

Tennessee Motorcyclist

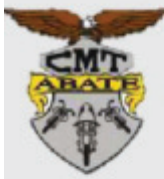



P . O. Box 962 Sparta, TN 38583-0962 * info@cmtabate.com (931) 761-8162

November 2016

ROBERTSON COUNTY CMT/ABATE PRESENTS
9TH ANNUAL

In Memory Of
Ride

NOVEMBER 5. 2016

Riders will gather downtown Springfield on the Square and pull out at 1 PM.
Ride will end at the party.

All Proceeds to Benefit Robertson Co.'s CMT Downed Bikers Fund!

\$25 gets you in the Ride, the Party, and an
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with the person's name (of your choice) printed on the T-shirt.

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officer or mail your \$25 check to:

Robertson CMT/ABATE * 3767 Felts Rd * Cedar Hill, TN 37032

Name you wish to appear on shirt (please print) _____

Your Name _____ CMT member? Yes ___ No ___

Address _____ T-shirt size _____

Phone _____ E-mail _____

For more info call (615) 948-4633 or (615) 335-0151

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The objects and purposes of the Corporation shall be to form a united motorcyclist's organization both at the individual local level and at the State level. The Members of the Corporation shall be dedicated to promoting fair motorcycle legislation and shall ensure their freedom by working to prevent enactment of, or to repeal/modify existing unfair motorcycle legislation. The Corporation's Members shall promote and maintain motorcycling safety and awareness programs in the community.

Charter	Contacts	Meeting Times
Caney Fork	Terry Presley 615-642-8025 presley7290@yahoo.com	2nd Sunday of the month @ 5 pm, Caney Fork Motors, 378 Cookeville Hwy, Carthage
Dickson/Humphreys/Hickman	Mark Proctor 615-477-0171	3rd Thursday @ 7, VFW Dickson
French Broad	Scott Smith (423)571-6608	1st Tuesday of the month @ Apehangers Ontheriver Del Rio
Madisonville	Kevin Haley 603-820-2532 kjhaley2012@gmail.com	1st Wednesday @ 7, Hooters in Maryville
Montgomery County	Jesse Henne 931-980-7548 crazyboy135@gmail.com	1st Monday @ 7, Sunshine Restaurant, 3195 Fort Campbell, Clarksville
Music City	Wendell Baldwin 615-838-1490 deadeyewb@aol.com	1st Sunday @ 2, Skully's Old Hickory
Nashville	Jack Jones 615-579-4112 jdj32K@yahoo.com	3rd Tuesday @ 7, Bikini Beach Bar Antioch
Northeast	Todd Cloud 423-963-8344 toddccloud9@gmail.com	1st Monday @ 7, Call for location
Robertson County	Roland Verchota 615-533-6368 Verchotaw@bellsouth.net	1st Tuesday @ 7, Piggy Pit Springfield
Smith-Wilson-Stones River	Jerry King 615-364-1378	1st Sunday @ 2, Smitty's Lebanon
Sumner County	Jeff Hollins 615-452-0409	3rd Thursday @ 7, VFW Hendersonville
Tennessee Valley	Mark Moore 423-570-0250 Yog1958@yahoo.com	3rd Sunday @ 2, Call for location Chattanooga Area
Upper Cumberland	Ron Erwin 931-879-3899	1st Sunday * Call for location
Wheels of Thunder	Bob Celmer 901-465-7381	1st Thursday @ 7, Panchos 717 N. White Station Rd., Memphis

Director's Column

September started with a couple of errors. I hadn't been to a Wheels of Thunder meeting all year, so I wanted to do that. I also thought I would get Motorcycle Xpress Lube Plus signed off in my State Wide Poker Run book. I know their meetings are the first Thursday of the month. It just didn't click in my head that the first of the month was on a Thursday. So I missed both of those opportunities.

On the fourth, I rode to the Upper Cumberland meeting. It was at the Wagon Wheel in beautiful downtown Pamona. The next day I rode over to the Sunshine Restaurant for the Montgomery County meeting. The first Tuesday was Robertson County's meeting at the Piggy Pit in Springfield. They always have something tasty to eat. Then the first Wednesday was Madisonville at the Hooters in Maryville.

After all that, it was time to get off the bike and back on the lawnmower. At least I finally had the thin summer grass I usually get in August. It makes for quick and easy cutting. On the tenth, Smith Wilson Stones River had a benefit at the Roost. That was a good party. The next day was the State Board Meeting at Skully's in Old Hickory. Everyone should remember, before the next meeting we will be setting the event calendar for 2017.

With a whole week to get caught up, I tried to work on my poker run book as much as possible. I got a bunch, but I missed a few also. I'm probably going to have less than 40 of the 44 pages signed. I can't wait to see how the drawing turns out.

The month ended on the 24th. I think Caney Fork had a ride. Northeast had their Fall Colors Run, and Wheels had their Bash. I did Upper Cumberland's ride to Cyclemos Motorcycle Museum. When we got there, Sumner County was there too. It was a good way to end the summer.

Enjoy the road.

Dean Lucas
CMT/ABATE
State Director



Note: State Board Meetings are the second Sunday of March, June, September, and December



Want to be a part of this amazing organization?

