

The Bailing Wire

Newsletter for Motorcyclists

Volume XXXI

ISSUE III

MARCH 2012

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

American Brotherhood Aimed Towards Education

Lobbyist's Legislative Report

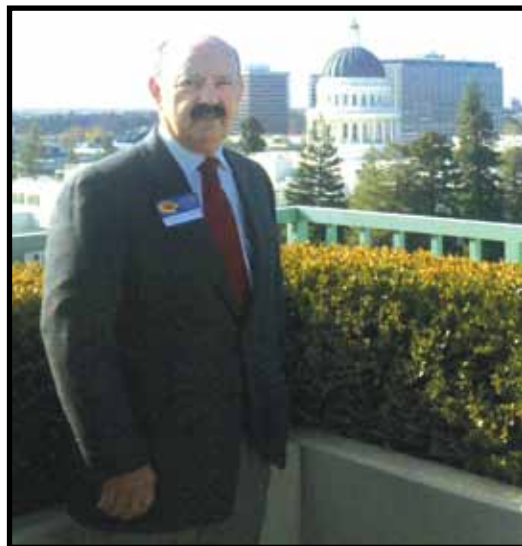
by James Lombardo, Lobbyist

I have heard many rumors Legislative deadlines are fast while walking the halls from reliable approaching as I am writing March's sources that several Legislators are article for the Bailing Wire. First, the considering introducing Legislation bill introduction deadline for 2012 is to BAN LANE SHARING/SPLITTING February 27th. Over 2,000 NEW BILLS BY MOTORCYCLISTS. Watch for MY WILL BE INTRODUCED FOR THIS ALERT REQUESTS FOR ACTION AND YEAR!

One will be ours by Fresno Assemblywoman and fellow motorcycle rider, Linda Halderman, to require CalTrans to reinstall the Motorcycle OK signs for HOV lanes AB1535.

One will be ours by Fresno Assemblywoman and fellow motorcycle rider, Linda Halderman, to require CalTrans to reinstall the Motorcycle OK signs for HOV lanes. We were successful three years ago getting this same bill, authored by then Assemblyman Mike Duvall (also a rider), to Governor Schwarzenegger's desk only to see him veto it.

I have had better success with bills as they are introduced, I will keep Governor Brown, during my career, you posted — This will be a busy year with him signing most of the bills that in Sacramento, as motorcyclists' rights I was able to maneuver to his desk for again are going to be challenged. consideration.



ACT ON THEM, ASAP! As I review the

Subject: Looking for A Bailing Wire Assistant Editor

Hi Folks,

As you might know – the Assistant Editor position has been vacant for quite sometime (as in many years!) ...and so once again I am asking for an ABATE member to assist me.

Proofreading is not the same as actually putting the Newsletter together for publishing in hard copy format.

IT would help if you are familiar with the publishing program by Adobe, called InDesign; – but if you aren't – it is teachable; If you are willing to spend the time to learn it.

I am looking for "serious applicants" – don't waste my time showing you, if you cannot help.

You may contact me via email azmilky@q.com or call me 602/421-7516 with questions

John (Milky) Loudermilk

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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

Welcome all new and returning members! Elections, Elections, Elections. This is the year to get active and contact representatives and local legislators. Invite them to your meetings and offer them help. Become a visible and memorable force for change. I fully understand that we are all busy with our own lives, but find the Lion (or Lioness) in your group who can organize the Local's political activities now.



Our Board of Directors meetings will be under going a change as we will only be having two face to face meetings this year (January and July). The other (alternating) meetings (April and October) are to be online via an online conference service. Testing how this will work has begun and details will follow.

We have talked about motorcycle parking and it was determined that we should start at the Local level by speaking to business owners, business associations and city/county counsels to see if this issue can be addressed on a local level first. After all safe, convenient motorcycle parking could be an actual benefit to these businesses.

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.

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.

A move to install the "Motorcycles Allowed" signs on our HOV lanes is being initiated. This may seem like a small thing, but until it is clearly marked to be okay for us to ride in those lanes, drivers will still be upset when they see us there and that is a safety issue for all riders.

It was also brought to our attention in January that a bill may be proposed to stop lane sharing in California. This issue would affect all riders, but mostly daily commuters in high traffic areas throughout California. Also it was hinted that the Highway Patrol would back the bill if they were given a special exemption to continue to be able to lane share. Although no further information has come to my ears, we all need to be ready to act on this should it actually come to light. I fully expect it to show up quietly, possibly as a rider on another bill. California is the only state currently allowing lane sharing and we also have the fewest reported rear end collisions where a motorcycle is hit from behind in traffic. While lane sharing has its risks, a glancing blow from a car is far more survivable than a direct impact from behind.

I was reading the AMA magazine American Motorcyclist (yes, I am also a member of AMA) and this month there was a huge article about how ABATE of Indiana was working with DIRT (an off road riding association). The cooperation and attitude that has developed there must be applauded and encouraged to spread. Indiana serves as an example for ABATE in all states as they reach out to, and work with, all motorcyclists.

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 and any other motorcycle rights organization that strengthens our lobby on legislative issues and on motorcycle safety.

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Carol Cromwell & Caroline Griffith

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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

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Business Card \$15.00 /Mo.
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Jim from page 1

Our other bill, AB 1047, by Assemblyman Jefferies TO BAN MOTORCYCLE ONLY CHECKPOINTS will probably be heard after May 15th in the Senate Transportation & Housing Committee; however, it could be heard sooner depending on how full their calendar is. Send your Local and Business Member letters & petitions, in support of AB 1047, to the Senate Transportation & Housing Committee, Room 2209, State Capitol, Sacramento CA 95814.

Finally, March 15th is the deadline for CANDIDATES RUNNING FOR ALL CONGRESSIONAL, STATE SENATE & ASSEMBLY seats to declare and file their

papers. After that, Carol Cromwell and I will gather their names and send out our Questionnaires to them! This will take a lot of time and effort to quickly send out and receive back the candidates' responses. We will then decipher them and make recommendations to the LEG/PAC committee for the June 5th primary election endorsements! We've got a lot of work to be done in a pretty short period of time!

THANKS as always to those individuals and Locals who contribute to the Lobbyist fund to keep me busy representing you at the Capitol in Sacramento.

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LOCAL NEWS

Local #01 Los Angeles



Flash, Local One report sponsored by Sporty Milligan.

As usual, I'm not able to do this report as though it has actually happened; because the article is due before we actually have our monthly meeting. I am winging it.

Hopefully we had a fair turn out. We will discuss the next step in the motorcycle only check point bill sponsored by Assemblyman Kevin Jeffries. We will sign letters to the Chairman and Vice Chairman of the Senate Transportation and Housing Committee asking them to support the bill. They're generic letters, but what can I say about that.

Next Peter Daniels will speak on some subjects regarding ABATE of Ohio etc., Glenn will let us know about our Membership. Then the remainder of the meeting will cover final preparations for the 25th annual Polar Bear run. I will encourage our members attending to attend our run and other ABATE runs. Then I will adjourn the meeting and dash off to the Southern Regional Rally committee meeting to be there by Noon in Fontana. Thanks for reading. Regards, Sporty.

Local #02 Simi Valley



Since our February meeting fell on Valentine's Day our attendance fell to 12 members. We have our Local 2 meetings on the second Tuesday of the month at V.F.W. Post 10049, 4242 East Los Angeles Ave in Simi Valley. We start off at 6:45 pm with a great meal of grilled burgers & hot dogs along with all the fixins and a side dish of the server's choice, then promptly at 7:30 pm we start our meeting. Thanks to this month's volunteer cooks Denny and Jim - fine job as usual!

Your President Steamer started us off with the flag salute, and discussed the passing of bill AB1047, and then we continued with our plans for this year's Sweaty Buns Run scheduled for July 22. Next up our secretary, Jane, read the minutes from January's meeting. Our run coordinator Guy wasn't able to attend, but sent an email to tell us we will be going on the ABATE Local 1 Polar Bear Run for February's "Fun Run". Next our Treasurer, Stephanie, said we sent checks to the General Fund and the Lobbyist Fund. Pat, our Membership Coordinator said we have 56 Members and 3 Business Members.

