

The Bailing Wire

ABATE of CA. Newsletter for Motorcyclists Volume XXXII ISSUE III

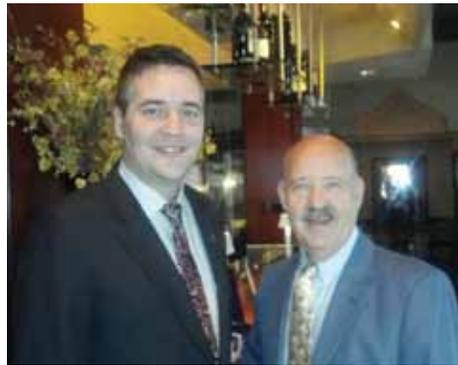
**A Union of Motorcyclists
Dedicated to Freedom of the Road**

March 2013



**American
Brotherhood
Aimed
Towards
Education**

Lobbyist's Report



**Vice Chair Asem. Trans
Comm. Eric Linder on left
Lobbyist Report**

by James Lombardo

The Legislature is in full swing! More than two thousand plus bills have been introduced, and I am reading them all, looking for provisions that will affect California motorcyclists, as I write this article! The third week of February of every year is always the DEADLINE for bill introduction for the Legislature. So far, a bill has been introduced, SB 350 by Senator Jim Beall (D-San Jose) to legalize and codify "lane splitting," or as we put it, lane sharing.

Even if SB 350 passes as is, we WILL still have a legal right to share lanes with other vehicles. In the unlikely instance that a rider gets ticketed for lane sharing, they will be able to fight it in court. The other choice is an OUTRIGHT LANE SPLITTING BAN AS ALL OTHER STATES

HAVE. We riders, here in California, are the ONLY LUCKY ONES — WE CAN LANE SHARE!

I have beaten back and killed proposed lane sharing bans, year after year, before they were introduced as bills, but not this year. We continually battle nasty newspaper and television features about how rude, noisy and dangerous riders are who lane share. What's new this year, are the useful guidelines that the CHP introduced that were produced by a coalition of the DMV, CHP and Caltrans.

The guidelines outline the safe way for motorcycles and other vehicles to share lanes. This is what finally triggered SB 350 by Beall and other Members of the Senate Transportation and Housing Committee. I have met with the Staff and have worked with them when Senator Beall was an Assemblyman in the other house. They are willing to work with us, so stay tuned, as we will have many updates on this, and other bills, by way of our member e-mail network that ABATE is establishing.

Also, attend your local ABATE meeting for valuable information and check our redesigned ABATE website for the latest legislative news. Send new, and potential, members there, as well. I will also report on the website about new motorcyclist-interest bills, as I am able to sift through them all before my next Bailing Wire article.

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Executive Director's Report

by Greg Covell, Executive Director



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

Everyone should now have seen the new Bailing Wire. While it is a great improvement over the old format, many changes are in the works, I have received many comments (good and bad) and over the next few issues many more changes and improvements will become evident, giving rise to a publication that will draw attention, be more informative, and improve our public appeal.

The Board of Directors has been involved in on-going communications and changes/upgrades in communications, membership, and the website that should become evident as they take effect. But I will call your attention to them anyway.

Reconnect with your Locals and members. Contact past and long past members and encourage them to renew their memberships. Make it a goal this year for every current member to bring one new member into your Local. We must work to grow ABATE into a strong, visible and effective organization. It is essential for every Local to visit at least one bike night and or motorcycle event every week. Set up a membership table and talk to people, even if you get no memberships each night, you

are getting the word out and letting people know we are there for them.

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

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

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

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

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

Mission Statement

ABATE of California is committed to protect and promote the interests of the motorcycle community. ABATE exists to preserve and safeguard the individual rights and liberties of all riders thru political and legislative action. ABATE promotes motorcycle safety through education, training and public awareness.

**ABATE of California now has their off road division up and running!
Join on Page 11.**

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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

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Jim from page 1

We also have a new Off Road Division, so you can now have your off road friends join ABATE and have reliable representation in Sacramento. Last year, a bill, AB 1595, sponsored by the Side x Side off-road vehicle manufacturers, and authored by Republican Assemblyman Paul Cook from the High Desert, slipped through and now requires helmet use on all Side x Sides.

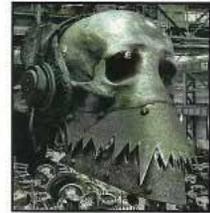
ALL OF THE OFF-ROAD GROUPS MISSED, or stayed off this bill! ABATE's new Off Road Division is now the sponsor of two bills to fix the problems that AB 1595 created. Assemblyman Tim

Donnelly's (R-Hesperia) AB 64 and Bakersfield Republican Senator Jean Fuller's SB 334 have been introduced to reform last year's Side x Side legislation. There is also another bill, SB 234, by Senator Mimi Walters, ALL trying to fix this mess. It is early and these bills have not been set for a hearing and may be amended many times as they go through the legislative process.

Many thanks again to ALL the Locals and individuals at events and runs held to support me and our efforts, here in the Capitol.

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(REV 07/11)

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A Union of Motorcyclists

MAY 5, 2013

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Thank YOU!!!

MAY 6, 2013

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ABATE of California- Northern Regional Rally

Sponsored by Locals 14, 15 and 17

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LOCAL NEWS

Local #01 Los Angeles



Sporty here! I am under the gun as I totally forgot to write my columns, so this report is going to be future projections that a meeting will happen at 9 am February 17.

Most of the discussion of today's meeting will center around the Polar Bear run. The balance will center on the lane sharing issue. Finally all of this talk will be ended with the breakfast provided by the Elks Lodge for a nominal cost.

Yes, Local 1 is alive and well. We will see how alive today by the amount of folks that show up to our meeting!