Fill out the application below & submit with membership dues to the CMT/ABATE office.

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Member Number: _____

Type of Membership Desired:

Full Member \$30 _____

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*a mailed paper is \$30 a year

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YOUR RIGHTS YOUR RIDE



Looking ahead to the 110th General Assembly has had a few folks looking back at the 109th and asking just what did we accomplish, if anything. So I reckon the best place to start this month's report would be two years back. We rode into the beginning of the 109th General Assembly with four bills and a lot of eyes on us. (1) The Respect Bill garnered a lot of support and was passed. This made it legal for adults, 21 years of age and older to ride in a memorial ride, funeral procession or body escort detail without a helmet. The fact we had to pass a law to show the venerable show of respect, by removing one's hat, was absurd. (2) A bill to protect the Riders Education funding drew enough attention that we were able to get a promise from the Governor that he would not touch the Riders Education money while he was in office. Members of the legislature do not like to pass this type of bill because it ties their hands with how the State's money is spent. The short term protection of the programs funding was a better option than ruffling the feathers of some of our best supporters on the hill. (3) We knew lane splitting would be a long uphill battle, but we did make a little progress. More folks are aware of what it actually is now. Not to our surprise, the bill died, but laid the groundwork for a better bill that will better fit our State. (4) The helmet law modification bill took us into uncharted waters with a positive fiscal note and more support than it has ever had before. Yes, it was killed, but not because of the merits of the bill itself. The

levels folks stooped to, to stop our bill would turn the stomach of an undertaker.

Our bills weren't the only thing the lobby team worked on. There were a couple of good pieces of legislation to stop some of the cell phone use while driving. We joined in supporting those bills and passing along the positive impact such legislation would make on highway safety. Tennessee is one of the few states that didn't have a salvage motorcycle title law. This meant that some dangerous scooters were hitting the roads with new owners after being totaled in a wreck. We rallied around the sponsors, and this bill became law and we made some new friends in the process. I believe in helping folks that want to do something that really will help save a biker's life. We were also asked to weigh in on the changes Polaris wanted to make on the definition of an auto cycle. This was simply to make it legal to sell the Slingshot in Tennessee. Anyone riding in a Slingshot must wear an approved helmet. Contrary to some rumors, this is not our doing. Another matter we were asked to deal with was road side detentions by law enforcement of riders that were presumed to be violating the helmet law. This was not for riding without a helmet, but for riding with what was thought to be an improper helmet by some officers. We were able to meet with representatives from the department of safety and work out a better method for handling this situation. To my knowledge, no one has been detained on the side of the road until they could get a proper helmet in their pos-

session since the meeting. It is definitely easier to talk it out than pass a law.

The last highlight of the 109th was when CMT/ABATE was asked to take part in the Governors Highway Safety Office Motorcycle Safety plan. The importance of this has been overlooked by a lot of folks. For the first time ever, we were not only asked to take part, but by doing so, were recognized by the State as truly representing the riders of Tennessee. I won't go into details, but if you want more information on the matter, contact Yog.

Time to get back to the present. We will be running the same helmet modification bill again in 2017. Lane splitting, Black Box (information gathering devices on vehicles) and banning high speed pursuit in Tennessee are up for consideration as other bills. We will be finalizing the legislative agenda at the next legislative meeting on Oct. 22 at the Pumpkin Fest and Swap meet in Murfreesboro. We still need volunteers for the lobby team. Feel free to contact me if you have any questions or suggestions.

Tony M. Dabbs
CMT/ABATE State Legislative Director





Department of Transportation Unveils “Road to Zero” Sets Lofty Goal of Achieving Zero Traffic Deaths by 2030

October 5, 2016

WASHINGTON, DC

On Wednesday, over 75 organizations dedicated to highway safety gathered to hear details about a new initiative from the Department of Transportation called, “Road to Zero”.¹ Officials from the Department of Transportation (DoT), the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA) and the National Safety Council unveiled details of the initiative touting its commitment to eliminate all traffic-related deaths by the year 2030.

Officials spoke about “losing ground” when it comes to lowering death rates on the nation’s roadways and pointed to the recently published statistic of a 7.2% increase in traffic deaths in 2015 which accounted for over 35,000 lives lost. Even more troubling were preliminary numbers for the first half of 2016 which shows a potentially even greater increase, currently projected to be 10.4%. Note that these numbers are for all traffic related deaths; not just motorcyclists.

Specifics of the initiative were still in development with DoT authorities projecting a 12-18-month time frame for developing details of the long term plan. However, NHTSA Administrator Mark Rosekind laid out three areas that he expected the initiative to center around which included the following:

1. Proactive Vehicle Safety: Ensuring that DoT and automakers have the tools necessary to ensure vehicle safety such as the ability to issue recalls and proactive safety measures like automatic emergency braking and lane infiltration detection systems.

2. Focus on Automotive Vehicle Technology: This area would center around a framework for self-driving vehicles and vehicles with automated driving technol-

ogy ensuring that the technology continues to advance in a way that will help to eliminate driver error resulting in “untold potential”² in saving lives on the nation’s roadways.

