



# ABATE OF FLORIDA

## PALM BEACH CHAPTER

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

ISSUE 2007-1 VISIT US AT: [ABATEPALMBEACH.COM](http://ABATEPALMBEACH.COM)

JANUARY, 2007

# ABATE

of Florida, Inc.



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

**NEXT  
CHAPTER  
MEETING  
11:30AM**

**SATURDAY**

**January 20<sup>th</sup>**



**LET THOSE  
WHO RIDE  
DECIDE!**

ABATE OF FLORIDA, INC. GATOR ALLEY CHAPTER  
PRESENTS

**"GATOR LOVE" STATE MEETING  
FEBRUARY 10<sup>TH</sup>, 2007**

STATE BOARD MEETING at Noon  
DELEGATES MEETING PROMPTLY at 2PM  
Location: GOLDEN GATE COMMUNITY CENTER  
IN THE JDAN JENKS AUDITORIUM  
4701 Golden Gate Parkway Naples, FL 34116

CAMPING ACCOMMODATIONS:

KDA Naples 1700 BAREFOOT WILLIAMS ROAD, NAPLES, 34113.  
CAMP SITES WITH ELECTRIC & WATER, NO "HOOK UP" ARE \$27.50 PER NIGHT FOR TWO PERSONS. THE FIRST FIVE RESERVATIONS MADE FOR "THE ABATE MEADOW SITES" HAVE BEEN PREPAID BY GATOR ALLEY CHAPTER. CABINS MAY BE AVAILABLE CALL TO MAKE YOUR RESERVAIONS: 239-715-5455



HOTEL ACCOMMODATIONS IN THE AREA:

- Holiday Inn Express 3837 Tollgate Blvd, Naples, 34114 239-348-1700,
- Comfort Inn 3860 Tollgate Blvd 34114 239-353-4500,
- Beach club of Marco, 901 S. Collier Blvd, Marco Island 34145 239-394-8860

**CONTACT LIZZI AT 239-825-6618 for directions**

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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: \_\_\_\_\_

Address: \_\_\_\_\_

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

Phone: \_\_\_\_\_ Cell: \_\_\_\_\_ Email: \_\_\_\_\_

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: \$ \_\_\_\_\_

**Cash or money order**

Visa:  Master Card:  (Add 5% processing fee for all credit card orders-Processed by AIM Marketing)

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name of Card Holder: \_\_\_\_\_ C.C.V. Code: \_\_\_\_\_

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

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,

The new year is always a time for resolutions and a time for looking forward. We are in a time of change, a time to make changes. It appears to me that a lot of people have finally come to the stark realization that we cannot continue on as we are without consequences.

I see the new year as an opportunity to step up our efforts as a chapter to become more involved in community affairs through education. Not only through our safety program in schools but by bringing our message to those in positions of influence in the community. Leaders of civic organizations often have close ties to local government and can be helpful in getting to the right people. I realize how frustrating it becomes trying to get responses from local politicians and I applaud the efforts made by Snapper and Wade in getting the surveys out to them. The problem is they won't respond back to them because they have no real understanding or opinion of their own when it comes to motorcyclist rights and safety. They only react when something affects them directly. Up to that point they only go by what they are told. They see and hear the same deluded and ridiculous reports by the media. The media only does what they are paid to do, they only report what they are told to report and if the politicians at the state and federal levels want to sway public opinion to suit their agenda they know the best way to do it is through the media.

Obviously butting heads with buttheads on their own terms isn't getting the job done. Here's a lesson I learned a long time ago. "If the front door is locked go around back, if the back door is locked find an open window". Using the power of influence isn't really that difficult, if you know where to start. Using the influence of people at the community level works in getting the facts on the table at the local government level. If they are given the real facts, real statistics and a way to support those findings, they just might ask a few questions. If it is brought to the attention of someone else in their circle that has political aspirations it could have a very positive effect on where it goes from there. Let's face it, civic leaders are usually politically motivated people. They are the ones who will get behind a candidate and raise money for their campaigns to get what they want. Providing them with solid facts and figures might give them a new perspective on the issues that have been distorted beyond recognition through the media and other sources.

Some of the issues that I believe need to be addressed are old news to us, such as helmet laws and modifying or customizing motorcycles but to the non-riders that are only now seeing and hearing about high-profile cases as with the Ben Roethlisberger, this is a perfect opportunity for us to

## President's Message - Cont'd

become more involved. Now at least we have an example that people can relate to. They still have no idea what is and what isn't the truth because of the way it was reported but at least they heard about it. We now have the facts from the most recent studies done regarding injury to riders wearing helmets and those who don't. The study shows that the riders wearing helmets suffered a higher rate of injury than those who don't. The public doesn't know that and won't know about it until it's brought to their attention. That's where we as members of ABATE come in, it's up to us to get that information to them.

