

Tennessee Motorcyclist



242 West Main St. #195, Hendersonville, TN 37075 * info@cmtabate.com 615-566-9936

May 2019



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Products			
Safety & Education	Carol Simpson	615-944-9797	csfreedom@aol.com
Sergeant at Arms	Bullet	615-758-8267	

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	Last Sunday of the month @ 4 pm, 107 N Fairview Ave., Gordonsville,
Dickson/Humphreys/Hickman	Mark Proctor 615-477-0171	3rd Thursday @ 7, VFW Dickson
French Broad	Sean Casey 904-962-6620 sjc1340@yahoo.com	1st Sunday of the month @ Screwballs Bar and Grill, Sevierville, 4pm
Montgomery County	Roy West 931-627-1917 kountrycrazy@gmail.com	1st Tuesday @ 7, Jackie's Country Kitchen, 1578 Zinc Plant Rd, Clarksville
Music City	Wendell Baldwin 615-838-1490 wiggles1202@yahoo.com	1st Sunday @ 2, Skully's Old Hickory
Nashville	Jack Jones 615-579-4112 jdj32K@yahoo.com	3rd Wednesday @ 7, Bikini Beach Bar Antioch
Northeast	Tom Kyner 423-921-4204 tkkyner@gmail.com	2nd 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	James Sullivan 615-351-4677	1st Sunday @ 2, Coaches Lebanon
Sumner County	Jeff Hollins 615-452-0409	3rd Thursday @ 7, VFW Hendersonville
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

Hello again everyone! The weather has been great. Getting ready to go to Caney Fork's rodeo this weekend. I went to Northeast Charter meeting, was really surprised with the turn out. Many of the different club members showed up. We talked about many subjects. I was invited to one of the clubs Wednesday for dinner. The grilled pork chops were awesome. Many of the different club members were there and was able to talk to a lot of them about CMT/ABATE INC. I'm sad to report that our new charter Tennessee foothills closed its doors down in Madisonville. Members of that charter are joining French Broads Charter. French Broad had a ride April 6th with a nice turn out with several folks signing up. Good job guys. Activities around the State with all the charters are really buzzing now. Check the newsletter for schedules of events, also there are other events published on Facebook as well. You can also get the latest newsletter from our new website right on the front page. Click it and you can also download to your own device. If you're not aware, our newsletter is being published every other month for now but you can always get it online at cmtabate.com. That's all I have for now so get out and ride, have a good time. Any question feel free to contact your Director or give us a call at the State office 615-566-9936 or email at cmtabatedirector@gmail.com. See ya soon.

Scott Smith
CMT/ABATE INC
Corporate Director



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

MAKE A DIFFERENCE.

SUPPORT THE ORGANIZATION THAT SUPPORTS YOU!!

Our hearts and minds are in the right place, but our bank account is nearly empty.

HELP TODAY!!

ADVERTISE IN OUR NEWSLETTER

Do you know a business that could benefit from some affordable advertising to motorcycle enthusiasts each month? Tell them about our newsletter.

Full Page—\$130/mo.

Half Page—\$70/mo.

Quarter page— \$45/mo.

Business Card—\$20/mo.

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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



**Motorcycle Riders
Foundation Awareness &
Education (MRFA&E)**

was established to promote motorcycle awareness and education due to an ever-increasing rider population. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.

OUR MISSION:

**Promote awareness and
education in the motorcycle
community to improve
riders' safety.**

We are a 501C3 Corporation.
Please donate -- your donation is
tax deductible. To donate, go to our
website listed at the bottom.

**Motorcycle Riders Foundation
Awareness & Education (MRFA&E)**
2221 S. Clark Street
Arlington, VA 22202
(202) 546-0983
www.mrfa.org

YOUR RIGHTS YOUR RIDE



Legislative Director's Ramblings

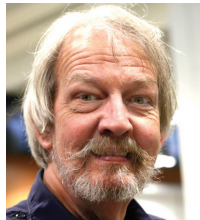
Howdy everyone –We, CMT/ABATE, Incorporated are an advocacy group for Tennessee motorbike riders since our initial founding and our mission remains that we work as a team for the rights, safety, and freedom of Tennessee motorbike riders. Faces and names may have changed – the core mission remains the same.

The 2019 legislative session half is nearly over and we did not pursue a helmet modification Bill during this half for reasons I mentioned in past columns. We also saw no “texting while driving” Bills that seemed worth our effort to get behind. The good news is that nothing was proposed that works against us.

In a couple of weeks, it will be a quiet summer and fall as legislators return home to their districts, and all of us should take advantage of this “down

time” to make appointments and visit them in their district offices. The addresses and contact telephone numbers for the district offices are easily found at <http://www.legislature.state.tn.us/>.

I know some of the Local Charters are already holding events and I encourage all Local Charters to work and build our Treasury through event proceeds. We must cover the operating costs of our Organization 100%, and any 2020 legislative effort will require an additional \$2,000.00 that is available prior to January 2020.



J. Robert Forbus
Corporate Legislative
Director
Corporate Secretary



Reports

Chaplain-	No Report
Products-	No Report
Sergeant at Arms-	No Report
Corporate Treasurer	No report
Safety & Education	No Report
Asst. Corporate Director	No Report



Ride with the Leaders™

"We're in the
Freedom Business."
- Karen Bolin

[MRF Home Page](#) | [Join the MRF](#) | [Conference Info](#) | [More News from D.C.](#) | [Find Your State MRF Rep](#)

MRF State Rep Report –

"Most people do not really want freedom, because freedom involves responsibility, and most people are frightened of responsibility."

