

The Bailing Wire

Newsletter for Motorcyclists

Volume XXXI

ISSUE IX

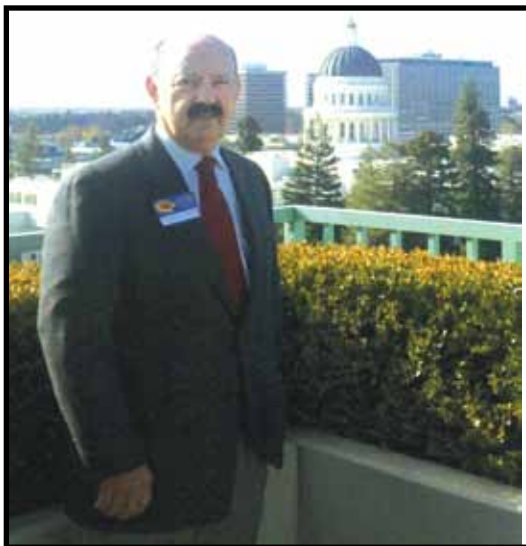
SEPTEMBER 2012

A Union of Motorcyclists
Dedicated to Freedom of the Road



Lobbyist's Legislative Report

by James Lombardo, Lobbyist



The Legislature is winding down with the usual end-of-session chaos compounded with an election year and newly redrawn districts for the politicians to run in. Over 30 districts have two Democrats or two Republicans *running against each other*. This past month, my phone has been ringing off the hook by candidates seeking ABATE'S endorsement with the added hope of volunteers to help walk their precincts and help out with their phone banks to try and get voters to show up and support them on election day.

You have also sent me to a number of fundraisers where I have met many candidates, as well. We will have our list of endorsed candidates out soon, and it will be published in the *Bailing Wire's* October issue. The information will be e-mailed to all the Presidents and PAC officers.

PLEASE SPEND AT LEAST 4 HOURS OF YOUR TIME HELPING SOMEONE WITH THEIR ELECTION! THEY DO REMEMBER AND TELL ME SO, WHEN I MEET THEM IN SACRAMENTO! IT'S YOUR GOVERNMENT — SEND SOMEONE YOU LIKE, AND TRUST, TO HELP PROTECT YOUR RIGHTS!

This year was one of our most successful years in the California Legislature. We passed Assemblyman Jose Solorio's AB 1890 to allow you to have your transponder *anywhere* on your bike when using a toll road or bridge crossing.

Unfortunately, our bill, AB 1535, carried by Assemblywoman Linda Halderman to have the *motorcycles OK* signs put back up on freeway HOV lanes was held in the Assembly Appropriations Committee due to exaggerated claims by Caltrans as to its cost. It was not opposed in its policy committee and raised awareness of this important issue for a possible run, again, next year.

We became only the fourth state to pass legislation, AB 1047, by Assemblyman Jeffries, to **OUTLAW MOTORCYCLE-ONLY CHECKPOINTS** in California! Which means, when you ride in the other 46 states, you may be forced over into a motorcycle-only checkpoint. Many other MROs are spending money on costly lawsuits, and none have prevailed.

With ABATE's hard work and, for once, a unified group of MROs behind us, we were successful. Let's work to keep the MROs united — it can produce results. It is much easier and less costly to make important changes taking the legislative route! That means that we must use our grassroots power and networking (**VOLUNTEERING TO WORK IN CAMPAIGNS**) to make it happen.

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American Brotherhood Aimed Towards Education

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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.

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Johnny O'Kane 760/956-1669

Executive Director's Report

by Greg Covell, Executive Director



Times change, people change, companies change, and countries change, everything changes over time and as the culture and needs of the people change so must we. That is a bold and scary statement which will no doubt raise the ire of many people who will react by saying "I haven't changed and I'm not going to." Really? Now I'm not referring to changing your ideals, morals, or what's right and wrong (although they have certainly changed from childhood to teen age to young adult to middle aged and beyond). The culture we live in now is certainly different from

that of the 1960s and 1970s and if ABATE is to be effective promoting our agenda of protecting the rights and freedoms of motorcyclists we need to consider how we are perceived by the general public, politicians and other motorcycle riding citizens we want to support us.

This topic of change or "rebranding" has been brought up at Board, PAC, and Presidents meetings with mixed reactions. We are all distinct individuals with strong feelings about who we are and what we believe. As such we tend to be resistant to change. I have no intention of shaving my beard to look more professional and that is not what rebranding means. I have no intention of modifying my ideas of freedom of choice and the removal of government intrusion into my rights and freedoms as an American. This is also not what "rebranding" means. Rebranding is merely a change in how we present ourselves so that others see us not as mangy, grubby, violent, gangsters who race our loud obnoxious Harleys through quiet neighborhoods, dealing drugs and committing crimes to the reality of law abiding citizens form different walks of life who ride motorcycles and believe in fighting to protect the rights, privileges and freedoms of all motorcyclists in California.

This is a touchy topic to say the least and a great deal of discussion will no doubt take place in upcoming months. Done right, ABATE of California will change, progress and grow. Done wrong, we may stagnate and disappear.

I've said it before and I'll say it again: "Complacency and apathy is easy and comfortable – but in the long run the cost of doing nothing is very high."

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



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

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



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ABATE of California Inc. neither endorses nor promotes the services of any particular Law Firm. We are committed to working with all MROs including NCOM, MRF, AMA, MMA BOLT and any other motorcycle rights organization that strengthens our lobby on legislative issues and on motorcycle safety.

ABATE OF CALIFORNIA, INC.

American Brotherhood Aimed Towards Education

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Gill Mellen & all our Members

COLUMNISTS

Bill Bish, Steve Guderian, Sporty Milligan, Jim Lombardo, Dave Hastings, & 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. bailing.wire@abate.org

AD RATES

Business Card \$15.00 /Mo.
\$150.00 /Yr.
Double Size Business Card W/Color \$250.00
1/4 Page (5"W x 5"H) \$150.00 /Mo.
\$1500.00 /Yr.
1/2 Page (10"W x 5"H) \$175.00 /Mo.
\$1750.00 /Yr.
Full Page(10"W x 10"H) \$350.00 /Mo.
\$3500.00 /Yr.

Full color ad is 25% extra.

BUSINESS MEMBERSHIP SPECIAL -

\$125 - One Year Business Member Listing, Couple Membership and Display Plaque.

Add \$75 per year for color business card.

CLASSIFIED

Members may advertise in the Classified Section at no charge.

PHOTOS

If you have any photos of ABATE motorcycle events please send them to us. They will be returned if you ask. Please include name of event, date, sponsor, etc. Must be received by the 10th of the month. You can email pictures in .jpg file to: bailing.wire@abate.org

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Jim from page 1

So far, of the almost 1,000 bills left for the Legislators to work on at the end of this session, no provision to outlaw lane sharing has been inserted in any legislation. I am keeping a watchful eye out and checking with my legislative contacts daily, because this is the time of the year for bills to get "gutted and amended" turning them into a bad law for us, rammed through with little opportunity to review or defeat.

Thanks, as always, to those individuals and Locals who contribute to the Lobbyist Fund so I can keep protecting your rights in Sacramento!

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24th Annual Golden State Rendezvous Sept. 14, 15, 16, 2012

Frandy Campground 11252 Kernville Rd. Kernville, Ca. 93238

GPS 35.754497,-118.421416

Scenic Location on the Kern River

Awards-Largest Attending ABATE Local, Non-ABATE Group

*Live Entertainment Fri. **ELMER TIME**, Sat. **STEELGRAVE**, Bike & People Games by L# 40, Harmon Memorial Ride, Vendors, Fishing, Limited RV Parking (Partial Services), Hot Showers, Campfires in Designated areas Only, (Dry) Tent Camping, Adjacent Lodging (info on back)*

Sign-In Opens: Pre-Reg. Entries 10:00 a.m. Friday, Non-Pre-Reg. 12:00 Noon Friday

All Profits Dedicated to Freedom of the Road

EVENT INFO: ABATE State Office 760-956-1669, Tina.sanders12@yahoo.com

Entry Fees	Pre-Reg.	Day of Event	RV's Must Pre-Reg. Adt'l \$10.00 Fee
	\$30.00 Single	\$35.00	Deadline 8/15/2012 1 st come 1 st serve
	\$40.00 Couple	\$45.00	
Kids 13-17 - \$10.00, 12 & Under \$5.00 No Run Pin			
Children 17 & Under Must be Accompanied by Adult			

24th Annual Golden State Rendezvous Run Supporters



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LOCAL NEWS

Local #01 Los Angeles



Once again the monthly meeting is after the report is due so as always I will improvise. We are going to have a meeting and hopefully a lot of my members will show up for it. Discussion will be a recap of the two bills that Gov Brown signed, AB 1047 (Jeffries) and AB 1890 (Solorio).

We will have a drawing for the 4 tickets to the State Run that I bought for the Local and we will talk about doing our best to get Todd Zink elected. I will announce that we have money in the treasury.

After all that is said and done we will adjourn to have breakfast for those who care to and I will jump on the bike and head out to Logan's Roadhouse to go to the first meeting for the 2013 Southern Regional Rally committee meeting. I guess I will be raffle booth chairman again. Regards, Sporty, President Local 1.