Sport Bike riders, are a great example. The majority of them wear helmets and a lot of them wear full body safety gear yet they have the highest rate of accidents resulting in serious injury and death. The public doesn't know about that either because the reporters covering those stories for the most part never mention what type bike they were riding. They will mention if the rider was or wasn't wearing a helmet even when it really wouldn't matter. Especially when the rider was traveling at speeds well in excess of 100 m.p.h. or went over the retainer wall on an overpass and plummeted 80 ft. on to the road below and run over multiple times. We need to have a long talk with these folks but the short ones are so discouraging.

Cell phone abuse, I haven't spoken to one person in 3 years about people driving and talking on cell phones that didn't have at least one near miss or have some kind of incident. Everyone I have spoken to is in agreement that something has to be done. Again, another opportunity to get involved with the community, probably one of the best opportunities because this problem effects everyone. This one common thread opens up a line of communication that allows us to educate non riders about things they only hear or read about. Making this a part of our safety program helps to make young drivers aware that driving while talking on a cell phone is more dangerous than drinking or using drugs and driving. We now have documentation to substantiate this because there have been several studies done and the results prove this practice impairs judgment. This information needs to be shared with others that may not get it anywhere else. The media damned sure doesn't talk about it. The D.M.V. doesn't mention it, you don't see posters or information about it in the driver's manual, there are no warnings that I have seen or heard of on the packaging or instruction manuals when people buy cell phones. Again we have a chance to make a difference.

The world around us has changed dramatically; we have been given a glimpse of the future and what it holds if we are not willing to change our way of thinking. We are facing some of the most critical decisions we will ever make as a nation right on down to ourselves as citizens of this country. We have to make choices between whether we want to take control of our destiny or let someone else make the decisions for us. Do we want someone from a foreign government or a collection of foreign countries re write our freedoms to fit in with their agendas and allow our

## President's Message - Cont'd

leaders to hand over the keys to the Whitehouse and re write our constitution? It's up to us. Are we going to do what is necessary to keep our country one nation under God or are we going to allow those who think we will offend the rest of the world by being Americans sell us out in an effort to be politically correct? My own personal opinion is if these lily livered punks think these other countries have a better idea, let them give up their American citizenship and go elsewhere.

*"A simple way to take measure of a country is to look at how many want in.... And how many want out". (Prime Minister Tony Blair)*

The international laws being considered in regard to our "freedom of choice" aren't the answer to the problems we face as motorcyclist in this country. The politicians that are willing to throw up their hands and adopt policies written by other countries are some of those same people that think we are not capable of making our own decisions or that our decisions may not be acceptable to others. In essence what they are saying is that they themselves have been bought and sold and are content with the fact that someone else can handle making their decisions for them. Whether they're right or wrong for them doesn't matter as long as they can't be held responsible for making a decision. If we as American motorcyclist, as American citizens flat out reject the idea of allowing the United Nations to determine what kind of bike we ride and what safety equipment we should wear we have to take action.

If the people who continue to try to save us from ourselves want to make motorcycling safer, would concentrate on what makes motorcycling dangerous, a lot more lives could be saved.

The import of motorcycles capable of speeds in excess of 150 m.p.h. right out of the box, are being sold to primarily to young inexperienced riders with a death wish, is just totally irresponsible. No restriction or certification as to the rider's ability to handle a motorcycle at those speeds is like handing a revolver to a child. It's not if, it's when.

Wouldn't it make sense to make it mandatory for anyone wanting to buy a motorcycle with that capability to be certified? I believe when purchasing high performance imported sports car capable of 150 m.p.h. + you are required to have a certificate of competency before you can take it out of the show room. Meaning you must take a safety course and graduate. Again, if the government is so concerned about motorcyclist safety how can they allow this? Why would they allow this if somebody weren't making money on it at some one else's expense?

## President's Message - Cont'd

The only other option is to have manufacturers install some sort of restrictor plate or governor before they can be sold to the general public. As much as I hate to see more restrictions and more legislation there are two issues that really need to be addressed immediately, cell phones and sport bikes. Unfortunately, these two issues have been ignored for too long. The educational process will work but in my opinion it's too late to be effective, even if action is taken immediately.

I hope this will be the year that all motorcyclist will take time to consider or re consider our agenda. If you believe in motorcyclist rights and motorcycle safety you should be a member of ABATE. Get involved, it's more important now then ever.

Wishing everyone a very happy and safe New Year.

