!

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COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

FEDERAL BILL INTENDS TO STOP MOTORCYCLE CHECKPOINTS: On April 15, Congressman Jim Sensenbrenner (R-WI) circulated a "Dear Colleague" letter to fellow members of Congress to garner sponsors for legislation he intends to introduce on May 6, 2013 "To stop motorcycle checkpoint funding."

"In the 112th Congress, I introduced H.R. 904, a bill to prohibit the Department of Transportation (DOT) from providing funds to state and local authorities for the purpose of creating motorcycle only checkpoints," wrote Rep. Sensenbrenner to his peers. "Section 1 of the Stop Motorcycle Checkpoint Funding Act contains the same language as H.R. 904. However, this bill also contains language to force the DOT to focus motorcycle safety efforts on crash prevention programs, not national helmet mandates."

Under GRANT RESTRICTION, Section 2 reads; "The Secretary of Transportation may not provide a grant or any funds to a State, county, town, or township, Indian tribe, municipal or other local government to be used for any program to check helmet usage or create checkpoints for an operator of motorcycle or passenger on a motorcycle."

In addition, the new legislation amends Section 153 of Title 23 USC by removing "motorcycle helmets" from the title. "This change will prohibit the DOT from providing grants to a State to enforce helmet laws," according to Sensenbrenner. "This will stop the DOT from manipulating State policies with federal money."

CONGRESSIONAL COMMITTEE APPROVES E15 PROHIBITION: The U.S. House Committee on Science, Space and Technology approved H.R. 875 by a vote of 18-17 on April 11, which would revoke the Environmental Protection Agency's approval of E15 alcohol-laden gasoline for sale to the public.

U.S. Representative Jim Sensenbrenner (R-WI) introduced H.R. 875 on February 28, which would require the federal EPA to stop the use of gasoline containing 15% ethanol (E15) until its harmful effects are investigated further.



NHTSA SEEKS TO SUBVERT PUBLIC SCRUTINY: The US Department of Transportation is looking to fast track adoption of rules, bypassing the public comment process and adopting rules directly. The National Highway Traffic Safety Administration (NHTSA) has proposed to give itself "direct final rulemaking" authority which would allow the agency to declare a regulatory proposal, which carries the force of law, to be non-controversial and rush it into effect.

"NHTSA believes this procedural option would expedite the issuance of, and thereby save time and agency resources on, rules that are not controversial," the agency's proposed rule states.

NHTSA is responsible for a number of major rules, including the corporate average fuel economy (CAFE) mandates that direct automobile manufacturers to meet certain mileage requirements. It also plays a major role in the design of vehicles by mandating various "safety" features such as rear-view cameras, "trunk entrapment" rules to foil kidnappers, and "quiet car" rules to require electric vehicles to make noise to alert blind pedestrians – Such rules cost the automobile industry billions of dollars in compliance costs, but could arguably be "noncontroversial."

Under procedures that allow a measure to take effect within sixty days of its publication in the Federal Register as a final rule,

the public would have just thirty days to file an adverse comment to slow the process down, otherwise the final rule would automatically become effective.

NEVADA CONSIDERS LANE-SPLITTING, FASTER SPEED LIMITS: The Silver State may soon adopt the Golden State's rule on lane sharing, as AB 236 has passed Assembly Committee on Transportation with only two committee members opposing the measure to allow motorcyclists to filter between lanes of slow-moving traffic. California is currently the only U.S. state that allows the practice, though "lane filtering" is commonplace throughout many other parts of the world.

Committee Chair and bill co-sponsor Richard Carrillo (D-Clark Co), a long-time rider, laid out one of the best reasons to split lanes -- avoiding a rear end collision -- saying "at the end of the day, I want to know that I'm going to come home and not be a part of the pavement or the back of somebody's truck or car. To me, this really resonates."

Next step – the bill goes before the full Assembly and the Senate.

In the meantime, the Nevada State Legislature may raise the maximum speed limit from 75 mph to 85 mph has passed the State Senate 15-6 on April 3 and the measure now goes over to the State Assembly for consideration. Introduced by Senator Don Gustavson (R-Sparks), a longtime advocate of bikers' rights who was awarded the NCOM Silver Spoke Award for Government, SB 191 would fast track NDOT to up the speed limit to 85 mph some open stretches of freeways, matching some 85mph speed limits posted in Texas.

MOTORCYCLE LICENSE NOT REQUIRED IN ALABAMA, UNLESS BILL PASSES: Every state but one requires a motorcycle license or endorsement to operate a motorcycle, but in Alabama anyone 16 and older with a regular driver's license can also drive a motorcycle in the state.

