



# ABATE OF FLORIDA

## PALM BEACH CHAPTER

***DEDICATED TO FREEDOM OF CHOICE,  
FREEDOM OF THE ROAD***

ISSUE 2006-8 VISIT US AT: [ABATEPALMBEACH.COM](http://ABATEPALMBEACH.COM)

JULY, 2006

# ABATE

of Florida, Inc.



**A** MERICAN  
**B** IKERS  
**A** IMING  
**T** OWARD  
**E** DUCATION

**NEXT  
CHAPTER  
MEETING  
11:30AM**

**SATURDAY  
July 22<sup>nd</sup>**

**NEW LOCATION SEE  
BACK COVER**



**LET THOSE  
WHO RIDE  
DECIDE!**



**ABATE of Florida, Inc.**

presents...

## Leadership Seminars

Saturday, July 15

- and -

## President's Meeting

Sunday, July 16

At the Holiday Inn Convention Center

350 E. International Speedway Blvd. (US92) DeLand, FL

For Reservations Call (386) 738-5200 or 1-800-Holiday • Special Rates for ABATE

These Leadership Seminars are for all Chapter Officers.

Each seminar will be presented by the State Board Member based on his or her respective office. These seminars will offer a good overview of the duties and responsibilities of a Chapter Officer and will give attendees a chance to get answers to their questions on an individual basis.

### Saturday July 15

#### Room C

9am - 10am Secretary Seminar  
10am - 10:30am Products Seminar  
10:30am - 11:30am Safety Seminar  
11:30am - Noon Delegates Seminar

Noon - 1pm Lunch on your own (many restaurants in the area)

1pm - 2pm Sgt at Arms Seminar  
2pm - 3:00pm Newsletter Seminar

#### Room A

9am - 11am Treasury Seminar

11am - Noon PR/Web Seminar

1pm - 2pm Membership Seminar  
2pm - 3pm Legislative Seminar

### Sunday July 16

9am - 12 Noon Presidents/Vice Presidents Meeting

For further information contact: ABATE OF FLORIDA, INC. State Office (386) 943-9610

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Directions: Conveniently located near the junction of 17 and 92 (International Speedway Boulevard), from I-4, exit Highway 44 and go west. Turn right onto Naples Road, proceed to next light & turn left onto 92 (International Speedway Blvd). The hotel is 1 mile on the left. From I-95 exit Highway 92 and go west 15 miles into DeLand. The hotel is on the left.

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**ABATE OF FLORIDA, INC.  
PALM BEACH CHAPTER**

**MEETINGS ARE:**

**11:30 am THIRD SATURDAY EVERY MONTH**



**Membership Application**

**Membership Dues: \$20.00 per person for 1 year or \$150 for Life Membership**

Fill out form, print, sign, and attach your check or money order and mail to:

**ABATE - Palm Beach Chapter  
P.O. Box 971073  
Boca Raton, FL 33497-1073**

or Credit Card Information (below) and fax to:  
561-883-2678

Date: \_\_\_\_\_ New Member \_\_\_ Renew \_\_\_ Inactive \_\_\_ Address Change \_\_\_ Transfer \_\_\_

Full Name: \_\_\_\_\_ Road Name: \_\_\_\_\_

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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Registered Voter? \_\_\_\_\_ State House: \_\_\_ Senate: \_\_\_ US Dist. \_\_\_

How can you best help ABATE? (Time, Labor, Money, ETC.) \_\_\_\_\_

Signature: \_\_\_\_\_

Contact: Strongbow for more information 561-483-4283 email: [President@abatepalmbeach.com](mailto:President@abatepalmbeach.com)

**Order Your Patch:**

Large Chapter Patch (recommended): Width: 10" x 10 1/2": \$35.00 ea. Qty. \_\_\_\_\_ Total: \$ \_\_\_\_\_

Small Chapter Patch: Width: 5" x 5 1/2": \$10.00 ea. Total: \$ \_\_\_\_\_

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Please note there is a 20% re processing fee on all charge backs.

**YOUR MEMBERSHIP CARD AND/OR PATCH WILL BE MAILED WITHIN TWO WEEKS**



## President's Message

Brothers and Sisters,

June seemed to be a month of challenges and polling. All of a sudden the buzz got a little louder on issues that have been around forever such as the helmet law thing and finally some new things that should have been addressed a long time ago, the cell phone abuse epidemic and the drivers test to secure a drivers license in Florida.

I have recently taken a poke at the AMA after seeing a spokesperson's comment in a news article on reviewing the helmet law in states where it had been repealed. This was the day that Ben Rothlisberger became yet another victim of a vehicle turning left in front of a motorcycle. That's what it was, that's what caused the accident, it's a fact and that's what the media *didn't* report. They did mention at least 3 times in the first 30 seconds of every report the he was not wearing a helmet. The only article I found that accurately reported the accident was the Palm Beach Post. The photo's and video used by CDN, Fox, NBC, CBS and every broadcast I saw, never once mentioned the fact that the vehicle turned left in front of the motorcycle, they showed the mangled sport bike, they showed the vehicle that caused the accident but they never reported on how the accident happened. Rothlisberger was reported to have suffered multiple facial fractures and was not shown. I would imagine that even if he was wearing a helmet he would have had similar injuries from kissing the front of a cage.

If you took notice of where the motorcycle struck the cage it's very obvious as to what happened, the bike struck the front quarter panel because it pulled in front of the bike. Because it was a Pittsburgh Steeler it was big news, this happens every damned day. And than another celebrity actor Gary Bucci (who ever he is) jumps up and starts making statements to the press about supporting a Federal Mandate to force all motorcyclist, to wear helmets.

Just what we needed, Rothlisberger did however speak out in defense of his right to choose that is until the Pittsburgh Steelers organization got involved and then he was making statements that he should have been wearing a helmet. Still nothing mentioned as to how the accident happened.