- Sigmund Freud

Press Release from the Motorcycle Riders Foundation - March 26, 2019:

House of Representatives Introduced a Resolution Addressing Motorcyclist Profiling.

Today champions of the motorcyclist community in the House of Representatives introduced a resolution addressing motorcyclist profiling. The resolution (H. Res. 255) has three key points:

(1) promoting increased public awareness on the issue of motorcyclist profiling; (2) encouraging collaboration and communication with the motorcycle community and law enforcement to engage in efforts to end motorcycle profiling; and (3) urging State law enforcement officials to include statements condemning motorcyclist profiling in written policies and training materials.

The Motorcycle Riders Foundation (MRF) applauds Congressman Walberg (R-MI), Congressman Peterson (D-MN), Congressman Burgess (R-TX) and Congressman Pocan (D-WI) for introducing this bipartisan resolution in the House of Representatives. These four Members of Congress introduced an identical bill in the last Congress which garnered 37 cosponsors but unfortunately failed to reach the House floor for a vote.

While the previous effort in the House failed, the United States Senate, in December 2018 passed an identical resolution regarding motorcyclist profiling. The MRF was proud to take a leading role in passing this Senate anti-profiling resolution. The United States Senate is now on record calling for the end of motorcyclist profiling.

The MRF is committed to working with the state motorcycle rights organizations (SMROs), coalitions, COC's, the Motorcycle Profiling Project (MPP), the National Council of Clubs (NCOC), the National Coalition of Motorcyclists (NCOM), and independent riders to advance H. Res. 255.

President of the MRF, Kirk "Hardtail" Willard, stated "We once again thank Congressmen Walberg, Peterson, Burgess and Pocan for their leadership on this important issue. Motorcyclists in every state are impacted by profiling and we appreciate these Congressmen bringing the issue before the House of Representatives."

Ask your U.S. House of Representative to cosponsor H. Res. 255.

About Motorcycle Riders Foundation The Motorcycle Riders Foundation (MRF) provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond.

We need you to take the responsibility for helping to secure your own freedom by reaching out to your US Representative to ask them to support, or even co-sponsor H.Res 255. The MRF even makes this easier for you by providing a completed e-mail that you only need to add your name and address to. The MRF will forward it directly to your Representative. This letter can be accessed at www.mrf.org. Go to the Legislative Action Center > Federal Legislative Issues, and hit the "Take Action" button under "Help End Motorcycle Profiling".

With your help, we can put an end to the issue of law enforcement profiling of

motorcyclists. You may or may not have experienced this issue personally, but many riders have dealt with being pulled over simply for riding a motorcycle, or being questioned because of the motorcycle clothing they were wearing. There was even a recent issue in Idaho where individuals were forced to remove their motorcycle club colors before entering the Idaho Senate viewing chambers to observe a vote on a bill addressing motorcycle profiling. (The Idaho Senate subsequently apologized for this issue, and indicated that individuals wearing motorcycle club colors would not be denied access to Idaho Senate Chambers going forward. Congratulations to ABATE of Idaho for seeing this issue brought to an acceptable conclusion.)

Your action now will help to ensure a more enjoyable riding experience for all motorcyclists, now and in the future, and is one step forward in our continuing fight to...

...Ride Free,

- - Ed

Ed Domine

MRF State Rep

ed.d@juno.com

Ed Domine

MRF State Rep

CMT/ABATE






JT
Owner Jerky Enthusiast

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 jtsedory@hotmail.com

 [Finestbeefjerky](https://www.facebook.com/Finestbeefjerky)

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Available in 9 delicious flavors



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MOTORCYCLE ATTORNEYS
1-800-4-BIKERS



NATIONWIDE WHEREVER YOU RIDE

MORE ABOUT RUSS BROWN

- Founding Member of ABATE
- Member of Sturgis Hall of Fame

ORIGINAL MOTORCYCLE ATTORNEYS SINCE 1975
1-800-4-BIKERS

Paid Advertisement

MAKE A DIFFERENCE.
SUPPORT THE ORGANIZATION THAT SUPPORTS YOU!!
Our hearts and minds are in the right place, but our bank account is nearly empty.
HELP TODAY!!



BE A TENNESSEE MOTORCYCLIST **BOOSTER!**
CMT/ABATE NEEDS YOUR SUPPORT AND WE

THANK YOU!

CMT/ABATE, Inc.
242 West Main St.
#195, Hendersonville,
TN 37075

BASIC BOOSTER \$10 _____

BRONZE BOOSTER \$25 _____

SILVER BOOSTER \$50 _____

GOLD BOOSTER \$100 _____

OTHER \$ _____

*You can also be a booster and pay online with PayPal at

Name _____

Address _____

City _____

State _____ Zip _____

Email _____

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.