Your Brother At Arms

**Ride Free, Ride safe**

**Strongbow President**

[president@abatepalmbeach.com](mailto:president@abatepalmbeach.com)

**ABATE P.B.C.**

**561-483-4283**

## Notice to all ABATE P.B.C. Members

Effective: 16 December 06

Dario "DeeMan" Gaitan has formally resigned as Vice President of ABATE Palm Beach Chapter.

John "Papa Bear" Olsey had volunteered his service to assume the duties and responsibility of chapter Vice President. I greatly accepted Papa Bears offer and appointed him to that position pro tem. At the last chapter meeting I called for a vote of confidence for the acceptance of the appointment of Papa Bear to the position of chapter Vice President pro tem. Acceptance of the appointment was unanimous by all present.

In accordance with the ABATE of Florida, Inc. By - Laws specifically Artical IX Paragraph (D)(6) the position of ABATE Palm Beach Chapter Vice President has been vacated upon the acceptance of Dario"DeeMan"Gaitan' resignation.

The position of Chapter Vice President is now open for nominations. Nominations and a vote will be called for at the next chapter meeting held 20 January 07 at our regularly scheduled time and location, please plan to attend.

Article IX, Paragraph (D)(6) provides that the President of a Chapter "[w]ill appoint a pro-tem to fill a vacant position until the next regular meeting when the membership can vote on a person to fill the vacant position." Your appointment of John "Papa Bear" Olsey as pro-tem to fill the vacant Vice President position, following the resignation of Dee Man, is in full compliance with the By-Laws of ABATE. However, it will be necessary to announce the vacancy to the membership prior to the next monthly meeting and request nominations from the membership to fill the position permanently. An election can then be held at the January meeting.

That being said, I would like to nominate Papa Bear for the position of Vice President of the Palm Beach Chapter.

**John "Wade" Lippard**

**ABATE P.B.C.**

**Legal Counsel/Legislative Liaison**



**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/Fax 561-883-2678/ **E-MAIL - NEWSLETTER@ABATEPALMBEACH.COM**  
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

<u>1/4 PAGE</u>		<b>E</b>
	1 - Month - \$ 21.20	
1	3 - Months - \$ 42.40	<b>U</b>
/	6 - Months - \$ 77.38	<b>L</b>
2	One Year - \$139.28	<b>L</b>
<b>P</b>	1 - Month - \$31.80	<b>L</b>
<b>A</b>	3 - Months - \$65.72	<b>P</b>
<b>G</b>	6 - Months - \$121.90	<b>A</b>
<b>E</b>	One Year - \$219.42	<b>P</b>
		<b>A</b>
		<b>G</b>
	1 - Month \$ 42.40	<b>E</b>
	3 - Months \$104.94	
	6 - Months \$193.98	
	One Year \$349.16	

CONTACT: \_\_\_\_\_

SIZE AND DURATION OF AD: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NUMBERS: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

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.

## **MEMBERSHIPS DUE**



### **NOVEMBER**

Mike Moore  
JimmyCash  
Allen "Ace" Ryant

### **DECEMBER**

A. Randy "Sportster" Lewis  
Robert Lewis  
Terri Vanover  
Vincent Vanover  
Mark "Uncle Fester" Weimer  
Kenneth "Knuckles" Roman  
Sue "Uzi" Roman  
Jaime Dobies  
Eugenio "Gene" Valentin  
Cynthia "Hotfoot" Shearer  
Allen "Fireball" Shearer

### **JANUARY**

James "Storm" Swain  
Thomas "Top Cat" Cullen  
Richard Lee "Tree" Andres  
Kathi "Wheels" Culler  
Martha "Roadkill" Ledford  
Walter C. "Tripp" Malin, III  
Glenn "Capt Glenn" Rosenberger  
Donna "Mom" Rosenberger  
John "Panhead John" Gulino  
Jeff "Big Jeff" Foss  
Daniela "Swiss Miss" Malsbury  
Douglas "Roadrunner" Thal  
Valerie "Twinkie" Holcomb

*You have 30 days from the last day of your expiration month to renew your membership or be deleted from the State's List. Also (very important) be sure to notify us of any change of address to continue receiving your newsletter and Masterlink*

### **What a Dope**

"A man in Brighton England, jumped out of a taxi without paying the driver and left behind a bag of marijuana. Amazingly, he called the taxi company to inquire about the bag and was told it had been turned over to the police, so he went to the local police station to claim the bag."