Ah, maybe because Rothlisberger didn't have a motorcycle indorsement on his drivers license.

In my opinion these reports were deliberately inaccurate and totally irresponsible. The publics opinion is constantly being steered by the medias slanted and biased reporting of accidents involving motorcycles. On the state and local level of reporting in most cases, their reports come from the major sources on stories like Rothlisberger and other notables from The Associated Press and other high level news agencies.

## **President's Message - CONT'D**

Big money, high profile reporters with five year, six figure contracts are reporting what they are told to report and by the time it gets to the local level the facts are so deluded they're almost unrecognizable or ignored altogether. Local news agencies reporting on these types accidents in their area, follow the same format as the their peers in the big leagues and consequently nobody gets the full story. I took a swat at the media recently to see what kind of reaction I would get, so far nothin .... Articles and responses can be found at [www.abatepalmbeach.com](http://www.abatepalmbeach.com) under "The Forum".

Your involvement in ABATE as a member can also include voicing your opinion through these polls being offered on line. Suddenly we're back in the news with on line with polls being conducted in a way we have not had available to us before. We are presented with an excellent opportunity to be heard. "Turning lemons into lemon aide" if you will. But we have to act quickly because these polls only last a day or two or until the overwhelming numbers of votes cast in favor of our right of choice, make previous statistics look a bit embarrassing to those who reported otherwise in the past and they are quickly removed. The polls I referred to, were removed 48 hrs. after they showed overwhelming votes in favor of "Freedom of Choice" when the poll reached 88% in favor. That was in one day, I never saw the final tally.

I have asked Snapper, Wade and DeeMan to find these polls and have links posted on our website. I urge everyone with Internet access to check the sight daily to see how they can participate in these polls. If you know some one that doesn't have access invite them over for tea and have them participate as well. This is a golden opportunity during an election year that we might not see again for a while. Updates and other vital information on these and other issues concerning us as motorcyclist will be found on our website at [www.abatepalmbeach.com](http://www.abatepalmbeach.com) under the category of "The Forum". Use it to voice your opinions and announcements any time free of charge.

I hope to see you all at our next chapter meeting, at our new location:

The VFW Post 5335

500 N.E. 21<sup>st</sup> Ave

Boynton Beach.

Exit I-95 at Gateway go east to the R.R. tracks and turn right, before crossing the tracks. From U.S.1 turn west on Gateway and turn left immediately after crossing the tracks.

Ride Free, Ride Safe

**Strongbow - President/**[president@abatepalmbeach.com](mailto:president@abatepalmbeach.com)

ABATE P.B.C.

561-483-4283



**Motorcycle Rights & Safety  
Dedicated to  
"Freedom of Choice, Freedom of the Road"**

**You may know us as the motorcycle organization that got the helmet law repealed in Florida or from our motorcycle rights and safety rally's throughout the year. ABATE of Florida is not a club, we are a motorcycle rights & safety organization dedicated to promoting motorcycle safety while remaining ever vigilant of the legislative issues concerning motorcyclists' nationwide.**

**THERE ARE NO MANDATORY REQUIREMENTS**

Because we are not a club there are no mandatory rides or meetings to attend. We do not require our members to wear our patch. If you are currently a member of a motorcycle club or any other motorcycle association or organization we welcome your support as a member.

**YOUR COLORS OR PATCH ARE ALWAYS WELCOME IN OUR HOUSE**

Our most recent victories include the passing of Bill HB1697 requiring stiffer penalties for a motorist turning left in front of another motorist, one of the leading causes of injury and death to motorcyclist'. A reformed bill regarding "Ape Hangers" has also been passed, handlebars are now to be measured from the riders shoulders rather than the seat. We also helped beat down legislation proposed by Senator Frank Lautenberg (D-NJ) on an amendment to the transportation, reauthorization bill (SAFE-TEA) that would re-institute a federal helmet law for all riders by denying federal transportation and safety dollars to that state.

**WE ARE NOT ANTI-HELMET, WE ARE ANTI-HELMET LAW**

One of the most popular misconceptions about ABATE is that we are anti-helmet. Nothing could be further from the truth. We are "anti-helmet law" if you chose to ride with or without a helmet it's your choice, it is your right to decide whether wearing a helmet is right for you. ABATE is an organization fighting to protect your rights.

**"FREEDOM OF CHOICE, FREEDOM OF THE ROAD"**

There are over 7,000 members of ABATE in the state of Florida with over 30 active chapters. We feel Palm Beach County has huge potential in becoming one of the largest chapters in the state. With its large expanse and thousands of motorcyclist', a Palm Beach County chapter would become a viable and influential voice in raising motorcycle rights, safety and awareness. This chapter borders will be primarily Northern Broward County and all of Palm Beach County.

**For more information contact Strongbow President ABATE P.B.C. 561-483-4283  
[President@abatepalmbeach.com](mailto:President@abatepalmbeach.com)**

**ABATE of Florida, Inc.  
Palm Beach Chapter  
American Bikers Aiming Toward Education**

Please Contact  
Alison (RIO) 561-482-4346  
Strongbow 561-483-4283  
or any member of the  
Board of Directors

Mail you information and check  
to:

ABATE of Florida  
Palm Beach Chapter  
P.O. Box 971073  
Boca Raton, FL 33497-1073

You will be contacted ASAP

Thank you for your support!

Newsletter AD Rates:  
*(Rates shown are for the entire period, 6.5%  
sales tax included).*

<u>BUSINESS CARD</u>	
1 - Month	\$ 1 0 . 6 0
3 - Months	\$ 2 2 . 2 6
6 - Months	\$ 4 1 . 3 4
One Year	\$ 7 4 . 4 1

 <b>1</b> / <b>2</b>	<u>1/4 PAGE</u>	 <b>F</b> <b>U</b> <b>L</b> <b>L</b> <b>P</b> <b>A</b> <b>G</b> <b>E</b>
	1 - Month - \$ 21.20	
	3 - Months - \$ 42.40	
	6 - Months - \$ 77.38 One Year - \$139.28	
<b>P</b> <b>A</b> <b>G</b> <b>E</b>	<u>1/2 PAGE</u>	
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	3 - Months - \$65.72	
	6 - Months - \$121.90 One Year - \$219.42	
	<u>FULL PAGE</u>	
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Your support is essential to the survival of our newsletter

ABATE is a not-for-profit Motorcycle Rights Organization; our mission is to lobby and educate the government and the general public to promote motorcycling in a safe and positive image.