With a heavy heart it saddens me to announce the passing of a very good friend and one of the founders of ABATE Local 2, Bob "Panhead" Tanger, age 71. His family will be having a celebration of his life on April 14 at a location to be announced.

The 50/50 raffle was won by Pattibock. The Membership drawing was won by our P.R. & Safety Officer Norm e New, but he wasn't here, soooo.

Respectfully Submitted by Jane Warthen, Secretary ABATE Local 2

Local #11 North San Diego



Hey fellow ABATE members, our February meeting had about 15 members. A lot was going on this Sunday, so a few of our members had other plans. We still had a pretty good 50/50 with \$34.00 going to a new person who's name I forgot!!! But I will definitely get it in the next issue of the Bail-Wire!

Our Prez, Tim, gave his usual outstanding presentation on some very interesting biker and bike related news. Our lovely Treasurer, Cheryl, gave us the money report and our V.P., Dave Caldwell, was out riding with the Legion Riders' poker run and our PAC rep, Dan Buse, was MIA (for a good reason). Our Confederation of Clubs rep, Preacher Dick, gave us the low down on the local patch holder news. Our Regional rep, Dave Conners, was also here to give us some words of encouragement. And I gave the report on up-coming runs and, believe me, living in Southern California there was a lot of runs to report.

At next month's meeting we will be having elections for our Local. Our Prez, Tim, will be gracefully bowing out of his term as Prez, and, all I can say is "Mission accomplished!!!" Thank you, Tim for taking a Local and keeping the ride alive for all of us! And from all our brothers and sisters

across the state, thank you for your commitment to keep us FREE!

We already have a well qualified candidate that wants to fill the position, but come to the next meeting and find out who it may be! Or you can also run for President! There will be a few changes in our line up and I will also have to bow out for a while to take care of some family business in good old Oxnard, so look out Local 13, Jim Fillo is coming to town! Till next month, "Keep the Ride Alive" Jim

Local #13 Ventura



We start off a new year in Local 13 with some new/old officers, some new members, and a positive attitude for change in our Local as well as our State organization and...wait for it...more FUN!

Our last meeting saw the induction of Scott McCool as President; Dave Blackburn as the Vice President; Michelle Dienstadt as the Secretary; Becky Walsh as the Treasurer; Dennis DiIorio as Road Captain; Dave Walsh as the Sgt.-at-Arms; and Steve Dienstadt as the PAC Officer.

There are several runs coming up for ABATE that the Local will be attending, as well as maybe a Breakfast Ride or two that we'll be starting. We'll still be involved with all the politics going on around the State, but it's high time we got back to doing stuff that brings out the meaning of the second word in ABATE's name - BROTHERHOOD. We have a few new ideas for events and things to not only get our name back out into the public's eye, but to just get out on the MOTORCYCLES (you remember them, right) and get some riding in!

AND to help you know more about these events, we've set up a new EMAIL address! If you would like to receive an email as to what special events (rides, runs, special/important legislation) send an email to abate.L13@gmail.com. Include your name and membership number and we'll put you on our email blast list. We PROMISE no spam, jokes, or any material that is NOT related to either Local 13 or ABATE of CA.

Next on the agenda? We discussed moving the meeting date closer to the beginning of the month instead of the end of the month. We have a couple different dates planned, and by the time you read

LOCAL NEWS

this, we will have made a decision. Want to find out more about what's happening with your Local or to make sure you don't miss out on the several hundred dollar membership can drawing? Come to a meeting!

Ride safe! Scott McCool, President, Local 13

Local #19 Pomona Valley

There were some new faces at our last meeting. It was nice to see Glen, Tom and Kevin that night. Let's hope they will come back again and eventually join Local 19. Diane reported that we have 65 members currently. Be sure to invite people to the meetings when you have the opportunity. Meetings are open to all who want to attend.

The work on the ABATE Southern California Regional Rally goes on. Local 19 will work the sign-in booth again this year. If you are interested in spending a few hours there, please let Robert or Diane know. There is always a need for help and the weekend is a lot of fun. The band for Friday night is virtually locked in and there will be more fun on Saturday as well. The Shady Oasis Campground is a great place to camp for the weekend.

The 2011 Toy Run close out meeting has taken place and preparations have already begun for 2012. Robert is going to Chair this event on Local 19's behalf and Kevin will Chair on behalf of PVHOG. The various committees will start forming and volunteers are needed from both groups. This can really be a lot of fun and the kids that receive the fruits of our efforts would not have much of a Christmas otherwise. Come out and join us, lend a hand and you will see the difference you can make for some less fortunate children.

Riding has been a bit challenging lately with the rain we have gotten. Take a minute to check your bike before you hit the road. If something is suspect, it's better to find out at home than at 65 miles per hour on the freeway. Of course, none of us drive over 65.

Hope to see you at our next meeting. Meetings are still being held on the fourth Wednesday of each month at the Round Table Pizza on 4th and Mountain with a 7:00 pm start time. Come out and join us!

I look forward to seeing you out there on the road. In the mean time, keep the shiny side UP! Ed

Local #20 Orange County



Our regular meeting was called to order at 7:00 pm on February 7 in Costa Mesa by Gill. Our monthly meeting was moved up a week due to Valentine's Day and despite the change and the chance of rain we had a good turnout with 23 members. Gill thanked everyone that was able to make it to Sacramento for their support.

Gill talked about writing letters in support of AB1047. Spike talked about the Texas Equal Access law which does not allow anyone to be turned away due to patch/association and Washington has a similar law. Spike said that it is an issue that is being worked on for California.

Gill reminded us of the email he has sent regarding the huge hike in fines including illegal parking in a handicap space and that if your tire or kick stand is on the blue line cops will cite you. He also talked about NIC, a database that cops use to get information about you and your history in seconds. He reminded us that if a cop asks if he can search our bike/person that we are to say NO.

Gill reminded the group that the Downed Biker run was next weekend in San Diego and that he is planning to attend because it serves ALL bikers.

Blue and his wife renewed their membership. Thank you. The dollar draw was won by Cypress Mike; he won \$23.00 but gave back \$11.00 to ABATE. Meeting was adjourned at 8:00 pm by Gill. The next monthly meeting will be at 7:00 pm on March 13 in Costa Mesa. Leenie

Local #23 San Bernardino



Hello Everyone! Well Punxsutawney Phil says that we are going to have six more weeks of winter. You know what that means – layers of clothes and wearing your chaps for a while longer. We are fortunate that we live in Southern California and have some of the nicest weather in the world. But we do have our winter time – and this is it! So please when you are out there riding watch out for black ice, broken pavement, and extra cautious drivers.

Flyers for our Biker Rights Poker Run are being distributed and I hope that everyone has saved the date of May 19 for this event. By then the weather will be warmer. We are offering a free poker hand to anyone who joins ABATE on the

day of the run. We have vendors and raffle prizes lined up and everyone should have a good time.

Tammy Odell, Membership for Local 23.

Local #25 Sacramento



At our monthly meeting, our Board members now all sit up front & the tables now face the front so members can be seen when spoken to. I send out a monthly newsletter by email to all members with email addresses, and try to call as many as I can who are not on my email list.

We have decided to have our own Local 25 campout this coming summer. It's all about choosing a place for our campout. Our meets & greets will also take place in a campground at other organizational group campouts. This way, we are liable for ourselves only & can save money to build up Local 25's treasury for awhile. We are planning on contacting the leaders of the locals up north here in CA so that all of the northern locals can also plan a Northern regional campout for those that can't afford to ride south.

I'd like to invite all from Local 25 & closer locals to join us in our journey to the Southern regional rally May 13-15, 2012. We can do a full ride in one day, or in my case (not quite used to riding since spinal surgery), take our time. I used to be the first one there & now I am just grateful to get to my destination alive & not in pain.

The Redwood Run will be this June 2012. MMA is hiring the vendors. I think its \$50/booth, no exceptions. I don't mind setting up, if the state will help with the vendor fees.