3. New Solutions to Human Behavior: Referencing the statistic that 94% of crashes are due to driver error, the Road to Zero initiative would make this a key area of focus looking at concerns like distracted and drowsy driving as well as driving under the influence. According to officials, the key to making progress in these areas is to create a culture in the U.S. that engaging in these behaviors are unacceptable.

With the general parameters laid out, the conversation shifted to who and what groups would participate in developing the specifics of the long-term plan in achieving Road to Zero’s objectives. There is currently a steering committee of 12 groups which included auto and equipment manufacturers, researchers and other entities such as the Governors’ Institute for Highway Safety. In addition to the steering group, authorities proposed a role for all interested parties to play a role in the coalition which is likely to meet quarterly over the next 18 months. It was unclear if any motorcycle presence or viewpoints would be taken into consideration though generally the consensus was that DoT was interested in participation from all interested parties.

After the long-term plan is developed, additional activities will take place including funding for grants for organizations that aim to achieve the objectives laid out as well as a road map for policy, legislative and regulatory decision makers to incorporate into new or existing laws and regulations.

In addition to the steering committee and

broader coalition, the point was made that Road to Zero would also engage with partners with similar objectives; namely Europe’s “Vision Zero” embraced by some U.S. cities and states as well as “Towards Zero” which employs similar objectives. It should be noted that when Europe’s own Vision Zero was introduced some years ago, motorcycles were a controversial subject with some suggesting that had no place in modern traffic systems.

Understanding that this initiative will be a major area of focus for regulators and policymakers over the next year, the Motorcycle Riders Foundation (MRF) will continue to be engaged in the coalition ensuring that motorcycles, biker rights and a focus on motorcycle crash prevention remain a part of the dialogue as this initiative moves forward. In addition, the MRF will pay particularly close attention and seek unbiased answers as to how the initiatives under this program have played out in Europe and ensure these communications are made to policymakers in the U.S. as this program gets underway.

Reprinted from:
Motorcycle Riders Foundation

Note: The above article is a posting distributed to MRF members through their legislative alerts e-mail. If you find this interesting, please consider joining the Motorcycle Riders Foundation. - Ed



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or call **931-761-8162** Deadline is the 10th of the month for the following month's issue. Ad payments are non-refundable. A typesetting fee may be charged for non-print ready ads. Please forward artwork in jpeg format if possible to newspaperabate@gmail.com



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Editor's Note: All information for the newsletter has to be sent electronically by the 10th of each month or it will not make it into the next edition of the newspaper. It **MUST** also be in electronic format! Please email your submissions to: **keeblersg@yahoo.com**.

Did we miss something or make an error? It was not intentional. Please keep us informed. Send event dates, articles, minutes, **pictures** etc. to **keeblersg@yahoo.com**. That being said, I am **BIG** on photos, I want more photos not only from events but of our members out there riding!

CMT/ABATE, Inc. is not a "Biker Club", but a non-profit, political organization that was formed to preserve freedom and safety for all Tennesseans who enjoy motorcycling. Our major goals are to modify existing laws that are detrimental to motorcycle safety and enjoyment, and to enact new legislation in support of all motorcyclists who ride in Tennessee. If you are concerned about preserving personal freedom and motorcycle safety, please join us.

2016 CALENDAR OF EVENTS CMT/ABATE OF TENNESSEE

CHARTER EVENTS CALENDAR

November 2016

No events for the month of November at the time of printing.

To all CMT/ABATE members
From the State Director

The note I sent out to the Board seems to have caused some confusion. Please allow me to clarify the situation. I am not leaving the organization. I do not intend to stop working in the office. I will be happy to run the December Board Meeting, and even the march Meeting if the Board wishes. After the march Meeting, I will no longer be the State Director. If you have any question, please give me a call.

Thank you,
Dean Lucas

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 FrBr RoCo	2 MaV	3 WOT	4	5
6 MuCi/UpCu SWSR	7 MoCo NoEa	8 Nash	9	10	11	12
13 CaFo	14	15	16	17 DHH SuCo	18	19
20 TnVa	21	22	23	24	25	26
27	28	29	30			

All Members of CMT/ABATE, Incorporated;

I write this article as the (Interim) Assistant Corporate Director. After a sudden vacancy I was confirmed for this position during mid 2015 and agreed to maintain it until someone capable took sufficient interest to allow me, in good conscience, to step aside during the March 2017 BOD meeting. I think we have found this person, but - Members - CMT/ABATE, Incorporated is YOUR organization whether you are a member of a Local Charter or a Member at-Large. Our mission is driven and delivered by the input and effort of all Members.

March 2017 will be a BOD meeting where we will choose the Assistant Corporate Director and the Corporate Treasurer by our normal election schedule, but this meeting will have another election that is off-schedule. I trust all members have received notification that due to a personal change of goals by Dean Lucas that we will also elect a new (Interim) Corporate Director to complete the last year of Dean's term. Before anyone asks; no, I am not, and will not be a candidate for the position.

If you want to be a candidate for the positions I mentioned, you need to have a resume turned in to the State Office or to the Newspaper Editor no later than 1, January 2017 and it would be great to see

your faces at the December 2016 BOD meeting. Our Organization has By-Laws that can be found on our website, and our Organization has a book of Procedures that should be available from your Local Charter Director. I urge you to familiarize yourself with the By-Laws and read thoroughly the requirements for the position for that you choose to be a candidate.