# 2006 CALENDAR

© 2006 SOUTH FLORIDA PRESIDENTS COUNCIL



MANDATORY MOTORCYCLE CLUB EVENTS ARE LISTED IN LARGER LETTERS

SOUTH FLORIDA PRESIDENTS COUNCIL  
OF MOTORCYCLE CLUBS AND ORGANIZATIONS  
P.O. BOX 1110, PALM BEACH, FL 33480

Call (964) 430-9697 or (964) 578-2900 for changes, deletions, additions or inquiries

## MAY

- 6 & 7 - Ft. Laud. Air & Sea Show
- 14 - Southern MC Annual
- 21 - Black Pistons MC Keys Annual
- 27 - BBRA - Marlins Baseball Event
- 28 & 29 - SE ABATE Memorial Weekend Event

## JUNE

- 3 & 4 - Palm Beach Bike Show
- 10 - Black Pistons MC West Palm Annual
- 11 - AOA MC Treasure Coast Annual
- 18 - Nam Knights MC Broward Chapter Annual
- 25 - Nate's Toy Run Bicycle Drive

## JULY

- 2 - US Military Vets MC Chapter 2 Annual
- 8 & 9 - BBRA Ride for Kids
- 15 - AOA MC West Palm Beach off annual
- 22 - Wheels of Man Chili Cookoff
- 23 - Nates Bike Drive
- 30 - Black Pistons MC Ft. Laud Annual

## AUGUST

- 7-13 Sturgis Bike Week
- 11-13 - 11th International South Florida Tattoo Expo
- 20 - AOA MC 39th Anniversary
- 27 - Wings of Gold MC Stuart Annual

## SEPTEMBER

- 3 - US Military Vets MC Pompano Annual
- 10 - Stones MC 13th Annual Key West Tuneup Party
- 15-17 - Phil Peterson's 34th Key West Poker Run
- 24 - Southern MC Teddy Bear Run

## OCTOBER

- 1 - Mystic 7 MC Annual
- 8 - BBRA ANNUAL
- 15 - Bobby B's "Boss" Hry's Grand Octoberfest Party
- 19-22 - Daytona Biketoberfest
- 28 - 32nd Annual Wheels of Man MC Halloween Party
- 29 - SE ABATE 26th Annual Motorcyclists Rights Rally

## NOVEMBER

- 5 - US Military Vets MC National 19th Annual Party
- 11 - Nat's Toy Run Bike Drive
- 12 - Alternative MC Annual
- 19 - CMA Memorial Event

## DECEMBER

- 3 - Heaven Cycles 29th Annual Party w/29 FREE Kegs!!!
- 10-19th SFPFC Christmas Toys in the Sun Run
- 16 - 7th Annual SFLCOC Christmas Party
- 16 - Drawing for the Toy Run bike at H-D of Miami
- 17 - Peterson's Toys in the Park Event (Bayside, Miami)
- 17 - Calvary Chapel MM Services

DEERFIELD BCH.



\$3 Single  
\$5 Couples

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OF MARGATE

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Saturday July 22, 2006  
Starting at 4PM till ???

The winner of the Chili Cook-Off  
wins Cash, A Plaque, and get's  
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**50/50 • FREE CHILI**

Party will be held at Central Pub  
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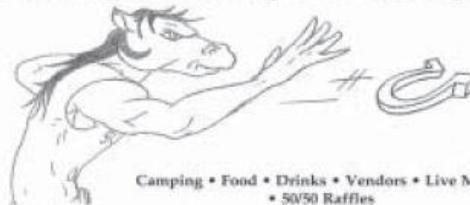
One block East of 441 & one block South of Copans Road  
FOR MORE INFO & ENTRY FORMS CALL  
BONEZ (954) 297-4330 or www.wheelsofmanmc.com

# Outlaws MC

West Palm Beach

3<sup>rd</sup> Annual Summer Rendezvous  
& Horseshoe Tournament

Saturday & Sunday July 15<sup>th</sup> & 16<sup>th</sup> 2006  
Starts 2:00pm Saturday thru Sunday???



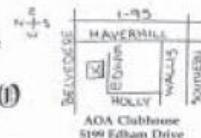
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Fri & Sat 6/30&7/1 After Hours  
Thur 7/6 Rob Arenth  
Fri & Sat 7/7&8 Not Fragile  
Thur 7/13 Rob Arenth  
Fri & Sat 7/14&15 Paradoxx  
Thur 7/20 Rob Arenth  
Fri & Sat 7/21&22 Jack Flash  
Thur 7/27 Rob Arenth  
Fri & Sat 7/28&29 Reality Check

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**\$25 Legends Bar Tab raffled off every Thursday Bike Night**

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## NCOM NEWS BYTES

compiled and edited by Bill Bish  
National Coalition of Motorcyclists (NCOM)

**QUARTERBACK CONTROVERSY** Much has been said in the mainstream press since a 62-year old woman driving a Chrysler New Yorker made a left turn into the path of an oncoming Suzuki Hayabusa motorcycle being ridden within the speed limit by 24-year old Pittsburgh Steelers star quarterback Ben Roethlisberger, sending him airborne and to the hospital for seven hours worth of surgery to repair multiple facial fractures, including his jaw and nose. Newspapers, television and radio reports from coast to coast and around the globe have maligned Big Ben for riding a motorcycle, and especially for riding without a helmet.