# 2007 CALENDAR

© 2007 SOUTH FLORIDA PRESIDENTS COUNCIL  
**SFPC** MANDATORY MOTORCYCLE CLUB EVENTS  
 ARE LISTED IN LARGER LETTERS  
 Call (954) 430-9997 or (954) 571-2900  
 for changes, deletions, additions or inquiries

## JANUARY

- 7 - States MC 11th Annual Blessing of the Bikes
- 14 - Wings of Gold MC Appreciation Day
- 21 - SE ABATE Semi Annual Rights Rally
- 23 - 3 Kings Parade - Miami Dade County
- 28 - Der Krieger MC Annual

## FEBRUARY

- 4 - Third Tradition MC Annual
- 11 - AOA MC Ft. Laud Annual
- 18 - States MC Lake Worth Annual
- 18 - H-D of Miami's 11th Anniversary Party
- 24 - Wheels of Man MC Deerfield Annual
- 25 - Alternative's 4th Annual

## MARCH

- 2-11 - 66th Annual Daytona Beach Bike Week
- 18 - Fiasco Brothers Annual
- 25 - Keltics MC Annual

## APRIL

- 1 - States MC Pompano 41st Annual
- 7 - Outcasts MC Annual
- 8 - CMA Easter Sunday Service
- 15 - AOA MC West Palm Beach Annual
- 15 & 16 - Peterson's South Anniversary Weekend
- 22 - Wings of Gold MC Stars & Stripes Run
- 27-29 Leesberg Bikefest

## MAY

- 5 & 6 - Ft. Laud. Air & Sea Show
- 6 - Southern MC Annual
- 20 - Black Pistons MC Keys Annual
- 26 - Mojo's Birthday at Mystic Seven MC
- 27 - SE ABATE Memorial Day Event

## JUNE

- 2 - New Attitudes MC Annual
- 9 - Black Pistons MC West Palm Annual
- 10 - AOA MC Treasure Coast Annual
- 17 - Peterson's North Shore Fathers Day Event
- 24 - Nate's Toy Run Bicycle Drive

## JULY

- 1 - USMV MC Chapter 2
- 8 - States Lake Worth off annual
- 21 - Wheels of Man Chili Cookoff
- 22 - Nate's Toy Run Bicycle Drive
- 29 - Black Pistons MC Ft. Laud Annual

## AUGUST

- 3-12 - 67th Annual Sturgis Bike Week
- 10-12 - 12th International South Florida Tattoo Expo
- 12 - AOA MC 40th Anniversary
- 26 - Wings of Gold MC Stuart Annual

## SEPTEMBER

- 2 - US Military Vets MC Pompano Annual
- 9 - States MC 34th Annual Key West Tunesup Party
- 14-16 - Phil Peterson's 35th Key West Poker Run
- 23 - Southern MC Teddy Bear Run
- 30 - Black Pistons MC Ft. Keys off annual

## OCTOBER

- 7 - Mystic 7 MC Annual
- 14 - AOA Treasure Coast off annual
- 14 - Bobby B's "Boss" Hirly's Grand Octoberfest Party
- 18-21 - Daytona Bikeoberfest
- 27 - 33rd Annual Wheels of Man MC Halloween Party
- 28 - SE ABATE 27th Annual Motorcyclists Rights Rally

## NOVEMBER

- 4 - Alternative MC Annual
- 11 - US Military Vets MC National 20th Annual Party
- 17 - Nat's Toy Run Bike Drive
- 18 - CMA Memorial Event
- 25 - 3rd Annual Keltics for Kids Fun-Raiser

## DECEMBER

- 2-Heaven Cycles 30th Annual-30 FREE Kegs!
- 9 - 20th SFPC Christmas Toys in the Sun Run
- 15 - 8th Annual SFLCOC Christmas Party
- 15 - Drawing for the Toy Run bike at H-D of Miami
- 23 - Caverny Chapel Christmas Service

The Wings of Gold MC  
 presents their  
**BIKER APPRECIATION DAY**  
**Dice Run & Party**  
 Sunday January 14, 2007

• Music by  
*Not Fragile &  
 Sooner or Later*  
 • FREE Food & Soda •  
 • Cheap Draft Beer •  
 • Arm Wrestling •  
 • Tattoo Contest •  
 • Largest Organization &  
 Largest Club Trophies •  
 • Special Guests •  
 & a whole lot more!

Sign-in &  
 throw your  
 dice at:

2871 No. Federal Hwy  
 954-724-2800  
 (South of Oakland Pk Blvd)  
 1st Bike Out at 10:00A.M.  
 Last Bike Out at Noon!  
 \$3.00 Single / \$5.00 Couples

The Toy Run proceeds will be given to Joe DiMaggio Children's Hospital Hollywood Memorial.  
 Come on out & be in the big group photo at the check presentation

Last Stop & Party at  
 Bruce Rossmeyer's  
 Sunrise Harley-Davidson Shop

281 International Pkwy  
 Sunrise, FL 33325  
 954-835-9494  
 North off SR 84  
 West of 136 Ave  
 Just past FRP station

