

Tennessee Motorcyclist



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January 2015

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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	Jeff Parker 615-683-7982	1st Tuesday of the month @ 7, Golden Nugget 374 Cookeville Hwy, Carthage
Dickson/Humphreys/Hickman	Mark Proctor 615-477-0171	3rd Thursday @ 7, VFW Dickson
Knoxville	Anjel Anderson 865-257-5786	4th Sunday @ 1, Clinton Hwy Harley Davidson, Knoxville
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	Tom Kyner 423-272-4834 tlkyner@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	Kim Marlin 615-310-3436 smithwilsonabate@gmail.com	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

The legislature goes back into session this month. And just like the last thirty one years, we'll be down there protecting the rights of the motorcyclists of Tennessee. We show the representatives the numbers and tell them what's really going on. Then some doctor or somebody from AAA will testify that helmets save lives, and that's that. One year I saw a nurse say that when Florida changed its law, the death rate went up four hundred percent. Wow! It's a good thing they don't have perjury charges down there.

It is a fact that states that offer their adult riders freedom of choice have a lower death rate than the restrictive ones. Why is this? There was a good article in Motorcycle Consumer News about risk compensation. If a person feels safe, they are more likely to drive faster and take more chances. Sam Peltzman was a professor of economics at the University of Chicago. He suggested that efforts to mandate safety were doomed. The more you eliminate risk, the higher level of danger people will accept. This is known as the Peltzman Effect.

Nationally, the percentage of motorcycle fatalities has been steadily going down. In 2005 there were 6,227,146 registrations with 4,576 fatalities. This is 73.48 fatalities per 100,000 registered. In 2011 there were 8,437,502 registrations with 4,612 fatalities. Only 54.66 fatalities per 100,000 registered. Why? Sure, with more bikes on the road maybe John Q Public is getting used to seeing us. But I think it has much more to do with the safety training. After all, you'll always be better off if you can avoid an accident, rather than just try to survive it.

One final note. At the Board meeting in March, we'll have elections for Assistant Corporate Director and Corporate Treasurer. According to the Bylaws, resumes must be in to the office at least sixty days in advance. This gives you a deadline of January 8th, 2015 if you are interested in one of these positions.

I hope to see you at the Capitol.

Dean Lucas
CMT/ABATE
State Director



Note: There are several positions open. Please contact Dean at 931-761-8038 if you are interested.



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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YOUR RIGHTS YOUR RIDE



November and December have proven themselves to be quite a bit busier legislative wise than we thought. Rustling up sponsors, having bills drafted and attending more meetings than planned on has taken up most of the last few weeks. The whole affair puts me in mind of a construction job. The dirt work takes forever, but after the first column is set, it isn't long before you are having a topping out party. Let's just hope we don't have too many rain outs.

This year we were invited to the Governor's Public Safety Summit. Dean, Batman, Wayne and I all showed up feeling as out of place as a bull in a hen house. Although most of what was said didn't pertain to motorcycles or the folks that ride, there was some very good information passed on through the day. The main thing was that we were invited. Maybe we are more than just the "helmet people"?

Tomorrow Rep. Kelly Keisling (a member of CMT/ABATE) and I will be meeting with Speaker of the House, Beth Harwell. Hopefully this will give us a little more insight in the direction a couple of bills need to go in order to succeed. Her advice and opinions have always proven to be right on the money. This lady has earned my respect, if for nothing more than the way she has treated us.

The last meeting of the month will be with Deputy Commissioner Paul Deggs, Chief Engineer for TDOT. The purpose of this pow-wow will be to discuss lane splitting and filtering. Com. Deggs has experience with lane splitting on his visits to Europe, while researching how to make our roads more motorcycle friendly. Passing such legislation would be greatly dependent upon the ability of current city street layout to accommodate two wheeled vehicles between lanes of traffic.

I hope everybody recalls the three meetings across the state last summer with the Governor's Highway Safety Office. We had hopes that our being invited would eventually lead to a seat at the table. Of course, we figured that would be down the road a spell, but I am pleased to announce that Carol Simpson has been selected as the first member of CMT/ABATE, Inc. to sit on the Governor's Highway Safety Office. Congratulations to Carol and CMT/ABATE. Don't forget the duct tape.

Ya'll have a good Christmas and I hope to be seeing every one of you on the hill sooner or later.

New NHTSA Administrator Announced

November 20, 2014

For Immediate Release

It may have taken nearly a year, but President Barack Obama has finally made his choice for National Highway Traffic Safety Administration (NHTSA) administrator. The White House announced it was nominating Mark Rosekind, currently a National Transportation Safety Board (NTSB) board member, to lead NHTSA. Rosekind now faces Senate confirmation.

House Energy and Commerce Committee Chairman Fred Upton has said that he's glad to see the president is "finally taking steps to fill this critical safety post, especially in light of the mounting recalls."