What they've failed to mention in their news coverages, however, is that Roethlisberger's right-of-way was violated, and no helmet in the world can prevent an accident!

An Internet search finds 55,100 hits for stories using the terms "Roethlisberger + accident + helmet", and most of them are critical of the 24-year old accident victim and some even blame him for causing the collision. Some contain lists of dozens of other sports figures who have been hurt over the years while riding motorcycles, conveniently ignoring the fact that none of them suffered head injuries.

It is also debatable whether or not a helmet would have benefited Roethlisberger in his accident, since his injuries were to his face and only a full-face helmet could have prevented them, but the added weight of a larger helmet might have caused greater harm.

In an interview with Pittsburgh's local CBS affiliate, facial surgeon Guy Catone said that a helmet could have changed the mechanical forces in Roethlisberger's accident, possibly making it worse; "The helmet is heavier and makes your head heavier, so your head travels through the windshield faster, and many patients that have head trauma or neck trauma after a motorcycle accident are ones that have helmets on and have gone through the windshield and fractured the neck so they become totally paralyzed."

"The type of injuries this guy unfortunately had to suffer are of just the sort that we see, at least anecdotally, that often KILL riders who are helmeted," interjects motorcycle accident attorney Sam Hochberg of the nationwide Aid to Injured Motorcyclists organization. "In certain types of common impacts, it's being without a helmet that can save your life."

In 2003, the state of Pennsylvania repealed the helmet law for riders over 21 years old, and Governor Ed Rendell makes no apology for signing the law that allows adults to ride motorcycles without a helmet. "I know you'll be surprised hearing this from a Democrat, but I generally believe that government

shouldn't get involved in things of personal choice," the governor told KDKA (CBS) in Pittsburgh. "The question is where you draw the line in a free society. How much do you regulate? And that was my decision," Rendell explained. "Ben Roethlisberger is a very smart, intelligent guy. And he made a choice for himself."

NFL contracts often contain language that gives the team the right to go after a signing bonus if a player is hurt taking part in a risky venture -- which is what happened with the Cleveland Browns' Kellen Winslow Jr. But Roethlisberger's contract has nothing about motorcycle riding in it.

Now in his third year as quarterback for the Pittsburgh Steelers, last year Roethlisberger became the youngest quarterback ever to lead a team to the Super Bowl championship.

**MICHIGAN LEGISLATURE OKAYS HELMET LAW REPEAL** "Michigan's helmet repeal bill (Senate Bill 297) landed on the Gov's desk this morning (June 16th) at 9:20 am," wrote Angel of the Confederation of Clubs of Michigan. "So if she does not veto it or sign it, she can let it lie on her desk for 14 days and it will automatically become law. Call Governor Jennifer Granholm at: 517-335-7858 or 517-373-3400 and request she sign Senate Bill 297."

Under the bill, sponsored by Sen. Alan Cropsey, R-DeWitt, a rider at least 21 years old, who's completed a motorcycle safety course and has been operating a bike for at least two years wouldn't have to wear a helmet.

The Michigan House voted 66-37 on June 7th to repeal their 37-year old helmet law -- the Senate first passed the bill in March 2005 -- and it now goes to the governor to sign or veto the bill. Granholm has opposed changing the law.

Similar legislation has cleared the House multiple times in the past, including 2004, only to die in the Senate. It has never reached a governor's desk.

**BIKERS APPLAUD SOUTH CAROLINA LAWMAKERS** ABATE of South Carolina applauds those SC legislators who worked to get S 772 and H 4307 passed this legislative session. S 772 was a bill that dealt with handlebar height restrictions and H 4307 corrected the property tax issue facing South Carolina motorcycle owners. Prior to H 4307 passing, motorcycles registered in South Carolina were taxed annually at a 10.5% assessment rate while other private, passenger vehicles such as cars and trucks, were taxed at a 6% assessment rate. H 4307 would set the assessment rate at 6% for all vehicles.

"During the first half of the 116th General Assembly we passed S102 to provide Purple Heart tags for motorcyclists who have earned a Purple Heart while serving our country," said Fred Ruddock, ABATE

of SC State Coordinator. “Our lone disappointment was the failure to pass S1027 to address defective traffic sensors at red lights.”

**OKLAHOMA PASSES “JAGGERS” ROW LAW** “I’m very pleased to pass along the good news that SB1929, ‘Jaggers’ Law’ has been signed into law by Oklahoma Governor Brad Henry!,” announced “Tiger Mike” Revere, State Coordinator for ABATE of Oklahoma and a member of the board of directors of the National Coalition of Motorcyclists (NCOM).

“This law is designed to increase penalties for careless, irresponsible drivers that hurt and kill those they share the road with,” explained ABATE Lobbyist Holly Swinford.

Oklahoma’s new law adds a one thousand dollar fine to fatality or injury wrecks where the conviction or guilty plea includes a traffic violation for Failure to Yield Right-Of-Way. The money raised will go into a Department of Public Safety fund to increase Motorcycling Safety Awareness, Reduction of Drunk/Impaired Driving, and Defensive Driving for young people.

“This legislation is a fitting tribute to the late and beloved David Jaggers -- a very special member of our Community who gave so much while he was with us, and continues to be a force for good with this law being passed in his honor,” said Revere.

**ILLINOIS BIKERS GO TO COURT TO PROTECT SAFETY FUNDS** Illinois motorcyclists, tipped off by state Treasurer Judy Baar Topinka, have sought to block Governor Rod Blagojevich from using biker safety funds to bolster the state budget.

An aide to Topinka, Blagojevich's Republican challenger, acknowledged alerting ABATE of Illinois that the governor intended to transfer specially earmarked motorcycle safety money to the state's general bank account.

ABATE went to Sangamon County Circuit Court to prevent the Democratic governor from transferring money in the funds set aside for biker safety and training. Money in those funds comes from motorcycle registration fees and other surcharges paid by bikers. The group argued the governor lacks the constitutional authority to transfer the funds.

