

ABATE of CA.
Magazine for
Motorcyclists
Vol. 41 • Issue
2 March 2022

THE BAILING WIRE



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Newark	2 Wheel Safety Training	510-784-8978	Wrightwood	Motorcycle Training Services, Inc	760-987-6652



For beginner training courses visit:
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2022 State Officers

Chairman of the Board	Lee Sporty Milligan 818-361-8800
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Treasurer	Tom Jones 818-571-8303
Executive Director	Rick Robison 714-315-1150
Assistant Executive Director	OPEN
Lobbyists	The Lombardo Group 916-424-1148
Legislative Director	Jim Lombardo Sr. 916-424-1148
Assistant Legislative Director	James Lombardo Jr. 916-573-3849
PAC/Lobbyist Treasurer	Dave Hastings 760-947-4700
Membership	Sporty Milligan 818-361-8800
Assistant Membership Chair	OPEN
Public Relations	OPEN
Social Media Content	OPEN
Internet/Computer Technicians	Joe B
Website	Jody "Moonie" Maxwell 714-342-4876
IT Support	Diane Davis
Safety	Norm Newiger 805-368-6693
Discussion Group Moderator	Dave Walsh 805-486-1093
MRF Liaison	Jody "Moonie" Maxwell 714-342-4876
MMA/ABATE Liaison	Ruby Weber 916-481-1549
ABATE Run Insurance Adviser	Rusty Russell 818-200-6729 Rusty_Russell@ajg.com
Email "Alerts" Blast Master	OPEN

2022 Board of Directors

Jody "Moonie" Maxwell	714-530-4636
"Sporty" Milligan	818-361-8800
Jeff Bassler	909-919-0783
James Lombardo Jr.	916-573-3849
Tom Jones	818-571-8303
Jim Lombardo Sr.	916-424-1148
David "D-Man" Seiler	714-833-9508
Jane Warthen	805-341-3386

OPEN 3 seats for 2022-2023

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

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Make sure to comment accordingly

What is ABATE?

ABATE is a Motorcyclists' Rights Organization dedicated to preserving freedom of choice, freedom of the road on or off with emphasis on education and safety. Although not a club, our members are active in programs for public awareness, motorcycle safety and supporting charity events throughout the state. There are no special requirements for joining aside from an interest in promoting motorcyclist's rights and safety through Membership.

ABATE of CA Inc.
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Apple Valley CA 92308-5739

ABATE OF CALIFORNIA INC

American Brotherhood Aimed Towards Education

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Bill Bish, Sporty Milligan, Jim Lombardo Sr, James Lombardo Jr, Rick Robison & Norm E Newiger

DEADLINES

The deadline is the 15th of the month prior to publication for ALL materials. All run flyers, photos and ad copy must be camera ready.

BUSINESS MEMBERSHIPS

- (1) \$125 Gold Business w/ Black & White Ad
- (2) \$200 Gold Business w/ Color Ad
- (3) \$250 Gold Business w/2X Color Ad

All Levels include (2) memberships with (1) address. Levels (1 & 2) ad size is (2 x 3.5) and Level (3's) ad size is (3.5 x 4) which is also published on our website www.abate.org along with a link to your company's website. New Business Members received a Display Plaque. Following years are supplied with a year plate. New Business Members or Business Members with new Business Cards must mail them into the ABATE State Office.

AD RATES FOR NON-BUSINESS MEMBERS

(2 x 3.5) size Black & White	\$15.00 per month \$150.00 per year
(2 x 3.5) size Color	\$20.00 per month \$200.00 per year
(3.5 x 4) size Color only	\$25.00 per month \$250.00 per year

NON-MEMBER ADS OR EVENT FLYERS

(Ads & flyers subject to approval by Editor)

¼ Page (5w x 7.8h)	\$150.00 per month \$1500 per year
½ Page (10w x 7.8h)	\$175.00 per month \$1750 per year
Full Page (10w x 15.5h)	\$350.00 per month \$3500 per year

Color Ads add 25%

Color for an ad or flyer is extra and must be submitted showing color. All ads MUST be pre-paid for entire duration of ad run. Prices do not include any changes that you may want to make to existing ads placed with us.

Ads should be submitted electronically in a (.jpg) or (.tiff) format and emailed to bailing.wire@abate.org with payment either mailed to the address above or called in with a credit card number and billing information.

CLASSIFIEDS

Members may advertise in the Bailing Wire at no charge and their ad will be run up to (3) issues.

PHOTOS

If you have any photos of ABATE events, please send them to us. They will be returned if requested. Please include name of event, date, captions, etc. They must be received by the deadline in order to be published in the next issue. You can email pictures in (.jpg) or (.tiff) to bailing.wire@abate.org. All content is subject to approval by the Editor.