2019 CALENDAR OF EVENTS

CMT/ABATE OF TENNESSEE

May 4, Wheels Of Thunder Ride to Meet
 May 5, Music City Biker Sunday, Ensor UMC
 May 11, Upper Cumberland Liberty Rally
 May 11, Dickson, Humphreys, Hickman Tattoo and Bike Show
 May 11, Montgomery County Motorcycle Safety Awareness and Rodeo
 May 26, Montgomery County Bike and Car Wash

June 2, Wheels Of Thunder Ride to Eat
June 9, State Board Meeting, BOD
 June 22, Montgomery County Bake Sale
 June 29, Caney Fork Humane Society

July 13, Upper Cumberland Memorial Ride
 July 20, Music City Toy Ride

Aug. 10, Caney Fork Wilson Bank & Fire Department Ride
 Aug. 23-25, Southern Thunder Rally

Sept. 7, Robertson County In Memory Ride
 Sept. 8, State Board Meeting
 Sept. 14, Caney Fork Swap Meet
 Sept. 14, Smith, Wilson, Stones River Memorial Ride
 Sept. 21, Upper Cumberland Wind Ride
 Sept. 28, Smith, Wilson, Stones River Rodeo

Oct. 5, Caney Fork Lizzy Cruise-in Benefit
 Oct. 6, Caney Fork Scott Almond Memorial Ride
 Oct. 26, Music City Halloween Party
 Oct. 26, Dickson, Humphreys, Hickman Toy Run & Food Drive

Nov. 16, Caney Fork Turkey Shoot
 Nov. 16, Music City Chili Dinner

Dec. 1, Wheels of Thunder Toy Run
 Dec. 7, Robertson County Toy Run & Christmas Party
 Dec. 7, Caney Fork Toy Drive & Christmas Party
 Dec. 8, State Board Meeting
 Dec. 14, Music City Toy Run
 Dec. 21, Music City Christmas Party

CHARTER EVENTS CALENDAR

May 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 FrBr	2 WOT	3	4 WOT Ride
5 Music City MuCi/UpCu SWSR	6 NoEa	7 RoCo MoCo	8	9	10	11 DHH Bike UC Liberty Rally MoCo Bike show
12 TnFH	13	14	15 Nash	16 DHH SuCo	17	18
19	20	21	22	23	24	25
26 MoCo Bike & carwash CaFo	27	28	29	30	31	

June 2019

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

ADVERTISE IN OUR NEWSLETTER

Do you know a business that could benefit from some affordable advertising to motorcycle enthusiasts each month? Tell them about our newsletter.

Full Page—\$130/mo.

Half Page—\$70/mo.

Quarter page—\$45/mo.

Business Card—\$20/mo.

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ABATES PAGE OF SERVICES

"ABATE members helping ABATE members"

Robins Nest Tattoos
 Hilham, TN 931-265-1972

Handgun Carry Permit Class
 615-473-6493

Midtenn Motorcycle classes
Midtennmotorcycle.com

Family BBQ (Catering)
 Dickson 615-521-1481

If you have a business or service you would like listed here, please email publisher@cmtabate.com and we'll list it!

NEWS & EVENTS (MARK YOUR CALENDARS)

CMT/ABATE, INC.

DICKSON/HUMPHREYS/HICKMAN CHARTER

BIKE & TATTOO SHOW



MAY 11, 2019

VFW POST 4641

215 Marshall Stuart Drive, Dickson, TN



GATES OPEN @ 9:00

\$10.00 PER PERSON/entry

BIKE SHOW 10:00 – 11:30 (WINNERS ANNOUNCED @ 3:00)

POKER RUN 12:00 – 2:00 (\$5/Hand)

TATTOO SHOW – 3:00

TROPHIES: For All Bike Classes, Best of Show & Tattoos

Vendors Welcome – Free Set Up

INFO 615/477-0171

Facebook: DicksonHumphreysHickman CMT/ABATE

Congress of the United States
Washington, DC 20515

April 11, 2019

Heidi King
Deputy Administrator
National Highway Traffic Safety Administration
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Deputy Administrator King:

We write today as members of the Congressional Motorcycle Caucus to convey concerns related to the National Highway Traffic Safety Administration's (NHTSA) definition of a motorcycle and to request NHTSA's views on the current definition.

As you know, NHTSA has long defined a motorcycle as a "motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground." While this was a clear characterization for many years, the recent emergence of a new class of vehicle that has attributes of both automobiles and motorcycles has created confusion.

This new class, commonly referred to as autocycles, typically has more characteristics of an automobile. In some cases, autocycle models have three wheels, a steering wheel, gas and brake pedals, car seats, an enclosed cockpit, and other car-like features. Because the current federal definition of a motorcycle is broad, many models in this emerging class of vehicles fit the definition of a motorcycle. This has the potential to create ambiguity in motorcycle safety statistics and alter licensing, registration and insurance rates.

We understand that there was a previous Notice of Proposed Rulemaking to classify autocycles as passenger cars. However, this proposed reclassification was never finalized.

We respectfully request a response that describes whether NHTSA believes the current federal definition of a motorcycle is appropriate, and if not, what NHTSA is doing to address this issue.

On April 13, 2019 Caney Fork hosted the their first and 2019's first points rodeo. Despite the all the rain and cooler temperatures the games went off without a hitch.