Aides to the governor said state lawmakers approved the fund transfers, which gave Blagojevich the authority to move the money. A lawyer for the state told the court the money is needed to pay bills, and that the money transfers, totaling about \$90 million from a number of specially earmarked funds, are part of the overall budget plan.

*(Continued next page)*

A spokeswoman from the governor's office criticized the state Treasurer's long-standing opposition to fund transfers; "If Treasurer Topinka had her way, special interest funds would continue to sit unused year after year, serving no purpose whatsoever."

Recently in Ohio, the Office of Budget and Management proposed transferring \$750,000 from the state's Motorcycle Safety and Education Fund for other purposes, but motorcyclists' rights organizations throughout Ohio successfully persuaded the Ohio Controlling Board to deny the raid on this rider-supported fund

**CANADIAN RIDERS PROTEST PROPOSED FEE HIKES** Thousands of Quebec bikers braved the cold rain on May 21 to protest a planned hike in motorcycle licensing fees in the province. An estimated 20,000 motorcycle enthusiasts tied up traffic for hours in the downtown core, where the Committee for Action on Politics in Motorcycling (CAPM) of Quebec staged the "Day of the Wolf" bikers' rights rally.

Quebec motorcyclists are facing whopping increases in their drivers permits and the fees to license a bike with the Government-run bodily injury insurance program.

"It's not fair," one biker told Radio-Canada's all-news channel ahead of the rally. The provincial insurance agency is poised to raise the current \$253 registration fee to \$430 next year for most motorcycles or as high as \$957 for some sport models. Registration and licensing fees are going up marginally across the board, but bikers say quadrupling the fees for sport bikes is outrageous.

The provincial agency says expenses have outstripped revenues since 1982, and facing a \$500 million annual deficit they won't have the funds to pay for car accident injuries without the increases. CAPM has been fighting this battle with the insurance agency since 1999, however this is the first instance where a proposed regulation to increase the rates has actually been proposed.

Similar protests were planned for Quebec City, Val d'Or, Rimouski, Alma and Sept-Iles, Que. There are 141,000 motorcycles registered in Quebec, and motorcycling in the province is a billion dollar industry.

The CAPM has formed a coalition with the dealers and manufacturers associations as the announcement of the rate hikes has caused a 40% decrease in new vehicle sales in 2006.

**WEIRD NEWS: BOLD MOTORCYCLISTS RIDING BLIND** "I live for this," shouted VIP Charlotte Gotz over the distinctive rumble of an idling motorcycle.

"I love Harleys," she told Greater Milwaukee Today for their article "Visually Impaired Passengers Feel The Thrill Of Open Road"

The wind on their faces and scenery roaring past, VIPs (Visually Impaired Persons) rode along with members of ABATE of Wisconsin and West Bend and Hartford Harley Owners Group chapters for a BOLD (Blinded Outdoor Leisure Development) outing. The Richfield Lions Club supplies the VIP riders, and ABATE with the help of local HOG chapters, bring the bikes.

"They're gutsy," said Andrew Olson of the BOLD passengers he's had over the past five or six years he has participated. "They're getting on with somebody they don't know, they don't

know the road, what's around the next curve or where they're going," said Olson, a member of the West Bend HOG Chapter. "I would've thought it would be terrifying, but everyone I've ever taken with me knows how the bike handles, the countryside - their other senses are developed."

When VIP and BOLD Director Marty Hutchings is asked why he enjoys the annual ride, he replied, "the feel of the wind in your hair, the open road, the freedom you have. It's something any biker would tell you."

**QUOTABLE QUOTE:** "Government's view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it."

Ronald Reagan, 40th President of the United States (1911-2004)

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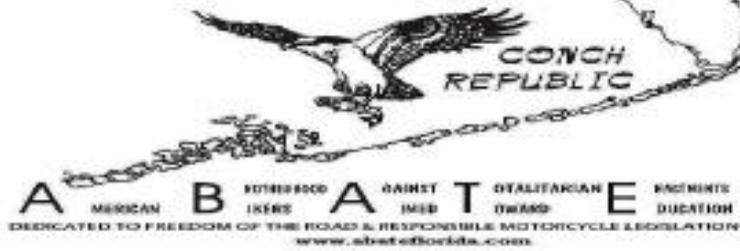
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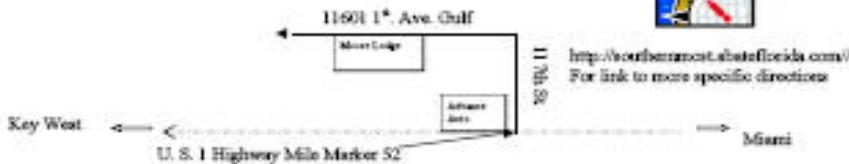
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**Camping:** Long Key State park-800-326-3521; Bahia Honda State Park-305-872-2353; Sunshine Key RV Park & Marina-800-852-0348

**Friday: TBA**

**Saturday: Fish Dinner will be served during the state meeting**

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<h1>JULY 2006</h1>						1
2 USMC MC CHAPTER 2 ANNUAL	3	4	5	6	7	8
9	10	11	12	13	14	15 AOA MC WPB OFF ANNUAL - PG 8
16	17	18	19	20	-22- <b>ABATE PB MEETING                      11:30 -NEW LOCATION!!</b> <hr/> <b>WHEELS OF MAN CHILI                      COOK-OFF- PG 8</b>	
23 NATE'S BIKE DRIVE PG 25	24	25	26	27	28	29
30 BLACK PISTON MC FT. LDLE - PG 25	31					

Sunday	Monday	Tuesday	Wednesda	Thursda	Friday	Saturday
<b>AUGUST 2006</b>						
		1	2	3	4	5
6	7 STURGIS BIKE WEEK 7- 13	8	9	10	11 INT'L S.F TATTOO EXPO	12
13	14	15	16	17	18	19  ABATE PB MEETING 11:30 -NEW LOCATION!!
20 AOA MC 39 <sup>TH</sup> ANNIVERSARY	21	22	23	24	25	26
27 WINGS OF GOLD MC ANNUAL - STUART	28	29	30	31		

## In the News

### **Motorcycle Helmet Laws Unlikely to Change**

By PETER JACKSON  
Associated Press Writer

June 13, 2006, 6:13 PM EDT

HARRISBURG, Pa. -- Ben Roethlisberger's high-profile motorcycle crash riveted public attention on the risks of riding without a helmet, but it is unlikely to bolster the case for state bans on bareheaded bikers.