AB 1047 to be heard so far this coming May, instead of anytime soon. We made our own Local 25 letterhead stationary & delivered handwritten letters to the Senate Transportation & Housing Committee along with myself giving my own Senator a letter supporting AB 1047. We also visited Assemblyman Kevin Jefferies office thanking him for his help with this bill. He has also received our "thank you" letter. Stated at the time, Local 25 was the first letterhead "thank you" letter. By now, there have been more added to his list.

Starting in March, our monthly meetings will now start at 7:30 pm the 3rd Thursday of the month & our Local 25 Board member meeting starts the same night only at 6:00 pm. "Rebel" Ruthi Wolfson, Local President

LOCAL NEWS

Local #27 Riverside



Our Local is busy and active! I am pleased to welcome 2 new business members: Moto-pia – a small but ambitious motorcycle repair shop off Mill in San Bernardino and Money Solutions Auto Pawn on E Foothill in Rialto.

Local 19 joined us on the Bailing Wire run, but because of the weather we made it a short trip. If you need Bailing Wires or Bare Necessities flyers to hand out let me know (951) 522-3434).

February 11 we were represented in the Chili contest Car and Bike show at the Elk's club – Lee and Lorainne Davidson make great chili and signed up 2 more members.

It is now time to look ahead and plan your agenda of runs for this spring. Come out and show your support for ABATE first ---- then plan your other rides. Up-coming ABATE run are Local 1's Polar Bear run on February 26, Local 17's FYAO run on March 4, Local 27's Bare Necessities on April 15, Southern California Regional Rally on May 11 - 13th, and Local 23's Biker Rights Poker run on May 19.

Want to know what's happening here locally? Check our website www.abatelocal27.org. Keep your Eyes Wide Open, Greg Covell, President Local 27, gmcvl@yahoo.com.

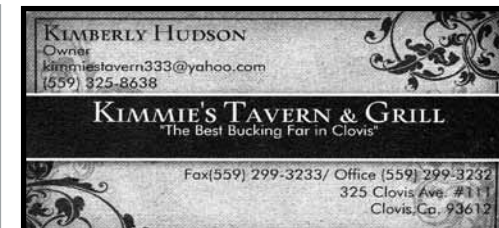
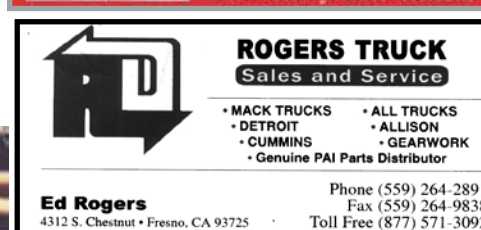
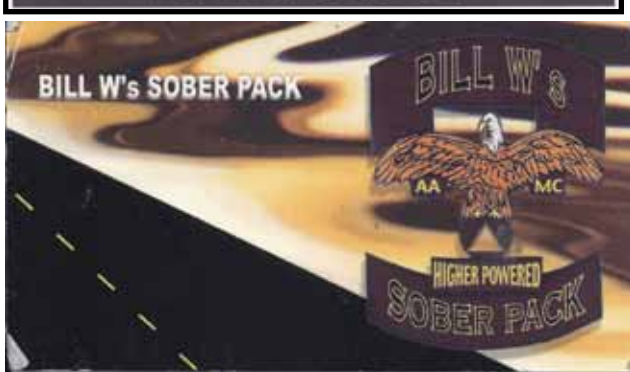
Local #44 High Desert



We had a guest speaker at this month's meeting, Mr. Gregg Imus, who is running for the new 8th District Congressional seat that represents our area. He was very informative, answered all of the questions asked by our members, and in my opinion, provided our members with a very personal impression of his desires, ability, and beliefs regarding the duties and responsibilities he will bring to this office. All in all, I felt it was time well spent, and I appreciated the opportunity to discuss these issues face to face with Mr. Imus. If you were not at the meeting you really should take the time to check out his personal views and consider him for this office. By the way, he has already submitted an official "political candidate questionnaire" to our State Office seeking ABATE PAC endorsement, and was VERY adamant about protecting our rights and "right to ride"!

Local 44's annual "Adult Valentine Party" was an "arousing success" again this year and I would like to say "Thank You" to our members, guests, and our spectators for the fun day. As usual, some of the gifts are "try on-able" and this is one time in your life that you honestly hope you DON'T win a prize! Anyway, we had a great time and I hope you picture takers use discretion with your postings, some of us may run for political office one of these days and those pictures could cause some embarrassment! Next month is our Saint Patties Day party so plan on attending and we will have some good old fashioned green fun! After our meeting concludes we will ride out to Phelan and party down at the T - Bird, so don't miss your chance to enjoy this year's event.

Every member of ABATE of California needs to get in touch with their Local or our State Office and ensure that we have their correct mailing address, phone number, and e-mail address. With so many of our members relocating, changing cell providers, and e-mail servers, we have a difficult time keeping our "official" records current. Remember, even the US postal service stops forwarding mail after one year, and it has come to our attention that some of our members are not receiving any information from ABATE. Don't let your motorcycle rights fall between the cracks - we need both you and your help, but we must have your current contact information to do our job. If you haven't received any information from ABATE of California for a while: first, please check your membership and renew if it's expired, then contact your Local or our State Office and confirm your address, phone, and e-mail information. Please help us, so we can continue to help and serve you! Dave H.



Pac/Lobbyist Report

by Dave Hastings, Treasurer



With the primary elections just around the corner your Local should be actively recruiting those who are running for office and allowing them to speak at your monthly meetings. Most candidates will jump at the invitation and your members should welcome the chance to have a personal conversation, question and answer opportunity that usually

occurs during a face-to face meeting. Meeting a candidate in a private venue is much more informative than listening to a prepared speech or a paid advertisement, and it allows for some personal insight, and "off the cuff" answers, to questions that actually pertain to our lifestyle. This type of forum will allow your members a much more realistic view of the candidate and their personal perspective on our issues. Send out your invitations and see how many respond. They need our votes and help to be elected, so offer them a chance to speak, and then encourage your members to follow thru and deliver that help to the candidates of their choice. ABATE makes friends, and motorcycle riders win! It really is that simple.

The ABATE Board of Directors have voted and approved using a "virtual meeting" format for two of their four annual Board Meetings each year and this will also benefit our ABATE PAC. We too, will have access to this system, and once operational, it will enable us to conduct "on-line" PAC meetings. This system will save our

PAC members the time and expense of traveling up and down the state to attend "face to face" meetings. As soon as this system is operational we will notify you.

Every member of ABATE of California needs to get in touch with their Local or our State Office and ensure that we have their correct mailing address, phone number, and e-mail address. With so many of our members relocating, changing cell providers, and e-mail servers, we have a difficult time keeping our "official" records current. Remember, even the US postal service stops forwarding mail after one year, and it has come to our attention that some of our members are not receiving any information from ABATE. Don't let your motorcycle rights fall between the cracks - we need both you and your help, but we must have your current contact information to do our job. If you haven't received any information from ABATE of California for a while: first, please check your membership and renew if it's expired, then contact your Local or our State Office and

confirm your address, phone, and e-mail information. Please help us, so we can continue to help and serve you!

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ABATE LOCAL # 27 RIVERSIDE



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Sporty's Rides

by Lee 'Sporty' Milligan

Greetings I am sitting at the key board of my computer trying to discern as what to write for this month's column. As you can see by my picture, their using a shot from the Capital rally. There were two of our ABATE Freedom signs and I took the liberty of walking around before, during and after the Rally to proudly display the signs and their meaning. It also was a good way to get noticed. This event, the Freedom Rally, was part of the ABATE weekend and took place Jan 7th 8th and 9th.