Local #02 Simi Valley



It's hot! It's August! It's that time of the month; ABATE Local 2's meeting that is. We meet on the second Tuesday of the month at VFW Post 10049, 4242 East Los Angeles Street in Simi Valley. We start serving our delicious hot off the grill BBQ burgers or hot dogs with all the fixin's you could want at 6:45 pm. Our meeting starts promptly at 7:30. Thanks to our volunteer cooks, Steve and Guy! We are blessed to have this facility for our meeting!

Pres Ray got us going again, and talked about ABATE stuff in general, he mentioned that a certain candidate, Todd Zink, who is a biker friendly politician is running for a senate seat trying to remove a lady named Fran from her office. From what I gathered at our meeting she's really unpop-

ular! We all talked about this lady, Fran and what her agenda is pretty much, I smelled dislike for her and her actions. What she seems to stand for is to limit freedoms. This is why all ABATE members and all riders need to be involved in our Government, we need to regulate who's in office and not let them dictate our freedoms.

Stephanie read the minutes for Jane (on vacation) and gave us a heads up on the treasury report, Pat, our membership person, talked about our members and our situation which is really important stuff! Guy, our run guy, talked about runs coming up in the near future, Norm finished his 3 month report on braking, and statistical information as well as the ABS systems, if you weren't here you missed a really good session about brakes, braking and you!

It seemed like most of us were on vacation or at home watching reruns of the Olympics but we had quite a few guests here, if you read September's Bailing Wire you'd kinda know who our guests were! My only hint is 13. Thanks to you all for coming over to our meeting, hoped you enjoyed your time here, we appreciated your presence!!! It's great to co-mingle with other Locals that are local to one another. Maybe we can all hook-up and do something positive for ABATE down the road when everyone is back from vacation!

We had a good amount of prizes to give away and our membership drawing was not won by Kevin because he wasn't here! Watch your back now! Ride safe. PTL norm e.

Local #11 North San Diego County



The Local 11 August meeting finds us back up at the Oakvale Bar and Grill at Lake Wohlford in Escondido. It was HOT! Near or at triple digit temps.

President Dan Buse opened the meeting with upcoming local Republican and Democratic Party events. There are also a few events we are looking at to set up a space for ABATE information. We have the upcoming Escondido Street Fair and the Wolfpack MC swap meet at Kennedy's Custom Cycles in Oceanside. Speaking of Oceanside, the O'side police are having a motorcycle "SAFETY" enforcement patrol on August 13th and 14th. It is being said they will be pulling over motorcycles and doing "safety inspections". We will follow up on this issue.

VP Dave Caldwell ran down the upcoming events as well as letting us know about the breakfast and dinners available at the American Legion Hall. He also reminded us of the State Run coming up in September. Tim Clark gave us the treasures report and auctioned off the 4 State Run tickets the Local purchased. Wrench, President of the Wolfpack MC gave us a brief from the San Diego COC meeting.

That's all for now. Gary

Local #13 Ventura County



So Local 13 had an idea for the August meeting. We told those in attendance in July and put out the phone calls and emails, but told no one else. We decided to ride to Local 2's meeting and surprise them! So, if you missed the ride, check Local 2's news for all the updates on "our" meeting! We had a great ride there and back, the food was good and inexpensive, the drinks were cold and we won a bunch of their raffle prizes! Sounds like the Local 13 of old. If you want us to email you with all our news, contact us at abate.113@gmail.com. We'll make sure you get all the info you need.

The only thing to hammer home to everyone in this area is GET FRAN PAVELY OUT OF OFFICE. Work the Zink Campaign, put up a yard sign, do whatever it takes. She needs to go!

At the next meeting we'll have info on getting another incumbent in our area who hates us out of office as well. Make sure you come by or get on the email list or check us out at www.facebook.com/abatelocal13.

Our next meeting is SEPTEMBER 13 - mark your calendars!

Local #20 Orange County



LOCAL NEWS

Local 20 welcomes new members Don Sutliff and Keith Moore! With the record setting heat wave the last few days, our attendance was only 22 members and three guests. One of our guests was Attorney Steve Schapiro. He talked about how important insurance is and that most people only have the minimum coverage and if an accident occurs it is not just a devastating event with injury, but minimum coverage will not help you if you are involved in an accident with an uninsured driver. He suggests getting insurance that covers uninsured drivers and purchase more than the minimum. He also suggested that homeowners add an umbrella policy if they don't already have one and to increase coverage beyond the minimum. He also said that combining auto, bike and home will save you money.

Attorney Schapiro also agreed with what Gill said about getting stopped by police. Which is stay calm, be cordial, polite, give vague answers to any questions and refuse to allow them to search your bike unless they can tell you what cause they have for the search.

Gill also reminded us that it is so very important to write down everything that was said as soon as possible after the stop. The more documentation we have to fight against police harassment the better.

The draw tonight is up to \$87.00. We pulled Harvey Bjornstad's name, but he was not present so the money rolls over to next month. ~Leenie~

Local #25 Sacramento



I want to thank everyone who donated their time to volunteering for the American Legion 119 run that took place on August 18. I will write about it in the next Bailing Wire, if we recruited new members or not.

Also we will be vending September 8 at the Dixon Fairgrounds. Renegade Classics has graciously donated a free booth to Local 25 for their Bike & Tattoo Show. They also donated two \$20 admission tickets to raffle off at our August 16 meeting. Troy Rowsey, the owner of Renegade Classic's has also donated to our parking meters during our Capitol Rallies. So please if you are in need of new riding accessories for your bike or for your body, check out Renegade Classic's before going to other shops. Let's patronize those

that work with us. Renegade Classics has an event page as well for all of their events here in CA - www.RenegadeEvents.com

Contact info: Renegade Classics, 6758 Folsom Blvd, Sacramento, CA 95819 - www.renegadeclassics.com. 916-454-3773 or email renegadeclassics@sbcglobal.net

The Modified Motorcycle Association (MMA) will be having their toy run on November 25 at the Sac 6 Drive-In again this year. It's a big event here. They are also looking for vendors. Local 25 is planning on vending there. If your business would like to vend or other Locals would like to send members to volunteer to vend, your presence will be greatly appreciated. It's not just about one Local gaining membership; it's about the state gaining new members. Plus this will give Lori Adams, our COIR (Coalition of Independent Riders) Commander a chance as well to get new COIR members. To vend at their event, you can call 1-916-470-2938 or send an email to our rights.10@facebook.com

I will be putting together a Local 25 Cookbook made from donations of members. If you would like to donate one of your best recipes to our cookbook with your real name or your biker name and the Local you belong to or the organization you belong to, I am accepting all donations. Proceeds will benefit our Hungry for the Holidays Program to feed the neediest families at Thanksgiving and Christmas/Chanukah/Kwanza, etc. holidays. Donations for these cookbooks will be accepted at our meetings and at the events we vend at. This is a fund raiser we do at the Elks Lodge I belong to in Fremont, CA. The books go over big. Please email your recipes to abate.ca.local25@gmail.com so I can put them in a special folder. If emailed to the RebelRuthi email, I might not see it.

Until next month, Rebel Ruthi Ranting and Raving

Local #27 Riverside



Those who missed our "candlelight" membership meeting on August 7 also missed out on a very informative presentation by Nick Benson who rode down with PAC info relevant to Riverside, San Bernardino, Corona, and the surrounding areas. His suggestions on how we can help support our chosen politicians in their upcoming races were very helpful. Check the Local's website for the handout.

August is typically a month in which everyone fades away for vacations or to avoid the heat of summer - and boy has it been hot here! How-

ever, as September comes around remember we are nearing elections and fall runs. All excellent opportunities to get involved and get motivated to elect the "right" people and promote ABATE.

Our September meeting is on the 5th. Come one come all. Learn what you can, and say what needs to be said. Want to know what's happening here locally? Check our website www.abatecal27.org

Keep your Eyes Wide Open, Greg Covel, President Local 27, gcovel8@gmail.com

Local #44 High Desert



As most of you know we have recently changed both our Local 44 meeting location and start time. Second Saturday of the month, 9:30 am at Victor Valley Moose Lodge #1808, 10230 E Avenue in Hesperia. Please pencil in this info for next month's meeting and do your best to attend. We will be discussing next year's Local 44 summer run, the ABATE State Run in Kernville, and many other important items that won't fit on the post card you receive every month. Attend, bring along a friend/new member, and let's get in some riding before the cold weather sneaks up on us!

Speaking of cooler weather, after our August meeting we rode over to the Victorville Fairground to partake in the Route 66 Festival that was going on there. The day was so hot and humid that we ended up leaving early. Mother Nature definitely was not on their side and the spectators (that would be us) and the participants were all suffering. Oh well, we quickly found a shady spot to hang out, enjoyed the car show, band, DJ's, and many other festivities with our fellow 44 members before finally giving in and heading on home.

I want to say "Thanks" to all of my street cleaning volunteers that showed up to help out after work on August 14. We were able to get the job done before dark, and more importantly, we didn't have to give up a weekend morning to do it. While Carol and I were working we had a business owner from the area stop and say "Thank You" for cleaning up the trash along the road. We told him who we were (ABATE Local 44) and he said to say "Thanks" to all of our members and let them know how much he appreciated the fact that we were giving up our precious

LOCAL NEWS

time to clean up the street in front of his business for free! So someone does notice and appreciate what we are doing out there.