Local #02 Simi Valley



Vice Pres Scott got us going filling in for Pres Ray who was ill. After pledge allegiance VP Scott talked about issues with the membership and the local scene. And a big thanks to our volunteer cooks, VP Scott and Frank! We serve a killer \$5.00 meal, BBQ hamburgers/hotdogs with all the fixin's and more! Local 2 meets every 2nd Tuesday of the month at: VFW Post 10049, 4242 East Los Angeles Ave, Simi Valley. We start serving at 6:45 pm and our meeting starts at 7:30. A BIG thanks to Post 10049 for being so generous to ABATE Local 2 and letting us use their facilities.

Our special guest tonight was Sporty! He talked about ABATE and the current runs this Local 1 has, as well as the upcoming fu-

ture runs. I tell yah this, Sporty is one dedicated ABATE member. Thanks Sporty for all you do!

It seemed our main focus for tonight's meeting was about membership and missing members and members who are no longer members! This has been an issue for quite some time, but we are addressing it now before it comes to a head. This is probably one of the most demanding positions within any Local, as it is, in my opinion, that all ABATEs should help, such as, inviting potential members and making sure their friends in ABATE renew! I know Pat is sometimes overwhelmed and rightfully so, actually all Officers need to help and enlist other members to help out as well. We are trying to figure this out and we came up with a simple questionnaire to help us out.

As I see it, it's only one day a month and 12 days a year. It might not seem much, and it's not. We have to be sympathetic to any/all excuses of why you missed the meeting. The fact is we miss all who can't make it and the ones that don't renew.

One thing about Local 2 is that we have great communication in our Local. This is what we offer to all who show up at our meetings: Great location, great environment, and we serve a great meal deal! We have a covered outdoor patio/ BBQ and indoor meeting room!!! We have great camaraderie and the conversations cover the biking world from where to ride to repair and many, many more topics from just simple conversations!

Just remember what we do is our history and legacy in which we do for all who ride; mostly those who aren't ABATE members enjoy our labors, which is done by volunteers like you and me! PTL norm e.

Local #08 Orange County



Our February meeting was a good one.

Attendance was good. Bob Coats and Maverick joined us. Daniel Pfaffly presided as President with a full agenda. All our members interacted in the discussions. Daniel did lead the discussions masterfully and kept the meeting moving.

We debated the question of what ABATE can use to attract new members and keep current ones now that the helmet law doesn't seem to be as important an issue to motorcyclists as it used to be. Daniel told us that ABATE of CA has opened an "Off-Road" division. We hope that the new division can increase membership; we also need other ideas about what will draw motorcyclists to ABATE.

We are going to ride as a group to the Polar Bear Run. We discussed the Southern Regional Rally and whether Local 8 will be able to man the bike games.

Local 8 is hosting a members' pizza party at the Round Table Pizza Parlor in Orange on April 7 at 1 pm. We were asked to bring our "best childhood motorcycling memory" to help get the party rolling.

We held a raffle with prizes galore. Dave provided a complete PAC report. He told us about the upcoming political races and the CHP's new lane-splitting guidelines. He also won \$51 in our membership drawing. He generously donated it back to Local 8.

Back in '94 I got 2 helmet tickets from the same Orange PD Officer and for the same helmet. After trial I received a letter from the Judge listing the reasons why I was "Not Guilty" while wearing that helmet. I thought those days were behind us. In late summer I was pulled over and ticketed for wearing the same helmet as in '94. I lost in a "Trial by Declaration". I got a "Trial-De-Novo", in effect a redo. I had filed a Discovery Request for the Officer in order to discover his training and knowledge about the helmet law and its enforcement. I found out that the Orange City Attorney told the police department to ignore my request. It turned out the officer knew nothing about helmet law enforcement. He lied when he stated my helmet had no DOT label or inside labeling. That should not have been a problem since he photographed the helmet, but he stated he lost the photos. I felt like I was back in the dark ages of helmet tickets. The Judge dismissed the case and I'm still wearing the same helmet. I'm still shocked that the officer lied about everything and the Orange City Attorney "Ignored" a valid Discovery Request.

We still need ABATE to fight for our rights. Larry.

LOCAL NEWS

Local #11 North San Diego County



Hey from Local 11 North San Diego County! Another crisp sunny day in So Cal. Prez Dan Buse kicked off the meeting discussing the lane splitting/sharing guidelines recently published by the CHP. (A link to the guidelines are on ABATE's website www.abate.org).

We also touched on the sponsorships needed for the So Cal Regional Rally. VP Dave Caldwell stepped in to be a Local 11 sponsor. Thanks, Dave.

Dan informed us of the local political events, both Republican and Democratic that we could attend. VP Dave gave us the upcoming rides and events.

Tim Clark gave us the treasurer's report and he also won the opportunity drawing.... Hmmm? Tim did kick it back to the Local. Thanks, Tim!

Past President Russ and Regional Director Dave donated some past events patches and pins to keep or hand out to prospective new members.

I met with Bill Kennedy (Kennedy's Custom Cycles in Oceanside) on posting the ABATE meeting location and times flyer for Local 6/11. Bill also invited us to call into the Bill and Phil radio show to discuss ABATE issues. I was voluntold by President Dan to follow up. That is it for now. Later, Gary.

THANK YOU! from Jim Fillo

To the members of Local 11, Thank you for your thoughts, gifts and prayers for my Mother and Family at a very difficult time. She is now at peace.

You are what ABATE is all about; a commitment to Family, Friends and a Cause. Keep that cause and attitude alive. We will succeed.

I hope to see you all at the Regional Rally. Thank you, Jim Fillo

Local #13 Ventura County



Not much to tell about the February meeting as we changed the date from the 14th to the 21st to give all of you with sweethearts a chance to spend some time with them. Therefore, as of this writing, the meeting had not been held yet! However, the officers did meet prior to the meeting and had a very productive meeting. Topics discussed included a group ride to the Rally in Sacramento in May, our Callous Cheeks Run and the possibility of the return of the Toys for Tots/Goodies for Grunts Run!