Lobbyist's Legislative Report

by Jim Lombardo Sr., Lobbyist

The Lombardo Group - Government Relations

info@lombardogroup.net

As we are writing this Bailing Wire Legislative Report, the Legislature is finishing the introduction of some 2000 Bills for the February 18th Deadline. We will be reviewing a plethora of Bills with a full report in our April issue and update our members to pertinent potential laws affecting Motorcyclists.

So far, we have introduced AB 2125 by the Vice Chair of Assembly Transportation Committee Vince Fong (R - Bakersfield). Our bill will establish a Pilot Program and allow Motorcycle riders to do the DMV motorcycle skills field test at a DMV office or at CMSP ranges. Currently the wait to do the DMV test for riders is up to three months at most DMV offices. This supplemental option will be offered weekly on 25% of the CMSP sites for the Pilot Program for the next 5-7 years.

Also, Senator Brian Jones (R - San Diego), a fellow rider, introduced SB 894 which will allow our Off-Road riders to continue using their 2022 off-roads bikes at State Vehicular Recreation Areas - BLM - US Forestry areas in California. This clarification is due after SB 227 Jones (2021), which went further last year, was killed by the Appropriations Chair Lorena Gonzalez. She has retired to take over as Head of the California AFL-CIO. The new Chair of Assembly Appropriations Chris Holden (D - Pasadena) has been fair to work with on our motorcycle bills.

With the indoor mask requirements being lifted - finally! - it will be a much better year. We will be able to do in person testimony in front of the Legislators in a Capital hearing room, as well as meeting with the Members and staff to discuss legislative bills that we Support or Oppose in their offices!

Thanks again for your Donations to the Dedicated Lobbyist fund!

ATTENTION ABATE MEMBERS

We are in need of an Email Blast Person.

This is someone who has computer knowledge and can learn the software that we use to do this.

You will be under the direction of the Executive Director and Office Manager as to when these communications will need to be sent out.

Requirements include: Current ABATE member and computer savvy.

Submit applications to: info@abate.org

Thank you,

Politics – Legislative: Bills At A Glance

Presented by The Lombardo Group, ABATE Lobbyist

AB 2125 Fong (R – Bakersfield) Driver's licenses: motorcycle licensing pilot program:

This bill would require the Department of Motor Vehicles to establish a pilot program in order to evaluate the efficiency and safety, among other things, of using motorcycle safety program service providers and grant recipients to administer the driving demonstration portion of an exam to receive a license to drive a motorcycle, as specified. The bill would require the program to last 5 years and require a minimum of 25% of motorcycle safety program service providers and grant recipient sites to participate in the program. (Sponsor)

SR-41 Caballero (D – Salinas) Motorcycle Profiling:

According to the Department of Motor Vehicles, there were 857,273 motorcycles registered in California in 2019. Motorcycle profiling is the illegal use of the fact that a person rides a motorcycle or wears motorcycle-related apparel as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without legal basis under the Constitution of the United States. Rallies to raise awareness and combat motorcycle profiling have been held in multiple states and six times at the California State Capitol since 2011.

*Passed Senate Floor Unanimously 39-0 on 7/12/21

SB 894 Jones (R – San Diego) Off-Highway Vehicles:

This bill would require, for the issuance or renewal of a competition identification, a specified configuration for the vehicle identification number and product identification number for an off-highway motor vehicle or ATV that is model year 2022 or later and is used solely for competition not on a public highway. This bill would require that a competition motorcycle display that identification plate or device on the left side of the motorcycle, commencing January 1, 2024. (Supporting)

AB 958 Gibson (D – Los Angeles) Peace Officers: Law Enforcement Gangs:

This bill would define a law enforcement gang, a group of law enforcement officers within an agency that engages in a pattern of specified unlawful or unethical on-duty behavior, and would require law enforcement agencies to have a policy prohibiting law enforcement gangs and making participation, as specified, in a law enforcement gang grounds for termination. The bill would require an agency to disclose an officer's termination for involvement in a law enforcement gang to another law enforcement agency conducting a preemployment background investigation of that officer, as specified.

*Signed into Law

SB 66 Allen (D – Santa Monica) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology:

This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the

Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. The bill would require the council to create subcommittees focused on one or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2024, and to make those recommendations publicly available. (Supporting)*Held in committee and under submission

SB What? AB Where?

Want more details about a bill? Whether it's in the Senate or Assembly in Sacramento, go to:

<http://www.leginfo.ca.gov/>



A Union of Motorcyclists

www.abate.org

2nd Quarterly ABATE of California Meeting
for 2022 April 2, 2022 On-Line Meeting with
ZOOM Video Conferencing ABATE Meeting
Schedule

Presidents/Officer Meeting 9:00am – 9:45am

PAC Meeting 10:00 am – 11:45 am

Break

ABATE Board Meeting: Immediately after the
Break

Login/Call In Early - Meeting Will Start On
Time

Mission Statement

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

Executive Director's Report

by Rick Robison, Executive Director

ABATE Members: By now you should have received the new Bailing Wire magazine? Please let us know how you like the new format. We have worked long and hard on this new format! If you have some suggestions of how we could improve the Bailing Wire please let us know.