Enjoy the last days of summer, cooler weather will be here before we want it, and ride safely wherever you point your front wheel. See you at next month's meeting! Dave H

Local #52 Grass Valley



See my article on the Motorcycle Industry Council Dealer Seminar in this Bailing Wire.

In old business my meeting with our local AM radio station (KNCO) got the gears turning for some substantial advertising. They will air, free of charge, for one week a PSA for ABATE at various times throughout the day. This is based on our non-profit status. Once we have a schedule I'll get the word out and let you know if this proves to be an effective medium for the ever ongoing membership drive. Cheers! Craig.



DONATIONS – General, Lobbyist, & PAC funds – THANK YOU

"Thank You" to everyone who has dug into their pockets and sent in donations, and to those of you that are adding some extra \$\$ to your renewal!! We are going to do our best to list all of our donors and if we leave you off of our list, please contact Carol at our State Office or Dave Hastings and we will get your name on next month's list. You all deserve to be thanked!!

Donations to the General Fund:

Lynn Austin (L#00)
Richard Brunzlick (L#14)
James Cast Jr (L#22)
Brian Cornelius (L#22)
Ken Fairholt (L#13)
Hank & Kris Hallmark (L#44)
Richard Hrycyk (L#20)
Steve Howe (L#22)
Wally Mellor (L#17)
Larry Meyer (L#1)
(Sporty) Milligan (L#1)
Rick Mullaly (L#60)
Glenn Pillsbury (L#20)
Messengers of Recovery, San Fernando Valley Chapter (L#1)

ABATE LOCALS:

1, 2, 11, 19, 21, 23, 24, 27, 28, and 31.

And the Annual donation from Local 44, the "tip jar" from the Tri-Local Picnic; and the Southern Regional Rally! THANKS!!!!

Donations to the Lobbyist Fund:

Mark Alsop (L#24)
Lynn Austin (L#00)
James Cast Jr (L#22)
Merlin Dais (L#14)

Steve Howe (L#22)
Richard Hrycyk (L#20)
Louie Karle (L#14)
Richard LaBarthe (L#3)
James Larson VIP (L#6)
(Sporty) Milligan (L#1)
Johnny O'Kane (L#22)
Stu Orton (L#20)
"Jersey" Pericola (L#15)
Messengers of Recovery, San Fernando Valley Chapter (L#1)

ABATE Locals:

1, 2, 6, 11, 13, 17, 19, 21, 22, 23, 24, 27, 31 and 40. And the annual donation from Local 44 and the Southern Regional Rally! THANKS!!!!

Donations to the PAC FUND:

James Cast Jr (L#22)
Brad Williams (L#22)
ABATE Locals: 17, 19, 21, 23, 24, 27 and 33.

The words "thank you" just seems so minimal, but until some other words can convey our gratitude for your donations, it will have to do.

So "Thank You" to one and all! And please, if you haven't donated yet, you can mail your donation to: ABATE of CA; 10240 7th Ave; Hesperia, CA 92345-2631. Write in the memo which fund you would like to support.

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A Union of Motorcyclists

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

ABATE of California Accomplishments

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

Pac/Lobbyist Report

by Dave Hastings, Treasurer

Last month I discussed our aging motorcycle population and the direct effect it has on every ABATE of California Local and their ability to pay their "share" of our state operating expenses. One solution to this funding shortfall is your voluntary participation in our "Annual Appeal" which is taking place now. This annual event enhances our General, Lobbyist, and PAC funds every year and allows you to contribute directly to one or all of the accounts as you wish. We have been blessed by the generosity of our members every year and are looking forward to a favorable response again in 2012. Give what you can and rest assured that every donation will be earmarked to the specific fund you request.

Also, this is a great time to approach both your riding and non-riding friends and ask them to contribute to our ABATE cause. Give them a copy of our appeal letter and ask them to help support our fight for motorcycle rights and education, freedom of choice, and a fair and equitable political system in California. Use your appeal letter and your personal influence to bring in a new member or at least a contribution this year.

Every new member, penny, or dollar, makes our ABATE job easier and helps spread the work-



load for all of us. Success is not measured by money but more funding definitely opens up new opportunities for our organization and allows us to expand our "sphere of influence" into a larger circle.

ABATE PAC is working on our voter guide recommendations and will be asking for your help in several hotly contested races this fall. Please be ready to assist our motorcycle friendly candidates in this election cycle in whatever way you can. Placing yard signs, making phone calls, and helping with routine office tasks are easy and highly appreciated things that all of us, regardless of age or physical limitations, can choose to do for a candidate. Please give us and them a few hours of your precious time and we can have a HUGE impact on the outcome of the upcoming November election. Let's flex our ABATE muscles and make a concerted effort to assure victory for our candidates, and ultimately ourselves, this coming November.

Donate what you can with both your time and your money, and let's make some big waves in the upcoming election pond. There's some fish in there we want to feed and even more we want to fry, so let's get ready to have some fun!

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MOTORCYCLE RIDERS FOUNDATION

Motorcycle Riders Foundation Awareness & Education (MRF&E)

was established to promote motorcycle awareness and education due to an ever-increasing rider population. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

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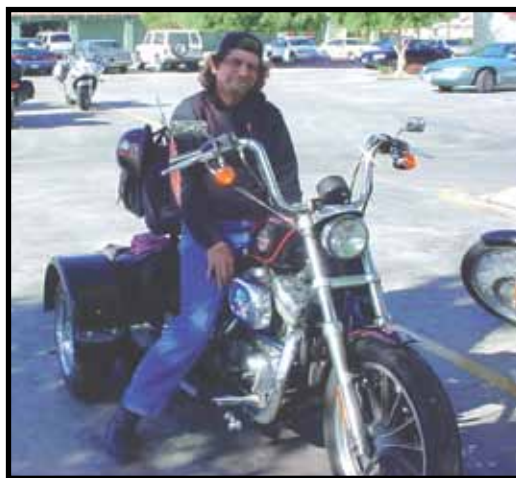
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Sporty's Rides

by Lee 'Sporty' Milligan



Hi all! Mr. Sporty here with the best column that is, as the Board members put it, whimsical - and whimsical it shall be.

I have been going to the world famous Rock Store out in the little town of Cornell to pass out flyers for the State Run and to encourage folks to sign up to work for Todd Zink. I have been getting a mixed bag of reactions to the flyers. But I still have hope that we will have enough folks to work for the Zink campaign and get rid of Fran Pavley. She does not care for bikers.

As you know or might have heard Vern, Fern's husband, passed away and there is a big void in a lot of folks' lives. Vern and Fern ran the Rock Store. I for one will miss Vern.

July 21 was the Board meeting in Hesperia. This was our second face to face meeting of the year. As usual we had a pre-board meeting so we would be on top of things the day of the meeting. The pre-board meeting was at Dave Hastings' house at 7 pm. Lil' David and I stayed at the Motel 6 by the 15 Fwy. We rode to the meeting and got lost getting there. David called and got directions and finally we were there. Dave's wife, Carol, had food prepared so we ate good, chicken that was good for me.

The next day we had our meeting as usual and it came out fine. I will save the results of that meeting report for another time. Except to say we're doing ok. Look for your letter in the mail to help us out financially. Day ended well and the ride home was neat.

Ok for those who care - fan fair music - Sporty's 2002 883 Sporty, the one that can run the Voyager kit wheels, just turned a milestone! It now has clocked over 100,000 miles and climbing. I was so excited when the speedometer turned 100,000 that I pulled over and took a picture of it! Ok, Sporty where was the picture taken? It was about 9:45 am on the 118 Fwy just past the San

Fernando Road exit. The day was Saturday and I was driving around to drop off State Run flyers to the various shops after my sober meeting at 8 am.

Never stop doing what you like to do best and that is helping support ABATE. Just to give you a heads up, the little truck that could, my 89 Toyota pick up, and me will be at the State Run in Kernville. As I am going to be in charge of the raffle booth, I'm bringing stuff to run the booth.

Last Friday went to Bob's Big Boy in Toluca Lake to pass out flyers for the State Run. They have neat cars there as well as bikes.

The bitchen thing is that on Wednesday, August 15, I am going to see the Yes band and Poco Harum at the Gibson Amphitheater in Universal City. They are two of my favorite bands, especially the Yes band. That will give you a clue where my music tastes lie. I am going with a friend of mine, a co-worker, Vince. When my truck was broken into December 30 and all my tapes and radio were stolen, Vince made a lot of CD's for me by his ability to burn them on the computer or however he makes them for me. He has replaced at least 50 of my CD's. I bought him a ticket and he is taking another fellow along so it will be a fun evening.

Well boys and girls and fellow ABATE members it has been my pleasure once again to enchant you with my scribes. Till we meet again in column land, Good Night and May God Bless, Regards, Sporty.

Membership Report

Membership Report

by Lee 'Sporty' Milligan, Membership Chairman

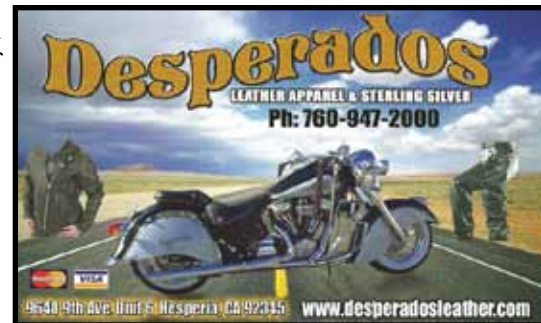
It's time again for the Membership report. This month's installment will be short and sweet with a few reminders. Just your Membership Chairman giving you a nudge!