Results of the rodeo is as follows;

SLOW RACE

FIRST - TOMMY JONES
SECOND- JAMES SULLIVAN
THIRD- RYAN WATERS

BARREL ROLL

FIRST- TOMMY JONES
SECOND- JAMES SULLIVAN
THIRD- RYAN WATERS

BALL AND CONE

FIRST- JEFF HOLLAND AND BECKY FOSS
SECOND-RYAN AND COURTNEY WATERS
THIRD- JAMES AND LESLIE SULLIVAN

WEENIE BITE

FIRST- JEFF HOLLAND AND BECKY FOSS
SECOND-RYAN WATERS AND SUSAN JONES
THIRD- RYAN WATERS AND LYNN GREENWOOD

BIKE SHOW WINNERS

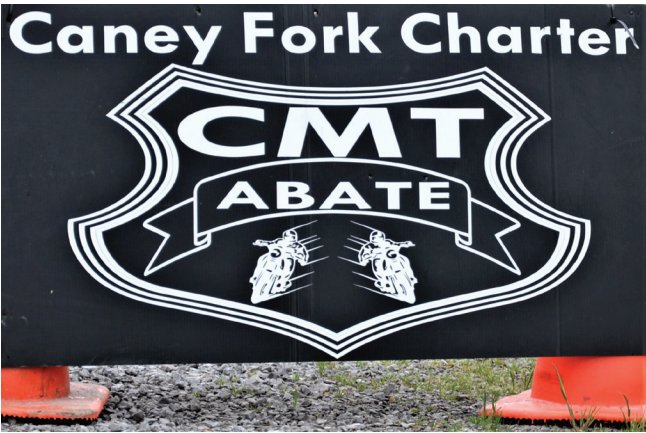
BEST OF SHOW - JOSH DOTY
FIRST PLACE- TERRY PRESLEY
SECOND PLACE- TOMMY JONES
THIRD PLACE- MARK WATERS

CHILI COOKOFF

WINNER- CISSY HAGGARD
SECOND- ROBIN PRESLEY
THIRD- ELLEN

50/50- LYNN GREENWOOD (NOTE: OUR THANKS TO LYNN FOR DONATING HALF THE WINNINGS BACK TO THE CHARTER

WE WANT TO CONGRATULATE ALL THE WINNERS!!
AND TO THANK EVERYONE WHO CAME AOUT AND SHOWED THEIR SUPPORT.
CAN'T WAIT TO SEE EVERYONE AT THE NEXT RODEO!!
Ride Safe and Look Twice For MOTORCYCLES



CANEY FORK

March 31, 2019

Meeting called to order at 4:19 PM
Opened with pledge and prayer
Treasury report and minutes approved
Safety: Watch for grass clippings and check your tires, etc. after winter storage of your bike.
Legislative: BOD Coverage
Danny Young running for Corporate Legislative Director in September 2019
Activities: Caney Fork Rodeo April 13th at the Roost ,Chili cook off starts at noon.
Entry fee \$5, Games start at 2 PM
Meet up to get the grounds ready on April 6th
Fairgrounds Bike Show on July 4th. Registration at 11 bike must stay until 8 PM
No charge to enter
Caney Fork / Justified Turkey Shoot June 15th – tentative date
Meeting closed at 5:11 PM
Gail Lyons

MONTGOMERY

5 March 2019

MEETING NOTES

The MOCO CMT-ABATE meeting was called to order at 7:10pm, on 5 March 2019 by Director Roy West (KICKSTAND).
Pledge of allegiance recited.
The Secretary MADJAP took the roll call.
Sick Call: We are proud to have back Mrs. DEBBIE.

Please keep these members/riders/brothers and sisters in your prayers:

PEANUT (Road Captain) went down on his bike Saturday. He has been released from the Hospital with a broken left ring finger and road rash on left knee and left side of his body. MADJAP, PIPPI and KICKSTAND said they would make a visit this week to check on his recovery. SICKY (Treasure) left early was dealing with kidney stones. MOMM FRAN has been under the weather for the past couple of weeks.

Treasure report: KICKSTAND reports the balance of the MOCO charter account is \$921.87. KICKSTAND and SICKY have priced 2 banners and t-shirts to be ordered for this year. They will be ordered and ready for our 2 main events. KICKSTAND said he would have SICKY pay the ABATE insurance of \$50.00 at the BOD on 10 March 2019.

Directors opening comments:
KICKSTAND announced that there would be a fundraiser this year to help collected donations for the Kickoff party for 2020. Please look at the calendar and make recommendations of the available days that would be work out to have maximum participation.

Membership: MADJAP said he would work membership handing out our hand bill to get new members signed up at the 11 May 2019 MOCO safety day. He briefs a goal of 5 new members for the year. KICKSTAND informed the charter that he has 2 new members that would be signing up next month.

OLD Business:

1. 11 May 2019 Motorcycle Safety Day hosted by MOCO Safety Board at Outlaw Airfield. There will be a meeting on 3 March 2019 to hand our flyers and discuss and shortfalls for the event. We will ask to invite, Candidate for State Senator Jeff Burkhart, Councilman Richard Garret, Mayor of Clarksville Joe Pitts and Bruce Kennedy with Kennedy Law firm to attend the event.

2. 16 March 2019 St. Patty's Day Ride in Erin, TN is set and ready to go.

3. 11 May 2019 Cross Roads Riders – Roadblock made an announcement that there will be an annual ride "Shanin Hope ride" and this is to raise funds for a needy cancer patient in MOCO. The ride will start from Appleton's Harley Davidson and end in Ashland City.