Rosekind, sleep scientist by training, has been on the NTSB's board since 2010. Before that, he spent 13 years as the president of Alertness Solutions, and also worked for NASA for several years. Transportation Secretary Anthony Foxx called Rosekind a "leader ready-made for this critical responsibility," adding it would be his job not only to hold automakers accountable, but "raise the bar on safety." According to the NTSB website, Rosekind is a leading expert in human fatigue.

NHTSA has suffered amid harsh criticism, claiming that the agency has sat on the sidelines concerning recent auto part failure recalls, such as the GM ignition switch, and now the Takata Corp airbag recall. "Rosekind has his work cut out for him," said Jeff Hennie, Vice President of Government Relations and Public Affairs for the Motorcycle Riders Foundation. "We look forward to working with him as we tackle highway safety issues in an appropriate way," Hennie added.

At the time of this release it was not known if the Senate will take up the nomination before the scheduled adjournment in December.

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Ride with the Leaders by joining the MRF at <http://motorcyclridersfoundation.wildapricot.org/page-1654836> or call (202) 546-0983

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.

GOVERNOR'S HIGHWAY SAFETY OFFICE MOTORCYCLE SAFETY COALITION

Submitted by Carol Simpson

Early in December, the new Tennessee Motorcycle Safety Coalition of the Governor's Highway Safety Office (GHSO) met for their first strategy meeting. The process of selecting the members of this coalition was long and curious. About a year ago, CMT/ABATE was asked to come to Motorcycle Safety Assessment meetings. The meetings were in February, and several CMT/ABATE members attended two meetings and a review during one intense week. About twenty groups were invited to offer input on the Assessments. Johann Robert Forbus, Carol Simpson, Clarence "Batman" Hawkins, Mark "Yog" Moore, and Wayne "Tennessee" Shaub participated on behalf of CMT. A panel of motorcycling "experts" was flown in from all over the country to ask questions and write up a report. The source of the funding for this Assessment was mainly from grants to Tennessee GHSO from NHTSA. The GHSO has several origins of funding, including the Tennessee State General Fund. For many years CMT/ABATE has been aware of the GHSO, and occasionally has worked with their leadership in an advisory capacity.

After attending three review meetings in August/September, where Greg Upchurch, Tony Dabbs, Mark Watrous, Representative Kelly Keisling, Clarence "Batman" Hawkins, Carol Simpson, Mr. and Mrs. JR Rollins, and Johann Robert Forbus attended on behalf of CMT/ABATE, we waited for the results of those round table conversations.

After Jessie Seagroves of GHSO consulted with State Director Dean Lucas, Carol Simpson was selected to be seated on the Motorcycle Safety Coalition.

For many years, we had not actively sought more recognition from the GHSO

due to concerns of their NHTSA (National Highway Transportation Safety Administration) funding (and, thus, their usual Safety-Crat policies, especially concerning their support of a Nation-Wide support of mandatory helmet laws). Also, when we work with the Tennessee Motorcycle Riders Education Program, directed by John Milliken, we know that funds from that program come directly and ONLY from Tennessee motorcyclists. Over the past few years, Mr. Milliken has encouraged us to increase our connection to the GHSO, so we entered this Assessment/Review/Coalition project after discussion at Board Meetings, and their approval. We ultimately decided that it would be better to be at the table instead of wondering what "the bureaucracy" of GHSO was planning to regulate without our input.

Cambridge Systematics, Inc. (<http://www.camsys.com/>) is the policy and planning service contracted to moderate and assist with implementation of the result of this process-- A five year Motorcycle Safety Plan for Tennessee. Danena from Atlanta and Brandon from Chicago are the facilitators for the project. Most of their data and proposals come from input from NHTSA. The Coalition consists of approximately 15 people. CMT and MAFT are two of the citizen groups. Goldwing Riders are represented, and the rest of the group is employees of different government entities.

The proposed focus area strategies that were discussed were: Motorcycle Operation under the influence of alcohol or other drugs, rider education and training, operator licensing, rider conspicuity and motorist awareness, highway engineering. Personal protective equipment, legislation/policy, and program evaluation and data. The conversation of all topics was lively and interesting. Chris Osborne, who is the

Department of Safety's computer guru of the Titan computer program, was able to make clear the statistics regarding Tennessee motorcycle crashes. I brought a copy of the 2012 study of Motorcycle Safety in Tennessee that CMT/ABATE had promoted to be produced through legislation in the 2012 session of legislature. It's nice to have numbers to back up your positions in conversation. I relied on the positions and tenets that CMT/ABATE has developed through the years, and frequently referred to statements made by the CMT attendees to the earlier assessment and roundtable reviews. One of the major proposed goals was mandatory rider education in some shape or form. More than once I reiterated the statement made by Tony Dabbs that unless there is DRIVER education mandated, mandatory MOTORCYCLE RIDER education would be against the Tennessee Constitution. I doubt that my input thwarted the Concept of pursuing mandatory rider education in Tennessee, but as the conversation progressed, I believe that several of the group who initially believed that mandatory rider education would be a good idea, pulled back from their support of that concept and will give it much more thought in the future.