We are also making some changes with the ABATE of California state office. We are moving! Our phone number will not change, but we do have a new mailing address and a new office email address.

New State office address: ABATE of California

PO Box 15La Verne, CA 91750

New State office email address: – office@abate.org

Telephone Number stays the same - (760) 956-1669

Bailing Wire Email stays the same - bailing.wire@abate.org

Along with the move we have some new people in place to assist you if you need anything from the state office. These changes have not been easy. With that being said we are making these changes for the betterment of our organization. I would like to welcome Jeff Basler as our new office partner. He will be assisting ABATE of California in our new state office. We are working hard to make 2022 the best year for ABATE.

Along with the new office, we have other members that have stepped up to new positions to assist the office in getting things done. We have Tom Jones as our new state Treasurer and Gina Jones as the new state Secretary. We are still in need of a few dedicated ABATE members to help us out. We need someone to help out our Membership Director (see Membership Assistant Requirements elsewhere in this issue). I also could use help with the Executive Director position. I need an assistant. We also have a couple of empty Board spots. If you are interested contact the office.

Moving into 2022, we are trying to get more visibility on social media. We have an ABATE of California Facebook page and we are in the process of branching out to include Instagram. Dave Sellers will be

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.

Total Control
Motorcyclist Training Courses



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www.totalcontroltraining.net
info@totalcontroltraining.net

Membership Report & Help Wanted

by Sporty Milligan, Membership Chairman

Greetings All! We are in the second month of the new year and hopefully you have been selling or using as trinkets your allotment of special membership funding raffle tickets. A reminder - the sale of these tickets helps pay for the membership drive from start to finish.

While I am on the subject of the membership drive, Local 1's Polar Bear ride will be a "Join ABATE and Ride for Free" affair. As an added bonus, when you sign in for the ride you will get a free chance for the membership raffle - a free raffle ticket. You can purchase more if you like, and at a \$1 a ticket it's a good bargain! You can sell these raffle tickets to anyone and everyone.

March is the start of the spring season and with that brings bike nights, weekends at the dealership and the start of spring rides where folks congregate. Be sure, if it's possible, to carry your membership cards with you and before hand determine what sales pitch you need to use to interest new members. Have an approach for the various types of riders, sport bike riders, cruiser riders, and the dresser riders. Also remember to be polite when addressing your prospective new member. The key is to establish a good rapport with the prospective new member. That way, if he does not immediately sign-up as a member, he will have had a pleasant experience.

Remember to keep your members informed, because not all of your members will always be able to attend your Local's meetings. If they like your product, they will keep supporting your product, which is ABATE of California. The end result will be a renewal card when their membership is due.

Finally, I have been doing my membership report for a long time and have pushed keeping and retaining your members and business members with my columns.

Due to some personal changes, I, your ABATE Membership Chairman, will need a Technical Assistant. I am requesting someone who knows how to maneuver around computer programs (Access) to assist me with the processing of membership applications and renewals. (See Membership Assistant Requirements elsewhere in this issue.) Hopefully someone will help old Sporty out!

Membership Assistant Requirements: Assist the State Membership Chairman when requested with keeping membership records in Access and inform the Locals of Changes in Membership as they occur. Assist with sending out monthly Membership Lists in (.Pdf) & (.xls) formats via email. Assist the State Membership Chairman when requested with sending out Membership Renewal reminders the 15th of each month. Assist the State Membership Chairman when requested with sending out and process Members who have become Inactive after 90 days by changing their status in Access, removing Ads from the BW, removing them from the Discussion Group list and notifying the Locals. Keep records for the Annual Membership Drive and report results on a quarterly basis to the State Membership Chairman.

At year end, assist the State Membership Chairman when requested with processing certificates and providing checks, via the State Treasurer, for the winners. On a Quarterly Basis generate and report Membership/People Numbers to the Membership Chairman. On a monthly basis generate Membership Cards/Certificates and send out with Membership pins/plates. Order plaques for New Business Members. Assist the State Membership Chairman when requested with organizing and administering the Annual Membership Raffle: get tickets printed, disburse to each Local President, collect stubs & Money, record receipts. With the State Membership Chairman follow up with those who have not turned in monies and tickets. Via the State Treasurer, have cash CHANGE IS THE NAME OF THE GAME h winnings or a check on hand at Board Meeting when winner is chosen or send out to winner if they are not on hand for the drawing. Co-Administration of the Discussion Group.

Local #01 Los Angeles

This event helps fund our bank account so we can meet our Local's commitment to the state general fund and the Lobbyist fund.

Part of the meeting will deal with the legislative issues we're working on federal and state wise. We might even have time to figure out how to improve our membership. I will also be pushing the membership special raffle tickets.

We'll get a report from our VP Jim Nickla and then the members will chime in as well. The meeting will close with the 50/50 drawing for the state general fund. After that, those who care to, can buy a good breakfast for a low price of \$10.