Everything we discussed needs YOUR involvement, so we hope to see as many of you as possible at the March meeting on March 14 at 7:30 pm!

In the meantime, join us on Facebook at facebook.com/abatelocal13 or send us an email at abate.113@gmail.com and get caught up on all the info including the proposed legislation to ban/restrict lane sharing and other things!

Ride safe and informed! Scott.

Local #20 Orange County



We had 41 at our meeting; 6 of them were guests. We received The Bailing Wire in its new format - I like it.

Gill spoke about how important it is for everyone that can to show up at the steps of the Capital in Sacramento for our Freedom Rally. He asked us to invite friends and family; everyone we can because there is

strength in numbers.

Gill also went over the new lane splitting/sharing guidelines and said that they will be enforced so to be careful.

Spike said he and Gill will set up a meeting with Assemblywoman Sharon Quirk-Silva because she is on the Transportation committee and they want to find out where she stands regarding motorcycles.

Ed Syer's name was drawn for the dollar draw but he wasn't at the meeting, so \$39.00 rolls over to next month. ~Leenie~

Local #21 Antelope Valley



To all the good folks that were at the meeting, go ahead and send in the pitch. I never know if anyone but me will show up and I keep getting it wrong. I did send in a few bucks and Mark's lobby fund donation.

Hope to see some of you at the Regional Rally. Love you, Daryl, Local 21.

Local # 24 Fresno

62 members gathered at the Yosemite Falls Café on February 12 for our meeting. The room was full with only a few chairs open. A BIG thanks for all that come to the meetings. For those that have a hard time attending, please read the Bailing Wire at www.ABATE.org. In this era of more and more government controls, it is extremely important to keep up with the latest news.

After opening the meeting with the Pledge to the Flag, President Doug reviewed the recent lane sharing/lane splitting guidelines issued by the California Highway Patrol. Note these are "guidelines", but the CHP will probably use them when citing motorcyclist for unsafe operations or lane changing. The guidelines have been in local newspapers throughout the State.

Future events include our Local 24 AMMO Run on April 13 in Cayucos (the block of rooms at the Cayucos Beach Inn is filling up fast, so make reservations soon), the Freedom Rally in Sacramento on May 6 and Travel Director Ray gave us the information about the Madera Shopping Center get-together on May 11 that will help one of our business members.

LOCAL NEWS

Ursula reported the Treasury is holding up and we voted to continue a \$300.00 monthly total contribution to State ABATE. Phil said membership is at 114 members plus 14 business members.

Ed Rogers is still recovering from past medical procedures, but is doing very well.

The ABATE prize went to Randy and Lou. The membership reward went to Bob Sharp, who was not there to receive it. Many good prizes donated by Mathews Harley Davidson were available for the raffle. All in all a great meeting and we hope to see you all next month on the second Tuesday. Bruce

Local #25 Sacramento

Local 25 had a busy January between the Easy Rider Show and the MMA Freedom Rally. The Freedom Rally went well given how cold it was. There were quite a few Legislative speakers. The event was covered by Channel 3. A short clip is available on YouTube at: <http://www.youtube.com/watch?v=vBazEtJ1Pes> or search for "2013 Freedom Rally".



At our monthly meeting we spent a few minutes writing thank you letters to Assemblyman Logue for sponsoring the Freedom Rally.

Attendance was down at the Easy Rider Show. We didn't make much in merchandise sales, but we did sign up three new members! David S.

Local #27 Riverside



February is usually a rather sleepy month and between cold temperatures and uncertain rains not much is different this year. March is here now and the myriad of bike nights are starting back up. Nights are getting a little warmer and motorcycles are again seen everywhere every day. We have a new Bailing Wire and it has been delivered all over the Inland Empire and received many positive comments. Local 27 is busy contacting "lost members" who have missed

their renewal notices (some for many years) and are encouraging them to rejoin the fight for motorcyclist rights and safety.

We are renewing our efforts in going to different events in the Riverside area to educate and spread "the word" of ABATE. We manage to set up a table 2 to 4 times a week and we are making a difference.

As we continue to work closely with Locals 19 and 23 we are striving to help each other grow and prosper, bringing motorcyclists in the Inland Empire together under the influence of Region 9 of ABATE of California.

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

Come one come all. Learn what you can, and say what needs to be said, be a part of the solution and not part of the problem. Want to know what's happening here locally? Check our website www.abatelocal27.org. Keep your Eyes Wide Open, Greg Covell, President Local 27, gcovell8@gmail.com

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Pac/Lobbyist Report

by Dave Hastings, Treasurer

Just a quick note to bring everyone up to speed on our PAC functions and get you primed for action. First things first, a big "Thank You" to the California Highway Patrol for making public their "Lane Sharing" guidelines. This document clearly explains the basic rules and safety precautions that every rider who chooses to lane-share should follow to protect his/her personal safety and the safety of everyone else on the road. ABATE can now use this document to help inform and educate every rider and driver on our California highways about this safe, legal, and often necessary riding practice. This document received a lot of attention in our California news reports and hopefully every rider will follow the CHP guidelines to improve not only our perceived image when we share a lane but also our safety too.

The ABATE Off-Road Division is picking up speed and new members for our organization. How does this affect our PAC? New members help increase our voice and our grass roots power both in Sacramento and every other town hall meeting held statewide. We promised these new members help with their off-road legislative battles



and now we are delivering on that promise in a big way. Please tell your off-road friends to visit our ABATE web page to get an update on our efforts and to help us and their sport by becoming an ABATE member. We are making a huge impact in Sacramento and we will have several new pieces of legislation specifically aimed at off-road issues introduced soon. We will need everyone's help to ensure we get a fair shake in the committees and on the floors of both houses to fast track this legislation through. Educate your friends and don't forget to

ask for their membership. We all ride and it really doesn't matter whether it's on pavement, dirt or sand, we are sharing a lifestyle that many outsiders don't understand. This is one of the major reasons ABATE must, and will always be, very proactive in our protection of our lifestyle. Education is the key to our success and survival. We must factually inform and passionately persuade the non-riding public if we wish to continue our lifestyles.