I see that the main purpose of CMT/ABATE being involved in this process is to make every effort to promote individual responsibility, peer pressure influence, and grassroots activism in safety projects instead of heavy-handed government intrusion. Any and all input from Tennessee motorcyclists to help in preparation for the next meeting in February is welcome and encouraged.

Contact me at csfreedom@aol.com or phone 615 944 9797.

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The past couple of months you have had the chance to read about three different perspectives on Meeting of the Minds. I'm sure it sounds like we all went to different events, but those just shows the importance of having more folks go. Some of what we learned has already been put into play on our legislative agenda. What did we miss? Who knows? Maybe next year we can have every session covered. Make a New Year's resolution to join MRF.

With the change of control in the U.S. Senate, there is a slight possibility some of the foolishness that has gone on the last six years could be changed. Higher ethanol content in gasoline was pushed primarily

by the liberal blue members. These are the same folks that have worked hard to shut down our coal mines put us in and on electric vehicles. And we must not forget how this administration has gotten the Center for Disease Control involved in the helmet issue. I think Ebola falls under their job description more so than what we wear when we ride. Let's hope the red team can show a little more common sense when they take the field.

MRF and CMT/ABATE both work for the rights of road riders, but I would like to pass on a little bit of something that has been going on this year. A lot folks that ride street bikes also ride ATVs. The federal govern-

ment is looking at banning passengers on 4 wheelers. Their reason is to cut the number of injuries that happens on ATVs. This may not affect you yet, but just think how easy it would be for the powers that be to come up with a way to cut motorcycle injuries in half. I just don't trust the federal government, but then I'm part Indian. You be the judge for yourself and keep an eye on this. We would like to add a couple more assistant MRF Reps across the State. If you are interested in building MRF membership and spreading the word at events and meetings, please contact me. Washington D.C. may seem a long way off, but if they outlaw motorcycles, it could be a lot further.



Lane Splitting

The American Motorcyclist Association places significant emphasis on motorcycle (i) operator and passenger safety. On every type of public roadway, motorcyclists encounter challenges from other roadway users and are constantly vigilant to unsafe conditions around them.

Perhaps one of the most dangerous situations for any on-highway motorcyclist is being caught in congested traffic, where stop-and-go vehicles, distracted and inattentive vehicle operators, and environmental conditions pose an increased risk of physical contact with another vehicle or hazard. Even minor contact under such conditions can be disastrous for motorcyclists.

The Hurt Report¹, the most comprehensive motorcycle crash causation study to date, noted that, "Moderate or heavy traffic was the situation at 59.2% of the accidents [studied]." Reducing a motorcyclist's exposure to vehicles that are frequently accelerating and decelerating on congested roadways can be one way to reduce front-and-rear-end collisions for those most vulnerable in traffic.

In many countries (excluding the United States), lane splitting (ii) and filtering (iii) are normal practices for motorcyclists. Particularly in the highly urbanized areas of

Europe and Asia, motorcycle and scooter operators are expected to pass between conventional vehicles and filter (advance) to the front of the group.

Recent events in the U.S. have renewed motorcyclists' interest in lane splitting. Therefore, the AMA has prepared this position statement to aid in understanding this issue and assist motorcyclists in deciding whether to support efforts to permit lane splitting in their state.

One of the recommendations in the National Agenda for Motorcycle Safety (NAMS)² is: "Study the safety implications of lane splitting." In support of this recommendation, the report states:

"A motorcycle's narrow width can allow it to pass between lanes of stopped or slow-moving cars on roadways where the lanes are wide enough to offer an adequate gap. This option can provide an escape route for motorcyclists who would otherwise be trapped or struck from behind. There is evidence (Hurt, 1981) that traveling between lanes of stopped or slow-moving cars (i.e., lane splitting) on multiple-lane roads (such as interstate highways) slightly reduces crash frequency compared with staying within the lane and moving with other traffic."

"Although lane splitting is allowed in just a few areas of the United States, notably California, it appears to be worthy of further study because it offers a means of reducing congestion in addition to possible safety benefits. It is widely used in many other countries."

In a statement issued by the Motorcycle Industry Council in 2011³, the trade group

states: "In full consideration of the risks and benefits of lane splitting, the Motorcycle Industry Council supports state laws that allow lane splitting under reasonable restrictions."

For decades, California has been the only state to permit lane splitting. While not specifically permitted or prohibited in the California Vehicle Code, lane splitting authority comes from the California Highway Patrol. In early 2013, the CHP published lane splitting guidelines⁴ for the first time. While the guidelines do not carry the force of law, they provide clear indicators under which a motorcyclist might be cited for unsafe or imprudent behavior.

Legislatively, there has been state-level activity on lane splitting, although to date no bill has been enacted⁵.

Passing legislation to permit lane splitting may be the easiest part of the process. Significant effort would subsequently be required to educate the law enforcement community, officials and administrators within state departments of transportation and public safety, prosecutors, the judiciary and the general motoring public on the benefits to those groups and motorcyclists to make lane splitting safe for everyone.