To all Local Presidents and their Membership Chairmen: The following will help you to retain your members; contact all your members by either email or send a postcard to remind them that there is a monthly meeting. You can get 55 postcards for less than \$20. I know some of you do a phone tree and that is good, too. What does this do? It keeps your members in the loop and being in the loop makes them feel important. The results are renewals. You are not going to get every one to attend your meetings, but you can get them at renewal time. Over the years we at Local 1 have been able to maintain a core of members.

Memberships should be managed in your Local so you are able to make your members feel like they matter. Remember it is important for you to retain your renewals. They are the back bone of the organization.

I realize that I'm not perfect (if I was I would be on the right hand of God), so I need to hear from you members, especially the Local Membership Chairmen to see what makes or breaks it for your Local regarding your renewals. Ok? So please send me your ideas on how we can better retain the renewals. My email is sportymilligan@yahoo.com

The membership drive is moving along and thanks to all that participated in the buying and selling of those DARN special raffle membership donation tickets - the justice dept approved of this message. So get more members and retain your renewals. Finally there is strength and unity in numbers of members. Regards, Sporty.



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COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

FEDERAL E-15 MINIMUM FUEL PURCHASE MANDATE: “However inconceivable it may seem, ethanol has managed to earn itself another enemy. To service-station owners, refiners, vintage-car collectors, economists and car manufacturers themselves, add motorcycle riders,” reported the New York Times in announcing a new EPA mandate that requires consumers to purchase a minimum of 4 gallons of E-15 gasoline.

At issue is E15, a gasoline blend consisting of 15% ethanol, rather than the typical 10% formulation E10. The federal Environmental Protection Agency has approved E15 for all cars from the 2001 model year and newer, but the EPA has not approved its use for any motorcycles or all-terrain vehicles and its use could void manufacturers’ warranties.

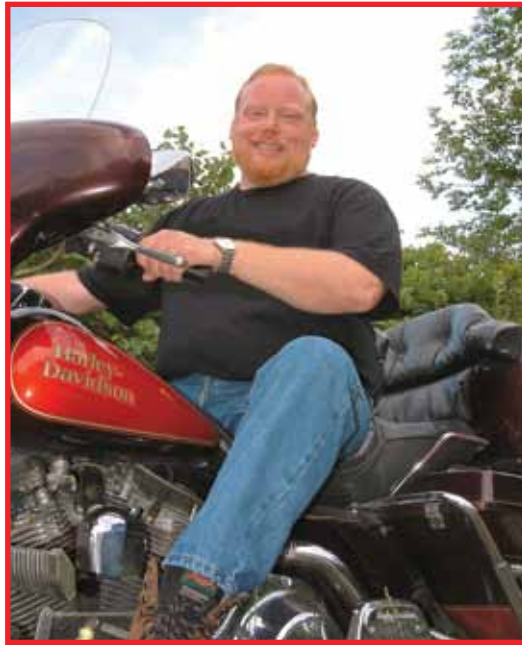
To help keep E15 out of these and other unapproved nonroad engines, service stations offering E15 and E10 from the same pump station must agree to sell a minimum of 4 gallons of fuel per purchase in order to protect the engine of the next customer’s vehicle, as the fueling hose retains roughly a third of a gallon from the previous customer’s fill-up. But not all motorcycle fill-ups reach four gallons, as some motorcycles don’t have tanks with that volume, or their owners may want to merely top them off.

Exactly how a service station with pay-at-the-pump equipment could enforce the rule remains unclear, and the new EPA requirement announced in a response to an AMA inquiry is already generating ire on Capitol Hill where Congressman Jim Sensenbrenner (R-WI) told the Times, “The EPA has no business mandating how much gasoline Americans have to buy when filling up at the pump. What if a rider doesn’t have a motorcycle with a four gallon tank,” he challenged. “Or if someone wants to fill a canister for their lawnmower or outboard boat engine, but it only holds two or three gallons? Or what if an American, struggling in this economy, just can’t afford four gallons of gas?”

ELECTRIC MOTORCYCLES EXTENDED TAX CREDIT: Good news for eco-minded aficionados of two-wheeled transport, as the Senate Finance Committee has approved a tax credit for purchasers of on-road electric motorcycles amounting to 10% of the purchase price up to \$2,500.

Electric-powered two wheelers have been without a federal purchase incentive since the beginning of 2012, when the original tax break expired that was part of the \$800 billion stimulus package passed in 2009.

The committee approved a bipartisan package of tax credits on August 2, including the amendment by Senator Ron Wyden (D-OR) to extend the tax credit for buying EV bikes designed for street



use. With “thousands of red white and blue jobs on the line” in America’s cutting edge E-bike industry, Wyden says the tax break is necessary and will cost \$15 million over two years. Now the measure will be considered by the full Senate.

“LOOK TWICE” IN WISCONSIN: An effort by ABATE of Wisconsin to place signs that build awareness of motorcyclists among other motorists continues to gain momentum, and the group hopes to take the project statewide.

When Mike Halvorson, representing a local chapter of ABATE, approached the Silver Lake Village Board about accepting the donation of two of the motorcycle awareness signs and placing them on appropriate village roads, the board accepted the donation of the signs.

The blue, reflective signs say “Look Twice, Save a Life” and have a graphic of a motorcyclist. “Our feeling is if they are looking out for us they are looking out for the bikes and pedestrians too,” Halvorson said.

The ABATE group has now reached agreement to place signs in several other area cities, and placing the signs on county highways has also been endorsed by the Kenosha County Highway Department director.

FROM THE GUNNY’S SACK: CALIFORNIA Transponders: California requires a transponder when traveling on toll roads, mounted on your vehicle in a visible location. This is a real problem for motorcycles. Where do you mount the things to be in plain sight? This has been corrected by AB1890, introduced by Assemblyman Jose Solorio. The bill was signed into law by Governor Jerry Brown and allows motorcyclists to store their transponders out of sight in a pouch or saddlebags when on toll roads. This reduces the probability of theft from being mounted in a visible location on a motorcycle.

EDITOR’S NOTE: Gunny Hutcheson is retiring after serving nearly 20 years as the AIM Chief of Staff in Oregon for AIM Attorney Sam Hochberg, and everyone at Aid to Injured Motorcyclists (AIM) and the National Coalition of Motorcyclists (NCOM) THANK him for his years of dedication to bikers’ rights and safety and we wish him All the Best!

CHICAGO TEAM LICENSE PLATES AVAILABLE FOR ILLINOIS MOTORCYCLISTS: Chicago fans among the state’s 350,000 motorcyclists now can pay homage to their favorite pro sports teams thanks to a new law signed by Governor Pat Quinn on August 9.

Illinois Secretary of State Jesse White, a former minor league baseball player in the Cubs organization, will make the new specialty license plates available for North Side fans as well as White Sox fans on the South Side. Bulls, Bears and Blackhawks plates also will be offered when pre-orders begin August 24 at www.cyberdriveillinois.com. Money from the sales is earmarked to support schools.

More than 18,000 sports team license plates have been sold to people driving cars, vans, pickups and other small trucks in less than two years, bringing in almost \$800,000 for schools.

“I am proud to make these license plates available to motorcycle enthusiasts as a means of showing team spirit and further supporting education across the state,” White told the Chicago Tribune in announcing his expansion of the sports-plate program to include motorcycles.

NADAguides RELEASES LATEST MOTORCYCLE TRENDS: The latest data regarding motorcycle shopping and research trends has been released from NADAguides, an online new and used powersports pricing and information resource. And though the economy has yet to recover from the slump, consumer interest and motorcycle sales are gradually increasing. The Motorcycle Industry Council says overall worldwide year-on-year motorcycle sales are up 3.6%, and NADAguides research shows that consumer interest and research has grown 15% in the second quarter of 2012 over the second quarter of 2011.

NADAguides says the largest segments receiving growth and interest are trikes and touring scooters with a step-through chassis. Industry sales of touring scooters are up 5.6% year-to-date and have recorded a year over year traffic increase on NADAguides.com of 24% over the past year. Touring scooters provide a good starting point for consumers who are new to motorcycling because they have more stability and are easy to mount and dismount, and top brands searched on NADAguides.com include models from Suzuki, Honda, Yamaha and Vespa making up 96% of the traffic in the segment.

Continued on Next Page

Continued from Page 12

NADAguides analysts note that trikes or three-wheel motorcycles are also gaining in popularity, registering a year over year increase of traffic on the site up 27%. Appealing primarily to the baby boomer generation, three-wheel motorcycles offer more stability, more comfort for long trips and can be customized and outfitted with a variety of comfort and convenience packages, such as independent suspension, disc brakes, upgraded audio, large lockable storage and more. Top trike or three-wheel motorcycle brands searched on NADAguides.com include models from Can-Am, Harley-Davidson, Boss Hoss and Lehman Trikes making up 93% of the traffic in the segment.

SLEEPY DRIVERS AS DANGEROUS AS DRUNKS: Being sleepy behind the wheel is almost as dangerous as drinking and driving, according to a study from France, with drivers who were either drunk or sleepy at least twice as likely to cause a vehicle accident as their sober or well-rested counterparts.