Sporty, President, ABATE Local 1

CHANGE IS THE NAME OF THE GAME

from The ABATE Board of Directors

As with many organizations, the pandemic has been a strain on ABATE of California. Much of the organization's revenue and memberships can be tied to events, which have not been taking place for a couple years now. Your Board of Directors has been working hard to make necessary changes and position us for a stronger future. We

have been able to secure a SBA (Small Business Administration loan) that enables us to continue our work on our

core mission of looking out for your best interests as a rider in California. However, some less desired changes need to take place to position us to continue to carry out that mission in the long term.

One major change is that we need to make significant cut backs to the expenses of the administration of the organization. To accomplish that, we cannot continue our arrangement with Janet Wilhelm as our office manager, as we have for the last five years. With a new agreement not in the cards, we are sorry that we will be losing Janet's great work in keeping this ship afloat.

Janet has been a member of ABATE for 18 years, and has run the office for five years. During her tenure as office manager, many Board vacancies have developed and she was always willing to step in to be sure the needs of the organization were met. Then when COVID hit even more fell to her, and she was instrumental in helping us weather the financial storm that it brought, including deferring a raise.

This is a decision we do not come to lightly. As with many of you, the entire Board loves Janet personally, and greatly appreciates all she has done. It is just that the ongoing financial strength of the organization requires changes to be made so we can focus on our legislative mission.

For Those Members who want to help or hold office contact your Presidents or Board Members Yet to be Announced

WANTED

A person committed to our rights and protecting them.

If you have the passion and can give a little of your time, please fill out the Candidacy Paper printed here and send it in along with a selfie to bailing.wire@abate.org



FOR SALE: 2015 Softail Deluxe

9559 miles.

Well maintained.

Color is Moroccan Pearl with gold flecks.

Detachable saddle bags.

Accessories are from the Nostalgic Group.

Pink slip in hand and registration is good through April 2022.

Asking \$14K.

If interested call 760-371-1841 and leave a message



Safety Report

by Norm e. Newiger

I Love February

February is a great month. In So Cal it's 85 degrees and clear blue skies. It's a winter 85 degrees, yer not sweating like a hot August 85 degrees. You all know what I'm talking about.

The second month of the year out here usually means no more winter rain or cold fronts. We could get a rain or two but don't bet on it. It's the start of riding season of all sorts, whether street or dirt or track, it's about getting it on! Let the adventures begin!

The good news is that we can relatively ride without the nuances of bugs because it still gets fairly cold at night, whoopee! I do believe its different up in the Northern part of California, but my residence is down here and I'm reporting from my zone for now. From what I'm hearing, we would like some more of the winter season, but not too extreme, at least on the weekends when we can ride with short sleeve shirts and skimpy clothing worn by our significant others.

I have been preparing my bike for the riding season early this year, even though I keep a good eye on my bike year-round. After the winter season, I really get into the extra things to do because of the down time of winter. I usually do the major service and install new parts or have work done in January in preparation of riding without any major issues that could happen during the prime riding season. It's also about making sure my bike is safe and trustworthy.

Let me refresh you all, I just had my 6th operation on my legs at the end of this January. I took the last year off after 5 operations in 3 months to recuperate. I'm still recuperating while having additional operations. I'm backtracking somewhat to get my feel of writing back, or as I call it, unscrambling the fried brain syndrome!

When we talk about or think about motorcycle safety we think of the obvious - accident prevention and motorcycle safety while riding. We also have a plethora of motorcycle safety schools and the barroom discussion platforms etc. There are many organizations and private operations that help us all as far as staying educated while riding, but I think there are many more chapters in motorcycle safety that we are not really exposed to or we just take it for granted and that all is well as long as I survived the day its ok.

The motorcycle safety courses are out there and it's a country wide solution. They are geared to how to handle your motorcycle, certain situations to avoid or how to react in case you are put into these situations that can save your life or escape injury. Most courses give you the standard training and they expect you to advance your knowledge on your own, which is cool. I understand that almost every situation is different and the learning curve is as big as the number of riders out there. There is nothing better than experience on the road and sometimes it gets the best of us, that is the bad part of learning. For some it retires new riders and experienced riders as well, but for most of us we get knocked down and we get back up, then there is the elite, the ones who for the most part go through life unscathed. It's not luck (we'd love to have it) or timing that saved us from some sort of freak accident. I like to think of it as skill and staying focused while riding. To have the ultimate confidence while riding is freedom of the road, period! It's what most of us live for, outside of playing music with me bandmates, riding is second to none when you want to escape your life temporarily.

I have seen the best of the best riders get killed and the dumb of dumbest riders ride for all their life, go figure. I have no regrets for this last statement, it's true in what I have noticed all my life and maybe yours as well. What I have learned is that we only have limited control and usually what's not in our control usually makes us a statistic, because stuff happens, as we all say. What we do have is control of our body and mind, even though for a lot of us we have limited control due to aging and thus we medicate or change our lifestyles. When you get to a certain age you will know what I'm talking about, it's pure facts and sometimes it sucks big time!