I left my town of San Fernando for the ride to Sac on Saturday morning as on Friday I had my colonoscopy so I was not able to leave sooner. It was extremely windy when I got to Castaic and I thought I would have to turn around and get the truck. I planned to go about seven miles up the Grapevine route and see if I could handle it, Lucky I ducked behind a truck with the number 81 on the back and the truck was to be used as a shield until it was safe to go on my own. I believe he knew what was up and I guess it was Ok. Thank God for modern technology as I had my flashers



on. The ride was ok from the point I left the position behind that truck; and by God I made it in time for the pre-board meeting on Saturday. Now it isn't too hard to figure out the rest of the weekend; Board meeting on Sunday, the Rally Monday on the Capital steps and our Bills being heard in committee in the afternoon. I spent Monday night after the hearings in Turlock. Tuesday, I rode straight home so I was back in San Fernando by 2:00 pm or so.

Side note, I have a co-worker who likes to burn CD's; so he's burning

shit loads of my favorite albums onto CD's. That is making up for my loss of my CD player & CD's that were stolen from my truck last month a bit better to swallow.

The end of January I was down in San Diego for the John Del Santo memorial/Celebration of Life. John was a special man who cared deeply for the safety of all motorcycle riders. He will be surely missed. I have some mementos of John in the form of a large tee shirt. Bless you John and his wife Fran.

Getting ready for the 25th annual Polar bear run which is slated for February 26th. Hope it is good weather wise and attendance wise as well. So with that in mind I will close this months Sporty's rides as the column is late this month and printing must go on.

Maybe I'll be in a better frame of mind next month so we will have better insight on reality. Never-the-less, be good, Support ABATE events, and work the campaigns when called to do so from our lobbyist, James Lombardo. Regards, Sporty

Membership Report

by Lee 'Sporty' Milligan,
Membership Chairman

Hi all, Sporty here with the membership report. Ok, be advised that shortly we will be getting the Special Membership Funding tickets so we can do the funding part of the drive. The sale of these tickets enables us to fund the membership drive and cover the cost of this endeavor. Without the membership drive it appears that we would be at an extreme loss in getting NEW members. When the time comes for you to sell

these tickets please do so. BTW (By the way), they make nice trinkets for your renewing members.

Ok with that said continue onward and get ABATE new members so we can build up our membership statewide and in return – YOUR Local. Also please keep your renewals happy and content so they will continue to support our efforts to better motorcycling with their renewals. See you all next time. Regards, Sporty



COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bish

CONGRESS MOVES TO ABOLISH MOTORCYCLE-ONLY CHECKPOINTS

Motorcycle-only checkpoints have revved up concern in Congress, and wording was recently inserted into the House highway bill that would bar the U.S. Department of Transportation from providing grants to local or state governments for such discriminatory inspections.

The action arose over motorcycle-exclusive roadblocks set up in Georgia and New York under federal safety grants that single out motorcycles from four-wheeled traffic for police to check the bike and rider for proper paperwork, helmet, exhaust and equipment violations.

Rep. Jim Sensenbrenner (R-WI), who sponsored H.R. 904 to ban federal funding of motorcycle-only checkpoints, applauded the House Transportation and Infrastructure Committee for including his bill's wording in their Feb. 1st mark-up of the transportation measure, saying, "It is encouraging to see that the transportation reauthorization bill will encourage more efficient use of taxpayer dollars and smart motorcycle safety policy."

"Motorcycle riders are right to be outraged at being singled out for safety inspections," added Rep. Tom Petri (R-WI). "Nobody is suggesting flagging cars down for unscheduled inspections, and there's no good reason why motorcycles should be treated differently. It's unnecessarily intrusive, and not a smart way to use limited police resources."

Section 5007 of H.R. 7, the "American Energy and Infrastructure Jobs Act of 2012" reads: **PROHIBITION ON FUNDS TO CHECK HELMET USAGE OR CREATE CHECKPOINTS FOR A MOTORCYCLE DRIVER OR PASSENGER.**

The Secretary may not provide a grant or otherwise make available funding to a State, Indian tribe, county, municipality, or other local government to be used for any program to check helmet usage or create checkpoints for a motorcycle driver or passenger.

The House bill, which also provides federal funding for state motorcycle safety programs and funds for motorized trails, will now go to the full House floor before going over to the Senate for consideration. The Senate will consider their own version of the highway bill, and a final version will be ironed out in a conference committee.

HOUSE COMMITTEE SEEKS FURTHER STUDY OF ETHANOL-BLENDED GAS

The House Committee on Science, Space and Technology passed H.R. 3199 by a 19-7 vote on Feb. 7th to require a comprehensive study of the implications of ethanol-blended gasoline. Although the Environmental Protection Agency approved E-15 (15% ethanol fuel) in October 2010 for use in most cars, it is not approved for any motorcycles or ATVs and the hotter-burning formulation can cause premature wear and could void manufacturers' warranties.



The bill, introduced by committee Vice Chairman Rep. Jim Sensenbrenner (R-WI), would require the EPA to seek independent scientific analysis on the effects of E15 gasoline on engines.

The measure now heads for consideration on the House floor, then if approved will move to the Senate.

Earlier, Rep. Sensenbrenner introduced H.R. 748 to prohibit the EPA from authorizing the use of gasoline containing greater than 10% ethanol, which is deemed safe for use in motorcycles, ATVs, boats, lawnmowers and other small engines.

VIRGINIA MAY LEGALIZE TWO-ABREAST RIDING

The Virginia General Assembly is considering the repeal of a 40-plus year-old law that makes it against the law for two motorcyclists to ride side-by-side in the same lane. Virginia and Vermont are the only two states in the U.S. with such a law on the books, while 48 other states either don't ban the practice or have specific laws allowing it. There's no indication those states have more crashes or problems related to two-abreast riding, according to the Virginia Coalition of Motorcyclists.

The proposal, sponsored by 26th District Delegate Tony Wilt and 18th District Delegate Michael Webert, sailed through the transportation committee and, overwhelmingly, through the House.

The law is an old one, possibly sparked by the menacing image of motorcycle gangs of the 60s. But since the law was passed over four decades ago, motorcycle registrations have shot up and charitable motorcyclists now ride in large groups for fund-raisers or to raise awareness, when riding two-deep is common.

Two-thirds of multi-vehicle motorcycle crashes are caused by people in cars who don't see the riders. Two abreast may enhance visibility. And since motorcycles generally have one headlight, riding together can help illuminate dark roads.

INDIANA LAWMAKERS CONSIDER ALLOWING SUNDAY CYCLE SALES

After four years of trying, State Senator Ed Charbonneau (R-Valparaiso) recently won committee approval for legislation allowing the sale of motorcycles on Sundays. The Senate Commerce and Economic Development Committee voted 7-0 to forward Senate Bill 192 to the full Senate.

Sen. Charbonneau says motorcycle sales have increased in New Jersey and Pennsylvania after those states passed laws allowing motorcycle sales on the Sabbath.

The legislation distinguishes motorcycle sales from motor vehicle sales which would remain prohibited on Sundays. Thirteen states don't allow cars to be sold on Sunday, including Indiana.

Charbonneau said many motorcycle dealerships are already open Sundays, selling merchandise or servicing motorcycles, and they should be able to sell motorcycles too.

FLORIDA SEEKS STIFFER PENALTIES FOR NEGLIGENT DRIVERS

Florida members from around the state were out in full force at the state capitol on Monday, Feb. 13th asking lawmakers for safer roads and to support legislation for stricter penalties for drivers who kill bikers on the road.

"Kill a motorcyclist they get an \$82 fine, that's all they get; failure to yield. You do that in a car, hit somebody else in a car, you get vehicular manslaughter," said James "Doc" Reichenbach, ABATE President.

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Reichenbach, who also serves as Chairman of the Board for the National Coalition of Motorcyclists (NCOM), testified on behalf of ABATE's Stiffer Penalties Bill, S.B. 1754, which passed the Senate Transportation Committee on Jan. 27th by a vote of 7-0, and now goes to the Senate Criminal Justice Committee.

During the rally in Tallahassee, the names of bikers killed in wrecks last year were read aloud. Fifty-six bell chimes were sounded; one for each lost life. The bikers spent the rest of the day talking to lawmakers, then headed home hoping when they return next year, there are fewer bells to ring and fewer bikers lost.

MYRTLE BEACH RALLY DATE CONFUSION PROMPTS ABATE BOYCOTT Myrtle Beach Harley-Davidson has moved the dates of its official spring rally into late May, effectively adding 10 more days of Harley-related events on the Grand Strand and sparking confusion among bikers, businesses and rally promoters over when the rally will take place.