\$100 - High Score  
 \$75 - 2nd Best  
 \$25 - Lowest

Sponsored in part by  
 The Law Offices of Rosen & Switkes  
 Miami Beach (305) 534-4757  
 VENDORS ARE FREE!!!  
 You Must Pre-Register by calling (954) 343-8782

**Black Pistons**  
**MC**  
 invites you to a  
**MEDICAL BENEFIT FOR TWEETY**  
**2PM, Saturday January 20th**  
**at Nat's Den**  
**511 NE 4th St, Boynton Bch**  
**Food - 50/50 - Door Prizes - Live Music**

For info call Racoon 561-662-2008  
 or Nat's Den 561-364-3000

**ABATE OF FLORIDA, INC.**  
 Southeast Chapter  
 Semi-Annual  
**Motorcyclists Rights Rally**

Noon-5, Sun, Jan 21, 2007

**Fraternal Order of the Eagles**  
 2130 Davie Blvd.  
 Fort Lauderdale, FL

Door Prizes 50/50

Live Music by  
**The Fill-ins**

Food & Drinks  
 Vendors

\$3.00 Singles/  
 \$5.00 Couples

Donations to ABATE of Florida, Inc. are not deductible for Federal tax purposes

**"Everyone Welcome"**

Come Out & Support Your Motorcyclists Rights Organization  
 ABATE of Florida DOES NOT condone drinking & driving

**Directions to the Event:** Just West of I-95 and Davie Blvd. Make your 1st Right at the bottom of the Overpass.

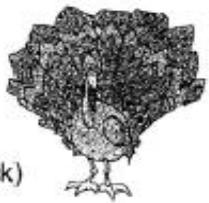
For Info: 954-325-6966 or 954-381-6571

**TURKEY FRY**  
*with all the fixings*  
**January 26, 2007**  
 Club Members & Independents Welcome

**Black Pistons MC**  
 Broward Co., Fla.

**8 PM TIL - ?**

**1065 NW 53 St.**  
**Ft. Lauderdale**  
 (Parking around back)



**U.S. MILITARY VETS MC**

20th Anniversary Kickoff  
**FLORIDA STATE CHAPTER**  
**OPEN HOUSE**  
 SUNDAY JANUARY 28, 2007  
 JOIN US  
 FOR AN AFTERNOON OF BROTHERHOOD  
 1200 hours at  
**VFW POST 4194**  
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*From: Rocky  
Reverend, ABATE P.B.C.*

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7	8	9	10 Bone Fish Creek - Bike Night-Margate	11 Legends Bike Night	12	13
14 WOG- Biker Appreciation - PG - 12	15	16	17 Bone Fish Creek - Bike Night-Margate	18 Legends Bike Night - Sponsored by "Bruce Rossmeyer- HD"	19	20 ABATE-PBC MEETING 11:30  Black Piston - Benefit - PG-12
21 S.E. Abate - Semi-Annual - PG-13	22	23	24 Bone Fish Creek - Bike Night-Margate	25 Legends Bike Night	26 Black Piston - Turkey Fry - PG-13	27
28 US Mil Vets- PG-13  Der Krieger MC - Annual - PG 13	29	30	31 Bone Fish Creek - Bike Night			

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<h1>February 2007</h1>						
				1 Legends Bike Night	2	3
4 Third Tradition MC - Annual	5	6	7 Bone Fish Creek - Bike Night-Margate	8 Legends Bike Night  Iron Eagle Bike Nite- Nothin-Fancy	9	10 ABATE of FL State Meeting - Cover
11 AOA MC - Ft Ldle - Annual	12	13 Iron Eagle Bike Nite	14 Bone Fish Creek - Bike Night-Margate	15 Legends Bike Night	16	17 ABATE-PBC MEETING 11:30
18 States-MC - Lake Worth - Annual	19	20 Iron Eagle Bike Nite	21 Bone Fish Creek - Bike Night-Margate	22 Legends Bike Night	23	24 Wheels of Man-MC- Deerfield- Annual
25 Alternatives-MC - 4 <sup>th</sup> Annual	26	27 Iron Eagle Bike Nite	28 Bone Fish Creek - Bike Night-Margate			

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## The F.H.A. vs God?

A New Orleans lawyer sought an FHA loan for a client. He was told the loan would be granted if he could prove satisfactory title to a parcel of property being offered as collateral. The title to the property dated back to 1803, which took the lawyer three months to track down. After sending the information to the FHA, he received the following reply:

(Actual letter): "Upon review of your letter adjoining your client's loan application, we note that the request is supported by an Abstract of Title. While we compliment the able manner in which you have prepared and presented the application, we must point out that you have only cleared title to the proposed collateral property back to 1803. Before final approval can be accorded, it will be necessary to clear the title back to its origin."