Aging is graceful and it is prejudiced to the blessed. I am really grateful for my journey because I've left a lot of loved ones behind for one thing or another and sometimes old age feels like a curse but that's life. When we hit certain ages, we experience changes, for most of us it's more than one thing. It's usually one thing that leads to another and so on. I know now how important it is to share this because we all are subjected to some kind of illness/disease and the best thing you can do for it is to become aware of your body and mind, you need to start taking care of your guts! We do this for our motorcycles, cars, houses and whatever, but we kind of put our health on the back burner, it's a fact! It's not a macho thing or it will never happen to me kind of thing. The fact is, as we age and our guts wear out and we must go that extra mile sometimes just so we can ride. If I didn't change my life as per regular checkups, taking the proper medications and being on a vitamin/herbal kick, I wouldn't be riding today and that would really bother me. Staying healthy is a vital part of motorcycle safety!

Changing the subject now; how's your tire pressure? Has your bike hibernated for any length of time, even just a month or so? Tire pressure should be on the top of everyone's list of bike preparations. A few months ago (I'm still recovering) when I got my bike out early of winter prison, I checked my tire pressure and the front tire registered 25 pounds and the rear tire didn't register at all. The weird thing about this was the tires looked okay. They didn't look flat, just a little low. When I moved my bike, I could tell how low my tire pressure really was. I have this urge to check my bolts, screws, nuts and any other kind of fastening or mechanical parts that can vibrate and loosen over a period of time. I just know the V-twin vibrates more than a tectonic plate during an earthquake.

All it takes is one or two loose bolts and you can lose your oil fast thus causing a great panic, especially if it's making your bike smoke like a Churchill cigar in the wind. This happened to me and when I saw a white oil cloud following me on the freeway I had to pull over. I was shocked that my bike would be smoking that bad. When I pulled over and inspected my bike, I was glad I did. Oil was on my exhaust pipes, rim and tire and wherever oil can go while cruising at 65mph. On the bottom of the engine is where it was loose. I could feel where the oil came out. This was a first for me and the last time it has happened, end of story.

I think about it and wonder if I was lazy or just didn't check my bike out before I rode it or I just never tightened those bolts before, never the less it's on my list of nuts and bolts to inspect throughout the riding season or prepping for a major road trip. I feel like I got complacent and therefor I'm double checking myself until I feel I don't need to anymore, it's a humanistic instinct that we all have because we're human!

Should we have pre ride inspections? Pilots do it because human error is real and missing stuff while inspecting could be dangerous for the individual or individuals, as it happens all of the time.
As I get back into riding (CONTINUED)

shape, I look forward to more adventurous rides by the time summer rolls around. I've got a lot of healing to do and one way to heal better and



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Date: April 30th-May 1st
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\$20 single rider / \$30 a couple
Depart: KSU 10AM
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Freedom isn't FREE

Sporty's Rides

Hi All! Another edition of Sporty's Rides brought to you by me, Sporty Milligan. The first issue of the new Bailing Wire came out last month. I hope you enjoy the magazine format. We figured that it was time to change the format and, hopefully, make this a better product. Let us know how you like the new format. My aim of entertaining you with my antics and satire remain consistent.

As you may, or may not know, this time of the year is Local 1's Polar Bear run - March 6th to be exact. Hopefully Local 1 will be able to pull this off and make some money to help support the lobbyists and general funds. Every Local is requested to contribute a certain amount each month to support the organization, which supports our political aims.

I would say we have done a fair job over the last couple of years in spite of covid 19. What has hurt our organization (and many others) is that due to the pandemic we have not been able to do runs and events to generate money. That has cut into the finances of not only the Locals but the organization. Hopefully the Polar Bear run will generate some much-needed cash.

When we talk about the Polar Bear run, I would be remiss in my comments if I did not again speak of our beloved leader Peter Daniels. He was the president of Local 1 before me. So, when I took over, I had some pretty big shoes to fill. Yes, I am not perfect and sometimes rough around the edges, but because of Peter's guidance I would say Local one has done fairly well, all things considered. So, we shall see how things play out.

You all know that I belong to the Shaggers MC. We are a clean and sober club and also a member of the COC. That requires one of the members to attend the COC meetings. I have volunteered to do these meetings as I live closer to Anaheim than the guys in Lancaster. I had to stop at club member, Hansom's, home in Sunland to pick up COC dues money and turn in raffle ticket stub money. Meeting was the usual stuff - anti-profiling and the need to do the profiling project survey. Saw folks I knew as well. The ride home was a bit chilly and long.

The next event was the Local 19 meeting on the January 22nd. The ride to Ontario was okay. Meeting went well. I passed out cards for the Polar Bear run. I had Polar Bear run flyers made by Local 1 printer, business member Debra Dunn, and Russ Brown's guy in charge of events, Shawn Mahoney.