The March 2017 BOD meeting will produce a change of leadership regarding the persons currently in the aforementioned positions. If small modifications regarding how we conduct business at the quarterly BOD meetings are desired then such changes can be brought up, discussed, and possibly approved. Remember our mission of legislative change, safety, and education and jealously guard OUR Organization by playing a role towards its success.

With Respect,
J. Robert Forbus (Interim)
Assistant Corporate Director
CMT/ABATE, Incorporated



JT
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NEWS & EVENTS (MARK YOUR CALENDARS)

CANEY FORK

September meeting started at 5:06pm. Pledge of Aligence was led by Jimmy Young. Terry started meeting with Robin giving the treasury report. Minutes read by Hanna Young.

June Bug Boogie is September 21st thru 24th. September 25th be at Justified Club-house for finish up on all needs.

October 1st is Izzy drive thru. Robin and Hanna going to work gate. Possible nine people for that Saturday. Some will do Smith Wilson Stones River that day.

We voted new activity director. Her name is Amy Underwood. Everyone voted yes, Hanna seconded. October 8th is Memorial Run.

Meeting adjourned at 5:38pm. Jimmy Young motioned first, second by Hanna Young.

DICKSON/HUMPHREY/HICKMAN

On the 3rd Thursday of Sept., inside the V.F.W., 8 souls said the Pledge to our Flag. Seeing how they was nobody takin notes, I asked the other 7 members if it'd be kool if I did the reports again until Charter Elections. They all said "Hell yes!" Be it so!

Cycledellic Mark said "Howdy" & welcomed everyone. He went over our sick friends, who we wish the very best. Deanne Nicholson sister & Little Marcellas Newsome. Mark then told us the goings on at the last B.O.D. meeting and gave us a Legislative report. We talked bout the M.R.F.

Next we went over up coming events, such as this Fine Charterz 29th Annual Toy Run & Food Drive, on the 29th day of Oct. Nov. 5 this Robertson Co. Celebration of Life & Nov. 19th is their TOY Run. Oct. 1st is the Randy Brown Memorial Ride in Waverly. And Sept. 24th & 25th is the A.M.R.A. Harley Drags in Bowling Green, where Dicksons own Pro Fuel Drag Bike, Tennessee Thunder will be burning Nitro & Rubber!

Then ole Bub Davis surprised us all when he whipped out a Bran damn new Charter Flag with the D/H/H Logo on one side& the CMT/ABATE Logo on the other side! Take a big ole double drank to Bub! Old friend and all around good ole boy, Stactic, showed up & renewed his membership since he is back in Dickson. Big Welcome to him! Have you checked your membership lately? Re-Up don't expire man!

The V.F.W. is wanting bears. Teddy Bears

for the kids in Dec. Get 3 or 5 of them & drop them at the V.F.W. That's bout all they is to tell you. Becky won the Hat Drawing & we had beverages. Thankx goes to the V.F.W.for all they do. Come see us next time!

Nuff Said, We Scattered
Beefy

MADISONVILLE

MONTGOMERY

MUSIC CITY

Hey folks... Need to let everyone know about upcoming events. First of all, we will be doing nomations for our charter officers so if you want to nominate someone then you need to be at the next meeting, we will do the voteing of the people nominated for postions in the December meeting.. also the Traveling Memorial Wall for Vietnam Vets will be in Springfield November 3-7.

Intervention Ride will be Nov. 19 . Doc is working the details out .

Phil donated money to our run. Thank you..

Betty won the 50/50 drawing and donated her winnings. Thank you also!!!

We have other things coming up, but they are happening in Oct, so I will not put them in this news letter.

See everyone at our meetings!!!

If you are out riding , Stay safe!!!

Sharon "CRASH" Stout

NASHVILLE

Nashville Charter CMT/ABATE –August 2016

Meeting was brought to order with the pledge.

Director Report – Was not able to make the July Meeting due to rain. Will give more of report in New Business

Assist Director – Went to the Hill Climb was a good turn out, Sunday going to Union Hill, Thursday Bike night, American Motor Spors. Giving away a free MSF

Course at Bike Night. September 20th is the next meeting.

Secretary Report – Review Minutes May Meeting accepted.

Treasurer Report - Account is looking good we are in the Black.

Legislative Report – No Report

Old Business: Paid State fee for 3 months. Need to get with Jessie and Vicky regarding the Chicken Drop game also to see

what is going on with the Pumpkin Fest. Board to nominate Legislative Director Tony will not submit resume at this time. To be discussed at the September 11 BOD meeting. STR is August 26,27 & 28. To be held at the fairgrounds in Hickman County. Tickets are available for \$20 in advance.

New Business:

Dean sent out a letter re Carol our charter will be at the meeting to support her.

Phoenix Rising Sunday at Bbeach. Would like to start doing 50/50 on Sunday. Dean would like to see Charter Directors be

member of MRF we will pay for Jack's membership. We are getting pumpkin fest flyers to pass out Bette has them.

BOD is on Sept 11. Nothing for Open forum. Motion to Adjourn.