Annoyed, the lawyer responded as follows (actual letter): "Your letter regarding title in Case No. 189156 has been received. I note that you wish to have title extended further than the 194 years covered by the present application. I was unaware that any educated person in this country, particularly those working in the property area, would not know that Louisiana was purchased, by the U.S., from France in 1803, the year of origin identified in our application. For the edification of uninformed FHA bureaucrats, the title to the land prior to U.S. ownership was obtained from France , which had acquired it by Right of Conquest from Spain . The land came into the possession of Spain by Right of Discovery made in the year 1492 by a sea captain named Christopher Columbus, who had been granted the privilege of seeking a new route to India by the Spanish monarch, Isabella. The good queen, Isabella, being a pious woman and almost as careful about titles as the FHA, took the precaution of securing the blessing of the Pope before she sold her jewels to finance Columbus ' expedition. Now the Pope, as I'm sure you may know, is the emissary of Jesus Christ, the Son of God, and God, it is commonly accepted, created this world. Therefore, I believe it is safe to presume that God also made that part of the world called Louisiana . God, therefore, would be the owner of origin and His origins date back, to before the beginning of time, the world as we know it AND the FHA. I hope you find God's original claim to be satisfactory. Now, may we have our loan?"

The loan was approved.

*Submitted by  
Karen Lowe*





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*author unknown*

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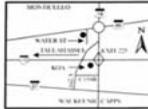
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April 11, 1996

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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**National Coalition  
of Motorcyclists**



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

**CHINESE CITIES CONTINUE TO BAN MOTORCYCLES** China, the world's leading producer of motorcycles with more than 13 million units manufactured annually, has been systematically banning or limiting the use of motorcycles. Most recently, the large Chinese city of Guangzhou, formerly known as Canton, will join over 100 other cities in banning all motorized two-wheelers. As of January 1, the city's 260,000 registered motorcycles in the city will be forced off the roads, as well as an additional 100,000 unregistered ones and 100,000 electric bicycles, and tens of thousands of people who use the vehicles to earn a living and make deliveries must turn them in for scrap or move them out of the city.

After six decades of control, Communist officials are accustomed to issuing sweeping draconian edicts such as this, confident that they unflinchingly act for the benefit of all citizens, while individual rights are ignored and citizens simply must accept what the one-party state decides is best and are helpless to act on their frustrations.

In 2002, Guangzhou shortened the service life of motorbikes to 8 or 10 years from the previous 13 years, and offered cash rewards to owners who discarded their bikes before their "end of life" expired. The city began phasing out motorcycles, leading up to a total ban by 2007. But after motorcycle and scooter prices plunged, throngs of residents eagerly turned to two-wheel transportation, jamming up the roads, contributing to air pollution and increasing snatch-and-run crimes committed by motorcycle-riding thieves. Motorcycles were involved in half of the city's accidents last year.

Since 1994, cities like Shanghai, Tianjin and Nantong have stopped issuing licenses to new motorcycles. In Shanghai, many motorcycle shops were even shut down recently. Motorcycles are not replacing cars in Chinese cities, they are replacing bicycles so whereas the environmental impact of a shift to motorcycles in Western cities would lead to cleaner air, in China it's the other way around.

Analysts estimate that China will not have an urban market for motorcycles by 2010 if more cities continue to ban their use. Nowadays, the Chinese government is following a "no encouragement and no support" policy towards the motorcycle industry.

**SALT LAKE CITY PLAYING HEAD GAMES** The Mayor of Salt Lake City, Utah has proposed a municipal ordinance that would implement a city-wide helmet law for all

*(Continued next page)*

motorcyclists and bicyclists, though the state of Utah does not mandate helmets for adult riders.

The proposed ordinance reads in part:

**12.24.130** Motorcycle or motor-driven cycle -- Protective headgear -- Closed cab excepted -- Electric assisted bicycles, motor assisted scooters, personal motorized mobility devices.

**A.** A person may not operate or ride on a motorcycle or motor-driven cycle on a street, highway or public park unless the person is wearing protective headgear which complies with specifications adopted under Subsection (C).

The Salt Lake City Weekly newspaper had this to say about the helmet law: "City Hall is on the verge of proposing a helmet law that would make Salt Lake City one of the few cities in the country requiring that all bicycle-riding adults don a safety helmet.

"The proposal also applies to motorcycles; small, motorized scooters and the Segway, that two-wheeled platform President George W. Bush fell off. Skateboarders, however, would be spared.

"The city's smokers rolled over for the ban on lighting up on golf courses and in public squares, but bike riders might not be so complacent."