NEW Business:

1. KICKSTAND made a recommendation that we should support the French Broad charter on their 6 April 2019 ride. This would give us a chance to see the eastern side of the state for some great spring riding. Planning to be posted on Face Book page and announced at next meeting with logistics and costs to make the round trip. Good of the Organization
Gidget won the drawing and donated back to MOCO.

Meeting was adjourned at 7:50pm on 5 March 2019

NASHVILLE

Our meeting, at 7pm Bikini Beach, was called to order by Director Jack Jones. First order of business is to recognize 2 brand new members tonight! Welcome to John and Sylvia.

Assistant Director, Shorty, reported on new and upcoming events for motorcyclist.

Treasurer, Bette reported our charter has paid their pledge for Jan thru June of the current year and the event insurance for 2019.

Carol Simpson gave her Legislative report about taking a break from the freedom of choice bill for 2019. We discussed the off road/ATV menace in Nashville as being very disruptive to motorcyclist everywhere.

Points from the BOD were discussed and that it was voted on at the board meeting to have another 2020 Kick Off party next year. The Safety grant is still possible, will wait and see. May 11 in Clarksville we need to do the "Don't Ride Fried" for a special event and need HELP.

We talked about a specialty plate for Cars and Bikes and everyone agreed it would be a positive thing for CMT/ABATE by show of hands.

The Nashville Charter will try to do a 50/50 at Bikini Beach on March 31 by motion from Carol Simpson and seconded by Allen.

Open forum. Carol Simpson is looking to buy another motorcycle if anyone has one??? approx. 500cc.

Motion to Adjourn by Shorty, seconded and passed 8pm.

ROBERTSON COUNTY

Our meetings are held the 1st Tuesday of each month at The Pit in Springfield. Bull lead us off with the Pledge and George lead us in prayer. Roland thanked everyone for coming. Samantha went over events. Liberty Rally will be May 11th, and Dickson, Humphreys and Hickman Tattoo Bike Show also May 11th. Caney Fork Rodeo and Easter Egg Hunt on April 13th. Motor Cross at Nissan Stadium is this weekend. Treva went over the Treasury Report. Johann went over the Legislative. Thanks to the Pit for hotdogs and chips for dinner.

Connie Jones

UPPER CUMBERLAND

March 3, 2019

JD's Sandwich Shop - Livingston

Ron opened the meeting & Larry led us in the Pledge of Allegiance. 8 members were in attendance. Sandi read the previous month's minutes & Dean gave the treasures report.

ACTIVITIES : Feb's 3 rd annual Broomstick Pool Tournament & Chili Cook-off proved to be fun & successful once again. Billy won the pool tourny & Becky won the chili cook-off. \$ 83 was put in the charter account from this event.

Liberty Rally is May 10 - 12... Games, Food, Fun, Music & Fellowship. Come out & support your charters putting on this yrs event. Rusty Rooster is Sat. nites entertainment & the local area is supporting us with donations. Let's have some fun !!!

Proposed 2019 UC Officers :

Director - Ron

Asst Dir - Lynn

Treasurer - Dean

Secretary - Sandi

Activities - Dale

Sgt at Arms - Jeff

B.O.D. Where is the "Questionnaire on the By -Laws "? We have not received our copy.

MEETINGS :

April 7 - Whistle Stop - Static

May 5 - Mistie's - Cookeville

June 2 - Trina's

July 7 - Dean's - Sparta

50/50 - Larry

Membership - Tom

Knees in da' breeze o~o` Sandi

DICKSON/HUMPHREY/HICKMAN

FRENCH BROAD

MUSIC CITY

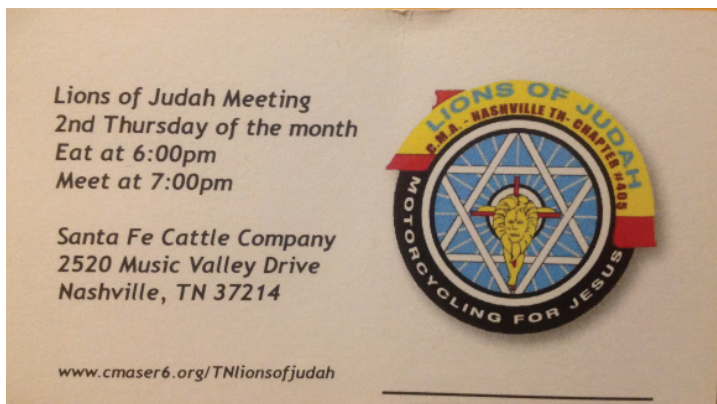
NORTHEAST

SUMNER COUNTY

SMITH /WILSON /STONES RIVER

WHEELS OF THUNDER





Want to be a part of this amazing organization?

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

MEMBERSHIP APPLICATION

New Member ☐ Renewal ☐

Member Number: _____

Type of Membership Desired:

Full Member \$30 _____

Couple Member \$40 _____

Associate \$10 _____

Junior \$10 _____

Lifetime Membership \$300 _____

*a mailed paper is \$30 a year

Change of Address: ☐

PLEASE PRINT CLEARLY

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Email: _____

Charter You Would like to Join: _____

Are you a Registered Voter? Yes No

How would like to receive your newsletter?
Email US Mail

Please mail to:
CMT/ABATE, Inc.
242 West Main St. #195
Hendersonville, TN 37075
615-566-9936

Review of the 1990 CDC Study on Head Injury Deaths and Helmet Laws

Reviewed by

Jonathan P. Goldstein, Ph.D

Bowdoin College

What the Study Does

In "Head Injury - Associated Deaths from Motorcycle Crashes: Relationship to Helmet-Use Laws" by D. M. Sosin, et. al, (JAMA, Nov. 14, 1990 - Vol. 264, No. 18), the authors estimate the rate of motorcycle-related deaths associated with head injury for states with comprehensive (full) helmet-use laws, states with partial (youth) helmet-use laws, and states with no laws. Two different rates are calculated for each state for the years between 1979- 1986: a population-based rate (motorcycle deaths associated with head injuries divided by state population) and a registration- based rate (deaths associated with head injuries divided by the number of state motorcycle registrations).