There is usually safety in numbers and right now we are definitely a minority. Let's use that to our advantage by being very proactive in 2013. Let's be prepared to take advantage of every opportunity we receive and work twice as hard to pursue our goals this year. 2013 may be a quiet year in the election cycle but it's going to be a big opportunity for ABATE to renew and reinvent its image with every rider in California. ABATE has a renewed focus and enthusiasm and I want you to join in on the fun and help us any way you can.

Be in Sacramento the first weekend of May for our "Freedom Rally" and let's get this party started! "THANKS TO ALL THAT DO, AND TO THOSE THAT DON'T, PLEASE TRY TO!"

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

ABATE Locals are involved with fund-raising 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 Transportation 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

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MEMBERSHIP FORM

A Union of Motorcyclists

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

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

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

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

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

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

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Our Bailing Wire newsletter is available every month online @ abate.org

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COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

CONGRESS TO CONSIDER BARRING E15 ETHANOL GAS: Legislation has been introduced in the U.S. Senate to overturn EPA approval of the sale of E15 gasoline. Calling the U.S. Environmental Protection Agency's actions to allow the 15% ethanol blend "irresponsible" and "unfair to consumers," U.S. Senator Roger Wicker (R-MS) and Senator David Vitter (R-LA) filed a bill on Valentine's Day, February 14, that would reverse EPA waivers allowing E15 to be sold to the public for use in most modern cars and light-duty trucks.

"Whether you drive a car, truck, boat, or tractor, misfueling with E15 could result in engine failure, increased emissions, and the voiding of warranty coverage," Vitter said in announcing S. 344.

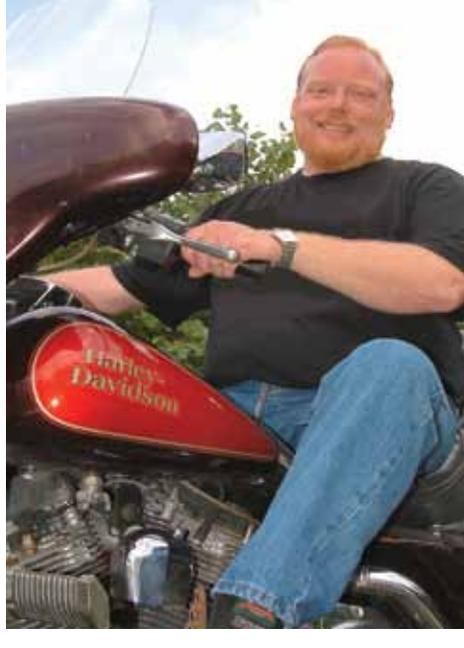
"EPA's flawed waivers allowing E15 amount to government bureaucrats issuing short-sighted regulations that negatively impact families and businesses across the country," added Wicker, a member of the Senate Environment and Public Works Committee.

No motorcycles or ATVs are approved to use E15, and manufacturers warn that its use could damage engines and void warranties.

In related news, in an effort to prevent consumers from inadvertently misfueling non-approved vehicles with E15, the EPA has announced a new requirement for gas stations that sell E15 to provide a separate E10/E0 pump. Retailers would be required to have a label on pumps that dispense multiple fuel blends of E15-and-higher that reads: "Passenger Vehicles Only. Use in Other Vehicles, Engines and Equipment May Violate Federal Law," and to post signs that indicate the location of the dedicated E10-or-lower fuel pump.

MIC OPPOSES MINIMUM NOISE LEVELS FOR ELECTRIC MOTORCYCLES: The Motorcycle Industry Council announced its opposition to a proposed rule by the National Highway Traffic Safety Administration (NHTSA) that would require electric motorcycles to emit a minimum sound to protect pedestrians.

The MIC recently submitted comments opposing NHTSA's published Notice of Proposed Rulemaking for FMVSS No. 141,



Minimum Sound Requirements for Hybrid and Electric Vehicles, which would set minimum sound requirements for hybrid and electric vehicles, including but not limited to, motorcycles. Pursuant to the Pedestrian Safety Enhancement Act in 2010, FMVSS No. 141 is designed to ensure that blind, visually impaired and other pedestrians are able to detect nearby hybrid and electric vehicles in a range of ambient environments.

In the MIC's comments, the motorcycle industry group argued that because of the unique attributes of motorcycles, NHTSA should not need to require a minimum sound for them. The MIC says that motorcycle riders are better able to see and avoid pedestrians because their sight is unobstructed, and motorcyclists are more alert because of their vulnerability. The MIC also stated that electric motorcycles are not quiet, so they shouldn't need to be subject to minimum sound requirements.

The MIC stated further that adding a speaker system to electric motorcycles to emit sounds would be an issue because motorcycles have less space to add such a system, the weight of the system would have a large effect on the motorcycle's low-speed stability, energy consumption of the speaker system would have a greater impact on a motorcycle's range and the price of installing the system would be higher than with automobiles.

NHTSA is seeking comments on mini-

imum sound requirements through March 15, and details can be found at www.federalregister.gov.

ARIZONA BIKERS LOBBY FOR ANTI-PROFILING BILL: A hearing room filled with patch-wearing motorcycle club members broke out in cheers on February 6 as an Arizona Senate public safety committee voted to approve a bill requiring police to take training highlighting a ban on profiling of motorcyclists by law enforcement officers.

Senator Judy Burges (R-Sun City) sponsored the anti-profiling bill to address complaints from motorcycle club members who say they're frequently stopped by police for no legitimate reason.

The bill would require the Arizona Peace Officer Standards and Training Board (known as AzPOST) to include courses emphasizing the prohibition against stopping a biker for riding or wearing club colors, or questioning or searching them based only on those factors.