For the study, researchers under the direction of Nicholas Moore at the Centre Hospitalo-Universitaire de Bordeaux analyzed information from 679 drivers admitted to a hospital in southwestern France for more than 24 hours because of a serious accident between 2007 and 2009. "Sleepiness carried almost as much risk as alcohol ingestion," wrote Moore and his colleagues in a letter in the Archives of Internal Medicine.

Researchers used information from driver questionnaires and police reports to determine what may have contributed to the accidents. Drivers reported what medications they were on, their alcohol use and how sleepy they had been before the crash, while patient files provided information on blood alcohol levels.

The majority of the injured drivers were under 55 years old and men. Over half were on a motorcycle, about one-third in a car and 10% on a bicycle at the time of the accident. The police determined that 355 of the drivers were responsible for their crash. From that, Moore and his colleagues found that being between the ages of 18 and 29 years old, driving a car, drinking alcohol and being sleepy were all tied to an increased risk of causing an accident.

"We know from experimental studies that just four hours of sleep loss will produce as much impairment as a six pack (of beer)," said Christopher Drake, an associate scientist at the Henry Ford Hospital Sleep Disorders and Research Center in Detroit, who was not involved in the study. "If you have a whole night of sleep loss, that's equivalent to having a blood alcohol content of 0.19," Drake told Reuters news service. A blood alcohol level of 0.08 percent is considered legally drunk in most U.S. states.

RIGHTS ACTIVISTS LABELLED TERRORISTS: Long-serving National Coalition of Motorcyclists board member Glen Fengstad of ABATE of Montana (Co-Director, NCOM Region III) submitted the following news item from www.rt.com along with the observation that "I think it targets all of us to a tee":

Are you suspicious of federal authority? How about really into individual liberty? Well according to a new study funded by the US Department of Homeland Security (DHS), you very well might be a terrorist. A report published earlier this year by the National Consortium for the Study of Terrorism and Responses to Terrorism (START) at the University of Maryland has surfaced, and in their DHS-funded findings, Americans "reverent of individual liberty" and others adamant about protecting their personal freedoms are categorized as extreme right-wing terrorists.

In the paper, "Hot Spots of Terrorism and Other Crimes in the United States, 1970-2008", researchers characterize what traits should be considered when describing right-wing terrorists, and identifies "groups that believe that one's personal and/or national 'way of life' is under attack," and those that are "suspicious of centralized federal authority" and "believe in conspiracy theories that involve grave threat to personal liberty," the report adds.

START was founded with the aid of a \$12 million DHS grant, and their most recent report is described by its authors as the latest part in a series of studies sponsored by the Human Fac-

tors/Behavioral Sciences Division, Science and Technology Directorate and the US Department of Homeland Security in support of the Counter-IED Prevent/Deter program: "The goal of this program is to sponsor research that will aid the intelligence and law enforcement communities in identifying potential terrorist threats," write the authors, which is done "using state-of-the-art theories, methods and data from the social and behavioral sciences to improve understanding of the origins, dynamics and social and psychological impacts of terrorism."

Apparently, loving America is precisely one of those factors found out through the latest space-age understanding of the human mind.

WEIRD NEWS: MIND-READING HELMET: Speaking of the human mind, and conspiracy theories, perhaps the latest interrogation device -- a mind-reading helmet -- will help authorities identify us freedom-loving "terrorist" bikers. Veritas Scientific is working on an EEG helmet that carries a slideshow of images that could reliably identify an enemy. The device is shaped like a motorcycle-helmet with metal brush sensors that will read brain activity as images flash quickly across the inside of the visor.

Electroencephalography (EEG) is the science of measuring brainwave patterns produced by the brain in response to internal or external stimuli. Familiar images prompt spikes of electrical brain activity that indicate recognition, say scientists.

The company places its EEG helmet work in the realm of "interrogation technology," and sees its device of use to the U.S. military to help them pick friend from enemy...sure, that's just what they want you to believe! The technology is also suggested as useful for law enforcement.

QUOTABLE QUOTE: "If a man seeks a righteous life, his first act of abstinence should be from telling others how to think and live." ~ Tolstoy (1828-1910), Russian novelist

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ABATE 2012 Events

ABATE Of California, Inc web site

www.abate.org/Events

September 14, 15 & 16
– **Annual Golden State**
Rendezvous (aka ABATE
State Run), Kernville,
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ABATE Business Member.

September 15 – Last Day to submit Nominations and your Candidate statements for the ABATE Of California Board Of Directors.

October 6 & 7 – ABATE Local 24 – Annual End of Summer Run to Santa Cruz – Room Reservations at Ramada Inn (Under ABATE Local 24) 831/426-6111.

October 7 – ABATE Local 27 – 4th Annual FUN Run (Kenny 951/377-5772 or email kennuttall@aol.com) OR their web site www.abatelocal27.org OR ABATE's web site www.abate.org Flyer on Page 20.

October 13 – ABATE Local 17, Solano & Napa Counties – Fall Bingo Run

October 14 – On Line Quarterly ABATE Meeting

October 22 – General Election Registration Deadline to vote in November 6 Election.

You will need to re-register to vote when: You move to a new permanent residence, or You change your name OR You change your political party choice.

November 6 – VOTE in the General Election -

November 11 – Totally Kids in Loma Linda, CA and will also be honoring Veteran's Day. Mystery Ride to follow. Contact HR 951/279-4370 for flyer www.totallykids.com/home.html

November 17 – ABATE Local 38 – Annual Turkey Run, Info? Contact Ed Aranda 760/337-8372

November 25 – ABATE Local 21 – 16th Annual Happenin' HQ Toy Run Moose Lodge, 44545 Division St; Lancaster CA 93535. Pages 27-28

December 9 – Annual "Skid Row" L.A. Toy Ride – ABATE Local 1 and Glendale Harley-Davidson.

Please email your ABATE Event information (in Microsoft word document) and Flyers (in a JPG file) to Bailing.wire@abate.org by the 15th of the month to be listed in the next issue. Your flyers MUST be in a jpg file to be used in the Bailing Wire. Your event flyer will also be on the ABATE web site on the Events Calendar. Don't forget to get your **Run insurance** – contact the ABATE State office for the information.



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

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Tech Tips by Craig Griswold

EFI Performance

With rare exception, most folks modify their bikes to some extent. This forum has a target audience which includes many makes and models, foreign and domestic. From a performance standpoint, our beloved dinosaurs from Milwaukee need more help than most. This is a function of the fundamental design of the 45 degree, air cooled, pushrod valve train V-Twin and ever increasingly restrictive EPA constraints. To Harley's credit, sticking to the old standard while "blending" in new technology over time was pure marketing genius. All that said, the average Harley owner is usually satisfied with just enough modification to unleash the potential torque that resides in that stock power train. In this month's column, we'll address the fuel injected vehicles.

We are often asked for recommendations with regard to performance modules (Daytona Twin Tech, Power Commander, Thunder-Max, etc.). There are many to choose from, some of which modify only the fuel delivery (the equivalent of changing carburetor jetting), while higher end modules allow changing both the ignition and fuel maps. I always ask what the plans are for future performance upgrades. If you're going to keep the performance work relatively modest, there is re-



ally no reason to spend the extra cash on higher end modules. Under these circumstances, the stock ignition map will do just fine, however, fuel delivery will usually need some adjustment, and in most cases, a richer mixture. There are fuel modules available that are relatively easy to install, require no software downloads, and can be tuned with nothing more than a small screwdriver. Instructions will include baseline settings which are close to spot on and fine tuning is a breeze.

More radical performance mods that include increased compression and more cam will require changes in the ignition curve. This is where the investment in a module that allows tuning both the ignition and fuel maps pays dividends. In either of the above set-ups, some applications can be dialed in fairly easy, but in most cases a dyno-tuning is a must. The dynamometer allows the tuner to adjust fuel and ignition to maximize power. Additionally, tuning can be adjusted for best fuel economy with a small sacrifice in performance.

As always, be advised that some performance modifications are legal for closed course competition only and are NOT LEGAL on pollution controlled vehicles operated on the street. Check with your local service shop or parts dealer for details.

Next month we'll continue the fuel delivery discussion with regard to open and closed loop EFI systems.

(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. Also see us on Facebook.)

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Motorcycle Safety Report

by Steve Guderian,
Safety Officer

Tires, Going Over to the Darkside

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

Over the last couple of weeks I have gotten involved in a number of discussions regarding motorcycle safety. One of these discussions had to do with using car tires on a motorcycle rather than tires that were designed to be used on the motorcycle. Long story short, car tires are cheaper and last a lot longer. The use of car tires on a motorcycle has been given the name "Running on the Darkside." A Google search of "motorcycle tires and the darkside" will provide lots of info on this for anybody who is interested. Most of what I saw had to do with promoting the use of car tires.

Remember what I have said more than once, safety is your responsibility so ask lots of questions, and always find out if the person giving you the information is really qualified to give the best information. This is an important thought to keep in mind for this topic.

The discussion on this topic came about from an article on using car tires in a national motorcycle magazine. I won - or maybe it was lost - the coin toss so I got to write a letter to the editor on the subject. Below is most of that letter.