January 29th was the day we went back to Anaheim for the COC party at the VFW. I met up with the club at Hansom's house in Sunland. We had coffee then Hansom led us to Anaheim. Before we got to the VFW we stopped at a dinner and had breakfast. Darn! I forgot the restaurant's name. The food was really good. Eventually we got to the VFW. It was pretty well packed. It was also a great place to pass out my flyers for the Polar Bear run.

About 2 pm the Shaggers left to take the long ride back to Lancaster. I stayed to continue passing out flyers. I was also passing out flyers for another ride, the Lucky Dog run, which was to be held on February 12th. It was put on by

Local 1's newest business member, Born Free Cycles located in Burbank. More on that ride later.

February 5th was the first meeting of 2022 of the Calabasas Kings Highway HOG Chapter. We have our meetings at the Canoga Park Elks Lodge. They serve a pretty good breakfast for \$10. After the meeting I was going to the Reseda Moose Lodge to run my Polar Bear route. The HOG Chapter meeting was pretty good and I also paid my Chapter fees.



When the meeting was over, I said my goodbyes and headed to the Moose Lodge on Saticoy Street. They were doing spring cleaning. Off I went on my journey. I was using my 227 1200 L Sportster because it has two trip gages, which helps with the miles when you are planning a route for a ride. It was kind of breezy and it seemed like I had to stop every so often to jot down right and left turns etc. When I finally finished the route and reached the end spot in Saticoy, the mileage was approximately 82 miles. My mission was accomplished.

Nothing more until Saturday, February 12th. I rode to Born Free Cycles in Burbank and signed up for the ride. The route was going to take us to a mural of Betty White. The money raised was to support Wagmor Dog Adoption center. The leader of the ride, Jon Smith, a member of the 44 club, lead us at a simple pace. When we arrived at the mural, we parked next to the Betty white mural for a group picture.

After the photos, my friend, Richard, and I went to Glendale HD to participate in Dealer Days. The factory dealer truck was there and we could try the new bikes out. I choose not to as I was going to come back the next day and ride a

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ABATE Events for 2022

Events:

March 6th – ABATE Local 1 – 35th Annual Peter Daniels Memorial – (see flyer this issue)

March 26th – ABATE Local 23 – San Bernardino City Mission Box of Love (see flyer this issue)

April 2nd – ABATE of CA 2nd Quarter Board Meeting Via ZOOM – (see flyer this issue)

April 7th - 9th – MRF Meeting of the Minds (Location to be announced)

April 30th/May 1st – ABATE Local 24 – 23rd Annual AMMO Run (see flyer this issue)

Bike Nights:

ABATE Local 3/13 – 1st Thursday of the month (see flyer this issue)

If you have a date for your event, and no details or flyer yet, you may still submit your dates, so others can pencil it in on their social calendar. Then submit your flyer in time for the Bailing Wire and to be posted on ABATE's website.

ALL ABATE Events must have event insurance

Contact the ABATE State office for information.

NCOM Biker Newsbytes

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. If you've been involved in any kind of accident, call us at 1-(800) ON-A-BIKE or visit www.ON-A-BIKE.com.

Compiled & Edited by Bill Bish,

NEW YEAR = NEW LEGISLATION:

With 2021 in the rearview, New Year 2022 has hit the ground running in several states considering pro- and anti-biker laws, including some helmet legislation, profiling, noise, motorcycle safety, lane splitting, bike parking and lighting issues.

Freedom of Choice on helmet use is on the docket in some of the 18 states that still mandate riders to wear them, such as Massachusetts (H3524 & S2328: helmet standards), Nebraska (LB581) and West Virginia (HB2711 / SB127), while New York seeks to study the efficacy of helmets (A1107) and Alabama's legislature will consider requiring reflective headgear (SB65).

Lane splitting has been a hot topic lately, and Massachusetts (H3513 & S2315), Virginia (HB838) and Washington (HB1106 / SB5622 & HB1254) hope to join California, Montana, Utah & Hawaii in allowing motorcycles to bypass slow moving vehicles in heavy traffic situations.

Likewise, anti-biker profiling by law enforcement has been on many states' agendas since being enacted in Washington, Maryland, Louisiana and most recently Idaho, and now New York is the first this year among many more to introduce legislation (A1747 / S3869) in hopes of preventing police from discriminating against motorcyclists in their application of the law.

By sheer numbers, Massachusetts takes the prize for the most pro-motorcycle bills introduced already this session, with 11 pieces of legislation including H3487 / S2329 to advance motorcycle safety, H3417 / S2331 relative to a motorcycle safety fund, and H3438 to clarify testing and enforcement of motorcycle sound emissions.

On the "anti-" side of the dockets, New York is once again considering a prohibition on children under the age of 12 from riding on a motorcycle (A148),

and Virginia will debate "excessive noise" (HB367 and HB632 / SB180).