An oversight in the 1990s led to the gap in the law and now DPS is supporting legislation to fix the mistake. The state Senate in February passed a bill to require motor-

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cycle drivers to have a Class M endorsement on their license. The bill is pending in the House of Representatives.

Under current law, drivers can ask to take the knowledge test to get the Class M endorsement on their license, but the law does not require the endorsement to operate a motorcycle. Those who don't have the Class M endorsement are only legal driving a motorcycle as long as they are riding in Alabama.

Rep. Allen Farley (R-McCalla), House sponsor of the bill, said he would also eventually like to see a skills test. Forty states require a skills test for a motorcycle license, according to the National Conference of State Legislatures.

ABATE RECOGNIZED BY ARKANSAS LAWMAKERS: ABATE members from around the state gathered in Little Rock at the Arkansas House of Representatives on April 4, 2013 for the reading and vote on HR1040, which reads in part: "The House of Representatives commends ABATE, the Arkansas Bikers Aiming Towards Education organization, for raising awareness of motorcycle safety issues; for promoting goodwill and mutual understanding among motorcyclists, law enforcement personnel, and the general public; for being an information resource for its members; and for working to benefit the less fortunate through various events."

OREGON PROPOSAL WOULD MAKE IT A CRIME TO BE LINKED TO A "GANG": In an attempt to crack down on violent criminal activity, Oregon lawmakers are considering a bill that would make it a crime just being linked to what it defines as a "gang".

The big question is how would authorities decide who's a gang member and who's not, and the bill says any group of three or more people whose main purpose is criminal activity, has a commonly known name or symbol and regularly engages in criminal acts would be considered a "criminal street gang."

Police currently track gang members, but there's no law against belonging to any particular organization even if that group is repeatedly tied to criminal activity, but House Bill 2679 and its companion, House Bill 2851, would give authorities another tool for cracking down on gang members because under the proposed law, just being a member would be a felony and subject to stiffer sentences.

The Oregon American Civil Liberties Union told lawmakers it is concerned that the definition of a "criminal street gang" is too vague. "The breadth of the bill and the confusion that will result from its definitions, or lack thereof, risks violating a defendant's due process rights because that defendant is not on notice of what activity is criminal," said the ACLU, adding that current laws are strong enough and urged lawmakers to not advance the bills.

MOTORCYCLE CLUB PUBLICATIONS BARRED BEHIND BARS: Last month we reported that the NCOM Brothers Behind Bars monthly newsletter was being banned from prisons in Australia, but now word comes from one of our own New England states that biker-related printed materials are being systematically rejected.

Referring to a note received from a Connecticut inmate, The Aging Rebel quoted on his website www.agingrebel.com; "Here at our prison, last year they began to bar books about or by motorcycle club members. This includes the book "The Aging Rebel: Dispatches From The Motorcycle Outlaw Frontier" by Donald Charles Davis. These books are purely being banned because their subject matter includes motorcycle clubs. They use the 'catch-all' 'promotes criminal activity' while still allowing books on the Mafia, murder, kidnapping and corruption of government officials, all of which apparently promote NO criminal activity."

Some people may be surprised to learn that among the other rights prisoners forfeit is the right to read what they want, but as TAR expresses; "The high court began to back track in 1987, in a decision called Turner v. Salley. After that case, the First Amendment right to read could be 'reasonably regulated' if prison officials asserted a 'legitimate neutral interest' and the Supreme Court ruling established something called the "Turner Test."

In a letter from the Connecticut Dept of Correction, the Media Review Board determined that "The aforementioned publication was originally rejected in its entirety on November 9, 2012 under Section 6. It encourages or instructs in the commission of criminal activity. This publication was thoroughly reviewed and is determined to have met the criteria for rejection. The publication will not be allowed inside a correctional facility."

Continued on Page 14



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WEIRD NEWS: ILLEGAL ALIEN RULED INCOMPETENT FOR TRIAL:

An illegal alien in Massachusetts who was drunk driving when he hit and dragged a Mass. motorcyclist to his death has been ruled incompetent to stand trial. Insane? No. Mentally handicapped? Nope... "Unique cultural background"? YES!

Despite numerous previous run-ins with the law, Judge Janet Kinton-Walker ruled that Nicolas Guaman's "unique cultural background" prohibits him from understanding the U.S. legal process. The judge also ruled that Guaman lacks the ability to effectively consult with his attorney, according to FOX 25 in Boston that broke the story.

Defense attorneys across the nation will undoubtedly be watching this case very closely, and if Guaman somehow avoids justice you can count on this defense coming to a courthouse near you - "¿me entiendes?"