The end result is an average population-based rate and an average registration-based rate of motorcycle deaths associated with head injuries for each of the three helmet law groupings of states during the entire 1979-1986 period.

The authors find that the population-based rate in states with partial laws (10.2 fatalities per million residents) and no helmet-use laws (11.4) were almost twice those in states with comprehensive helmet-use laws (5.5). Their registration-based rates show dramatically less contrast between the three groupings: partial law (3.7 per 10,000 registered motorcycles), no law (3.5), and comprehensive law (3.0).

On the basis of comparisons of these rates, primarily the population-based rates, across groups of states with different helmet law coverage, the authors conclude that comprehensive helmet-use laws are an extremely effective mechanism for reducing the severity of nonfatal head injuries and the rate of fatal injuries. Their policy prescription is the adoption of comprehensive motorcycle helmet-use legislation.

The contribution of this study is the creation and use of an alternative data set on motorcycle fatalities. In particular, the authors are able to separate out motorcycle-related head injury deaths from all motorcycle-related deaths. Thus, isolating a fatality variable which can more directly be used to test propositions on motorcycle helmet effectiveness. Unfortunately, the statistical methodology employed -- comparing rates of head-injury related deaths for states with different helmet-use law coverage in order to infer the effectiveness of such legislation -- is fundamentally flawed. In summary, the authors should be praised for their data collection techniques/innovations, but criticized for their inappropriate statistical methods and thus invalid conclusions.

The Major Weakness of the Study

The main conclusion of the study--helmet-use laws and thus helmets are extremely effective for reducing the fatality rate associated with head injuries--is derived from a statistical technique known as correlation analysis. Using this approach, the authors simply observe that states with comprehensive laws have lower fatality rates than states without comprehensive laws and thus conclude that the existence of comprehensive helmet laws are the sole cause of these differences in fatality rates. But as all beginning statistics students know, correlation does not imply causality.

The method employed in the CDC study fails to control for differences (across comprehensive and noncomprehensive helmet law states) in other factors -- speed, alcohol consumption, and registrations/motorcycle usage -- that can dramatically impact the population-based fatality rates used to arrive at the CDC study's conclusion. Thus the higher fatality rates in the CDC study observed in noncomprehensive law states could be explained by higher average driving speeds, more alcohol consumption, and more motorcycle usage per person, rather than by the lack of a comprehensive helmet-use law.

The data in Table I clearly establishes that states without comprehensive helmet laws have these critical characteristics over the same period, 1979-86, used in the CDC study. Thus the CDC study fails to determine which of higher speeds, more alcohol consumption, more use of motorcycles per person, and the lack of a comprehensive helmet law are responsible for the higher fatality rates. By not controlling for the impact of these other factors, the CDC study erroneously assigns their impact to the one factor that is considered in the analysis -- nonexistence of a comprehensive helmet-use law. Given that these other factors cause higher fatality rates, the CDC study clearly and dramatically overstates (distorts) the effectiveness of helmet use laws by assuming that higher fatality rates in noncomprehensive law states are determined by the absence of a law rather than by higher speed, alcohol and usage. The level of distortion could be large enough that if it is corrected, the end result would show that helmet-use laws do not have a statistically significant effect on head-injury related fatalities. Other studies that employ the correct statistical methods (Goldstein (1985,1986)) by controlling for the impact of speed, alcohol, etc. find that helmets and helmet-use laws have no statistically significant effect on the probability of fatality or fatality rates.

Referring to Table I, the heart of the problem in the CDC study can be addressed. The number of motorcycle registrations per 1000 population is dramatically higher in states without a comprehensive law--in these states, people are more likely to own/register/ride a motorcycle. Thus, motorcycle usage per capita is higher as will be fatality rates. In particular, in states with comprehensive laws, there are 18.7 registrations per 1000 population during 1979-86, in states with no laws there are 35.9, in states with partial laws 33.9 and in states without a comprehensive law (states with no laws or partial laws) there are 34.6.

This implies that part, if not all, of the differences in the population-based rates of the CDC study could be explained by the existence of more motorcycles per capita rather than by the nonexistence of a helmet law.

Table 1

Differences in Other Key Determinants of Fatality Rate,
Across States Grouped by Type of Helmet-Use Laws

Factor	Type of Helmet-Use Law									
	Comprehensive	None	Partial	Noncomprehensive	1979-86	1984	1979-86	1984	1979-86	1984
Average M.C. Registrations per 1000 pop.	18.7	17.7	35.9	32.8	33.9	33.2	34.6	33.9		
Average per capita alcohol consumption**	2.94	2.87	2.96	2.84	3.06	2.98	3.03	2.97		
Average Driving Speed (mph)		52.7	52.7	55.9	56.2	55.6	56.2	55.7	56.2	
N = # of States		20		7		24		31		

*Source: Federal Highway Administration Reports, U.S. DOT

**Pure Alcohol consumption per adult person in wine gallons compiled from reports of the Wine Institute and Distilled Spirits Council of the U.S.