The year is young, with many more issues of interest on the horizon, pro and con, that concerned riders need to track and stay on top of, and one of the best ways to do so is to join your state motorcyclists' rights organization (SMRO) and subscribe to the monthly NCOM Biker Newsbytes by e-mailing "Subscribe" to NCOMBish@aol.com.

BIKER ANTI-PROFILING RESOLUTION NEEDS YOUR SUPPORT:

Since the federal Highway Bill passed Congress and was signed into law by President Biden without most of the pro-motorcycle provisions that bikers across America lobbied to include, it is now imperative that riders turn their attention toward garnering support for the stand-alone measure in the House that would help prevent anti-biker profiling.

Nearly three years ago, the U.S. Senate unanimously passed a nonbinding resolution condemning the discriminatory profiling of motorcyclists by law enforcement (S. Res. 154), and now the U.S. House of Representatives is again considering a similar bipartisan measure in the 117th Congress, H. Res. 366; "Promoting awareness of motorcyclist profiling and encouraging collaboration and communication with the motorcycle community and law enforcement officials to prevent instances of profiling."

Sponsored once again by Rep. Tim Walberg (R-MI) along with original co-sponsors Congressman Michael Burgess (R-TX), Congresswoman Cheri Bustos (D-IL) and Congressman Mark Pocan (D-WI), the anti-profiling resolution was introduced in the U.S. House of Representatives on April 30, 2021 to thwart "the illegal use of the fact that a person rides a motorcycle or wears motorcycle related apparel as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without legal basis under the Constitution of the United

States," as profiling is defined in the resolution.

H.R. 366 acknowledges that "complaints surrounding motorcyclist profiling have been cited in all 50 States," and the bipartisan resolution denotes three actionable items: (1) promotes increased public awareness on the issue of motorcyclist profiling; (2) encourages collaboration and communication with the motorcyclist community and law enforcement to engage in efforts to end motorcyclist profiling; and (3) urges State law enforcement officials to include statements condemning motorcyclist profiling in written policies and training materials.

All concerned motorcyclists are encouraged to contact their Congressional Representatives at (202) 224-3121 to ask that they join with 59 other colleagues as current cosponsors of H.Res.366 and help put a stop to law enforcement unfairly targeting motorcycle riders for traffic stops, questioning and citations.

**NOISE-DETECTING CAMERAS
TO FINE LOUD MOTORCYCLES IN
FRANCE:** Traffic cameras that can identify excessively noisy motorcycles and vehicles are being deployed across France, with riders and drivers who flout the rules facing fines of €135 (\$153USD).

The debate over the devices, which have been trialed in various countries across Europe, has run rife for some time, but the French are the first nation to initiate a wider roll-out of cameras that will flash and fine motorcycles and vehicles that exceed noise levels.

The Bruitparif-designed Meduse cameras feature microphones attached to a camera that can pick up and identify the direction of noise from the road below. Should the sound rise above a certain decibel, the camera is activated and a fine is subsequently issued.

Though noise cameras are -- officially speaking -- aimed at all vehicles, many feel motorcycles are unfairly targeted compared to cars with many routes popular with bikers used during trials.

MOTO-GP WILL NOT RACE IN COUNTRIES REQUIRING COVID QUARANTINES:

When MotoGP resurfaced in October 2021, it looked like Grand Prix motorcycle racing might return to normal, packing the schedule with 21 rounds including eight outside Europe, but the Delta and Omicron variant waves caused many countries to reinstate travel restrictions -- including quarantines upon arrival -- forcing organizers to play musical chairs with the calendar throughout the year.

Dorna CEO Carmelo Ezpeleta sent a clear message at a recent racing forum that MotoGP will not visit countries in 2022 that require CoViD-19 quarantines; "If they tell us that we have to be quarantined for fourteen days, the answer is clear, no, I'm not going! That's the limit," Ezpeleta claimed. "As for the rest, they can ask us to have vaccination certificates or the documentation that we already did last year and that is why it was important to go to the United States as a test of what can be said to the rest of the countries."

Last year, MotoGP successfully ran events in Qatar and the United States, unfortunately the only races held outside Europe, while Japan and Australia are still requiring such measures, and Thailand is trending that direction.

With the Japanese and Australian Grands Prix set for September and October, 2022, the situation could hopefully change, while MotoGP's pre-season runs will also be a testing ground for Malaysia and Indonesia's ability to accommodate the international race series.

JAPANESE MOTORCYCLE SALES HIT 23-YEAR HIGH: Prior to the Coronavirus pandemic, motorcycle enthusiasts and OEMs alike lamented the elusive Millennial buyers and declining sales, but throughout the global health crisis, motorcycles have surprisingly

surged in popularity. As a result, manufacturers experienced record sales growth, with Ducati, BMW, and Energica reporting large gains in 2020 and 2021, and Japanese OEMs have similarly benefited from the increased interest and the "Big Four" (Honda, Kawasaki, Suzuki and Yamaha) are reporting that domestic shipments hit a 23-year high in 2021 (235,755 units in-country, up 20.6%).