MORE WEIRDNESS: SMART APPS:

What do Lady Antebellum, Harley-Davidson motorcycles, the beauty store Sephora and the Facebook page "I Love Being a

Mom' all have in common? Well, researchers at the University of Cambridge are claiming that "liking" those things on Facebook may be a sign of a low IQ.

According to www.radio.com, researchers in the U.K. took a close look at 58,000 Facebook users between 2007 and 2012, and correlated their "likes" with the strength of their IQ's. If you're wondering what "likes" translated to a high IQ, the items include curly fries and thunderstorms, so this is one study nobody is taking too seriously.

NCOM CONVENTION HONORS FALLEN RIDERS; INVITES NAMES FOR TRIBUTE:

With the 28th Annual NCOM Convention in Reno just weeks away, the National Coalition of Motorcyclists is requesting that MROs, motorcycle clubs, and riding associations submit the names of those members and supporters who have died since May 2012, so that we may honor their memories during the traditional "Ring of the Bell" tribute to fallen riders during the opening ceremonies. Dedications can be hand-delivered at the Convention to "Doc" Reichenbach, NCOM Chairman of the Board, or e-mailed in advance to [Bill Bish at NCOMBish@aol.com](mailto:BillBish@aol.com).

Attendees are also encouraged to bring an item on behalf of their organization for

the Freedom Fund Auction, with proceeds benefiting the motorcyclists' rights movement nationwide through Getting Our People Elected donations, NCOM Speaker Program, lobbying activities and other pro-motorcycling projects as determined by the NCOM Board of Directors.

The 28th annual NCOM Convention will be held Mother's Day weekend, May 9-12, 2013 at the Silver Legacy Resort-Casino located at 407 N. Virginia St. in Reno, Nevada, so reserve your room now for the special NCOM rate of \$95 by calling (800) 687-8733.

This annual gathering will draw bikers' rights activists from across the country to discuss topics of concern to all riders, and ALL motorcyclists are welcome and encouraged to attend. Meetings, seminars and group discussions will focus on legislative efforts and litigation techniques to benefit our right to ride and Freedom of the Road.

To pre-register, call the National Coalition of Motorcyclists at (800) 525-5355 or visit www.ON-A-BIKE.com.

QUOTABLE QUOTE: "There may be times when we are powerless to prevent injustice, but there must never be a time when we fail to protest." ~ Elie Wiesel (b. 1928 in Romania) Nobel Prize laureate ~



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Motorcycle Safety Report

by Steve Guderian, Safety Officer

Can You Help a Fellow (Rider) Out?

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

OK, I am going to step out of my normal routine here to go over something that I think is an important observation. That is, what I am about to discuss is based on experience and observation not facts or research, which is what I normally do. Before I go on I am going to tell you what I have seen and you can see if it matches your observations and experience: Generally, riders who are actively involved in a group or a club tend to crash less than solo riders.

This observation first caught my attention about two years ago. The HOG group I rode with has a lot of rides, and a lot of riders who put a lot of miles on motorcycles. As a group we were riding over half-million miles a year without any significant or major crashes. A few months ago I was talking with some people and realized that motorcycle cops and clubs have 3 things in common: 1) They ride aggressively. 2) They have low overall crash rates. 3) They have a mentoring program.

So my theory right now is riders who are involved with other riders or groups where they share a strong safety background or strong safety messages tend to be better overall riders. These riders are better in the sense that they tend to crash less. The theory also goes on that this is experience independent. That is, a lone rider may have dozens of years of experience. But, if he doesn't have another rider to sit down and talk with he could have a higher potential to crash than a newer rider who does ride have somebody whom he can ask question of or share problems with. And, having another rider who can help with problems or questions is most important when the new rider is gaining experience. This is how strong riding habits are set in the beginning.

Here is another thought that goes along with this, if we can help new riders through mentoring or just being there for them whenever they need it, maybe we can develop better riders and reduce motorcycle



crashes. Rider safety is not about the parking lot training they take in order to get their license; it is about the safe roadway experience and habits they develop after they get a license. It is after the new rider leaves that parking lot training when the learning and the need for help is really necessary.

Wouldn't it be great if something so simple as being there for a new rider to help them gain safe riding experience could actually save rider lives? Wouldn't it be even better if the riding community itself did this so that we could actually open the eyes of the feds and show them that their grand plan for the last 20 years is not doing so well?