Using public service announcements and campaigns, traditional broadcast and print media, social media, and other forms of information sharing could assist in highlighting the safety, congestion reduction, and other benefits of lane splitting.

Taking into consideration that the vast majority of the motoring public does not ride motorcycles, we are certain

Continued page 14...

2015 CALENDAR OF EVENTS CMT/ABATE OF TENNESSEE

Coming soon... Check our website for updates...

American Motorcyclist Association

Nov. 26, 2013

Frequently Asked Questions

Is the Centers For Disease Control Trying to Reduce Motorcycle Use?

The American Motorcyclist Association fears the Centers for Disease Control and Prevention may be trying to reduce motorcycle use.

What triggered this concern?

A Nov. 21, 2013 letter from U.S. Rep. Tim Walberg (R-Mich.) to the Centers for Disease Control questions the work of a CDC advisory group called the Community Preventive Services Task Force. Walberg asked the CDC if it is trying to reduce motorcycle ridership by pursuing a federal mandatory motorcycle helmet-use law. The concern arises from a presentation at a task force meeting in October 2013.

What happened at the task force meeting?

At its meeting in October 2013, the task force viewed a CDC staff-prepared presentation about the benefits of universal helmet laws. One of the slides links the adoption of universal helmet-use laws to a potential reduction in motorcycle riding, which would help meet the CDC's goal to reduce injuries and fatalities. (The task force had previously approved a recommendation for universal motorcycle helmet laws at its meeting in June 2013.)

Why is the AMA concerned?

Like Rep. Walberg, the AMA questions what expertise and authority the CDC and its task force have in the traffic safety arena. Motorcycling is not a disease to be cured; it is a legitimate means of transportation and recreation enjoyed by an estimated 11 million Americans.

What are the ramifications of a potential reduction in motorcycle ridership because of a universal helmet-use law?

The ramifications are deeply troubling and potentially very damaging to the future of motorcycling. If, as the task force suggests, a universal helmet-use law reduces ridership, the outcome would be the loss of thousands of jobs in an industry that generates nearly \$20 billion annually in consumer sales and services, state taxes and licensing fees. It's also a direct attack on the lifestyle of millions of motorcycle riders in the U.S.

Is the AMA against helmet use?

On the contrary, the AMA strongly encourages the use of a properly fitted motorcycle helmet certified by its manufacturer to meet the DOT standard. However, the AMA does not support universal helmet laws. The AMA believes that adults should have the right to voluntarily decide when to wear a helmet. Helmets do not prevent crashes and the AMA believes government resources should be directed toward programs that reduce the risk of crashes occurring such as voluntary rider education and motorist awareness programs.

What has been done so far?

The AMA has been in touch with Rep. Walberg, who is asking the CDC to explain itself on this issue. Additionally, AMA Vice President for Government Relations Wayne Allard has delivered a letter to the CDC director and the task force asking for an explanation of their goals.

What can I do to help?

Your voice helps tremendously and we urge you to take action. Tell your elected representatives that this issue is important to you. The best way to do that is through the AMA's website, www.americanmotorcyclist.com, and the rapid-response tools available by clicking on Rights > Issues and Legislation.

What happens next?

The AMA remains vigilant on this issue, and you can find the latest information on www.americanmotorcyclist.com.

CHARTER EVENTS CALENDAR

January 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17 New Year Party
18	19	20	21	22	23	24
25	26	27	28	29	30	31



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NEWS & EVENTS (MARK YOUR CALENDARS)



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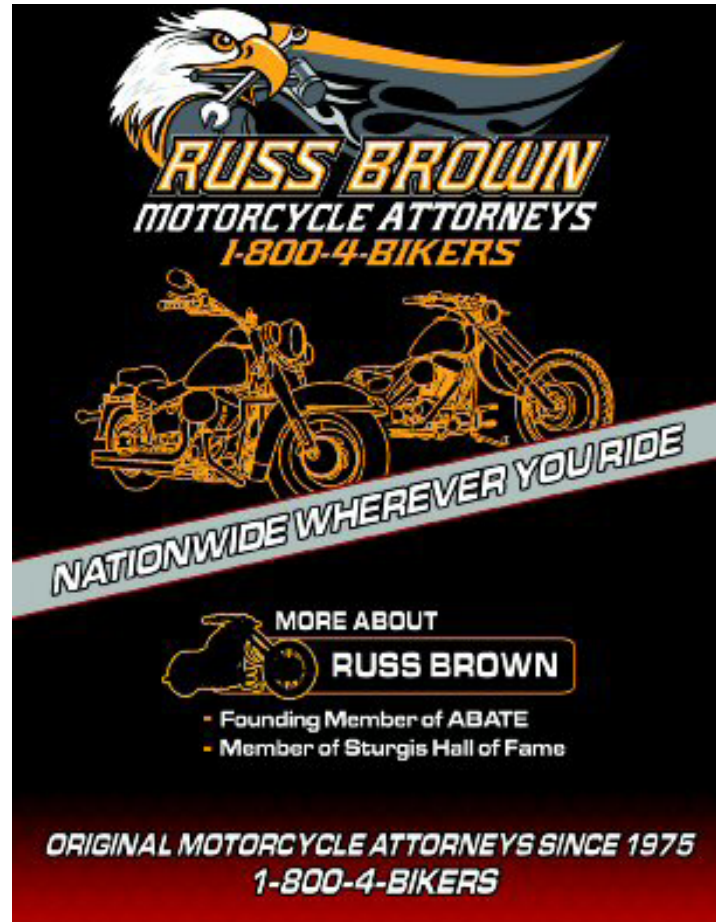