NORTHEAST

ROBERTSON COUNTY

Our meeting are held the first Tuesday of each month at The Pitt in Springfield. Jeff lead off our meeting with the pledge and Johann lead us in prayer. Roland talked about what a good time everyone had at The Southern Thunder Rally and hope to have it again next year at Hickman County Fair Grounds. Samantha spoke about The In Memory of Ride which will be November 5th. Will meet at the Courthouse in Springfield at 1:00pm for bike ride, and then end up at Pine and Samantha's house. There will be an auction so if anyone has anything they would like to donate, and will have the Chicken Drop. Always a lot of fun. If anybody wants to have a person's name added to the T-shirt let Samantha know by October 27th.

The Toy Run will be held on November 19th and also the Christmas Parade in Springfield. Hope everyone will come out and participate. Vicky won the 50/50 and donated all back to The Down Biker Fund. Thank you. Thanks to The Pitt for hot dogs and chili for supper.

Connie Jones

SMITH /WILSON /STONES RIVER

SUMNER COUNTY

TENNESSEE VALLEY

WHEELS OF THUNDER

FRENCH BROAD

UPPER CUMBERLAND

Meeting began with Pledge with a record number for the year in attendance.

Treasurer's report – Dean provided an update. All in order and the Charter is doing well.

Legislative – Nothing new to report

Activities:

Wine Run was cancelled due to weather – no new activities to report.

November 6th meeting at Bull Frogs, in Crossville, 4668 Hwy 70.

December 4th meeting and Christmas Gala at Hawg Barn, 950 W Broad St, in Cookeville

New Business/Old Business: Nothing new to report.

Lots of new faces with introductions took place and the meeting adjourned.

Commentary

With the riding season starting to come to a close, it's getting about time to start winterizing our bikes. Getting our precious toys ready to rest for this winter with oil changes, lubing cables, rear end fluids, batteries, brakes and fluids. Meanwhile this gives us the winter time to spend talking to folks out there about CMT/ABATE Inc. at every chance that we can. No matter where you're at, there is always a door of opportunity to talk to someone. I have been a life time member since 2007 and have a deep passion for our Organization and its mission statement to represent all motorcyclist in our great State. Sometimes our own passion and beliefs can make one self from not budging from their position and may cause conflict with others who stand in their position. As our Organization grows it goes through its pains as well, which can only make us stronger. After all, we are the Volunteer State and everyone here is exactly that a "Volunteer" who all share the same passion, preserve our rights as Tennesseans to ride freely. I don't know about everyone else but I can't wait for spring to get here and start the riding season again. One of the things I'm excited about is to see who is doing what for next year. So for now everyone take care and don't forget, chat with everyone you can no matter where you are at. United we Ride, Divided we Drive
French Broad Charter
Director
Scott Smith

STATE POINTS RODEO

Points totals after 10/01/16

Rider

24	Jeff Hollins
22	James Sullivan
19	Tommy Jones
18	Ryan Waters
3	Terry Presley
3	Cody Toungett
1	David Marlin
1	Cowboy Roy
1	Beefy
1	Bishop
1	Johnny Barrett

Passenger

17	Sarah Lipinski
12	Becky Foss
8	Leslie Sullivan
4	Powder Puff
2	Sharon Stout
1	Kim Marlin
1	Missy
1	Ruth Patrick

***Congratulations to the State Rodeo Champions of 2016:
Jeff Hollins & Sarah Lipinski***

STATE POINTS RODEO 10/1/16

SLOW RACE

1st	Jeff Hollins
2nd	James Sullivan
3rd	Tommy Jones

BALL & CONE

1st	Jeff Hollins & Becky Foss
2nd	Ryan Waters & Leslie Sullivan
3rd	James Sullivan & Sarah Lipinski

BARREL ROLL

1st	Ryan Waters
2nd	Jeff Hollins
3rd	Johnny Barrett

WEENIE BITE

1st	James Sullivan & Sarah Lipinski
2nd	James Sullivan & Missy
3rd	Ryan Waters & Ruth Patrick



History of ABATE in America How it all started

The following material was originally published in Easyriders magazine in the early 1970's

Street Legal Chopper Circa 1973?

Originally published in the October 1971 issue of Easyriders Magazine

You, as an individual, can stand on your roof-top shouting to the world about how unjust, how stupid, and how unconstitutional some of the recently passed, or pending, bike laws are - but all you will accomplish is to get yourself arrested for disturbing the peace.

Individual bike clubs can go before city councils, state legislatures, and congressional committees, but as single clubs, and unprofessional at the game of politics, their efforts are usually futile. Scattered, unorganized, individual efforts have little if any effect against the power structure - it's like hunting big game with a bolt-action .22 rifle. It takes numbers to command respect, to be heard over the din created by the anti-bikers, and worse, the anti-chopper forces. The major problem is not any particular anti-bike movement or organization - the problem is that the people who make the laws are people who know nothing about bikes. The little old lady writes her congressman and complains. There is no one offering rebuttal-intelligent, professional rebuttal-to her unfair charges. The congressman, who doesn't hear any arguments against what the old lady said, but does want to please everybody and does want to get elected again, introduces a bill to ban whatever was bugging the old lady. The bikers in the area don't see the small item, buried in the back of the newspaper along with the hemorrhoid cures, announcing the proposed law for all bikes to have roll bars. Since no one sees it, no rebuttal is offered, and the law is passed. Or if it is seen, and a club or two protest, it isn't a loud enough protest, or it is a disorganized or it is a disorganized protest, or an unprofessional protest, and as a result the law is passed.