In addition to the sales uptick, Honda, Suzuki and Yamaha all report increased sales among younger riders.

Before the pandemic, Japan's more restrictive emissions laws thwarted ridership growth, but 2021 marks the Island Empire's most successful year since 1998, when customers purchased 318,080 new motorcycles.

FOR WHAT IT'S WORTH: MOTORCYCLE RACERS BLINK LESS:

A recent study has found that MotoGP riders blink far less than non-racers, with one test subject going 9 minutes without blinking!

During the first round of the 2021 MotoGP season, Pramac Ducati rider Johann Zarco set a new series top-speed record of 225 mph. At that speed, riders cover 330 feet in one second. The average blink takes 0.15 seconds, so riders traveling at that top velocity are effectively blind for nearly 50 feet of track.

That sounds like a terrifying prospect to us mere mortals, but a study between LCR Honda and Italian pharmaceutical company Sifi helps explain how MotoGP riders' eyes function in such extreme conditions. Conducted over six MotoGP seasons (2015-2021), Grand Prix riders would undergo tests prior to the race and 30 minutes following the checkered flag. The dual-test method revealed that rider reaction times and pupil performance remain in "Race Mode" for an extended period.

All racers easily exceeded the normal 4-6-second blink interval, and despite the stressful conditions, none of the subjects exhibited red, dry eyes or inflammation.

The results may be fascinating, but Sifi co-owner Carlos Chines believes this is just the beginning of a broader, long-term study.

"We basically want to continue researching the differences between 'normal' eyes and those of MotoGP riders," revealed Dr. Chines. "We also want to investigate the relationship between concentration and blink rate. From these results, we expect to understand whether one can work with little tricks, exercises, or eye drops to counteract fatigue, dry or sore eyes, and deterioration in vision."

DROPPED BIKE BLUES: Well, it's too late to write to Santa for a saddlebag stuffer, but you can contact Airbiker to acquire their portable assistive device to pick up downed motorcycles.

No matter how your bike got to the ground, you have to pick it up somehow, and while plenty of riding instructors teach methods to help you pick up a downed bike, the moment of truth may seem much different when you eventually face it.

Plus, the bigger the bike, the more intimidating the task, and what if you have a bad back or other injury that makes it a less smart idea to manhandle your scooter?

That's the problem that French startup Airsink wants to solve with their new product called Airbiker; a small pouch with an inflatable balloon and a few CO2 cartridges inside that gives enough boost for you to grab the handlebars and guide it back upright from a completely prone position on the ground.

It all packs up in a little zippered pouch, much like countless mini air-compressor units that riders may already carry in the event of flat tires, and is available directly from Airsink (www.airsink.fr/boutique) at prices ranging from €130 (roughly \$147) to €195 (\$221).

NCOM CONVENTION ~ SAVE THE DATE! Some of the finest Freedom Fighters in the motorcyclists' rights movement will be among the hundreds of biker activists from across the country to gather for the 37th annual NCOM Convention in Nashville, Tennessee over the weekend of June 23-25, 2022 to teach, learn and share information relevant to our ongoing fight for Freedom of the Road.

This year's NCOM Convention will address legal and legislative topics of interest to all motorcycle riders, including

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Thank you for your sacrifice, generosity, and above all, your faith in ABATE of California. We are proud of our long relationship with our California riders and we strive to serve your motorcycle needs to the best of our ability. Your donation will be used as you intended it to be, and we would like to say, "Thank You" and wish you a safe ride on every road you travel.

Sincerely,

ABATE of California, Inc.

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35TH ANNUAL PETER DANIELS MEMORIAL

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How Many Years an ABATE Member? _____

Along with the information above please submit your answers to the below questions in 450 words or less:

1. Past or current ABATE positions Held?
2. Other Qualifications?
3. What are your goals for ABATE of CA?
4. Do you attend your Local's meetings, if yes how often?
5. Have you attended an ABATE Quarterly Meeting in the past year?
6. Is there any additional information you would like our Members to know?

And submit a selfie.....

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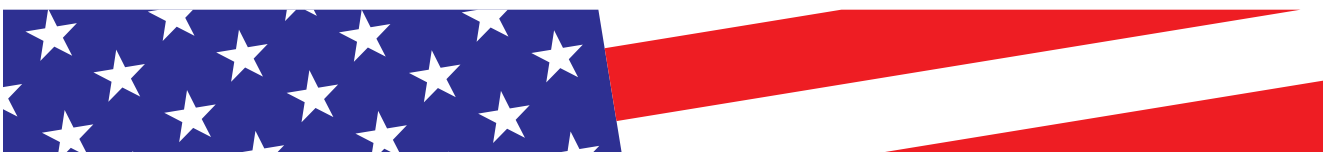




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