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CANEY FORK - Next Meeting:
Tuesday, Jan. 6, 7:00, Golden Nugget,
Carthage

**DICKSON/HUMPHREY/HICK-
MAN**-Next Meeting: Thursday, Jan. 22,
7:00, VFW, Dickson

D/H/H February 2015 regular business
meeting will be held at Bottoms Up Bar &
Grill, 3861 Clydeton Road, Waverly, Ten-
nessee @ 7:00 pm - not at VFW Post 4641,
Dickson, TN.

KNOXVILLE - Next Meeting: Sunday,
Jan. 25, 1:00, Clinton Hwy Harley David-
son, Knoxville

MONTGOMERY - Next Meeting:
Monday, Jan. 5, Sunshine Restaurant,
Clarksville

MUSIC CITY - Next meeting: Sunday,
Jan. 4, 2:00, Skully's, Old Hickory

NASHVILLE- Next Meeting: Tuesday,
Jan. 20, 7:00, Bikini Beach Bar, Antioch
December Minutes 2014

Discussed the November 8th Member-
ship Drive it was a success.

Jack gave the Director Report Attended the
Senior Center Parade in Hendersonville.
Went on the BMW Marrowbone Lake Ride.
Lisa gave Secretary Minutes for last Meet-
ing and they were accepted.

Bette gave the Treasurer report and made
money from the Membership drive and
actually we actually have a plus in the ac-
count.

Legislative report was given by Carol.
Tony Dabbs health is bad but he is willing
to stay Legislative Director however we
need to have a team of Lobbyist to assist
with duties. Co-Sponsor for Helmet Bill is
needed. Discussed Bills for 1. Filtering 2.
Lane Splitting. We are going to try to have
the Freedom Rally in May. The next Board
Meeting is December 14 at Skully's.

Old Business:

Nashville Membership drive was very
successful. We are going to make this a
yearly event. We will call this the Pumpkin
Festival for next Fall October 3 or 10th will
be the dates Targeted for this.

A Motion was made to Approve Free
Year-long Membership for anyone attend-
ing a CMT/ABATE Event this will allow
the person to become a member and try
things out. This will be voted on at the
BOD Meeting. Nashville Charter approves.
Details will be forthcoming.

New Year's Kick-off Party will be at the
Clarion Hotel Nashville on January 17th.
Tickets are on Sale now please contact us
for advance Ticket Sales. We need \$50
Donation for prize at the Kickoff Party,
Raffle Tickets will be \$5 each or 5 for \$20.
November 25th: Thanksgiving Dinner at
Outlaws Clubhouse.

Open Forum:

We all helped number tickets for the Janu-

ary Kick-off Party advance sales.

NORTHEAST- Next Meeting: Mon-
day, Jan. 12, 7:00, Call for location

ROBERTSON COUNTY- Next
Meeting: Tuesday, Jan. 6 7:00, Piggy Pit,
Springfield

December 2, 2014

We would like to thank The Pit for the
homemade vegetable soup, cornbread, chili
and crackers...it was delicious! Destiny
was slinging us the cold ones tonight!

Roland called the meeting to Order and
lead us in the Pledge. Robert (Yohan) lead
us in the Prayer. (attendance tonight ap-
proximately 17 people).

Director, Roland announced that it was
good to see everyone. Roland announced
that tonight is the Officer Election for 2015.
Everyone that isn't present we missed you
so we will move forward with the election
but first let's hear from the Officer's that
are here.

Secretary, Pamela announced that she
had spoken to Ann Mayes at Green Ridge
Citivian in regard to the Toys for Tots. She
advised that the deadline for taking request
is December 13th and then they would sort
and see what they need to shop for. The
Toys for Tots will be handed out on De-
cember 20th. Since we had to cancel our
November 15th Toy Run...it has been re-
scheduled for December 13th...whether
it be on bikes, trucks, cars...snow, rain or
shine. We will repost this on FB to hope-
fully get a lot of people to come out and
bring some toys for these children.

Treasurer, Treva announced great num-
bers. Activities, Samantha announced that
the RADA Cutlery orders are back tonight.
We did a great number of those who got
orders. We had a float in the Robertson
County Christmas Parade again this year.
It was awesome...Taylor & Stick made
Smokey Barns. Everyone remember the
New Year's Kick Off party is January 17,
2015...everyone plan to attend...it is a ton
of fun...