**ABATE of Utah** is requesting that riders contact Mayor Rocky Anderson and voice your opposition to this legislation. You can contact Mayor Anderson by phone: (801) 535-7704, by e-mail: [mayor@slcgov.com](mailto:mayor@slcgov.com) or by letter: 451 South State St., Room 306, SLC, UT 84111.

**U.S. DOT ANNOUNCES SEATBELT USE DOWN, HELMET USE UP** According to a new study recently released by the National Occupant Protection Use Survey (NOPUS), seat belt use in the U.S. is currently at a rate of 81 percent, down slightly from the use rate of 82 percent in 2005.

Citing the new report, U.S. Secretary of Transportation Mary E. Peters also noted the latest data shows that 51 percent of U.S. motorcyclists now wear helmets, up from 48 percent in 2005. She pointed out that in the West, motorcycle helmet use rose from 50 to 72 percent

*(Continued next page)*

between 2005 and 2006; and from 42 to 47 percent in the Northeast. However, the use rate fell from 53 to 50 percent in the Midwest and from 49 to 45 percent in the South. Only helmets that comply with DOT standards were included in the survey.

According to Administrator Nicole R. Nason, the NHTSA recently started offering federal grants to states for programs that help reduce the number of motorcyclist accidents. For example, this year the agency will make available \$6 million in grant funding to states for motorcycle safety training and motorist awareness programs.

**NO EMISSIONS TESTING FOR PIMA COUNTY, ARIZONA MOTORCYCLES** owners of more than 6,200 motorcycles in Pima County, in which Tucson is located, will soon no longer have to worry about whether their vehicles can pass the state's emissions tests, but the 22,000 motorcycles registered in Maricopa County, where the city of Phoenix is located, remains one of the only places in the U.S. where motorcycles must pass emission testing.

Both areas of the state have had testing programs for years to comply with federal air-quality rules, particularly as they relate to carbon monoxide and ozone pollution. State legislators voted for the exemption in 2005, but the law was contingent on getting the required approval from the U.S. Environmental Protection Agency -- that order came December 15th as the EPA agreed that exempting the motorcycles from the testing in Pima County will not harm air quality in the Tucson region.

"This is a big step in the right direction," said Bobbi Hartmann, a lobbyist for the motorcyclist groups in Arizona and a member of the National Coalition of Motorcyclists (NCOM) Legislative Task Force.

Motorcycle groups such as ABATE of Arizona, the Modified Motorcycle Association (MMA) of Arizona and the Arizona Confederation of Motorcycle Clubs had backed the legislation, hoping to get their vehicles exempted from what they call unfair and unnecessary emissions regulation. State records had shown that 26 percent of the motorcycles taking the test failed while cars flunked at the rate of 16 percent.

**MSF AND TEAM OREGON EMBROILED IN LAWSUITS** the Motorcycle Safety Foundation has filed a lawsuit against Team Oregon Motorcycle Safety Program of Oregon State University alleging the parties infringed on MSF copyrights, and charging that they "willfully misappropriated the MSF's motorcycle safety and training curriculum materials in connection with the development and publication of Team Oregon's Basic Rider Training (BRT)

*(Continued next page)*

curriculum materials, and prepared derivative works based on the MSF's copyrighted curricula," and other charges.

The suit seeks to permanently enjoin the defendants from using the Team Oregon BRT, as well as from marketing or offering the Team Oregon BRT to other states or entities.

"The MSF has worked with the state of Oregon in connection with motorcycle safety training and policy for more than 20 years, and continues to support Oregon motorcyclists," said Dean Thompson, director, communications of the Motorcycle Safety Foundation. "The MSF currently works with the Oregon Division of Driver and Motor Vehicle Services on licensing issues."

"This is the first time in its history that the MSF has initiated legal action," Thompson said. "We would prefer to focus on our mission of making motorcycling safer and more enjoyable. But if an organization does not protect its intellectual property rights, it can lose them. The MSF does not object to another entity developing a different basic riding curriculum. However, the MSF does take issue with any entity that takes a shortcut by misappropriating the MSF's curriculum and misrepresenting it as its own."

BikePAC of Oregon Executive Director Ken Ray responded to the lawsuit, stating in part, "We are disappointed that MSF has chosen to file a lawsuit after their curriculum was deemed inadequate for Oregon. Although BikePAC is not involved in this legally, all motorcyclists in Oregon will suffer when money and energy that should go to rider training is having to be used to defend Team Oregon against MSF attorneys."