An oversimplification, yes. But that basically is the problem broken down into its simplest terms. We need a national organization of bikers. An organization united together in a common endeavor, and in sufficient numbers to be heard in Washington, D.C., in the state legislatures, and even down to the city councils. We must offer strong, organized rebuttal to all unfair legislation, no matter what the level. To stop or modify an unfair law in one state is to stop or impede it in another. If it's wrong, it's wrong, and only constant, relentless pressure will stop the trend against bikes. Today it might be Arizona, but tomorrow it might be your state. We must start now to put a stop to bad laws. We must educate the people who make the laws. We must present our side of the story, and we must present it from a position of strength, and in a professional, dignified manner. Already the Government has indicated they are going to press for national custom bike laws ("Safety Standards") for, you guessed it, our safety. The Department of Transportation has already issued printed warnings against the "danger" of extended front ends, lack of front-wheel brakes, "and other hazardous features of customized motorcycles." We're not saying they are all wrong-nobody is all wrong. But what we are saying is that we, us, you and I, bike riders. Chopper builders, chopper manufacturers, everyone with an interest in the future of bikes, must present our side, we must see to it that any laws that are passed are just. We must present our case and defend it vigorously. What can you do? Join the National Custom Cycle Association (NCCA). Let's get together in a mass, so that our voice means something, has the weight and strength of numbers.

History of ABATE in America How it all started

ABATE Membership in 44 States Have Started Working Toward Our Freedom of the Road

Originally published in the February 1972 issue of Easyriders Magazine

We are off and running, after a slight delay caused by having to change the name of our organization. It was discovered at the last moment that the NCCA name was not available for use as a non-profit corporate name-the initials being too similar to those of another corporate name. So, as long as we had to create a new name for the organization, it was decided to create a name with letters that spelled a word describing the organization's purpose. It was a bitch to do, let me tell you -try it some time. After much hassle, we came up with ABATE (which means to put an end to; to reduce in degree or intensity; to beat down; to decrease in force or intensity).

The letters stand for **A Brotherhood Against Totalitarian Enactments** (i.e., strict control by coercive measures; completely regulated by the state)

A mouthful, to be sure, but it lays it all out in front of God & everybody, exactly why the brotherhood was formed-to protect individual freedom of the road. Our mission is positive. We want to educate the lawmakers, to give them our side of the story, before laws are enacted, & we are devoted to working aggressively toward the abatement of all unfair, unjustified, arbitrary anti-bike laws everywhere. Our insignia is a no-nonsense, uptight eagle (see above) that represents our firm, no-bullshit, resolved to get the job done. Now, not tomorrow. We all know what our problems are, so let's get it on, rather than merely sitting around on our asses complaining about them.

Project No. 1 As members of ABATE already know, our immediate project to get all existing bike laws, state by state, county by county, city by city, into a computer. To do this, we are asking everyone, ABATE members or not, to go to your State capitals, libraries, police departments, and send us documented evidence of every bike law in your area and state. We want facts, not rumors. We also want to know what bike laws are pending, what bike laws almost passed and may be back during the next legislative session. We want names and addresses of all anti-bike and pro-bike legislators. We want to know where the speed traps are, and where the especially anti-chopper police departments are. We want to get the national problem down on paper in order to intelligently plan our cam-

paigns. ABATE members are already working on this project, and all bikers, everywhere, are urged to help us. There may be some duplicated efforts initially, but it is better that ABATE be oversupplied with information, rather than not having all of it.

Project No. 2 As reported in the last issue, ABATE and NCCSI (the chopper manufacturers association) are presently preparing a chopper to send to Washington, D.C. for the National Highway Traffic Safety Administration to test. We know choppers are safe, but the only way the government is really going to know it is to test them, rather than taking some anti-biker's word for it. Rest assured that the choppers we supply the government with will be good, strong, safe choppers.

Project No. 3 ABATE needs members. Only in numbers is there sufficient strength to get the job done. To enter a fight without enough members is like hunting bear with a BB gun. It takes numbers to command respect, to be heard over the din created by the anti-bike forces, and worse, the anti-chopper forces. But we don't want just members, we want doers. We know there are only some of you who will get off your ass and do something – and we want that group as members. The battle is in 50 different states. The only way ABATE can be effective – end effective fast enough – is to have doers in every state. Not a doer, but thousands of doers.