Activities, Samantha announced she has
JD Thaxton patches...see her after the
meeting if interested to purchase any.

Membership, Kathy wasn't present due
to work. Just a reminder on the back of
your newsletter is you expiration date of
membership...this is a great reminder. Leg-
islative, Marlin wasn't present due to work.
Jon, Sgt. Of Arms, wasn't present tonight.
Assistant Director, Tim wasn't present to-
night. Chaplin, George wasn't present due
to work. I just think all you folks work way
to hard...A thank you Treva for your dona-
tion tonight.

Our thoughts and prayers go out to
Frankie & Donna Monfette for the loss of
their daughter, Dawn Martin. Prayers are
with the Martin family also. Our charter
did send flowers.

"Pine said that we pre-adjourn and Wade
2nd...then Roland announced wait that
tonight is 2015 Officer's Election. Do we

have anyone that wishes to run for a posi-
tion....come forward. Well here are the

2015 Elected Officer's:

Director, Roland Verchota

Assistant Director, Robert (Yohan)

Sgt. Of Arms, Jeff Taylor

Chaplin, George Mooneyhan

Secretary, Pamela A. Cobb

Treasurer, Treva Garrison

Activities, Samantha Stubblefield

Assistant's for Activities, Connie Jones
& Tommie Lynn Herndon

Products, Samantha Stubblefield and Tre-
va Garrison

Membership, Kathy Rood

Legislative, Marlin Rood

Well folks here are the 2015 New Officers
for our Robertson County CMT ABATE
Charter. Congratulations to each one of
us...2015 watch out.

I think we need to say a huge thank you
to all the Officer's in 2014. A huge thanks
to Asst. Director, Tim and Sgt. Of Arms,
John...thank you for all for your hard work
and welcome the new Asst. Director, Rob-
ert (Yohan) and Sgt. Of Arms, Jeff Taylor.
Wade made a Motion to Adjourn and Tay-
lor said Motion to Re-adjourn (2nd Mo-
tion)...Roland said okay we have a Motion
and a 2nd anyone opposed...NOPE...all in
FAVOR...was everyone...ADJOURNED.

Be sure to checkout Events in your News-
letter...lot's of good things going on! Ev-
eryone is invited to come join us on the 1st
Tuesday of every month at The Pit...we
would like to see you there!

Remember every Thursday is BIKE
NIGHT at The Pit...come on out and visit
with us! You can play Darts, Pool, Horse-
shoes (weather permitted), and enjoy a few
beverages...coldest served in town!

FROM THE ROBERTSON COUNTY
CMT ABATE CHARTER WE WISH YOU
A MERRY CHRISTMAS AND A HAPPY
NEW YEAR!

Pamela

SMITH /WILSON /STONES

RIVER - Next Meeting: Sunday, Jan. 4,
2:00, Smitty's, Lebanon

NOVEMBER 2, 2014

The Smith/Wilson/Stones River charter
meeting of December 7, 2014 was called to
order at 2:04 PM by Kim who also led the
pledge. All officers were present except
Activities and PR Communications. There
were 30 members in attendance. Kim
thanked all for attending and also thanked
them for their attendance in the past month
events.

Secretary Report: Given and approved.

Legislative: Marlin Rood has member-
ship ideas that he introduced at the last
BOD meeting. It was explained to the
charter and group discussion was had fol-
lowed by questions which will be brought
to Marlin at the next BOD.

Membership: We have 3 renewals. De-
cember birthdays are Johnny, Ronnie, Resa
and Peach. It was also mentioned to keep
Skeeter and Peach in our thoughts and
prayers as they are having some health is-

sues.

Products: Resa has a lot of products available. See her if you would like to view samples and order anything.

Safety: David said it's cold. Watch out for deer and people. Hand sign sheets are still available.

Vet Rep: Group discussion and final details nailed down for our "Christmas for the Vets".

PR Communications: Dennie was unable to attend today and had Larry ask us if Mary could replace her. Kim will talk to Mary about this.

Old Business: Debit/Credit card issue tabled until January. Darlene needs more time to research. Corporate has moved to Sparta and now has a P.O. address. Please see Kim if you need the address.