First let's consider traction, also known as friction. The crash community has been testing roadway and tire friction for 30 years that I am personally familiar with. The Northwestern University Traffic Institute uses an average friction value for car tires on a roadway surface of 0.55 to 0.7 or 17.7 - 22.5 fps (feet per second). As part of their testing Motorcycle Consumer News does a 60 mph to 0 mph tests on motorcycles and then every other year in the January issue they publish the



results on all of the motorcycle testing they have done. This data corresponds with motorcycle tire friction on a roadway surface of .085 to 1.1 or 27.3 - 35.4 fps. This data shows that motorcycle tires have about 35% higher friction value.

Friction value is associated with stopping time and stopping distance. Using the information in the previous paragraph for a motorcycle traveling at 35 mph, using car tire(s) it will take from 58-74 feet for the motorcycle to come to a stop and it will take about 2.28 to 2.89 seconds. For a motorcycle with motorcycle tires, traveling at 35 mph it will stop in 37-48 feet and take about 1.44-1.87 seconds. The difference in stopping time and distance between the two different tires can easily be the difference between crash avoidance and a crash.

Various testing on motorcycle riders and how they brake has shown that at best they use about 70% of the available friction. This means an even longer stopping time and distance than what was listed in the above paragraph for a motorcycle using car tires. For comparison, a moderately proficient motorcycle rider using motorcycle tires can stop in about one-third the time and distance as the average rider using car tires.

One more thing about the friction value, since it is 35% less for car tires as compared to motorcycle tires, this means that there is 35% less available friction for cornering. Consider the situation of riding on a two lane curvy roadway and in a sharp curve there is a car coming in the opposite direction that has slightly crossed over the cen-

terline. The evasive action is to turn motorcycle sharper through more lean. With a car tire(s) there is a higher potential for the motorcycle to slide out due to loss of friction.

And, friction is the physical relationship between the roadway surface and the tire. It is completely independent of the mechanical braking functions of the motorcycle. This means the above information is valid for ABS and non-ABS motorcycles.

The other physical characteristic that needs to be considered is what is commonly called gyroscopic effect or gyroscopic force of the tires. The real name for this force is angular momentum; it is a physical characteristic of any spinning or rotating object. The amount or magnitude of a spinning objects angular momentum is based on the physical dimensions of the object. Since car tires and motorcycle tires do not have the same physical dimensions or weight there will be a difference in the angular momentum of a motorcycle tire when compared with a car tire. This means there will be a physical change in the amount of interaction or input the rider has to do at the handlebars in order to change the direction of the motorcycle. This change may not be something a rider is prepared for, particularly in an emergency situation.

One other item brought up in the letters was the lack of testing done with car tires being used on motorcycles. This is something that I would love to do. However, I don't believe that it is something that will get done. Any testing is going to have to test the tire under emergency use conditions and this is where the problem lies. In looking at some website information I read that car tires were not to be used on sports style motorcycles due to the high lean angles. In an emergency situation all motorcycles can experience a high lean angle. The concern is for a catastrophic failure of the car tire under these conditions. This type of failure happens without warning which in turn means a crash is going to occur.

Continued on next page

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Safety from page 17

The problem is with the contact patch on the car tire in a high lean angle. The concern is that the contact patch will move too close to the edge of tire. If the contact patch doesn't roll off the edge of the tire, the concern is that the resultant forces through the contact path into the tire will result in the sidewall rolling over. Or, the resultant force will have a direction to the outside of the bead causing a torque on the bead which can cause the bead to fail. The issue is not the size of the contact patch rather it is the transfer of the tire forces from the entire tread pattern when the tire is moving in a straight line, to a much smaller contact patch on the tire when the motorcycle is leaned. All of the forces through the contact patch move from a wide contact patch to a much smaller contact patch during the lean and the resultant tire forces through the smaller contact patch is where the concern lies. There is a possibility that the car tire won't fail, but it is hard to justify risking injury to a rider as well as expensive damage to equipment if a failure does occur.

If I may conclude with two points, it is important to remember that for motorcycle riders, our ability to handle a motorcycle in an emergency situation must be better than our comfort zone riding abilities. The same is true for our motorcycles; they must be equipped to handle the emergency situations that go beyond average riding.

Second, freedom of choice for riders covers many topics, this one is included. It is not my place to tell any rider what they can or they can't do to their motorcycle. I simply want to make the facts known so that riders can make an informed decision on what they choose to do. If after reviewing all of the information, a rider chooses to use car tires on their motorcycle that is their right. Is it possible that a person can use a car tire on their motorcycle and not have any issues or face an emergency situation where the car tire could be part of the cause of a crash? Absolutely. It is also possible to ride down a busy street over the speed limit running stop signs and red lights and not be in a crash. Each rider has to evaluate the amount of risk they are willing to accept.

A few important follow up thoughts on this subject. My position on this: I won't run car tires on my motorcycle. I will bitch to high heaven about how much it cost me for motorcycle tires, but I will use a tire designed for my motorcycle. Watching the videos of how most of the car tire lifted off of the roadway when the motorcycle was leaned really was all I needed to see. Specifically, the car tire was designed for a contact patch over the tread width and that is not occurring during a lean.

If you watch some of the videos you will hear talk about the size of the contact patch on the car tire when the motorcycle is leaned. First let me say that the whole relationship of friction between tires and the roadway is not a very intuitive subject. In fact, in a lot of cases it just does not seem logical. But,

when you go back to the very basics and work everything out, you can see that even though something may seem illogical, it is not. Having said this, it is not the size of the contact patch that matters - no really, when it comes to contact patches on tires size does not matter. Other things probably, but not with tire contact patches. What does matter is how all of the roadway forces are translated through that contact patch into the tire and the whole support structure of the tire sidewall, bead and rim.

The bottom line basics about this whole "Running on the Darkside," I have provided an independent evaluation and information on the subject. That is what I am suppose to do. If you choose to use car tires on your motorcycles, this is your right and your freedom and it is my responsibility to you to respect that decision.

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

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The following information is from the CA DMV:

Back To School Driver, Bike and Pedestrian Safety Tips

It's that time of year again! School is back in session and that means children are flooding the streets during the week between 7:30 a.m. and 3 p.m. So, the Department of Motor Vehicles asks that drivers please remember to take extra caution when driving near a school, and that you be sure to teach your children to be careful when crossing streets and riding their bikes. To keep everyone safe on the roads, and in the crosswalks, the DMV offers some helpful traffic safety tips.

Watch for children on or near the road: Being attentive is not only reserved for the classrooms, but should be applied on the road as well! Always drive more

carefully near schools, playgrounds, parks, and residential areas because children may suddenly dart into the street. Also, many children have not yet developed the ability to judge speeds and distances well enough to cross streets safely when cars are moving fast. Children may see cars coming, but still decide to cross because they think they have enough time to do so or that the cars will stop to let them cross.

When driving near a school while children are outside or crossing the street, the speed limit is 25 mph unless otherwise posted. If the school does not have a fence and children are outside, never drive faster than 25 mph. Be sure to familiarize yourself with the school zones near your area because some school zones may have speed limits as low as 15 mph.

Practice safe roadway procedures when near a school: Be aware of bicyclists and pedestrians. Being aware of what is happening around you before you need to react will allow for a faster and potentially life-saving reaction.

Be sure to obey school safety patrols or school crossing guards' directions. Allow the guard or patrol to safely get to the side of the road before driving ahead.

As teachers tell their students - Follow the Rules! And you should too! Stop or slow for school buses. Some school buses flash yellow lights when preparing to stop to let children off the bus. The yellow flashing lights warn drivers to slow down and prepare to stop. As required by law, when red lights are flashing on a bus, oncoming drivers as well as drivers behind the bus must stop until the children are safely across the street and the lights stop flashing. Failure to comply with this law will result in a fine up to \$1,000 and driving privileges could be suspended for one year.

Teach your children tips on how to cross the street safely: Crossing the street may not be as easy as your ABCs. To ensure your children's safety, teach them to

look both ways before crossing the street and to follow crossing signals. If there is a guard or patrol, have your children cross with them. Here are more helpful tips for those walking to school: 1) Never "jaywalk" or cross a street between intersections. Always cross at a crosswalk or designated crossing path. 2) Do not suddenly leave a curb or other safe place and walk or run into the path of a vehicle close enough to be a danger to you. 3) If there is no sidewalk, walk in the direction that faces the oncoming traffic. 4) When a signal first changes to green or "WALK" for you, look left, right, and then left again and yield the right of way to any vehicle in the intersection before crossing the street.

Teach your children bike safety: If your children ride their bike to school, go over the rules of the road with them. Teach your children the proper hand signals for turning and lane changes. An extended left arm signals to drivers that a bicyclist is turning left and an extended right arm signals that the bicyclist is turning right. Another way to signal a right turn is to hold your left arm up with your elbow bent. An extended left arm down, signals stopping or slowing. Bicyclists should always look over their shoulder before making a turn or lane change.

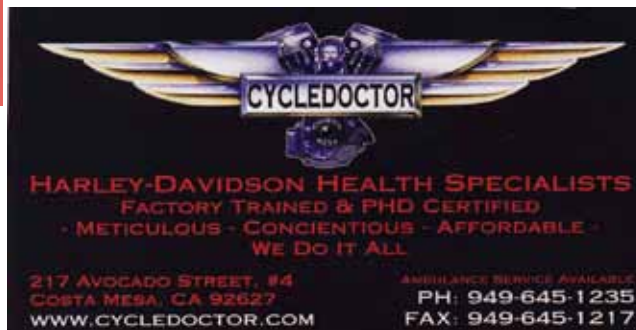
Remember that bicyclists have the same rights and responsibilities as drivers. Drivers must allow bicyclists to merge first when making a right hand turn. However, bikers should always take caution when doing so to avoid a mishap if a driver is not paying attention.