The History of ABATE the Organization

Back in June of 1971, a new and exciting motorcycle publication was introduced--EASYRIDERS--a motorcycle magazine for the entertainment of adult bikers. This came into existence by the hard work of Lou Kimzey, the Editor, along with the owner of Paisano Publications. Along with Lou were Mil (Hog Expert) Blair, Editor-at-Large, and Joe Teresi, Senior Editor. Joe was the one who came up with the needed funding to get things running smoothly. He was owner of D&D Distributor, later known as Jammer. About the same time that EASYRIDERS got underway an organization by the name of N.C.C.S.I. (National Custom Cycle Safety Institute) got going. Joe Teresi was Vice President of this group. This organization was for manufacturers and distributors. Their main function--was to come out with their own safety standards for custom parts. They concentrated mainly on custom front ends and frames with raked necks. They are credited for keeping a lot of junk off the market and were able to keep Big Brother at arm's length. In Issue No. 3, October 1971, EASYRIDERS started a non-profit organization just for bikers. It was called NCCA (National Custom Cycle Association). At the time, dues were \$3 for a one-year membership. One must keep in mind that back in 1971 no other motorcycle magazine except Roger Hall's "Road Rider" was even giving an inch of space to anti-bike legislation. Yet Lou Kimzey saw fit to take on the extra burden of starting a motorcycle rights organization.

It wasn't long until Lou changed the NCCA to ABATE (A Brotherhood Against Totalitarian Enactments). Lou came about the Eagle logo in an old civil war publication. The eagle is one of the largest birds, and a strong flier. It has long been used as a sign of power, courage, and freedom. The American Bald Eagle is not only our logo but it is the official emblem of the United States. Its picture is on the Great Seal of the U.S., the President's flag, some coins and paper money. Our logo with the 13 star shield is truly worthy of our cause, and our founder foresight. In early 1972, Keith Ball arrived on the scene at EASYRIDERS. He became Associate Editor of EASYRIDERS and Director of ABATE. Through the work of Keith and the guidance of Lou, ABATE started area coordinators in different states to help organize bikers so that they could better represent ABATE on the local level. This also helped form a better line of communication. From this mushroomed a sophisticated network of state and county chapters.

It should be noted that the little funds that ABATE had in the early days went to hiring an engineering firm to determine whether a raked front end or an extended front end was safe. This resulted in two lengthy documented reports, complete with engineering drawings that established proof that they were safe. This allowed bikers to fight in court "unsafe vehicle" tickets with scientific facts--not just opinions. EASYRIDERS, on behalf of ABATE, also picked up the tab on a test case concerning an extended front end being unsafe. From 1971-1974 most of ABATE's efforts went into fighting such laws. Had it not been for the efforts of ABATE-EASYRIDERS in the early 1970s, choppers would have been outlawed.

In March of 1977, ABATE, through the help of the staff at EASYRIDERS, held a State Coordinators meeting in Daytona, Florida. It was decided as a matter of policy that ABATE, nationwide, as a lobbying organization would discourage back patches on cut-offs. This was decided as necessary in order not to be misjudged as a "club," either by outlaw groups, police, or Joe Citizen. At this meeting it was also decided that it was about time ABATE got organized, with a charter, bylaws, etc. Nominations were held, and five State Coordinators were elected as a steering committee to take ideas from all the members and chapters, and boil the results down to a charter and bylaws. Fuzzy Davy from ABATE of Virginia was elected spokesman of the steering committee along with Donna Oaks from ABATE of Kansas, Russell Davis (Padre) from ABATE of Pennsylvania, Wanda Hummell from ABATE of Indiana, John (Rogue) Herlihy from ABATE of Connecticut. A

meeting was set up for Labor Day at the second national ABATE get-together in Lake Perry, Kansas. This gave the new steering committee seven months to get everything together. At the Kansas meeting, Lou Kimzey could not make it because of a sudden illness. In his place he sent Keith Ball, Joe Teresi, Pat Coughlin, a union organizer, and Ron Roliff, business agent of the M.M.A. A hall was rented by EASYRIDERS so that a professional meeting could be conducted. At this meeting a proposal for a new national was presented by the people from EASYRIDERS. In this proposal was a five-member board of directors. A problem arose when it was learned that none of the board would be made up of any of the state coordinators or any ABATE people, but would be composed of people from California, led by Ron Roloff of the M.M.A. This intimidated a lot of hard working ABATE people. Also, none of the recommendations of the ABATE steering committee were considered.

Continued on page 13



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2015 Motor Vehicle Crash Data Released; Increase in Motorcyclist Fatalities

September 1, 2016

WASHINGTON, DC

This week, The National Highway Traffic Safety Administration (NHTSA) released 2015 data concerning motor vehicle crashes and fatalities. This data also included information on motorcyclist fatalities. The data comes from NHTSA's Fatality Analysis Reporting System (FARS) as well as the National Automotive Sampling System and General Estimates System. The information provides an overall measure of highway safety, and aids in guiding policy solutions for federal and state lawmakers as well as provides a basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs.

In 2015, the nation saw an overall upward trend in vehicle crashes and fatalities across all segments of the population. Overall, there was a 7.2 percent increase which is the largest percentage increase in almost 50 years. Increases in fatalities were seen in all types of vehicles and roadway users including SUVs, vans, trucks, pedestrians, bicyclists and motorcyclists. Specifically, motorcyclists' fatalities in 2015 had an increase of 8.3%, the largest since 2012.