"They just don't seem to want to play by whatever rules we set," said Councilman Gary Loftus in calling on council members to revoke all May vendor permits for biker events. "They keep wanting to push and push and push well they've just pushed too hard this time."

Horry County (S.C.) ABATE has decided to stage a boycott, not of the spring bike rally, but of the local Harley dealerships involved in rescheduling the Cruisin' the Coast rally to May 18-28, carrying it over into Memorial Weekend when sportbikers traditionally begin arriving for Atlantic Beach Bike Fest aka "Black Bike Week".

"The dust just got settled with Horry County, and now this has upset the county council all

over again," said Gary Balcom, ABATE chapter coordinator, recalling that in 2008 Myrtle Beach passed a litany of laws aimed at ending the rallies altogether, including a city-wide helmet law that was later ruled unconstitutional. "It's a bad idea and was not discussed with anyone else," said Balcom.

But there are other concerns, too, Balcom said. The large crowd would overwhelm local law enforcement resources, he wrote in an ABATE statement. "The last thing we want to see is any event getting out of hand," Balcom wrote.

The statement calls the date change "a slap in the face to the county council" and encourages bikers to boycott the two dealerships in Myrtle Beach and North Myrtle Beach "and we hope that the biker community as a whole will come together with us on this boycott until such time as they retract their plan of overlapping dates."

MOTORCYCLE SALES HOLD STEADY FOR 2011 The 2011 motorcycle sales estimates from the Motorcycle Industry Council are in, with annual unit sales holding steady at 440,000. The good news: motorcycle sales haven't declined from 2010. The bad news: they haven't gone up either. The MIC reports 440,899 total motorcycle sales for 2011, up 0.3% from 2010's unit tally.

The motorcycle market shows gains and losses within the various segments, reports www.motorcycle-usa.com, noting that the largest sector, on-highway motorcycles, recorded a 1.8% increase over last year at 312,124 units. The boom and bust scooter market benefited with an 11.8% gain at 31,850 units. The biggest winner, however, was the dual segment which jumped 14.2% for the year, gaining 3337 units.

Off-Highway motorcycle sales dropped 13.5% on the year, losing 10,905 units from the 2010 tally of 80,962. Combined with the ATV market, which continued a downward sales trend, more than 45K OHV unit sales were lost on the year.

The 2011 total 440K annual motorcycle sales mark shows stabilizing of a market that crashed following the economic crisis in late 2008. Total motorcycle unit sales topped 1.1 million in 2008 (the sixth consecutive year sales had topped the million unit mark), but plummeted 40.8% in 2009, followed by a further 15.8% decline in 2010.

WORLD-FIRST STUDY ON CAUSE OF SERIOUS MOTORCYCLE ACCIDENTS A world-first study will examine the cause of serious motorbike crashes. Motorcyclists will be part of a \$1.3 million Australian study aimed at slashing the number of motorcycle accidents. The ground-breaking inquiry will compare the experiences of riders injured in crashes at specific sites with riders who have travelled through the same site safely.

Transport Minister Terry Mulder described the new research as one of the most comprehensive motorbike studies attempted globally. "By comparing the two groups, we hope to learn not only what went wrong for

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RIDER SAFETY, IT IS ALL ABOUT YOU

by Steve Guderian, Safety Officer

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

We as motorcycle riders want the right to be able to make our own choices, more precisely our own informed choices. This means we as riders also need to be educated in order to make the best informed choices. I believe this to be particularly true when it comes to rider safety. So, this statement, "In order to make the right decisions, motorcycle riders need the right information" not only states my position, it also states what I expect from anybody telling me something about rider safety and my right to ride my motorcycle. I will always do my best to give you the best safety information so that you can make informed decisions.

One of the most important things we have to understand about motorcycle rider safety is nothing is guaranteed, and nothing is absolute. I can't, nor can anybody else, tell you that doing something a certain way on the motorcycle will guarantee that you won't crash. Rider safety is primarily about reducing the potential that you will be involved in a crash. The converse of this is also true; I can't ever guarantee any rider that their actions will guarantee that they will be involved in a crash. It is possible to ride under the influence at 100 mph while running through stop signs and red lights and not be in a crash. If you do ride like this, the potential that you will be in a crash is very high, but it is not guaranteed that you will crash.

I should also mention that there is no "absolute" rating system for the potential of any kind of action. That is I can't say that if you run a red light then there is a 52.45769123879% probability that you will be in a crash. The potential of an action can also vary with the conditions or circumstances of the event or the action. For example, approaching a stale red signal light at a multi-lane heavily traveled cross street at 45 mph and just blowing

through the signal light has a higher crash potential than going through a signal light out on a two-lane country back road that did not pick up your bike and now you are going to legally go through the light because it didn't phase for you. Sitting there and looking for a clear path to go through the red light in this case has a lot lower crash potential than blowing a light at a busy intersection.



So, since we are talking about the potential to be a safe rider on the roadway there is always a little wiggle room, or a little grey area on how we can handle things. This is where our own experiences and riding style can come into play to make the safety of all of us as riders primarily our own responsibility.

I am a motorcycle commuter. I have a good friend that is also a commuter. We ride rain or shine, and we basically ride in the same direction from the same areas for our rides into work. Like me, my friend is a very conscientious rider and is very concerned about his riding safety. Since we leave from the same general area and end up in the same general area and we are both trying to do the safest thing, it would be reasonable to presume that we take the same basic routes into work. Not so. I do freeways, he does surface streets. So, which one of us is being the safest rider?

Statistically, he is more likely to be involved in a crash than I am. There are more urban roadway crashes than freeway crashes. However, I am more likely to receive greater injuries in a crash due to the higher speeds. So what is the safest choice? They both are. My friend is aware of the risks associated with his commute path and he rides according to his experience

in his surface street riding environment. Similarly, I am more comfortable with my experiences in the freeway environment and the higher speeds.

My friend and I have both weighed the potential problems on the different routes. We understand the potential risks involved with the two different routes and we both chose the route to commute on we felt was best for us. No right route, no wrong route, just a route that works best for us individually and how we want to ride.

The same thing goes for weather. Bad weather can mean a higher crash potential. So do you choose not to ride at all in bad weather, maybe even parking your motorcycle if the weather goes bad while you are out riding? Or do you choose to keep on riding and adjust your riding to account for the increased crash potential associated with the weather? The choice is yours and your safety depends on how you choose to manage crash potential in bad weather or any other circumstances that you as a rider may encounter.

There is one more thing that I would like to talk about, obstacles in the roadway. So, as a motorcycle rider, just what is an obstacle to you? There is rider training out there that tends to say an obstacle is an object in the roadway that your motorcycle is going to have to run over. There is even a set of rules for how to handle this obstacle that has to do with how you position yourself on the motorcycle and how you control the throttle as the front and rear tires contact the obstacle. There are times and obstacles where this method is effective. But now the question is, is this method effective for all occasions and all possible obstacles? I say no, it is not.

First off, just what is an obstacle? In general we can say that an obstacle is something in the roadway that has the potential to upset the balance of our motorcycle which could possibly result in the motorcycle going down. I think that we can all agree that objects in the roadway or potholes qualify as obstacles.

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But is this all that there is? Could railroad tracks qualify as an obstacle? I know that there are "rules" about crossing railroad tracks in order to minimize the effects of the flange way and other gaps associated with the tracks. But is this the only issue with railroad tracks that don't stick up above the roadway surface or drop down below the roadway surface? I ride in San Francisco every work day and there are rail tracks all over the city. This includes switches, crossovers, switch covers and a lot of other things. I can tell you right now that I am not worried about my motorcycle tires falling into the gap associated with any of these tracks and I roll over them at all kinds of different angles. The tracks are all smooth and even with the roadway surface so are they still an obstacle? As far as I am concerned, yes!