Make sure all proper equipment is installed on your children's bicycles such as lights and reflectors and stress the importance of always wearing a helmet.

By following these few safety tips you will be on your way to a safe school year! For more information on how to be a safe driver around pedestrians, or other DMV related services, visit www.DMV.ca.gov. Save time. Go online!



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Motorcycle Industry Council Dealer Seminar by Craig Griswold, Local 52

Hi Folks! I still get quite a few customers asking about motorcycle smog checks. We've hashed it out at the meetings a few times but just in case you haven't heard an update (on SB435) in a while a really brief synopsis goes like this: The smog check requirement went away. As such, it could be characterized as an exhaust system bill. All bikes model year 2013 and later will be required to have an EPA noise compliant stamp on the exhaust. Earlier models will be exempt. I won't get into the weeds here. If you want more details shoot me a note and I'll send boat loads of info. There is very little known right now about points of enforcement. The penalty, if it is ever enforced, is a \$25.00 fix it ticket.

Mary and I attended the Motorcycle Industry Council (MIC) dealer seminar in Oakland. Since our friends at the Air Resources Board (CARB) are ramping up on their list of "no's"

much to the chagrin of the motorcycling community, the MIC thought it might be a good time to give us all a heads up. Paul Vitrano, MIC General Counsel, and Tom Austin, principle technical advisor at Sierra Research put together a great presentation that clearly outlined what's legal and what's not in the world of aftermarket exhaust systems.

It's not all bad news. There is no shortage of legal exhaust parts and they will certainly see a market as the restrictions become more invasive. Here's the rub. Tuning pretty much goes hand in hand with exhaust changes, and the focus is shifting on non-stock jets for carburetors and EFI tuning modules for the fuelies.

In contrast to the point of enforcement mentioned above, CARB has gone right to the manufacturers and dealers and cut them off at the knees by restricting sales to California markets. I have a list of FAQs from the MIC and will have, uh, any day now the power point presentation from the seminar as well. If you are interested in this shoot me a line at craig@two-gunnerscustomiron.com or call 530-263-8071.



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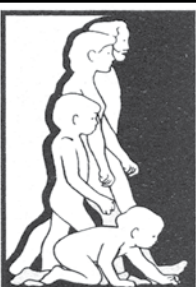
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The Facts About AB 1595

Written, Carried, Amended, and Approved by Assemblyman Paul Cook

(By Nick Benson Sr)

History of AB 1595

- **February 06, 2012** – Introduced by Paul Cook as a bill that would amend sections 6051 and 6201 of the State's revenue and taxation code. Specifically the original bill called for a reduction in State's sales and use tax by .5 of 1%. This rate reduction would only occur if the state unemployment rate was 8% or higher for the previous two quarters. It would continue until the state unemployment rate was below 8% for three consecutive quarters.
- **March 29, 2012** – Major Amendments by Paul Cook morphed this bill from one that addressed state revenue and tax codes into one that addresses the operational and equipment requirements, "safety" of off-road vehicles. The amended bill included all the restrictions recommended by Chairwoman Bonnie Lowenthal D- Long Beach.
- **April 23, 2012** – Assembly Trans Consent Calendar – 13 – 0.
- **May 09, 2012** – Assembly Appropriations Consent Calendar – 17 - 0.
- **May 10, 2012** – 2nd Reading and Amended, major revision, again by Paul Cook.
- **May 21, 2012** – 3rd Reading and Amended again by Paul Cook.
- **May 25, 2012** – Assembly Floor Consent Calendar – Passed 71 – 0.
- **June 19, 2012** – Senate Trans & Housing – Passed 9 – 0.
- **July 06, 2012** – Senate Floor Consent Calendar – Passed 36 – 0.
- **July 11, 2012** – Presented to Governor Brown.
- **July 24, 2012** – Signed into law by Governor Brown.

What AB 1595 does to ROHVs

- Requires all drivers and passengers regardless of age to wear helmets.
- Requires factory installed passenger seats and roll cage. Aftermarket passenger seats and roll cages will be illegal whether or not they were professionally installed.
- Requires drivers to be 16 years old unless accompanied by an adult.
- Requires all children's feet to be flat on the floor while strapped into seat.
- Requires factory installed seat belts and shoulder straps. No aftermarket belts or straps.

Why Paul Cook wrote this bill. His story varies.

- His staff emailed me: (Copied verbatim from their email) *Mr. Benson, I understand your frustration. Cook introduced AB 1595 at the suggestion of the Recreational Off-Highway Vehicle Association. As a newer class of vehicle, ROHVs had no safety regulations of their own. However, in the real world, state officials were applying ATV rules to ROHVs. As you know, California law places many safety restrictions on ATVs. With a Democrat-dominated Legislature, it simply isn't possible to remove ALL restrictions on vehicles -- ATV, ROHV, or otherwise. So do we continue to allow state officials to apply ATV rules, or do we create less restrictive rules for ROHVs? I understand your point that no restrictions are more in line with your philosophy, but we cannot allow the perfect to be the enemy of the good. These safety restrictions won't go away so long as this is a Democrat-dominated state. But we can help in small ways in the mean time. Hope this helps. (I have never heard*

Continued on next page

of a single instance that an ROHV driver or passenger was cited for ANYTHING let alone not following the rules of ATVs.

- His staff told Rhino forum: (copied Verbatim from ROHV forum) *I just called and spoke with Art Welch at Paul Cook's office and had a good conversation. He explained the following: Paul Cook wanted to sponsor a bill regarding a helmet law¹ and DID NOT know² language was going to be added about the feet on the floorboard, little kids in car seats or about modifications (back seats, roll-cages) making the UTV illegal. Art stated their office is currently working on changing the language of the bill to remove the above issues. I asked about helmets in UTV's and dune buggies and if they were actually required in dune buggies as well and he said the language is unclear and they're working on that. I also expressed to him that MANY of us get off motorcycles and quads and spend more money to get into a UTV or dune buggy to be surrounded by a roll-cage and be able to ride without helmets if we so choose. And that many of us have invested a considerable amount of money towards radios, intercoms and headsets for safety during our rides. I urged him to have the office re-consider the helmet law. He didn't sound moved...but stated their office has been getting a lot of phone calls and are now realizing people aren't keen on this new law. (¹ABATE of CALIFORNIA has on file a signed document that Paul Cook promised to never support a helmet law; ²Paul Cook authorized every change in the bill).*

□ **Arguments Against This Bill**

- A person in an on-street convertible does not have to wear a helmet even though a convertible does not have a full roll cage.
- Drivers / Passengers of dune buggies, sand rails, jeeps, trucks, sport utility vehicles, and other "roll caged" or enclosed off-road vehicles do not require helmets.
- A child in an on-road vehicle does not have to have their feet flat on the floor while riding in booster and car seats.
- Most aftermarket roll cages, passenger seats, et al. are custom built and superior in safety and strength to factory-installed products.
- Numerous aftermarket fabrication shops will be forced out of business thereby creating lost jobs and lost sales tax.
- Owners of ROHVs older than 2013 affected by this law will take their ROHVs outside the state to drive them causing more lost revenue to California via gasoline taxes, motel costs, etc.
- Sales of ROHVs will decline due to people either not wanting to comply with unnecessary restrictions and / or uncertainty of future restrictions being implemented.
- There have been zero studies done to corroborate the theory that any of the restrictions put in place by this law will reduce injuries or deaths. It is a speculative law at best.

□ **Where AB 1595 Stands Now**

- AB 1595 will take effect January 1, 2013.
- Paul Cook has received so much backlash from this that he is claiming that he is going back and changing the wording of this law. The problem(s) with his line of thinking are many.
 - This bill has already been signed into law.
 - Democrat Governor Brown would have to sign an executive order to "unsign" and change the wording for Republican Paul Cook, or,
 - Republican Paul Cook will have to take this all the way back to the Democrat controlled Assembly Transportation Committee and ask far left Chairwoman Bonnie Lowenthal D-Long Beach to change the rules for him and rush it through the entire process again with the explanation that the Democrats cheated. This would make Republican Paul Cook look like a hero in an election year. Think that will

Continued on next page

happen?

- All of the above has to happen in the next three weeks before the legislature adjourns.

☐ Is There Hope For Us?

- I spoke with ABATE's lobbyist about this and he (for a decent amount of money) feels he could make amendments to the "factory installed" roll cage and back seat regulations portion of the law. He will have three weeks to do it and needs money now to do it. Ours is the only lobbyist that has contacts on both sides of the aisle and the experience to make this happen. I put this out on several SxS sites and have received only one response and it was not a response that he would donate to the cause.
- ABATE is an on road only motorcyclist rights organization and it is not in our lobbyist's contract to handle off road issues.
- ABATE has reached out to off roaders numerous times and explained that our group of 100% volunteers is far more interested in riders rights than a "for profit" organization such as AMA and all the others. We would love to have a division for off road issues as many of our members ride off road. But that takes money and money comes from memberships. Will you join ABATE and help us help you? There are 1.2 million registered motorcyclists in California. There are at least that many off roaders also in California. Why is it that less than ½ of 1% of all on-roaders AND off-roaders belong to a motorcyclist rights organization (MRO)?
- Why use our lobbyist? AMA and the other organizations all have their own lobbyists, where were they while this was happening? Incompetent? Uncaring? Representing their advertisers instead of their members? You decide.