+Source: "Quarterly Speed Summary," Federal Highway Administration, U.S. DOT.

One way to correct for the influence of higher registration rates is to calculate a registration-based fatality rate associated with head injuries. The CDC study does this and finds that the differences between comprehensive law states and other states all but disappear. In particular, the comprehensive states have 3.0 fatalities per 10,000 registrations while partial law states and no law states have 3.7 and 3.5 respectively. Yet, the CDC study ignores that the differences between states with comprehensive laws and without laws have been dramatically reduced and continues to rely on the distorted population-based rates to draw its conclusions. The study fails to conduct statistical tests (discussed below) to see if the 3.0 and 3.5 rates are different by more than one would expect to occur by chance sampling error. Thus, there may not exist any statistically significant difference in fatality rates between comprehensive law states and other states (unfortunately not enough information is provided in the article to calculate the appropriate statistical tests). Another disturbing aspect associated with the registration based rates is that the CDC study ignores the fact that partial law states have a higher fatality rate than states with no laws. Using the same flawed logic contained in the CDC study, one could conclude from this result that helmet laws do not work because they result in higher fatality rates. Yet the study just ignores this finding. Of course, the contradictory result supports more the notion that the CDC study has produced distorted estimates of helmet law effectiveness than it supports the notion that helmets cause fatalities.

We have just seen that when the CDC study controls for registrations, the differences between comprehensive and noncomprehensive law states virtually disappear (in a statistical sense they may totally be eliminated). If the CDC study controlled not only for registration/usage differences across states but also for the speed and alcohol differences exhibited in Table I, the differences in fatality rates would be reduced further. The higher average driving speed and alcohol consumption found in the noncomprehensive law states certainly explains some, if not all, of the remaining differences in fatality rates between states with and without comprehensive laws. Other studies (Goldstein (1985, 1986)) have shown that speed and alcohol are the major determinants of deaths in motorcycle accidents. In addition, it is also a well-known fact that excessive speed and alcohol consumption are a primary cause of accidents. Thus, once all relevant factors are controlled for, it is highly likely that no statistically significant impact of helmet laws on fatality rates will exist. In order to control for all relevant factors and thus sort out the unbiased (undistorted) effect of helmet laws on fatality rates requires the application of multiple regression analysis. The CDC study does not employ this statistical methodology. Studies that have used this technique (Goldstein (1985, 1986)) generate an undistorted estimate of helmet-use law effectiveness which shows that these laws have no statistically significant effect.

In conclusion, the CDC study dramatically overstates the effectiveness of helmet-use laws on fatality rates related to head injuries because it fails to control for all of the relevant factors that affect fatality rates (motorcycle usage, speed, alcohol). When all factors are controlled for, the differences between comprehensive helmet-use law states' fatality rates and all other states' fatality rates disappear implying that helmet-use laws are ineffective in reducing fatality rates.

Other (More Technical) Problems in the Study

The CDC study claims that it is not necessary to address sampling error and thus statistical tests of significance because the entire population of death certificates of motorcycle-related deaths is analyzed. First, the entire population of motorcycle related deaths associated with head injury, the relevant variable in the study, is not analyzed. In the data, 23% of all motor vehicle deaths were not classified by the type of vehicle. This implies that 23% of motorcycle deaths were not classified. Given that in the classified deaths, motorcycle deaths associated with head injuries accounted for 53% of motorcycle deaths, this implies that 12% of motorcycle deaths associated with head injuries are not considered. This further implies that a sample is being used-- head injury-associated deaths is a random variable. State fatality rates are subject to a sampling error. In addition, there exists a random measurement error -- deaths are recorded by residence instead of location -- implying that state fatality rates will be measured with an additional sampling error. Finally, the appropriate sample size when considering state fatality rates is the number of states, not the number or percent of the population of head injury related deaths.

The existence of sampling error implies that statistical tests of significance are appropriate. Given that the appropriate sample size is the number of states in each group (a small sample), it is highly unlikely that the differences in registration-based fatality rates reported in the CDC study are statistically significant implying that helmet-use laws have not been shown to be effective.

The analysis in the CDC study that compares the before and after fatality rates in the 3 states that changed their laws between 1979-1986 is invalid. These comparisons are based on a sample size of 2 and 1 and cannot be used to reach any statistically valid conclusion.

The data on fatalities in the CDC study includes deaths from motorized scooters, tricycles and mopeds. These types of fatalities are not representative of motorcycle deaths and should be excluded. They could distort the results. Of course, no data set is perfect and this limitation of the data is not a serious problem.

Finally, many little facts in the CDC study point to the major problem in the study: (1) the higher registration-based fatality rate for partial law states; (2) the significant drop in the differences between fatality rates when registration-based rates are employed and (3) the decline in all fatality rates between 1979-1986. (1), (2), and (3) all suggest that important factors that influence fatality rates have not been controlled for. (2) points to the importance of motorcycle usage and (3) points to the importance of stricter speed enforcement and stricter OUI laws, factors not considered in the CDC's calculation of the causes of fatality rate differences.