Rick Rodriguez of Glendale, a member of the ALMA Motorcycle Club, said that harassment of patch-wearing bikers by police is rampant. "It's not illegal to be an Elk, it's not illegal to be an Eagle, it's not illegal to be a Shriner, a Knight of Columbus," he told the Associated Press. "We wear collective marks, we ride motorcycles, that's what we like to do. I understand the average Joe citizen doesn't feel our plight. But when they get done with bikers, who are they going to pick on next?"

Although the measure passed 4-0, with three Democratic members absent, committee chairman Senator Chester Crandell cautioned the jubilant crowd that the bill still has a long way to go before it becomes law and needs major changes.

TEXAS BIKERS LOBBY FOR CRASH PREVENTION ACT: Suits and leather jackets rubbed shoulders in the Capitol's corridors in Austin, Texas on Monday, January 28, as the two disparate groups share a concern over education funding; while the state's universities lobbied lawmakers over the General Appropriations bill's impact on higher education, motorcycle associations are concerned that funds allocated last session to the Texas Department of Public

Coast from page 12

Safety are not being used effectively to support road safety and thereby costing taxpayers.

More money is needed for motorcycle training and to educate the public about sharing the road with riders, said Terri Williams, a spokesperson for the Texas Motorcycle Rights Association (TMRA2) and on behalf of the Texas Confederation of Clubs and Independents. Texas' "Share the Road" campaign isn't long enough, only lasting the month of May, while states with yearlong programs have fewer accidents, which saves taxpayers money.

The motorcycle groups are asking state lawmakers to pass the Motorcycle Crash Prevention Act, a new bill aimed at lowering the number of motorcycle accidents across Texas by providing additional funding to expand Texas' "Share the Road" program -- a public service campaign intended to make drivers more aware of motorcycles on the road -- and if the proposed bill becomes law, it would also fund more training for riders.

OHIO MODIFIES HANDLEBAR HEIGHT LAW: Ohio has modified its handlebar height law using language amended into S.B. 114 by John Kasich to change the limit from 15 inches from the lowest point of the saddle to no higher than shoulder height of the operator when seated in the operator's seat or saddle. The bill also changes the definition of a motorcycle by creating a "cab-enclosed motorcycle" classification for two or three-wheeled vehicles having an occupant compartment top that is either permanent or removable. The bill was signed into law on December 19, 2012 and changes take effect March 19, 2013.

CALIFORNIA OFFICIALS UNVEIL LANE-SHARING RULES: About 87% of California motorcycle riders reportedly slide between cars on crowded roadways -- while only half of car drivers know it's legal and 7% admit they've tried to block them -- which is why the California Highway Patrol is now providing guidance to safely maneuver the white lines.

California is the only state in the country where so-called "lane-splitting" or "lane-sharing" isn't illegal, but state authorities have never, until now, told motorcyclists how to weave between traffic safely.

The new rules, which the CHP posted on their website after consulting with other

state agencies and motorcycle-rider groups as part of the California Motorcyclist Safety Program which trains new riders in the state, apply to city streets, highways and freeways across the Golden State.

"Basically, what we're most interested in is the speeds," said Sgt. Mark Pope, statewide motorcycle safety coordinator for the CHP. "You should lane-split no faster than 10 mph over the speed of traffic around you, and we recommend riders not split at all if the traffic is faster than 30 mph."

CHP officers have always had the legal authority to ticket motorcyclists who were driving dangerously fast, Pope said, but the new rules are designed to provide specifics.

The new written guidelines, which carry no legal weight, can be found at <http://bit.ly/XxIRJb>.

NEW MOTORCYCLE SALES REV UP: Motorcycle sales in the United States revved up in 2012, rising a healthy 2.6% over 2011, according to a report released by the Motorcycle Industry Council. Better yet, the trade group said, retail activity was up in all four motorcycle "segments" -- the first time that has happened since 2002 -- with increases in scooter, dual-purpose, off-road and on-highway motorcycle sales.

Scooter sales rose the most, at 7.7%, with dual-purpose motorcycles following closely at 7.4%. Sales of dirt bikes rose 2.1%, while those of on-highway bikes, which make up by far the largest segment in terms of overall numbers, went up the least, at 1.8%.

The numbers were in line with expectations, as the MIC reported in December that for the first time since the market softened in 2006 and then crashed in 2008, it anticipated reporting an increase in sales figures.

Just over 1.1 million motorcycles were sold in 2006, and fewer than half that many in 2011 with 452,386 total new units sold in the U.S.

JAPANESE MOTORCYCLE EXPORTS TO U.S. FLATTEN FOLLOWING DRAMATIC RISE: Japanese manufacturers in 2012 exported 166,601 motorcycles to the United States, an increase of 1% compared to 2011, following a dramatic 87% increase in 2011 after the OEMs exported only 88,074 motorcycles to the country in 2010.

JAMA reports that exports worldwide in 2012 decreased 5% to 479,163 after last year's upturn.

These figures come courtesy of the

searchable database of the Japan Automobile Manufacturers Association. They pertain to the Big Four: Honda, Kawasaki, Suzuki and Yamaha.

USED BIKE MARKET EXPERIENCES UPTURN: Used motorcycle sales have heated up, sparking optimism at dealerships where trade-ins have become more valuable.

As the economy has improved, even if it's been marginal, more people have decided to go ahead and buy a motorcycle. And if they can't afford a new bike, it could be a used one.

Used motorcycle prices have recovered meaningfully since 2008, rising to a level that supports a healthy demand for new bikes as well, according to a recent survey from Robert W. Baird & Co.

Used Harley prices were up 7% from a year ago and remain well above the low points found in the recession, said Baird analyst Craig Kennison who analyzed motorcycle sales data from the National Automobile Dealers Association. "If the demand for used motorcycles picks up, it usually suggests the demand for new bikes will go up as well," Kennison said.

2013 NCOM CONVENTION IN RENO: The 28th annual NCOM Convention will be held Mother's Day weekend, May 9-12, 2013 at the Silver Legacy Resort-Casino located at 407 N. Virginia St. in Reno, Nevada.