New Business: Kim presented the State Rodeo plaques to the winners James Sullivan and Sarah Lipinski. Congrats! Breakfast rides will be postponed until spring. Ronnie suggested we go to other charters on our Breakfast rides and visit and start supporting other charter events. We had a group discussion over membership ideas. It was suggested by Kim for everyone to try and attend other charter meetings. Regina here at Smitty's wants us to help with the Memorial ride for Destiny. It will be ride only with no auction. We will either have it 4/18 or 4/25. We will know which date after all charter dates are set at next BOD. Larry recognized that was 73 years ago today for Pearl Harbor. Ed Bennett gave recognition to Mike and Mary for the outstanding work on the remodel of his kitchen and recommended their work to anyone needing work done. Ronnie made a motion to donate all money collected today for the building fund to be donated to Weecycle which is a local organization that helps needy families year round. Motion carried and approved. Motion to adjourn at 3:15 PM...Later...Ruth

SUMMER COUNTY - Next Meeting: Thursday, Jan. 15, 7:00, VFW Hall, Hendersonville or TBA

TENNESSEE VALLEY - Next Meeting: Sunday, Jan. 18, 2:00, Call for Location Mark (Yog) 423-570-0250

12/21/14

Meeting called to order

Officers Report:

Membership Report: no report

Treasury Report: Balance reviewed no expenses for November.

State Legislative Report: Legislative news per Yog.

Events report: Fun Run April 19th, Motorcycle Awareness Ride July 26th, and a Wine Run with Upper Cumberland in September

Meeting adjourned:

Next Meeting: January 18th will be at "Heaven & Ale"

Remember life is a journey so take the long way home.

Yog

UPPER CUMBERLAND - Next Meeting: Sunday, Jan. 4, 12:00. Call for Details, Ron 931-879-3899

December 7, 2014

A total of 14 members showed up for our final meeting of the year. Bunker led the group in the Pledge of Allegiance and we all sat down to business.

On December 7, 1941 the Japanese struck Pearl Harbor on Oahu, Hawaii. In about 2 hours over 2300 lives were lost and more than another 1000 people were wounded. There were 18 ships destroyed or wrecked and 300 airplanes. Ron led our group in a moment of silence to remember the events of that day and the lives that were lost. We will always remember. It will always touch us and we will always be grateful to those who have served and continue to do so for our Freedom.

Secretary report was waived.

TREASURE: Dean provided us with the treasure report and it was approved. He offered poker sheets to all those who wanted to play. (I didn't win nothin'...again.) There are some nice bumper stickers available. It was agreed that these would be handed out free to anyone interested in ABATE. The bumper stickers are great when looking for sponsors to any of our events.

LEGISLATIVE: It is a good idea to look

into motorcycle rights and how they affect you. Keep yourself in the know. Find out the motorcycle laws that will keep you from getting pulled over. For example as you all know it is mandatory that the headlight be on when riding. Do you know what the minimum insurance requirements are? Tennessee requires \$30,000 for each injured person up to a total of \$60,000 per accident and \$25,000 for property damage per accident. You can find it all out on the internet...of course.

There was a big discussion regarding rally entrance and memberships. Everyone seemed to have ideas on how this will or won't work. I am looking forward to finding out what they have come up with at the December BOD meeting.

ACTIVITIES: We need to start getting sponsors now for our charter 2015 Summer Fun Poker Run. All sponsors need to be turned in by our April 5th meeting. Liberty Rally will be held May 8, 9 & 10 at the Jefferson Co Fairgrounds. A Liberty Rally Committee meeting will be held right after our regular charter meeting January 4th. It is never too soon to start coming up with ideas and looking for sponsors for this event. We will be looking over our 2015 calendar at our next meeting. Come with ideas, thoughts and suggestions. Congratulations to Dale winning the Membership Drawing and to Bunker winner of the 50/50.

OTHER: Upper Cumberland Charter wishes a Happy January Birthday to Sybil.

UPCOMING MEETING:

January 4 - Scooter's, Crossville *NOON*
February 1 - Chop's (previously Big Springs), Monroe *NOON*
March 1 - Whistle Stop, Byrdstown *NOON*

With nothing but food left on our mind we closed and started the party.



Visit us at <https://www.facebook.com/CMTABATE>

...jus sayin'
Sherrie

WHEELS OF THUNDER - Next Meeting: Thursday, Jan. 1, 7:00, Pancho's, Memphis

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Community Relations Officer
Region One



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865.255.7731 (mobile)
Mark.Nagi@tn.gov

December 2, 2014

Truck Restrictions on “The Dragon” in Blount County

Limits for commercial vehicles longer than 30 feet on US 129 (SR 115)

KNOXVILLE, Tenn. – Following the completion of an operational and safety review, the Tennessee Department of Transportation has determined that vehicles over 30 feet in length will no longer be allowed to utilize a mountainous section of US 129 (SR 115) in Blount County known as “The Dragon.”

From 2010 to 2012, there were 204 total crashes from the Tennessee/North Carolina State Line to Tabcat Bridge (Log Mile 11.19) in Blount County, with six of those involving fatalities. This is considered a critical number of crashes based on the type of road and number of vehicles per day on this facility. While only one of the fatal crashes involved a tractor trailer, there were a number of incidents involving large trucks. Due to the curvy and narrow roadway, incidents involving tractor trailers usually block the highway for several hours and prevent travel for all motorists.

Signage detailing these restrictions will be installed in mid-January. TDOT has coordinated these efforts with the Tennessee Highway Patrol and Blount County law enforcement.