I have rolled over different tracks and track items while turning and had my tires slip when they are going over the track. Just a little bit of moisture can make the tracks slippery. My tire slipping along the tracks does have the potential to upset the balance of my motorcycle causing it to go down. So, it seems to me that the tracks are an obstacle. It also seems to me that there are a whole lot of slippery substances that could be on the roadway, any place in any lane at any time that could affect the balance of the motorcycle. So, if the obstacle is slippery do you really want to change the throttle position and increase and decrease speed? No you don't, a steady throttle is what is called for when there are traction issues.

For a moment let's go back to a

physical object in the roadway, or a deep pot hole. Let's say that you are traveling along the average urban roadway with a speed limit of 35 mph. You are following traffic appropriately and you are scanning 12 seconds ahead (I will talk more about this in another safety piece so stay tuned, I will even have pictures!). So while you are looking 12 seconds ahead, the car 2 seconds ahead of you runs over an object in the roadway and it is now right in your path and you are going to hit it.

I can tell you right now that you are not going to have the time to change your position on the motorcycle or to change the throttle inputs as the front and rear tires go over the object. It is simply physically impossible because these rider actions are outside of the limits of average human performance. So, if it can't happen at 35 mph, then it also is not going to happen at any greater speed.

So, what can you do, go with the simplest rule, KISS; Keep It Simple Stupid. Hold on, steady throttle and get upright and over your upright motorcycle. An upright motorcycle is one that is straight up and down and going straight and an upright body is one that is directly over the motorcycle. If you have time to lean forward and or hunch down a little bit over the tank, that can't hurt. The good thing about this is that because this is simple, it can work for objects, substances in the roadway and even small animals that run in front of your motorcycle. If you have to hit something, go over something or go through something, keeping you and your bike straight in all directions with a steady throttle or smooth inputs, if this is what is necessary to give you

the best chance of keeping control of the motorcycle, or possibly regaining control if that opportunity is present.

One simple rule for all possible obstacles you may encounter while riding. It seems to me that the simplest rule that has no exceptions to when it will work represents the best potential for safety. Since the choice is yours as to what you want to use, then I guess your safety in obstacle events is all about you.

One last thing, yes, there are obstacles that you can hit, go through or go over that are going to be bad for you to keep the bike up. In these cases avoidance if at all possible is the action that has to be taken. Again, a straight up and down motorcycle with you the same way in the seat gives you the best chances at avoidance or speed reduction before contact. It could probably even be argued that a solid position on the motorcycle could give you the best chance at injury reduction when the motorcycle went down or hit something.

Information for you to make your choice or your decision as you ride.

As always, thoughts and information are always welcome, call or email anytime. And, since Southern California has the largest number of riders, I will do my best to get down there to meet and talk with anybody who would like to. I have chosen the Irvine area by Orange County John Wayne Airport as the location I am going to stay in. My next trip to So Cal where I will be available to meet with anybody will be Thursday, April 5, through Sunday, April 8, which I know is Easter weekend.

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OF CLUBS



Tech Tips

by Craig Griswold

Carburetors (Part II)

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

Background: The S&S Super E and G are butterfly type carbs. The E is a 1 7/8" bore suitable for stock and modified engines. The G is a 2 1/16" bore and should only be used on highly modified and/or large displacement engines. Keep in mind that "over-carbureting" an engine will result in poor low and mid range performance. There is a specific formula which can be used to determine carb size for any application. We'll include it in one of the next tech tips to illustrate the procedure. When in doubt, check with the manufacturer or your local shop.

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

First in tuning is the idle circuit. Bring the bike to full operating temperature. Set the idle to approximately 1000 RPM. The



idle set screw is next to the throttle spool where the cables terminate. Next, locate the idle mixture (air/fuel mixture) screw near the top of the carb. If this is a new install, a good starting point is one and a half turns out from lightly seated. Over-tightening will ruin the seat and your carb is toast. Slowly turn the screw clockwise (leaner) until the idle stumbles. From there, turn the screw counterclockwise. The RPM should rise and then at some point begin to fall off again. The setting you want is dead center of those two points. If you end up with more than 1 3/4 turns out, chances are good you'll need to install a smaller intermediate jet. Less than 1 1/4 turns, increase the jet size. With a few exceptions, most carbs add fuel when the mixture screw is opened. There are a few that add air, so the procedure will be the opposite. We'll cover those in future tips.

Next is the intermediate circuit. This will affect performance from just off idle to approximately 3000 RPM. Shut off the accelerator pump by turning the adjustment screw all the way in (located on the opposite side of the carb from the idle set screw). This will prevent the pump from masking performance characteristics. As with the idle circuit, all tuning should be done with the engine at operating temperature. Slowly roll on the throttle up to approximately 3000 RPM. Coughing or spitting through the carb

indicates the intermediate jet is too lean. Optimum performance and fuel efficiency will be obtained by using the smallest jet that eliminates the above conditions.

Next is the main circuit. The main takes over around 3000 RPM and has the con to WFO. There's not much to it here. Too lean will make the engine break up and backfire through the carb, too rich will result in sluggish acceleration. Jetting that produces quickest acceleration is best. Make your initial adjustments by changing at least two jet sizes as this will make the change in performance more obvious. As a safety note and at the risk of stating the obvious, these tuning runs should be done on a closed course or somewhere where traffic is not an issue (unless you happen to have a dyno in the garage).

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

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

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



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April 12 – 16 – ABATE Local 24,
Fresno – AMMO Run

April 15 – ABATE Local 27 –
Annual Bare Necessities Run
(See flyer page 10)

April 29 - ABATE Local 17 -
Spring Bingo

May 11, 12, & 13 18th Annual
Southern Regional Rally (see
flyer pages 4&5 for details)

May 19 – ABATE Local 23, San
Bernardino – Biker Rights Poker
Run (see flyer page 19)

July – ABATE Quarterly meeting
– Date & Place TBA, (will be in
Southern CA.)

July 22 – ABATE Local 2 (Simi
Valley), Annual Sweaty Buns Run
– Details TBA.

September 14, 15 & 16 – Annual
Golden State Rendezvous
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October 13 – ABATE
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Vehicle Identification Number and Vehicle History Reports

As cars were first being introduced into California, there was no orderly way to track the vehicles or the owners until 1905. To keep track of all vehicles, the state required cars, bicycles, carriages, carts and similar vehicles to be licensed. However, the automotive industry used a different method to track their vehicles - Vehicle Identification Numbers (VINs). A VIN is a unique serial code that is assigned to every vehicle and was first used in 1954. They were typically placed on the driver-side door or at the bottom of the front windshield. Different manufacturers used different formats of VINs until 1981, when the National Highway Traffic Safety Administration required VINs to be 17 characters and must exclude the letters I, O and Q. By excluding these letters, any confusion with the numbers one and zero was avoided.

A VIN is not merely a random set of 17 characters. Each digit signifies information about the vehicle. A VIN is a vehicle's DNA; it is unique and unduplicated. For example, the first

character identifies the country where the vehicle was made. Each country has a letter or number associated with it - the US is either 1 or 4. The second character identifies the manufacturer such as Toyota or Volkswagen. Each digit of the VIN provides more and more information on the vehicle.

VINs are also printed on several car parts to cut down on part theft. Car parts that are labeled with VINs include transmissions, front and rear bumpers, engines, hoods, right and left doors, sliding cargo doors, right and left quarter panels and side assemblies, pickup/cargo boxes, rear doors and hatchback/deck lid/tailgates.

VINs do not just assist the automotive industry in identifying their vehicles, but can help car buyers avoid fraud. A vehicle's history is tracked by its VIN and can provide useful information to car buyers. Anyone can view a car's history using the VIN. Simply enter the VIN into one of the many websites that offer this service (e.g. CARFAX, instaVIN, AutoCheck). Information that a VIN can disclose include: vehicle registration, title information, including salvaged or junked titles, odometer readings, lemon history, total loss accident history, frame/

structural damage, collision indicators, such as airbag deployments, service and repair information, vehicle usage (taxi, rental, lease, etc.), and recall information.