☐ Side notes:

- Some people have made posts that their representative in Sacramento should have seen and stopped this. Some have stated that an individual candidate has "two strikes" now. Other posts have indicated an individual candidate was the "deciding vote". All of these posts are silly and unrealistic.
 - Assemblyman Paul Cook and only Paul Cook is to blame for this. Paul Cook wrote the bill and Paul Cook carried the bill. Paul Cook made all the amendments along the way. Paul Cook assured (lied to?) his fellow Republicans about what the bill actually was. Paul Cook did not seek input from any outside source or group.
 - In a perfect government, every bill would contain only one item. Additionally, the people voting would read every item prior to casting their votes. But in reality, at any given time there may be 300 or more bills on a legislator's desk. These all have to be reviewed and decided upon; and, in many cases the legislator must perform this task within three days. Due to the obvious issues, not every bill is going to be studied in depth.

Therefore, we can infer from the reality of the situation that:

- Legislators rely on their party counterparts and/or staff for information about current bills. There would be no reason for a legislator to doubt information obtained from a fellow party or staff member unless certain red flags go up. These flags include but are not limited to:
 - ☐ other party members voting against the bill,
 - ☐ opposition from the other party,
 - ☐ opposition from a lobbyist,
 - ☐ opposition from an outside source (e.g. an off road group or special interests), and
 - ☐ opposition in the form of a **letter** from a constituent.

Continued on next page

In the case of **AB 1595, THE BILL WAS UNOPPOSED! THERE WAS NO OPPOSITION FROM ANYBODY!** Due to a lack of any opposition, all of the readings and subsequent votes went onto the "consent calendar"; because there was ZERO opposition, the bill is recorded as a unanimous vote without a formal vote ever taking place. There was no "deciding vote" and every single legislator on both sides of the aisle missed this through multiple "consent calendar" votes.

Ideally, lobbyists are expected to confer with each other, stay abreast of issues that are important to their special interest groups, and raise opposition when their interests are not being met within the legislative body. These expectations drive the following questions:

- ☐ Why did lobbyists from AMA, CORVA, or any of the other off-road special interest groups not contact one another about this?
- ☐ Why did they not raise any opposition?

What Do We Do Now?

- ☐ Above all, **VOTE FOR GREGG IMUS!**
 - *DO NOT VOTE FOR PAUL COOK! Vote GREGG IMUS!*
 - We cannot allow Paul Cook to get into Congress and betray us at the Federal level like he just did at the State level!!
- ☐ **Call Paul Cook's office 909.790.4196 or 916.319.2065** and let him know that you will not vote for him because of this.
 - Do not let his staff BS you into thinking he is going to fix it, he cannot.
- ☐ **Email Paul Cook's office info@joinpaulcook.com** and tell him you will not vote for him because of this.
- ☐ **Put your money where your mouth is!**
 - **IMMEDIATELY, JOIN A SPECIAL INTEREST GROUP THAT WILL FIGHT FOR YOU, NOT JUST TAKE YOUR MONEY!!**
 - The state's lawmakers are trying to close off 5000 more miles of riding trails *in our* Mojave Desert.
 - Are you going to wait until you cannot use any of OUR desert?
 - [Join NOW!](http://www.abate.org) www.abate.org
- ☐ Find a candidate in your area that is on our side and help him / her with their campaign. Call their office. You do not need to understand all the ins and outs of politics to make a difference. You can make phone calls, deliver yard signs to people, set up signs, and stuff envelopes. Call a candidate that understands our needs and believe me, they will find a way for you to help! If you do not know who your candidate is, [message me](#), (nick.benson@verizon.net or nick@nickscomputerworks.com) and I will provide you with the proper information.

Conclusion:

- ☐ I am writing this as a non-off roader citizen who cares about your rights. I am not writing this in my official position as a member of the Board of Directors of ABATE of California.
- ☐ In the past I enjoyed off road activities; however, due to some medical issues, I no longer drive or ride off-road. Although I no longer drive or ride in the sport, I do enjoy the quality family time around the campfire / BBQ and I am volunteering my help to help preserve this wholesome family oriented activity.
- ☐ It is my belief that we should all join forces and make ABATE the strongest NON-PROFIT VOLUNTEER motorcyclist rights organization (MRO) possible. If all of us do not join forces, none of us will ride much longer. You make your decision: join now or wait and see what they do to us next.
- ☐ ABATE OF CALIFORNIA – www.abate.org or call 760.956.1669

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A Union of Motorcyclists

September 2012

Dear Concerned Motorcyclists:

ABATE of California is dedicated to protecting and promoting your motorcycle rights and riding lifestyle. We are a California 501(c) (7) not for profit corporation that relies solely on the support of our members and the generous support of individuals, groups, and corporations.

ABATE of California has always been, and will continue to be, very proactive in motorcycle related legislation. With that said, we are extremely proud to announce that California Governor Jerry Brown has signed into law both of our 2012 legislative sponsored bills, AB 1890 (our motorcycle transponder bill) and AB 1047 (our motorcycle-only checkpoint bill). This makes California one of only four states in the nation to outlaw funding for "motorcycle only" checkpoints!

We currently have several motorcycle related issues we are monitoring and would like to pursue these issues to a favorable conclusion for our California riders and your support can make a real difference. Your contribution, large or small, will enable ABATE of California to continue to expand our efforts to protect your right to ride, enhance our public awareness and safety programs, and ensure your representation, strength, and political presence in our state capitol.

Please take a moment of your time to help us help you. There are several levels to this giving opportunity and we truly appreciate your support. We will recognize your gift in our "Bailing Wire" magazine so every rider in California will know it was you who contributed to their personal "Freedom of the Road!" Here is a listing of our donation support categories:

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On behalf of ABATE of California I would like to say "Thank You" for your past and continued support and encourage you to contribute to whatever level you can attain. Your gift will have a significant impact on our continuing efforts to protect the motorcycle rights of every rider in California.

Sincerely,



Gregory M. Covell
Executive Director

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P.O. Box 501946 Pacific Beach
San Diego CA 92150
619/855-9981

Orange County - Local #08-Reg#11

Jered Yates 2nd Mon. 7:30PM
5031 Tripoli Ave American Legion #354
Los Alamitos CA 8071 Whitaker, Buena Park
714/393-7174

South Orange County - Local #09-Reg#11

Cory Toroian 2nd Tues. 7:00 PM
949/496-2936 Call for Meeting Place

San Diego County (North) - Local #11-Reg#12

Dan Buse 2nd Sun - 11 AM
760/807-7294 Oakvale Country Store
buse13@cox.net 14900 Oakvale
Escondido

Ventura County - Local #13-Reg#7

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

Alameda County Local#14-Reg#3

Houdini 1st Wed 7:30 PM
510/575-1500 The Florence
37349 Niles Blvd., Fremont

Contra Costa County - Local #15-Reg#3

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



ABATE MEETINGS

Solano & Napa Counties - Local #17-

Reg#3

Glenn Phillips 3 rd Sun.- 10:00 AM
P O Box 148 Judy's Wild Wrangler Saloon
Vacaville 95696 4826 Midway Rd.
707/624-6310 Vacaville CA

Pomona Valley - Local #19-Reg#9

Robert Cuthbertson 4th Wed - 7:00 PM
P O Box 4664 Round Table Pizza
San Dimas 91773 1020 N Mountain
909/921-2159 Ontario CA

Orange County - Local #20-Reg#11

Gill Mellen 2nd Tues - 7:00 PM
2104 Continental Ave. Franciscan's Best Western Inn
Costa Mesa, CA 92627 2642 Newport Blvd.
949/632-9787 Costa Mesa CA 92627

Antelope Valley - Local #21-Reg#13

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

South Bay - Local #22-Reg#11

Suzanne Palmiere 1st Thurs - 7:30 PM
310/245-0543 Chowder Barge
suzpalmiere@aol.com 611 N. Henry Ford
Wilmington 90744

San Bernardino - Local#23-Reg#9

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

Fresno - Local#24-Reg#6

Ed Rogers 1st Wed. 7:00 PM
559/264-2891 Yosemite Falls Cafe'
Shaw & Blaskstone, Fresno

Sacramento - Local#25-Reg#2

Rebel Ruthi Wolfson 3rd Thurs-7:00 PM
916/459-7266 Denny's
Abate.ca.local25@gmail.com 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 Riverside, CA 92513
www.abatelocal27.org

Morongo Basin - Local#29-Reg#10

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

Palm Springs - Local #36-Reg#10

Closed

Imperial Valley - Local#38-Reg#12

Bob Brown Last Thurs - 7:00 PM
606 Tangerine Dr SOBE's
El Centro CA 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
760/954-1227 10230 "E" Ave.
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 Larry & Lena's Pizza & Grill'
Penn Valley 15690 Johnson Place
530/263-8071 Hwy#49 Grass Valley

Ridgecrest - Local #58-Reg#13

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

Colfax - Local #60-Reg#2

Larry Burch 2nd Thurs 7:00 PM
530/613-0912 Grand Father's Club house
301 Railroad St.
Colfax