This annual gathering will draw bikers' rights activists from across the country to discuss topics of concern to all riders, so reserve your room now for the special NCOM rate of \$95 by calling (800) 687-8733.

Registration fees for the NCOM Convention are \$80 including the Silver Spoke Awards Banquet on Saturday night, or \$45 for the Convention only. All motorcyclists are welcome and encouraged to attend.

Meetings, seminars and group discussions will focus on legislative efforts and litigation techniques to benefit our right to ride and Freedom of the Road.

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

QUOTABLE QUOTE: "Any man who thinks he can be happy and prosperous by letting the Government take care of him better take a closer look at the American Indian!" Henry Ford (1863-1947) American industrialist

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Sporty's Rides

by Lee 'Sporty' Milligan

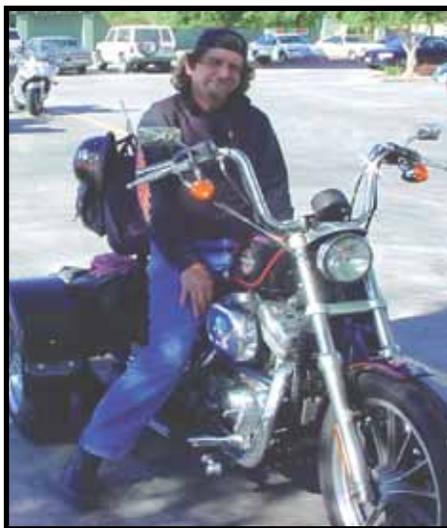
Hi all! This is Sporty! I have been awfully busy with the preparations for the 26th annual Polar Bear ride so this month's Sporty's Rides is a short and very sweet addition.

I have done the Polar Bear route twice to make sure all the bells and whistles of the route are correct. It takes a lot of planning to make this a go. So I am hopeful that Mother Nature will be relatively cooperative and that all with in a reasonable distance from my Local will be encouraged to attend.

As far as prizes go, we have some nifty stuff to give away. I also know that the Polar Bears were really excited about our run this year as well.

February 17 is our Local 1 meeting and hopefully the principle players in my Local will show up to help with the planning of the final preparations.

All this will not happen without you folks. So once again, I hope that you showed up and that Mother Nature was ok with us.



That's it for this brief addition of Sporty's Rides. Thanks for reading.

PS: For those of you who are late for work reading this, maybe this short edition will not get you in trouble with your bosses! Regards, Sporty.

MEMBERSHIP REPORT by Lee 'Sporty' Milligan, Membership Chairman

Hi all! The Membership report for this month is short and real sweet. The Membership Drive starts January 1 and ends December 31.

About April 1 to June 30 or so we will again be selling the special Membership funding tickets to cover this whole adventure.

Through your efforts we obtained over 220 new members last year. Hopefully through our efforts we will be able to retain these members and get more into the fold.

Please do your very best to retain your renewals. Every member is important to our organization, so please do your best to keep all your members in the fold.

Remember there is unity and strength in numbers of members. Regards, Sporty.

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Motorcycle Safety Report

by Steve Guderian, Safety Officer

Updates and Other Things to Look Out For

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

Updates:

The biggest update for ABATE is lane sharing. First things first, sincere gratitude to the California Highway Patrol, the California Office of Traffic Safety and the California State Highway Safety Plan Steering Committee for looking out for motorcycle rider safety in California and moving forward with the lane sharing guidelines. Getting these guidelines out to California motorcycle riders can save rider lives. Also, when CHP and OTS put these guidelines up on their websites, it created a huge amount of publicity. There were news stories about these guidelines all over the state. I believe it is safe to say that the CHP and OTS action of posting the lane sharing guidelines did more to create motorcycle rider awareness than anything else that has been done for motorcycle safety in the state. There was so much publicity about these guidelines in so many different media forms that most drivers in California had to hear about motorcycles and motorcycles lane sharing. I doubt that this much publicity and awareness of motorcycles could ever be generated again.

Now the challenge for ABATE, CHP, OTS and the CA SHSP Steering Committee is to use this high amount of driver awareness of motorcycles to keep up the awareness and to move forward for motorcycle rider safety.

For those of you who were not aware of what happened, the CHP and OTS put lane



sharing guidelines onto their websites and this created quite a media event. Let's think back to around July and my piece in the BW around this time. I explained the SHSP and challenge area 12. I wrote a letter to the SHSP Steering Committee about some rider safety things that ABATE thought could be done to increase rider awareness and rider safety. A copy of this letter was printed in the BW. I wrote a follow up letter to the SHSP Steering Committee regarding the first letter, which I added to the end of my safety piece in last month's BW. I wanted to reaffirm with the SHSP Steering Committee that motorcycle rider safety is a primary concern for ABATE of California. The team work and open communication between ABATE and the SHSP Steering Committee has resulted in a high awareness of motorcycles on California roadways.

Before I get to some more data/facts about lane sharing let me make something clear; neither I nor ABATE of California are advocates of lane sharing. It is our responsibility to present the data and/or the facts for riders to decide how lane sharing fits into their riding style. If the rider decides that it is something that works for them then the guidelines on the CHP and OTS websites are good guidelines to follow. (ABATE's www.abate.org)

Here are some facts/data to consider for lane sharing in CA; 1) A recent review by one of the original authors of the Hurt report showed that lane sharing was involved in 0.6% of the crashes they investigated for the Hurt report. 2) Twenty-five years later the MAIDS report, the Hurt report for Europe, showed that lane sharing was involved in 0.4% of the crashes they investigated. A side note, lane sharing is an accepted practice in European and Asian countries. 3) A source I know of has been looking at fatal crashes in California where lane sharing was involved between the years of 2004 and 2011. His research shows that lane sharing has been involved in 1% of the fatal crashes in California over this time frame. Put these pieces of information in perspective, this data/facts show that for 31 years lane sharing has consistently been a factor in very few motorcycle crashes in California.