Conclusion

In conclusion, the CDC Study attributes differences in population-based fatality rates (associated with head injury) across states with different helmet-use law coverage solely to differences in a state's helmet-use law. The study concludes that lower fatality rates are the direct result of comprehensive helmet-use laws. The study fails to control for important differences in registration/usage, average driving speed, and alcohol consumption in determining fatality rates. In particular, states with comprehensive laws have lower registration/usage rates, lower driving speeds, and lower alcohol consumption all of which lower the fatality rate. Failure to control for these factors leads to distorted estimates of helmet law effectiveness which systematically and dramatically overstate their effectiveness. Once these factors are appropriately controlled for, no statistically significant differences in fatality rates across states with different helmet law coverage can be found.

Footnote

1While the speed and alcohol figures in Table I are respectively for all vehicles and for the entire adult population and the differences between groups of states seem small, these differences are relevant. Higher average speeds (on 55 mph highways) are associated with less strict enforcement of speed limits on all highways. Given the higher relative rates of acceleration of motorcycles when compared to other vehicles, a small speed difference for all vehicles can translate into higher speed differentials for motorcycles. In addition, the alcohol differences could be magnified in the motorcycling community.

References

Goldstein, J. 1986. "The Effect of Motorcycle Helmet Use on the Probability of Fatality and the Severity of Head and Neck Injuries," Evaluation Review, 10 3, June. Goldstein, J. 1985. "The Effect of Motorcycle Helmet Use on Motorcycle Fatalities: An Econometric Approach," Discussion Paper #85-115, Public Affairs Research Center, Bowdoin College.

CMT/ABATE, Inc. 2019 Events
POPULAR MOTORCYCLE EVENTS OTHER THAN CMT/ABATE EVENTS *
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Other events of interest ~

May 1-5, Panama City Bike week
May 4, Wheels of Thunder Ride to Meet
May 5, Music City Biker Sunday, Ensor UMC
May 11, Upper Cumberland Liberty Rally
May 11, Dickson, Humphreys, Hickman Tattoo and Bike Show
May 11, Montgomery County Motorcycle Safety Awareness and Rodeo
May 12, Mothers Day
May 21, 11th Annual Bikers In The Beltway, Washington, DC
May 26, Montgomery County Bike and Car Wash
May 27, Memorial Day

June 2, Wheels of Thunder Ride to Eat
June 9, State Board Meeting
June 16, Fathers Day
June 20-23, June-Bug Boogie
June 22, Montgomery County Bake Sale
June 29, Caney Fork Humane Society

July 4, Independence Day
July 13, Upper Cumberland Memorial Ride
July 18-21, Little Sturgis Kentucky
July 20, Music City Toy Ride

Aug. 2-11, Sturgis Bike Rally, SD
Aug. 10, Caney Fork Wilson Bank & Fire Department Ride
Aug. 23-25, Southern Thunder Rally

Sept. 2, Labor Day
Sept. 7, Robertson County In Memory Ride
Sept. 8, State Board Meeting
Sept. 13-15, Bikers Who Care Toy Run & Benefit
Sept. 14, Caney Fork Swap Meet
Sept. 14, Smith, Wilson, Stones River Memorial Ride
Sept. 19-22, Meeting of the Minds, Bloomington, MN
Sept. 20, Montgomery Bikers Who Ride Toy Run
Sept. 21, Upper Cumberland Wind Ride
Sept. 22, Deer Archery season opens
Sept. 27, June-Bug Boogie TOO
Sept. 27, Harley Drags, Bowling Green, KY
Sept. 28, TFA Smiley Hollow
Sept. 28, Smith, Wilson, Stones River Rodeo

Oct. 3-6, Loretta Lynn's Motorcycle & Music Festival
Oct. 5, Caney Fork Lizzy Cruise-in Benefit
Oct. 6, Caney Fork Scott Almond Memorial Ride
Oct. 11-13, Knob Creek Kentucky
Oct. 17-20, Daytona Biketober Fest, FL
Oct. 23-27, Panama City, FL
Oct. 26, Music City Halloween Party
Oct. 26, Dickson, Humphreys, Hickman Toy Run & Food Drive

Nov. 3, Muzzle Loader Deer Season
Nov. 11, Veretan's Day
Nov. 16, Caney Fork Turkey Shoot
Nov. 16, Music City Chili Dinner
Nov. 17, Deer Season Rifle
Nov. 28, Thanksgiving

Dec. 1, Wheels of Thunder Toy Run
Dec. 7, Robertson County Toy Run & Christmas Party
Dec. 7, Caney Fork Toy Drive & Christmas Party
Dec. 8, State Board Meeting
Dec. 14, Music City Toy Run
Dec. 21, Music City Christmas Party

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Hello everyone! I'm very excited to see the amount of renewals we've had since I've taken over. We've also have had a bit of new memberships come in. If anyone would like any of the new tri-folds please let me know and I will get some out to you! As I am still getting the process of membership down please let me know if there is anything I've left out or need to fix. If any charter Director or members have any questions or comments about their membership please feel free to contact me at 615.598.0853 or email me at cmtabatemembership@gmail.com. I would like to again thank everyone for their continued support!

Sarah Lipinski
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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 242 West Main St. #195, Hendersonville, TN 37075. Include the ad you're paying for and how long paid ad will run.