North Carolina has similar restrictions for truck traffic on US 129 from the Tennessee/ North Carolina State Line to the Graham County (NC) Line.

For travel and TDOT construction information, visit the TDOT SmartWay web site at www.tn.gov/tdot/tdotsmartway/. Motorists are reminded to use all motorist information tools responsibly. Drivers should refrain from texting, tweeting or using a mobile phone while operating a vehicle.

###

Continued, Lane Splitting...

non-motorcyclists do not understand the risks and the benefits of lane splitting to the riding community. Motorists in California being the exception, we believe it would take many years of experience and substantial and ongoing public information campaigns to educate non-motorcyclists to accept motorcyclists passing them between lanes of traffic.

The AMA endorses rider responsibility and actions that make roadways safer for motorcyclists. While research and evidence suggest that lane splitting may reduce a motorcyclist's risk exposure somewhat, we are cautious to issue a blanket endorsement supporting the practice. In particular, experience has taught us that the legislative process and the implementation of new laws are fraught with uncertainty. A straight-forward lane splitting bill may easily be

amended with provisions that the AMA and the motorcycling community would find unacceptable. Provisions such as mandatory helmet use in an adult-choice state or mandatory minimum medical insurance coverage provisions would quickly poison an otherwise well-intentioned effort.

Motorcyclists who oppose lane splitting should remember that it is optional in California. Permitting lane splitting is not the same as requiring it, so those opposed to the practice should consider the desires of other motorcyclists who believe they would benefit from it. Lane splitting is an issue of choice.

Even with the best intentions and organization, inappropriate behavior by motorcyclists can quickly garner a large negative response from the motoring public. With the easy availability of video systems and the Internet, a few postings of public road-

way stunting, such as speeding past motorists stuck in traffic, could sour a legitimate campaign to approve lane splitting in a state. While the AMA has long advocated responsible riding practices and does not condone any behavior that violates the rules of the road, we caution that the future of lane splitting in any state could be derailed by the actions of a few irresponsible motorcyclists. Advocates of lane splitting should be prepared to counter any negative responses they receive from legislators and those responsible for implementing lane splitting laws.

Given the ongoing success of lane splitting in California and the recent enthusiasm for lane splitting and/or filtering in other states, the AMA endorses these practices and will assist groups and individuals working to bring legal lane splitting and/or filtering to their states.

1 Hurt, H.H. Jr., Ouellet, J.V. & Thom D.R. (1981b). Motorcycle Accident Cause Factors and Identification of Countermeasures. (DOT HS 805 862). Washington, DC: National Highway Traffic Safety Administration, page 57.

2 National Agenda for Motorcycle Safety, U.S. Department of Transportation, National Highway Traffic Safety Administration. (DOT HS 809 156), 2000, page 51.

3 "Position on Lane Splitting," <<http://www.mic.org/downloads/MIC-Position-on-Lane-Splitting-12-12-11.pdf>>, Motorcycle Industry Council (MIC), December 12, 2011.

4 Issued by the California Highway Patrol, California Motorcycle Safety Program in 2013, the guidelines were rescinded in 2014 for administrative reasons but are still viewable at "Lane Splitting General Guidelines."

5 California 2013 SB-350 would codify lane splitting but would also impose certain restrictions on motorcyclists. Other states that have recently considered lane-splitting legislation include: Arizona (2010 HB-2475); Illinois (2006 SB-2439); Massachusetts (2007 HB-3493); Nevada (2013 AB-236); New Jersey (2012 AB-2102 and 2010 AB-140 and AB-1684); Oregon (2011 SB-463 and 2007 SB-386); Texas (2011 HB-1571 and 2009 SB-506); and Washington (2007 HB-2160 and SB-5985).

i "Motorcycle," as used throughout this position statement, refers to a two-wheeled, single-track registered motor vehicle that requires a motorcycle license or an operator's license with motorcycle endorsement to operate legally on public roadways. Motorized bicycles, mopeds, motorcycles equipped with a sidecar, three-wheeled motorcycles, motorcycles pulling a trailer, and other non-standard configurations are excluded from this definition.

ii "Lane splitting" refers to the practice of riding a motorcycle between clearly marked lanes for traffic traveling in the same direction.

iii "Filtering" refers to the practice of riding a motorcycle between stopped motor vehicles to the front of the pack, typically at a signalized intersection.



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Thanks for Your Support!!

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DHH		300
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MoCo	10	
MuCi	50	600
Nash	50	600
NoEa	7.50	143
RoCo		500
SWSR	50	600
SuCo	100	900
TeVa	25	300
UpCu	25	275
WoT		150

Updated December 2014

New Members

Welcome New Members!

DHH	Danny Barefoot
DHH	Shelia Barefoot
DHH	Thomas Hood
MuCi	Vernon Wheeler
NoEa	Benjamin Flanary
NoEa	James Wright
TeVa	Mark Pintar
TeVa	Shannon Pintar
Nash	Ronni Bailey
SWSR	Sandy Mack



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 Shannon 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.