Here is more information/data: In the 2004–2011 crash information, 69% of the lane sharing fatal motorcycle crashes involved a big rig. So here is a huge safety tip, don't lane share around big rigs. Traffic will clear soon enough to allow you to move around the big rig without putting yourself at risk, just be patient. Even the smallest mistake when lane sharing around a big rig can result in a very bad interaction with the dual axle on the trailer. If we take out the big rig fatal crashes, then lane sharing is involved in just over 0.3% of the fatal motorcycle crashes in California. This puts it right back in line with all of the major crash studies that have been done.

There really is a lot more information about lane sharing and its safety benefits. Specifically, there are three papers on lane sharing that discuss the data and facts associated with lane sharing, and the general

Continued on next page

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Safety from page 18

conclusions from these papers is that lane sharing does have crash reduction potential. And, should a crash occur it would be a less forceful crash compared to a motorcycle and rider getting rear ended.

Just a couple of additional facts, starting with the biggest one: 1) To date there are no known reports, studies, crash data or facts that show lane sharing is a more dangerous practice than sitting in heavy traffic. Some data and observations tend to indicate that moving in or with heavy traffic puts the rider at a greater risk of a crash than lane sharing. 2) Lane sharing, lane splitting and lane filtering all refer to the same basic motorcycle maneuver of moving in the lane/roadway space between slow moving or stopped cars.

Other Things to Look Out For:

In the world of motorcycle rider safety there are two kinds of safety measures, those that prevent or reduce injuries and those that prevent crashes. Obviously the ones that prevent crashes are the most effective safety measures. That is, if a rider does not crash in the first place then injury reduction and prevention measures are not necessary.

Lane sharing is a crash prevention safety measure; it removes the rider from the high potential rear end crash scenario in heavy traffic situations. Another crash prevention safety measure has recently come to my attention; construction zones.

Before I pass along the safety information for riders to be aware of, let me tell you about a little piece of history with respect to motorcycle rider safety. Back around 2000 the National Highway Traffic Safety Administration, (NHTSA), brought together a number of different people involved in motorcycling and motorcycle safety for the purpose of sitting down and coming up

with crash prevention measures in different areas. After all of the prevention measures were discussed by this group, a report about these crash prevention measures was published. The title of this report is The National Agenda for Motorcycle Safety, (NAMS) for short. One of the areas discussed was roadway design and construction zones. A lot of good suggestions were made regarding protecting riders in construction zones and there was buy in from the Federal Highway Safety Administration, (FHWA) regarding implementation of these suggestions when possible. In 2007 NHTSA published a follow up report regarding the accomplishments from the NAMS report. Not a lot of further action in the area of construction zone safety for motorcycles. I think ABATE of CA might have another area to start looking into.

In a matter of just a few weeks, in three different cities I had to ride through construction zones that had steel plates covering trenches. I don't mind a few steel plates running across the lane; those can be traversed without a lot of problems. However, what I have been running into is steel plates running for over 100 feet in the lane. These steel plates cover up the whole lane and in two of the cases I was stuck in the lane, I had no escape route and had to ride the entire distance along the steel plates. In all three cases there was absolutely no warning for cars, let alone motorcycles that the lane was covered in steel plates. Steel plates are a lot more slippery than the asphalt roadway. What that means is that it is a lot easier for a motorcycle to lose traction and go down. Any moisture on the steel plates, and they get real slippery.

With the aging roadway infrastructure in this state, and more importantly the aging water and sewer pipes under the roadways, I suspect that we will see a lot more construction zones with steel plates covering the roadways. So, the best piece of information I can give, if you are approaching a construc-

tion zone be aware of debris in the roadway and the possibility of steel plates completely covering the lane. If you get stuck riding on steel plates the most important thing to do is not to make any sudden moves with the motorcycle. Keep the motorcycle in an upright position, and put yourself upright and over the top of the motorcycle. Smooth, even movements with an upright motorcycle until you clear the plates, especially if there is any water or moisture on the plates.

If there is no warning regarding a slippery surface or steel plates in the roadway, as soon as you possibly can contact the engineering department for the city or county where the construction zone is and register a complaint about the lack of any warning for motorcycles. Somebody should contact you back. They will be apologetic and you can be polite, but ask them what their local or state guidelines are for steel plates in the roadway and notifying motorcycles. How far you follow up from here is up to you.

There is a very important reason you need to notify the city/county where the construction is occurring and there is no warning of steel plates or surface issues, it puts them on notice of a hazardous condition. If you or another rider goes down after they were told what is going on, they can be held liable for any motorcycle crash that occurs.

So, please be aware of construction zones and be on the lookout for steel plates. I have seen more over the last few months than I have seen in years. And let's lane share in a manner that is safe, reasonable and responsible for the conditions present, and don't lane share next to big rigs. They leave no room for error.

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

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ABATE Off-Road Division

by Nick Benson Sr.

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

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

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

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

Senator Mimi Walters has introduced SB 234 which will amend AB 1595 in the following ways; 1) would make mandatory helmets inapplicable to children secured into an appropriate passenger restraint system with specified requirements, 2) would allow non-factory seats in Side X Sides built before January 1, 2014 if the occupant of that seat is fully contained within the vehicle's rollover protection structure (roll cage), and 3) would repeal the mandate for all passengers to be able to grasp the grab bars while secured in a passenger seat and seated upright with their back against the

seat. Senator Walters bill goes a little bit further than Donnelly's. Thirty days after being introduced, Senator Walter's SB 234 may be amended slightly or "tweaked" to clarify any questions.

Senator Jean Fuller has introduced SB 334 as a "plan B" should Assemblyman Donnelly's AB 64 and Senator Walter's SB 234 fail to pass. SB 334 would amend AB 1595 with new language that would delay implementation of the non-factory back seats prohibition until January 1, 2015. This bill was introduced as an "urgency" bill meaning it will be heard sooner and if passed, implemented immediately. Senator Fuller's SB 334 will ensure ample amount of time to amend AB 1595 in the event of AB 64 and SB 234 not passing.