The trend over the last several years has been to repeal helmet laws, said Rae Tyson, a spokesman for the National Highway Traffic Safety Administration in Washington, a leading advocate of laws requiring all motorcyclists to wear helmets.

"The truth is that those who are (proponents) of repeal are far more organized than proponents of mandatory helmet laws," Tyson said.

The 24-year-old quarterback, who was not wearing a helmet when he crashed, required seven hours of surgery to repair multiple facial fractures after his 2005 Suzuki Hayabusa collided Monday with a car making a left-hand turn in Pittsburgh. He was listed in fair condition Tuesday at a Pittsburgh hospital.

Partly because Roethlisberger has been outspoken in defending his freedom to ride without a helmet in Pennsylvania, his accident rekindled the debate over whether helmet use should be mandated to save lives and hold down long-term medical expenses to society.

"If it had been on the expressway, he probably wouldn't have been alive," said Gary Mitchell, a vice president for the Michigan Association of Insurance Agents, which is fighting to preserve that state's helmet law despite the Legislature's vote earlier this month to repeal it. Gov. Jennifer Granholm supports the law and is expected to veto the repeal bill.

Advocates maintain that cyclists should be free to choose for themselves.

Charles Umbenhauer, lobbyist for the 7,000-member Pennsylvania Alliance of Bikers Aimed Toward Education, which led the successful campaign to repeal Pennsylvania's universal-helmet law in 2003, said Roethlisberger's accident is unlikely to spur efforts to restore the law.

"We have accidents every day that are far worse than that one," said Umbenhauer, whose group has long maintained that better rider training is the key to safer motorcycling.

One motorcyclist who doesn't need to be convinced of the benefits of wearing a helmet is Jason Garber, 35, who spent his lunch hour Tuesday shopping for a helmet at the Pittsburgh Cycle Center.

"I hit a deer years ago. If I didn't have my helmet, my face would be gone," Garber said. "You

have to be a little bit insane not to wear a helmet."

Only 20 states currently require all motorcycle riders to wear helmets. Twenty-seven others mandate helmet use for certain riders -- Pennsylvania, for example, requires helmets for novices and riders younger than 21.

In Pennsylvania, the number of motorcycle deaths involving riders who were confirmed not to have been wearing helmets went from 23 in 2002 -- the last full year the state's old helmet law was in effect -- to 87 in 2005, according to the state Department of Transportation.

The total number of motorcycle deaths in 2005 was 205, up from 134 in 2002, PennDOT said.

Umbenhauer said the Pennsylvania fatality statistics are affected by increases in motorcycle registrations, which grew by 30 percent between 2002 and 2005, and an influx of bikers seeking to temporarily escape helmet laws in neighboring states of New York, New Jersey and Maryland.

"It hasn't spiked that much in my opinion," he said.

The NHTSA estimates that helmets saved the lives of 1,316 motorcyclists in 2004 and that an additional 671 lives could have been saved, had all motorcyclists worn helmets that year.

An NHTSA study in Florida found that motorcycle deaths and fatalities increased in the 30 months after that state repealed its universal helmet law in 2002. The same study showed the average head injury treatment cost increased by nearly \$10,000 to more than \$45,000.

Associated Press writer Dan Nephin contributed to this report.

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### **Who's Fault was it?**

This story appeared in the Palm Beach Sun Sentinel. This is the only report that actually tells how the motorcycle collided with the car. The car made a left turn in front of the motorcycle. I have not seen or heard one other report stating that this is what caused the accident. Which has become a very common practice when reporting accidents involving motorcycles.

I'm really sick of this biased, inaccurate, misleading unfair reporting on motorcycle accidents. In the CNN report they stated that Roethlisberger wasn't wearing a helmet in the first sentence and showing his mangled Sport Bike, before they showed the car and where they collided. It was obvious that the car turned in front of the bike because the car was hit on the front quarter pannal. Nothing was mentioned in the report, but they did mention that he wasn't wearing a helmet at least 3 times.

Now actor Gary Bucci is pushing for a Federal Mandate to require all motorcyclist to wear helmets. Even though Roethlisberger has been outspoken in defending his freedom to ride without a helmet in Pennsylvania.

We don't need more legislation, we need to put more emphasis on awareness and education. For instance a D.O.T. approved motorcycle helmet is only effective up to 13 m.p.h. and is deemed unsafe for use after 5 years.

The media is steering public opinion on this issue because the public isn't getting the whole story. The majority of motorist would never think for one second that what makes riding a motorcycle dangerous is themselves. I'd like to know who's paying the media to constantly insinuate that the accident was caused by a motorcycle colliding with a car. The car was at fault for turning in front of the motorcycle. Whether the rider was wearing a helmet or not is completely irrelevant. It sounds like you want the public to believe the motorcycle collided with the car because the rider wasn't wearing a helmet. And there people who will actually believe it!

This helmet thing is getting old. You all keep bringing up the same crap, implying that every motorcycle accident is the motorcyclist fault even when it's obvious that it was the motorist. How about distractions, putting on make up while talking on a cell phone, yelling at the kids as the mini van or SUV turns left in front of a bike or run's a red light or changes lanes without paying attention to the change and looking to see if there might be others on the road besides themselves, reading, eating and drinking among other things. Would you all be interested in some photo's taken by a passenger on a motorcycle of a woman reading while driving and flipping them off for taking the photo's before speeding off and still reading? These are the issues that need to be addressed.