Vehicle history reports not only help car buyers, but also assist dealers in their sales. Sellers check the history of the vehicle they are trying to sell so they are prepared to answer any questions regarding the vehicle's background. Dealers often buy vehicle history reports to provide to their customers to ensure the potential buyer that all information about the vehicle is being disclosed. Dealers also run vehicle history reports prior to acquiring vehicles at auctions to help ensure they are obtaining the vehicle at a fair market value.

What started off as just a tracking system, the VIN has become a useful tool in buying and selling cars. The next time you plan on purchasing a vehicle, remember the VIN is a valuable asset, so use it to look up the vehicle's history and arm yourself with the tools to make a sound purchase.

For more information on VINs, vehicle history reports and the DMV, please visit www.DMV.ca.gov. Save Time. Go Online!

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COAST Continued from page 13

those involved in crashes, but also what went right for those who negotiated a particular crash site safely," Mulder said.

More than 1100 riders - half of whom have survived crashes - will be recruited over the next 18 months. The research is being funded by the State Government and headed by the Monash University Accident Research Centre (MUARC). Experts, five of whom are motorcyclists themselves, will analyze factors such as speed, experience and the physical environment in accidents.

Experienced and active riders have contributed to the questionnaire design to ensure relevance and improve study outcomes. Results are expected towards the end of 2013.

WEIRD NEWS: HELMETED BRIT BIKER REFUSED SERVICE Motorcyclists in England are being victimized by gas stations that enforce a "Remove Helmets" rule, as evidenced by an incident in Coven-

try when staff refused to serve a rider even though his full-face visor was up.

Barry Hadley, 63, told the Coventry Telegraph: "I stood there for a couple of minutes and thought there was something wrong with the pump. Then a message came over the loudspeaker saying I had to remove my helmet, even though I always flip up the front. Why should I be classed as a thief because others are thieves?"

The manager said it was company policy, and in a letter to Hadley the station said: "Legally we are required to be able to validate the minimum age for dispensing fuel and this can not be assessed adequately if riders keep their helmets on."

QUOTABLE QUOTE: "He who has a Why can endure any How."
Friedrich Nietzsche, German philosopher (1844-1900)

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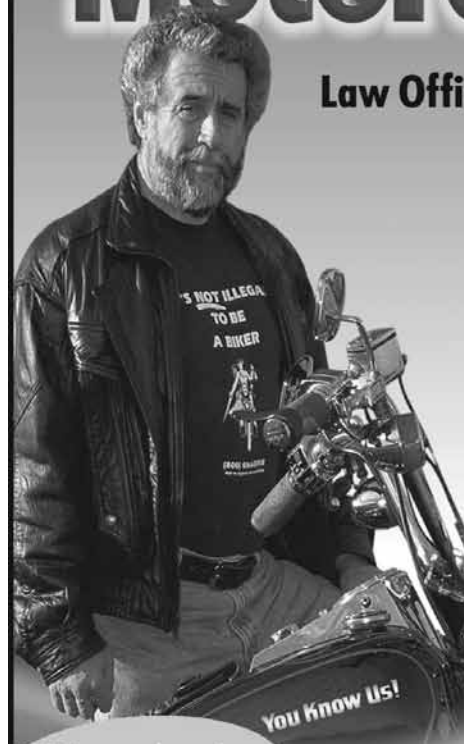
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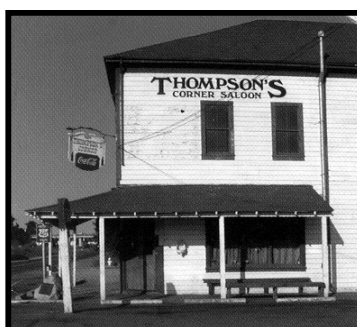


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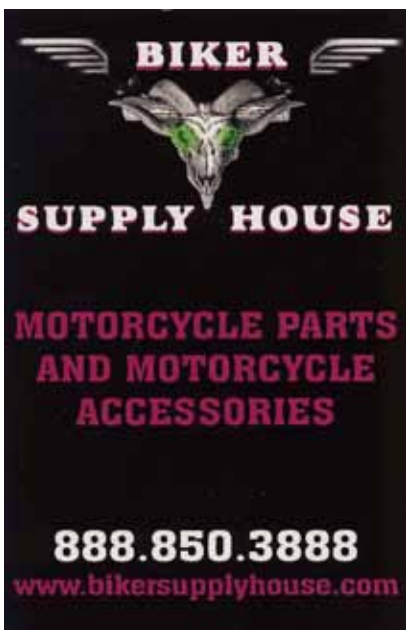
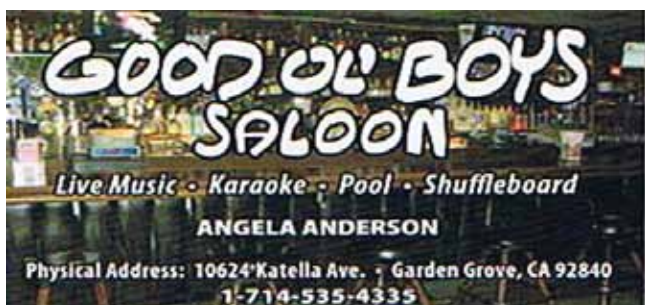
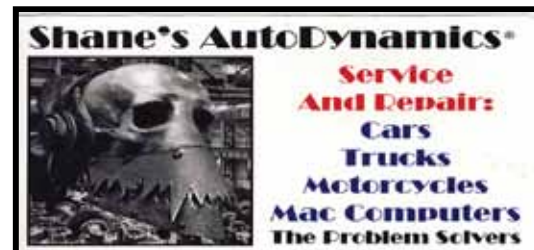
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Chili Cook-off

by Donald Kline

Saturday, February 11, 2012, Riverside, California: The Riverside Elks Lodge recently held a Chili-Cook-off and Car & Cycle Show. They were holding the event to raise money for the many causes and charities that help the local community. The weather cooperated by not raining (at least not too much) during the event.

There were five booths with people cooking chili and several classic custom cars and trucks. Four motorcycles took part in the bike show; two of them

belonged to members of ABATE Local 27 Riverside.

Local 27 also had their booth set to up pass out information about ABATE. A person could come up to the booth sample some chili, learn about motorcyclist rights and meet some of Riverside's more active members.

Some of the members manning the booth were Lorraine & Lee Davidson who handle the Run/Event Committee. Lee was competing in the chili contest with his appropriately named ABATE 27 Chili. Lee came in fourth.

Also attending were: ABATE State Executive Director and Local 27

President, Greg Covel, Merchandise/PR Officer for Local 27, Jack Howell, Local 27 Secretary, Kenny Nutall and Local 27 Safety Officer Bob Marshall.

Several riders came in to see the bikes, cars and try out the chili. A few vendors were setup around the lot selling shirts, glasses and jewelry.

The Elks Lodge also had hamburgers and hotdogs for sale in case anyone wanted something to go with their chili.

The Elks Lodge has many members who ride motorcycles and are members of ABATE. The Lodge has supported many motorcycle events in the past.