The time is now for all off-roaders to jump in and join the fight to retain our off-roading freedoms. We must be proactive in stopping this type of legislation before it takes us by surprise again! Join ABATE's Off-Road Division now by logging onto www.abate.org and click on the "Protect Your Rights" for a downloadable form, or sign up on-line, or email me at nick@abate.org!

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Garcia's local Swearing-In Ceremony (pictured left to right): Greg Covell, ABATE Executive Director; Assemblywoman Cristina Garcia AD58; and, Sandra Lubbers, ABATE Legislative Director

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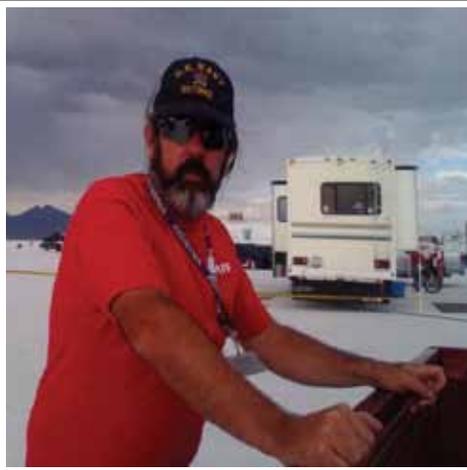


Tech Tips by Craig Griswold Hydraulic Fork Service

When your front end sounds like a rusty pogo stick and you're not on a Springer, it might be time to take a peek at the forks. This is one of those checks that get overlooked by most folks. Usually it takes a leaky seal to draw the attention to that area. The extent of the maintenance and the interval is dependent on the year and model. As an example, factory service literature recommends changing the fork oil every 20,000 miles for a late model Softail. A full rebuild is only mentioned to remedy a problem such as a handling issue or blown seals. On the other hand, The Motor Company recommends rebuilding the forks on late model touring bikes every 50,000 miles. No mention of a fluid change interval. The logic behind this is twofold. A significant amount of labor is needed to access the forks in an FLT for a fluid change. Additionally, the fork wear and tear is assumed to be more significant on the heavier touring model. Rather than change the fluid every 20,000 miles the factory decided that it made sense to just do a full rebuild every 50,000. Fork oil changes are pretty straight forward if you follow the book. Here we'll take a look at what's involved in a rebuild.

For brevity's sake we're going to hit on the highlights to best illustrate the job. If you're doing the job yourself, always follow the service manual procedure to the letter. There are two special tools that you will need. The appropriate size seal installer and a fork tube clamp. If in doubt, have a reputable shop do the work.

Remove the forks per service manual procedure. Remove the fork tube plug, spring,



and the drain screw. Drain the fork then remove the 6mm socket screw. This screw is what holds the damper tube to the fork tube. An impact gun will make this process easier as the damper tube will sometimes tend to rotate with the screw. If you don't have an impact gun, reinstall the spring and compress it slightly while removing the screw. The spring pressure will hold the damper in place. After removing the retaining ring from the top of the slider, the fork can be disassembled using a slide hammer action by extending and compressing the tube and slider.

Clean and inspect all components. Unless the mileage is relatively low and the bushings look new, replace them while you're in there.



After that much effort you might as well be thorough! Also take a close look at the fork tube, especially if you had a seal leak. Any scratches or gouges will bugger up the new seal. Check the run-out with a dial indicator and verify the tube is straight. At the risk of sounding cliché, assemble in the reverse order. The seal driver will be used to install the new upper bushing, washer, and seal simultaneously. Also, you will need to do the aforementioned trick of applying

spring pressure to torque the socket screw otherwise the damper tube will just turn with it. Some service manuals list a torque spec and some don't. **180 in/lbs** will suffice. Don't forget to replace the copper washers.

When filling the forks with new fluid, there are two methods that can be used; volume (oz/cc) or fluid level (in/mm). Volume is pretty self-explanatory. Use a measuring device to ensure accuracy, such as a Ratio Rite or other product.



The level method involves adding a bit more than the specified volume of fluid and then drawing the excess out with a siphon. The siphon is attached to a tube marked with gradients that will indicate depth.



This must be done with the spring out and the fork tube completely collapsed. Pump the fork a few times to remove trapped air. After final assembly, install and test ride!

Ride safe!

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

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March 2 – ABATE Local 17 – Annual Freeze Your A** Off

April 7 – ABATE Local 17 – Annual Spring Fun Run

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

April 14 – ABATE Local 27 – Annual Bare Necessities

May 5 – Quarterly ABATE Meetings – La Quinta Inn – Sacramento
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May 6 – State Capitol – SOUTH Steps – ABATE & M.M.A. Motorcycle Awareness & Freedom Rally

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May 10 – 12 – ABATE Southern Regional Rally – Victorville, CA.

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

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

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

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

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

October 6 – ABATE Local 17 – Fallen Riders Memorial Run

October 13 - ABATE Local 17 – Annual Fall Run

December 8 - ABATE Local 17 – Annual Toy Run

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

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 Sporty Milligan 3rd Sun-9 AM
 1616 4th St Elk's Lodge
 San Fernando 10137 E. Commerce
 818/ 361-8800 Tujunga, CA

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

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

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

Orange County - Local #08-Reg#11
 Jered Yates 2nd Mon.7:30PM
 5031 Tripoli Ave American Legion #354
 Los Alamitos CA 8071 Whitaker
 714/393-7174 Buena Park

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

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

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

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

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

Solano & Napa Counties - Local #17-Reg#3
 Glenn Phillips 3rd Sun.- 10:00 AM
 P O Box 148 Judy's Wild
 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
 POB 2033 Round Table Pizza
 Rancho Cucamonga 1020 N Mountain
 91729 Ontario, CA



ABATE MEETINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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