"If it had been on the expressway, he probably wouldn't have been alive," said Gary Mitchell, a vice president for the Michigan Association of Insurance Agents.

Your exactly right Mr. Mitchell, if it would have happened on an expressway he would be lucky if he got run over twice. A helmet is NOT going to save your life. If you want to save lives, ban the use and abuse of cell phones while operating a motor vehicle of any kind. Make it a mandatory that driver's tests both written and verbal are given in English only. Road tests are given on the road, not in a parking lot and stop the D.O.T. from handing out drivers licenses like phone cards.

How about, mandatory testing of senior citizens over 70 annually in all fazes of the drivers test and that they must have signed documentation from their physicians that their medication will not impair their judgment while operating a motor vehicle of any kind.

If people want to look at some real statistics, let's start with the percentage of head trauma victims and deaths do to head trauma in cars, trucks, buses, vans and SUV's, I think you'll find that it's a far greater percentage than that of motorcyclist not wearing helmets. If government is so concerned with saving us from ourselves then make it a Federal Mandate that requires all motorists to wear helmets, including police officers and government officials, everyone. Oh, and lets not forget boaters, they are not required to have any operators license, certification nor are they required to wear any kind of safety equipment.

If you want to make motorcycling safer, start by dealing with the things that make motorcycling dangerous.

Strongbow President  
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April 11, 1996

TO: All Troop E Personnel  
FROM: Major Grady Carrick *GC*  
Troop Commander  
SUBJECT: HOV Lane Enforcement - Motorcycle Exemption

As has been related to you in the past, the high occupancy vehicle (HOV) lane restrictions do not apply to motorcycles. Motorcycles are exempt from the laws that govern the use of HOV lanes, as per Federal requirements found in the Intermodal Surface Transportation Efficiency Act of 1991. If you engage in enforcement of this violation, please be aware that this exemption exists.

Thank you for your attention in this matter.

GTC



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### State Motorcycle Riding Laws

State	Helmet required	Daytime Headlights	Eye Protection	Radar / Kids / Earphones	Yearly Inspections	Lane* Sharining	Blood Alcohol		Max Speed	
							Over 21	Under 21	Rural	Urban
Alabama	Yes					Yes	.08	.02	70	70
Alaska	18	Required	Required		Random	Yes	.08	.00	65	55
Arizona	18		Required		Yes	Yes	.08	.08	75	55
Arkansas	21	Required	Required		Random		.08	.02	70	55
California	Yes	Required		1 Ear Only	Random	Yes*	.08	.01	70	65
Colorado			Required		Random	Yes	.08	.02	75	65
Connecticut	18	Required	Required		Random	Yes	.08	.02	65	55
Delaware	19 Rflct		Required		Yes		.08	.02	65	55
Florida	21	Required	Required			Yes	.08	.02	70	65
Georgia	Yes	Required	Required	No Music		Yes	.08	.02	70	65
Hawaii	18 Rflct		Required	No Pass Under 7	Yes	Yes	.08	.02	55	50
Idaho	18						.08	.02	75	65
Illinois		Required	Required				.08	.00	65	55
Indiana	18	Required	18			Yes	.08	.02	65	55
Iowa		Required				Yes	.08	.02	65	55
Kansas	18	Required	Required		Random	Yes	.08	.02	70	70
Kentucky	21		Required				.08	.02	65	55
Louisiana	Yes		Required		Yes	Yes	.08	.02	70	55
Maine	16	Required			Yes	Yes	.08	.00	65	55
Maryland	Yes Rflct		Required		At Sale	Yes	.08	.00	65	65
Massachusetts	Yes		Required	No Earphones	Yes	Yes	.08	.02	65	65
Michigan	Yes				Random	Yes	.08	.02	70	65

### State Motorcycle Riding Laws

State	Helmet required	Daytime Headlights	Eye Protection	Radar / Kids / Earphones	Yearly Inspections	Lane* Sharining	Blood Alcohol		Max Speed	
							Over 21	Under 21	Rural	Urban
Minnesota	18	Required	Required	1 Ear Only	Random	Yes	.08	.00	70	65
Missouri	Yes		Required		Yes		.08	.02	70	70
Mississippi	Yes				Yes		.08	.02	70	60
Montana	18	Required				Yes	.08	.02	75	65
Nebraska	Yes					Yes	.08	.02	75	65
Nevada	Yes		Required			Yes	.08	.02	75	65
New Hampshire			Required		Yes	Yes	.08	.02	65	65
New Jersey	Yes Rfct				Yes		.08	.01	65	55
New Mexico	18 Rfct		Required		Random		.08	.02	75	55
New York	Yes Rfct	Required	Required	1 Ear Only	Yes	Yes	.08	.02	65	65
North Carolina	Yes	Required			Yes	Yes	.08	.00	70	65
North Dakota	18 Rfct					Yes	.08	.02	75	55
Ohio	18		Required		Random	Yes	.08	.02	65	65
Oklahoma	18	Required	Required				.08	.00	75	70
Oregon	Yes	Required			Random	Yes	.08	.00	65	55
Pennsylvania	21	Required	Required	No Music	Yes	Yes	.08	.02	65	55
Rhode Island	21		Required	No Earphones	Yes	Yes	.08	.02	65	55
South Carolina	21 Rfct	Required	21			Yes	.08	.02	70	70
South Dakota	18		Required			Yes	.08	.02	75	65

## State Motorcycle Riding Laws

State	Helmet required	Daytime Headlights	Eye Protection	Radar / Kids / Earphones	Yearly Inspections	Lane* Sharining	Blood Alcohol		Max Speed	
							Over 21	Under 21	Rural	Urban
Tennessee	Yes	Required	Required			Yes	.08	.02	70	70
Texas	21	Required			Yes		.08	.00	70	70
Utah	18				Yes	Yes	.08	.00	75	65
Vermont	Yes Rflect		Required		Yes		.08	.02	65	55
Virginia	Yes		Required	No Radar Det	Yes	No	.08	.02	65	55
Washington	Yes	Required	Required	No Pass Under 6	Random	Yes	.08	.02	70	60
Washington DC	Yes		Required	No Radar Det	Yes		.08	.02	55	55
West Virginia	Yes Rflect	Required	Required		Yes		.08	.02	70	55
Wisconsin	18	Required	Required		Random	Yes	.08	.02	65	65
Wyoming	18	Required				Yes	.08	.02	75	60
Canada	Yes	Required		No Radar Det, Music			.08	.08	65	55

\* - Two motorcycles in a single lane.