I have to tell you, there is a kicker in this new riding mentoring theory; right now we don't have any idea on what a mentoring program should look like and how it should be done. Motorcycle people are working on it, but getting them together is like herding cats. So, it looks like having the guidelines for a program are not in the near future. But just because there is nothing formalized doesn't mean we can't try to help new riders out now. If you do have an opportunity to help out a new rider, here are some things to keep in the back of your mind;

Mentoring is not teaching, it is guiding and helping. You don't teach a new rider about things, you help them learn about things from their growing riding experiences. You watch them and help when they need it. Of course it is important that you point out why something might not be safe or the best thing to do and provide a better option.

Encourage questions, ask questions to start a conversation and then listen to what this new rider is saying. You don't have to know the answer to every question that might be asked. It is OK to say, I need to

ask somebody else about that and get back to you. This lets new riders know that nobody can know everything and everybody can use a little bit of extra help, no matter how long they have been riding.

And this is absolutely the most important thing to remember, when riding with a new rider they don't have the same skill level as you, or the same level of confidence about riding. You have to ride at their level, whatever it may be, and then help them build the experience and confidence so that they can increase their skill level.

This last item is even more important when riding with a spouse, loved one or significant other who is new to riding. It is so much fun to have the person whom you really want to love what you love to do. I do know about this. But, as the experienced rider it is your responsibility to know what their riding limits are and to make sure that you ride within them. I have reviewed a few crash cases where the more experienced rider was leading and was not paying attention to how well the new rider was doing. The experienced rider ended up creating a situation where the new rider tried to keep up but ended up overriding their skills and crashing. These are generally very serious crashes due to the limited skill set of the lesser experienced rider.

Here is something that you can try when riding with a person whom you really want to help gain safe riding experience; let them lead. If you are going to ride in a staggered formation, let them lead and then make sure that you are not pushing them. Let them see what is out there in front of them. Letting them lead also does something that is so very important for new riders, it gives them the opportunity to get their head up and scan ahead to see what is out there on the roadway and in the environment in front of them. If the newer rider is following then chances are they are watching the rear tire of the lead rider rather than scanning ahead. And, when break time comes, talk to the new rider. Ask them how they felt, ask them if there were any scary situations. Remember, you're there to guide them; but you may just have to push them a little so they can be guided.

Continued on next page

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Safety from page 18

I am going to mention one other thing that for my wife and I, as well as some other couples who have used it, has proven to be a very useful and effective tool for gaining riding experience; don't ride in a staggered position, ride side by side whenever the roadway is wide enough, and the conditions are safe to allow it. My wife fought me on this because she believed it was so unsafe. I asked her how she knew this, where is the data that says this? Since she couldn't answer the questions, I got in trouble. But, again, cops and clubs have been riding side by side without any issues way longer than we have been riding staggered. Finally she said she would do this for me just so she could show me that it would not work out. Now we ride side by side all of the time, except in the twisties, narrow roads or any time conditions make one of us uncomfortable. Any time one person feels uncomfortable in any situation, they can always move back. Communication is simple when you are next to each other.

As for my wife, she said that riding side by side with me made her pay more attention to the roadway and what she was doing. She also said that since we all pretty much ride in a wheel track anyway there was more room between us than she thought there would be. I will also say now that I believe riding side by side in small groups is safer than riding staggered. I have

no data or research to prove this. But I am also not aware of any data or research that says staggered riding is safer than side by side. As I said, I have no data or research that compares side by side to staggered riding. But I do have some unrelated areas that suggest side by side is safer. There are also situations where riding side by side is better than riding staggered. In the urban riding environment, I cannot think of a situation that would be safer riding in a staggered position than it would be riding in a side by side position.

For those of you right now saying that intersection and left turn collision are the number one kind of collision for motorcycles and riding staggered would only cause one rider to get hit rather than two. I will tell you this; you are very wrong on intersection collision being the number one crash situation now days. The data shows it is down to about number 4. And, the odds are far greater than you think that two bikes will be involved in a collision situation when riding staggered. I will go one further, I would argue that riding side by side gives you a better chance of being seen in the first place so that you don't experience that left turn in front of you to start with. My argument for this would be a fact and roadway human factors based argument.

So there you go, my first ever non-data supported safety message for you to think about. With more and more people want-

ing to learn to ride, there will be more and more new riders out there needing help. If you can, help them and think about what I have just talked about. Additionally, there will also be more and more couples out there riding together where one will have more riding experience than the other. For these riders and safety's sake it is so very important that they work together as a team. It is important for all riders to be comfortable when they are riding. So if anything I have talked about doesn't seem right. Then by all means don't do it. On the other hand, if you think you can safely try something that I have talked about, see how it works for you, and the new rider you are guiding.