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06 Sweetwater Chapter H.O.G. San Diego 858/566-4858	17 Tom's Cycle Works Vacaville 707/449-8364	24 Landstar Inway Inc Fresno 559/271-3000	27 The Chopper Gallery Temecula 951/699-9090	
06 WolfPack MC Escondido www.wolfpackmc.org	19 Casa Colina Pomona 909/596-7733	24 Mathews Harley-Davidson Fresno 559/233-5279	27 The Chopper Place Riverside 951/687-6655	
08 Harley-Davidson of Anaheim- Fullerton Fullerton 714/871-6563	19 Industrial Supply Co Ontario 909/923-3138	24 Puma Construction & Restoration Fresno 559/275-6100	27 The Lucky Greek Riverside 951/737-3162	
08 Wilson Consulting Santa Ana 714/241-8993	20 AZRAELS MC Costa Mesa 949/275-5453	24 R L Fields Construction Clovis 559/307-3534	27 Timeless Classics Barstow 760/662-9247	
11 Sweetwater Harley-Davidson/ Buell National City 619/477-4477	20 Bikers For Christ MM Oceanside 714/742-6703	24 Rogers Truck Sales & Service Fresno 559/264-2891	27 Union Air Conditioning Costa Mesa 866/352-1987	
13 Barnett Tool & Engineering Ventura 805/642-9435	20 Bill W's Sober Pack Stanton 714/393-8556	24 Smoking Coal Bar & Grill Madera 559/645-1101	27 Wright Bros Customs Redlands 909/794-1593	
13 Custom Awards & Engraving Ventura 805/658-2139	20 CA Motorcycle Safety Foundation Irvine 877/RIDE-411	24 Stonehouse Tavern Auberry 559/855-4800	27 Zorba's Restaurant Riverside 951/662-9189	
13 E P Construction Ventura 805/320-4103	20 CycleDoctor Costa Mesa 949/645-1235	24 Studio Motors Clovis 559/297-5667	28 Brick Tavern Kelseyville 707/279-4964	
13 My Garage Ventura 805/339-9448	20 Freedom Coalition Fest Lakewood 714/331-9362	24 Tamarack Machine Works Sanger 559/876-1703	28 Lori Adams Massage Therapist Lakeport 707/262-1899	
15 Better Living Chiropractic Concord 925/798-6534	20 Good Ol' Boys Saloon Anaheim 714/535-4335	25 U S Cycle & Tire Folsom 916/988-7760	31 Dave's Boots Sales & Repairs Red Bluff 530/529-5466	
	20 Harbor Radiator Air Conditioning Costa Mesa 949/645-4810	27 2-U Mobile Motorcycle Service & Detail San Bernardino 909/201-1311	31 Halls Harley-Davidson Chico 530/893-1918	
			32 Kaplan Chiropractic Offices Campbell 408/374-4220	

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H.R.'S BEAR PATCH

3 X 3 1/2 PATCH

You probably recognize this patch from way back, originating from Local 27 Honda Ray

Item # 07-177 \$8.00



Order Form 01/2012

	Item #	Qty.	Price	Total
ABATE Hat Red/Gold	06-141		\$ 15.00	
NEW ABATE of California Hat Red/Gold	11-311		\$ 15.00	
ABATE Hat White/ Silver	06-142		\$ 15.00	
9 X 6 Oval Sticker	06-160		\$ 5.00	
Bear Patch	07-177		\$ 8.00	
ABATE EMBLEM Large 12 X 9	07-174		\$ 40.00	
Medium 6 X 4	07-175		\$ 25.00	
Small 4 X 2	07-176		\$ 15.00	
Motorcycle License Plate Frame Top	06-180		\$ 12.00	
Bottom	06-181		\$ 12.00	
Car License Frame	09-182		\$ 15.00	
ABATE of CA 2 color design Pin	07-172		\$ 5.00	
ABATE of California Knit Blanket 60 X60	07-137		\$ 55.00	
Can Cooler	07-165		\$ 2.00	
ABATE T-Shirts Mens Qty.		Qty.		Qty.
Navy Pocket Medium 07-191		Ice Gray Medium 07-194		Sponsor T's
Large 07-192		No/Pocket Large 07-195		Medium 09-218
X-Large 07-193		X-Large 07-196		Large 09-219
		XX-Large 07-206		

NEW Educate Not Legislate White T-Shirts

Pocket Small 11-321	No/Pocket Small 11-315	Longsleeve Small 11-326
Medium 11-322	Medium 11-316	Medium 11-327
Large 11-323	Large 11-317	Large 11-328
X-Large 11-324	X-Large 11-318	X-Large 11-329
XX-Large 11-325	XX-Large 11-319	XX-Large 11-330
	XXX-Large 11-320	XXX-Large 11-331

Total T's X \$ 20.00 =

ABATE Tank Shirts Qty.	Qty.
Medium 08-213	Large 08-214

Total Tank Shirts X \$15.00 =

ABATE T-shirts Womens Qty.	Qty.
Powder Blue S/Sleeve Large 07-200	X-Large 07-210
Heather L/Sleeve Large 07-202	

NEW EDUCATE NOT LEGISLATE WHITE T-Shirts

Short-sleeve Small 11-322	Long-sleeve Small 11-337
Medium 11-333	Medium 11-338
Large 11-334	Large 11-339
X-Large 11-335	X-Large 11-340
XX-Large 11-336	XX-Large 11-341

Total Women's T's X \$20.00 =

ABATE Pull Over No Hood Sweatshirt Qty.	Qty.
Large 07-301	X-Large 07-302
XX-Large 07-303	

Total Sweatshirts X \$ 35.00 =

Promotional Items	Key Tags pkg. of 20	07-163	\$ 9.00
	Reflective Flag pkg. of 25	07-164	\$ 12.00

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C/O Tina Sanders
Tina.sanders12@yahoo.com

760-956-1669

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TOTAL

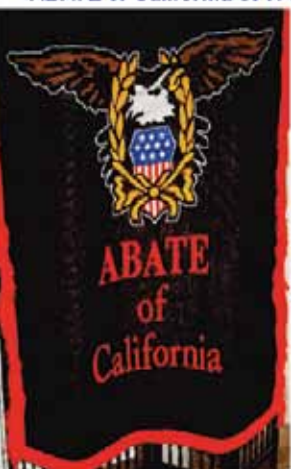
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100 % virgin acrylic
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Los Angeles County - Local #01-Reg#8

Sporty Milligan 3rd Sun-9 AM
 1616 4th St Elk's Lodge
 San Fernando 91340 10137 E. Commerce
 818/ 361-8800 Tujunga, CA

Simi Valley - Local #02-Reg#8

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

Thousand Oaks-Local#03-Reg#7

Chuck Pedersen 3rd Thurs - 7:00 PM
 842 E Avenida De Las Flores Elks Lodge
 Thousand Oaks 91360 158 N. Conejo School
 805/496-0323 Thousand Oaks

San Gabriel Valley - Local#05-Reg#8

Tom Lubbers 3rd Mon - 7:00 PM
 626/335-6508 Peppertree Restaurant
 1020 E Route 66, Glendora

San Diego County - Local #06-Reg#12

Steve Martin 1st Sunday - 12 Noon
 C/O P.O. Box 7998 Kate Sessions Park
 San Diego CA 92167 Pacific Beach
 619/223-0421

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

Tim Clark 2nd Sun - 11 AM
 13641 Silver Lake Dr. Oakvale Country Store
 Poway 92064 14900 Oakvale
 858/748-0524 Escondido

Ventura County - Local #13-Reg#7

Scott McCool Last 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

Bob Blatz 3rd Tues - 7:00 PM
 P.O. Box 269 Fuddruckers
 Concord CA 94522 1975 Diamond Bl. #E260
 925/427-5135 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
 P O Box 4664 Round Table Pizza
 San Dimas 91773 1020 N Mountain
 909/921-2159 Ontario CA

**ABATE MEETINGS****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 1st 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
 Vickie'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 Cedar Lanes
 3131 N. Cedar, Fresno

Sacramento - Local#25-Reg#2

Rebel Ruthi Wolfson 3rd Thurs 7:30 PM
 916/320-6439 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

Santa Clara Valley - Local #32-Reg#4

Last Sun. 9:30 AM
 Sherwood Inn
 2988 Almaden Expy
 San Jose

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 - 9:00 AM
 P.O. Box 3094 Eagles Fraternal Order
 Victorville CA 92392 16195 Main St.
 760/954-1227 Hesperia

Barstow - Local #47-Reg#13

Yermo Eddy 2nd Sat-9:00 AM Meet with L#44
 PO Box 521 Eagles Fraternal Order
 Yermo CA 92398 16195 Main St., Hesperia
 760/254-3833 or 760/953-7353

Grass Valley - Local#52-Reg#2

Steve Shoemaker 3rd Wed - 6:30 PM
 P.O. Box 356 Larry & Lena's Pizza & Grill
 Chicago Park 95712 15690 Johnson Place
 530/798-0001 Hwy#49 Grass Valley

Ridgecrest - Local #58-Reg#13

Rob Vanderpool 3rd Sat 10:00 AM
 P.O. Box 853 Mickey's Pub
 Red Mountain CA 1661 W. Triangle Dr.
 760/382-4713 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

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