In California Only, lane splitting is legal. Motorcycles may drive between cars, but not on shoulders.

### **The AMA / Sport Bike Riders**

This letter was sent to the AMA in response to an article that in a South Florida newspaper where a supposed AMA spokesperson commented that maybe it's time to review the helmet laws in states where helmet laws have been repealed.

The deadliest Daytona Bike week in history. I am to say the least appalled. 20 lives lost at what was once an event where bikers congregated to share something of an intangible, unexplainable and undeniable. A chance to get together and talk about motorcycles, watch motorcycles race, see motorcycle creations from all over the U.S.A. party and enjoy what is a part of our lifestyle, freedom and brotherhood. It sets us a part in our society in a way that non riders can't even begin to understand.

What these events have turned into seems to be some kind of diabolical plot to undermine everything we set out to accomplish, who we are, what we stand for and what we represent as MRO's. It became a media circus being directed by politicians, the insurance industry and the AAA to steer public opinion and manipulate voters into believing they're concerned about our safety and well being. Yeah, right! They couldn't care less. You know it as well as I do that it always comes down to the basics of politics. Money, votes and power. Something that should be very familiar to the AMA and maybe not so familiar to it's supporters.

Kissing cheeks with the insurance industry isn't going to save lives. Massaging egos and libidos isn't going to solve the problem of people self destructing and endangering innocent motorists on the nations highways by a society of oblivious morons, that are no more qualified to ride a motorcycle capable of speeds in excess of 150 m.p.h. on the street. Than an organization that supports legislation to further suppress a motorcyclists right to freedom of choice, in support of special interest groups and the E.P.A. plot to make it unlawful for us to build and service our own motorcycles has representing the motorcycle community in regard to highway safety.

Maybe you can explain why in view of the high fatality rate among "Sport Bike" riders involved in single motorcycle accidents do to loss of control at high speeds that the AMA, hasn't proposed legislation requiring that persons

wanting to buy a high performance motorcycles capable of speeds in excess of 150 m.p.h. being required have a certificate of competency. Similar to those issued to individuals prior to buying and driving high performance, street legal, domestic or imported sports cars. The fact is that any numb nut with a death wish can go out and buy one of these Kamikaze's off the showroom floor without any restriction or regulation or regard for that individuals safety, This in my opinion is gross negligence on the part of the government, the NHSTA and the AMA, the manufacturers and dealerships. I'm beginning to think their being used as cannon fodder to back up the statistics being presented to the legislators, media and eventually to the public.

*If*, the AMA has taken a position that forces motorcyclists to wear helmets by supporting legislation making it mandatory that all motorcyclist be made to wear helmets, than they can no longer claim to represent the motorcycle community as a whole.

Again, in my opinion if the AMA spent as much time, effort and money in support of education, safety and awareness programs as it has supporting unfair legislation, pandering to insurance companies and aiding to in manipulation of public opinion through the media, we would be a lot further along dealing with the hard cold facts and realities of what makes motorcycle riding dangerous. It's time to stop allowing the helmet issue to be used as a diversion in the name of safety. While our rights and freedom is being sold and traded behind a smokescreen of distorted facts and statistics.

I was wondering if you know of any Sport Bike organizations with a safety program. I would certainly be interested in communicating with them. If you happen to think of any please forward any contact information. I have been unable to find any here in Florida.

I look forward to your response.

Best regards,

Strongbow



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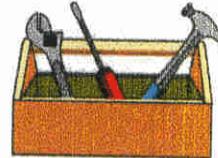
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**ABATE SE Safety Program**

Our next meeting July 22<sup>nd</sup> will be highlighted by a presentation from ABATE Southeast Chapter's Safety group. This is one of the most acclaimed programs in the state. They have earned the respect and admiration of the Broward County School District as well as civic leaders from various community associations and political figures in local government.

This is a great opportunity to see first hand how it's done. This program has been requested year after year and has grown in popularity do to it's exceptional presentation and factual information bring awareness and education to school kids and I'm sure it's fair share of adults that have attended their program.

This is a must see, I hope you'll plan to attend.

Strongbow

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**ABATE of Florida, Inc.**  
**Palm Beach Chapter**  
**P.O. BOX 971073**  
**Boca Raton, FL 33497-1073**

**Next Palm Beach Chapter Meeting**

**11:30 AM Saturday**  
**July 22, 2006**

## **NEW LOCATION!**

**VFW POST 5335**  
**500 N.E. 21<sup>st</sup> AVENUE**  
**Boynton Beach, FL 33435**  
**561-737-4102**

**Directions:** Exit I-95 at Gateway go east to the R.R. tracks and turn right, before crossing the tracks. From U.S.1 turn west on Gateway and turn left immediately after crossing the tracks.



### **GOALS & PURPOSES OF ABATE**

To print a newsletter to keep all bikers informed with regard to legislative actions and events around the state and throughout the country.

To become a powerful and viable political force in legislative matters concerning all motorcyclists rights.

To provide a lobbyist to represent ABATE of Florida, Inc. on the state and national level.

To promote voter registration and motivate members to write their legislators.

To promote safe riding habits without infringing on individual rights.

To educate the public about motorcycle awareness.