As always, thoughts and information are always welcome email anytime. Questions? Got any questions? Send them to me and I will answer them. Safety is all about each rider, so any question you may have is important. I will be in So Cal from May 9th through May 11th. So if anybody would like to chat about anything, let me know. Email: Galileo-g@sbcglobal.net

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A special thanks to Gill for representing ABATE of California at Assemblyman Mansoor's recent Spring Open House.

Pictured left to right: Gill Mellen, ABATE Board Member/President L-20 and Assemblyman Allan Mansoor/AD 74.



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By Craig Griswold Brakes (Part II)

Last month we covered some history on the evolution of HD's brakes, including the change from drum to disc as well as mechanical linkage to hydraulic operation. We also explained the differences in brake fluids. On the business end of all this is the brake pads.

There's a physics lesson in here somewhere; something about converting kinetic energy into heat energy via friction. That's nice. So how does that help us select a set of brake pads? No need to dive that far into the weeds! Most manufacturers/suppliers have a nice, clear explanation of brake pad type for a given application.

Many moons ago there was an asbestos laced compound that was used for drum shoes. It worked ok, but the ensuing health hazards associated with the dust motivated science and engineering to find a better way. These days, for most applications, there are several different materials to choose from. So here's the scoop.....

SINTERED: This is the material most stock applications utilize. Sintered pads are a metallic compound that provide excellent braking performance. Compared to other materials, sintered pads have a more "aggressive" feel; that being less pressure applied to the lever or pedal for an equal amount of performance. They do well in the longevity department as well. The



drawback, albeit minor, is that they are a bit tougher on rotors and will wear them out a little faster. They are not a good selection for polished or chrome rotors. Sintered pads are the modern version of what most folks recognize as "semi-metallic." A little improvement in materials and manufacturing, and sintered is in!



ORGANIC: Providing a softer feel, organic pads will wear a bit faster, but are much easier on rotors. This would be a good selection for chrome "show" rotors and for those who don't mind sacrificing the aggressive braking characteristic of sintered pads for rotor longevity. While glass and rubber are the basic elements of early organic brake pads, Kevlar is the material of choice in today's organic brake pads. Another term you may hear, which is vernacular for all of the above is Non-Asbestos-Organic or NOA.



EXPENSIVE OTHER: OK, we're riding street bikes so let's keep this in prospective. There are a few other materials out there. Ceramic comes to mind. This is an over the top, high performance material that is perfect for extreme racing applications. Low heat, excellent braking performance, incomparable longevity, easy on the rotors.... yada...yada...yada. The cost to benefit ratio lends itself to some real consideration. Since most of us are not riding our FLHT-CUI.ABCDEFG....in the international F-1 circuit, my recommendation would be to stick with the sintered or organic types. There's just no reason to get silly.

In conclusion, if you like that stop on a dime feel when you grab a handful of brake, go with sintered. If you are into a softer feel or maybe are running bling rotors on that blinding show bike, stick with organic. If in doubt, call a reputable shop or one of the leading manufacturers and grab a few opinions. Modern brake pads are well made and won't disappoint.

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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May 5 – Quarterly ABATE Meetings – La Quinta Inn – Sacramento 200 Jibboom St; Sacramento (see meeting schedule in this issue or online www.abate.org)

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

May 6 – State Capitol – EAST Steps – ABATE & M.M.A. Motorcycle Awareness & Freedom Rally

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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.


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San Fernando 10137 E. Commerce
818/ 361-8800 Tujunga, CA 91042

Simi Valley - Local #02-Reg#8
Steamer Arnow 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
Thousand Oaks Elks Lodge
805/496-0323 158 N Conejo School
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
Buena Park
714/649-2516

South Orange County - Local #09-Reg#11
Cory Torioian 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.
Pt. Hueneme CA 93041
805/657-2454

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 Dvision 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
P.O. Box 2334 Odd # Months
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. - 7:PM
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 Call for meeting place

Regions With Local info:
Region 2: Director Lil' David Morena
25, 31, 33 & 52.
Region 3: Director Bob Blatz
14, 15 & 17.
Region 6: Director Ed Rogers
24 & 40.
Region 7: Director - Vacant
3 & 13.
Region 8: Director Tom Lubbers
1 & 2.
Region 9: Director Jack Howell
19, 23 & 27.
Region 10: Director Vacant
29.
Region 11: Director Gill Mellen
8, 9, 20 & 22.
Region 12: Director Dave Connors
6, 11 & 38.
Region 13: Director Yermo Eddy
21, 44, 47 & 58.