There were other statistics, specific to motorcycles that are of note:

- While the proportion of people killed "inside the vehicle" (which includes drivers and passengers of cars, trucks, etc.) has declined by roughly 15% over the last decade, the proportion of people killed "outside the vehicle" (which includes motorcyclists, pedestrians, etc.) has increased by roughly 15% over the last ten years.
- There were increases in motorcyclist fatalities in every age group except those 19 and under which saw fewer

fatalities in 2015 than in 2014.

- Though not specific to motorcycles, the most common fatal crash type in 2015 was multi-vehicle rollovers.
- Data showed that crashes due to "human choice" specifically distracted driving, increased by almost 9%.
- Other "human choice" factors included alcohol impaired drivers in which fatalities increased overall by 3%.
- Interestingly, there was a half percentage point drop in motorcyclists who had been involved in fatal crashes due to alcohol-impairment. This may suggest that some of the recent motorcycle and alcohol awareness programs could be starting to take effect.

The NHTSA release offered some possible explanation for the overall upward trend in fatal crashes. Specifically, it linked economic trends like a recovering economy and lower gas prices as reasons more people were on the road, likely due to work travel and increased recreational travel. Warmer weather and milder winters which some of the nation saw in 2015 were also contributing factors.

Though no specific policy solutions were offered with the NHTSA release, it was noted that, "in States without universal helmet laws, 58 percent of motorcyclists killed in 2015 were not wearing helmets, as compared to 8% in States with universal helmet laws." This is likely an indicator that NHTSA will continue its position in viewing universal helmet laws as a solution for highway safety. This emphasizes "safer crashing" rather than crash prevention; of which many motorcyclists find fault.

In response to the release of the data, The White House and Department of

Transportation are issuing a call to action to involve a wide range of stakeholders in helping determine the causes of the increases seen in the 2015 crash and fatality data. NHTSA announced plans to share the information with its safety partners, state and local officials, technologists, data scientists, and policy experts. States and the nation as a whole are likely to see policy solutions offered and initiatives brokered over the following weeks and months as a result of the newly released data.

The motorcyclist community is also in the process of responding to the recently released data through reviewing and confirming the information and preparing to work with the federal agencies to ensure that policy solutions are achieved through the lens of crash avoidance and do not infringe upon their personal rights. These activities will complement the already existing efforts being achieved at the federal and state levels like emphasis on rider education, alcohol awareness programs, share the road initiatives, motorcyclist awareness programs and reduced distraction efforts.

The raw data can be accessed via NHTSA's website:

<ftp://ftp.nhtsa.dot.gov/fars/2015/>

Reprinted from:

Motorcycle Riders Foundation


Note: The above article is a regular posting distributed to members of the MRF through their legislative alerts e-mail. If you find this interesting, please consider joining the MRF. - Ed

After a lot of in-fighting, the state coordinators were asked to send what they thought should be changed and to submit their ideas to Lou Kimzey. Lou had sent around a letter explaining that he was sorry that he had missed the meeting in Kansas and that he was scheduling a meeting in Sacramento in October 1977. Lou paid the air fares of the steering committee members (5), put them up in a hotel, and then attempted to explain how and why things had gotten out of hand. Unfortunately, ABATE people who had not been invited to this meeting provoked uncalled-for attacks against Lou and EASYRIDERS. Lou had tolerated a lot of mud slinging concerning forming a national organization; thus he stated to the people attending the meeting that he and EASYRIDERS were relinquishing the organization to the people attending the meeting in Sacramento.

Out of this mess two national organizations were formed: one in Sacramento; the other in Washington, D.C.; the latter being formed by all the state ABATE organizations. In March of 1978, ABATE chapters held another meeting in Daytona. The Sacramento people sent Pat Coughlin with another proposal. It was rejected by the ABATE organizations attending. 'At this meeting the ABATE chapters were told that the Sacramento group was not going to change its name (National ABATE) and was going to go on doing business as usual. It was decided that the D.C. base national that was formed by the state organizations should be dissolved, thus doing away with a lot of the hassles taking up everybody's time, and that the states should get back to doing the business they were formed to do--fight state anti- motorcycle legislation.

ABATE formed five regions in the country, each region having about 10 states. Each region has a Regional Coordinator who coordinates information between the state ABATE organizations. Each ABATE state organization is now independent and on its own. Because of all the hassles of trying to form a national organization. The trust and funds needed, the probability of another attempt at forming a nation is most unlikely. In the meantime, ABATE people all over the country are taking care of business as always, and no matter what happens, they will be there taking care of business.

Continued next month

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Updated Nov., 2016

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SWSR	Shirley Sisco
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CaFo	Carl Stroud





BOOZE IT – LOSE IT!

Deadline for submission will be the 10th of the month for next month's publication. NO EXCEPTIONS!

Articles submitted after this date will be held for the next month, with the exception of time sensitive material. We welcome your opinions, comments, complaints and suggestions. Articles and photos pertaining to all things motorcycle are welcome. Photos must include, taken by, who is in the photo, what is happening in the photo, when was the photo taken and where was the photo taken at. We also need the authors contact information for verification purposes only. All articles will be edited for content, clarity, grammar and spelling. All ad copy must be sent to the editor at keeblerg@yahoo.com All ad payments should be sent to the main office at P. O. Box 962 Sparta, TN 38583-0962. Include the ad you're paying for and how long paid ad will run.