Ray went on to explain that the "MSF has implied or threatened legal action for several years ever since Team Oregon began phasing out the MSF curriculum and began using one developed by Steve Garets and other Team Oregon instructors. MSF has maintained that printed material dealing with motorcycle training is their intellectual property. Most recently the Motorcycle Safety Foundation attempted to have their motorcycle-training curriculum certified to meet Oregon standards to replace a DMV skills test for motorcycle endorsements. Although a final decision has not been reached by the Oregon Traffic Safety Commission on the MSF proposal, the Governor's Advisory Board on Motorcycle Safety after a year of analysis and testimony unanimously voted to recommend disapproval by OTSC."

**PELOSI TARGETS GRASSROOTS LOBBYING** House Speaker-to-be Nancy Pelosi (D.-Calif.) has pledged to take up a lobbying reform proposal that would impose new

*(Continued next page)*

regulations on speech by grassroots organizations (such as motorcycle rights organizations), while providing a loophole in the rules for large corporations and labor unions.

The legislation would make changes to the legal definition of "grassroots lobbying" and require any organization that encourages 500 or more members of the general public to contact their elected representatives to file a report with detailed information about their organization to the government on a quarterly basis.

The report would include identifying the organization's expenditures, the issues focused on and the members of Congress and other federal officials who are the subject of the advocacy efforts. A separate report would be required for each policy issue the group is active on.

"Right now, grassroots groups don't have to report at all if they are communicating with the public," said Dick Dingman of the Free Speech Coalition, Inc. "This is an effort that would become a major attack on the 1st Amendment."

The Lobbying Transparency and Accountability Act, which made some of these changes, was actually approved by both the House and the Senate in the 109th Congress, but failed to make it through a conference committee.

**OKLAHOMA BILL WOULD REDUCE MOTORCYCLE TOLLS** An Oklahoma state lawmaker is proposing giving a break to motorcycle riders on the state's turnpikes. State Representative Paul Wesselhoft says it's not fair for motorcyclists to pay the same price as a car on the toll roads because motorcycles cause less wear and tear on the roadway. And he says the bikes cause less pollution and are more fuel-efficient.

His proposal calls for motorcycles to be charged half the toll currently charged to two-axle vehicles such as cars and SUVs. Rep. Wesselhoft says he doubts the state would lose any revenue by reducing the toll because he believes more bikers would drive the turnpikes if the toll were lower.

Rep. Paul Wesselhoft (R-Moore, OK) has been coordinating with ABATE of Oklahoma regarding advancing this legislation, which ABATE of Oklahoma's State Board has voted to fully support. ABATE contacted the Central Oklahoma HOG Chapter to provide a Harley for

*(Continued next page)*

a photo-op for Rep. Wesselhoft, who has prior motorcycling experience, to introduce his proposal to the media.

"We appreciate Representative Wesselhoft's decision to introduce this measure, which will be beneficial both to our state and to improving motorcycling Quality of Life in Oklahoma," said Tiger Mike Revere, State Coordinator of ABATE of Oklahoma and a member of the National Coalition of Motorcyclists (NCOM) Board of Directors.

**UK LICENSING PLAN FOR ALL MOTORCYCLES** A plan to crackdown on teenage motorcyclists plaguing estates and shopping centers was unveiled by Labour MP Chris Bryant, who wants to bring in a new law calling for all bikes - including off-road scramblers and mini-motorbikes - to be forced to have license plates.

Many of the bikes used by hooligans to terrorize others are unlicensed as they are officially classified as off-road machines, he said. Police are reluctant to chase them fearing riders could be thrown off and be killed or injured. But Mr Bryant believes by putting number plates on bikes officers would know who owns the vehicles and track them down.

He told the London Mirror that, "Unlicensed so-called 'off-road' bikes are a lethal nuisance. The racket they make and the danger they pose to pedestrians and drivers means it's time we licensed them."

Sales of mini-motorcycles, which can go up to 60mph, have soared ten-fold since 2002, to 100,000 last year.

**WEIRD NEWS:** Bees mistake motorcycle cushion for real flowers. Vivid flowers on a cushion used by a woman for her motorcycle were so lifelike that hundreds of bees attempted to collect honey from it, the China Daily newspaper reported.

Seeing so many bees flying over the motorcycle, parked at a village near Shenyang of Liaoning Province, the rider was scared out of her wits and cried for help. She was rescued from the spot only after fire fighters were called in to drive the bees away.

**CNN POLL REVEALS MOST AMERICANS THINK GOVERNMENT IS DOING TOO MUCH**  
A quarter century after the Reagan revolution, a CNN poll found that most Americans still

*(Continued next page)*

agree with the Gipper; "Government is not the answer to our problems -- government is the problem."

The poll showed that an overwhelming majority of Americans perceive, correctly, that the size and cost of government have gone up: discretionary spending grew from \$649 billion in fiscal year 2001 to \$968 billion in fiscal year 2005, an increase of \$319 billion, according to the Congressional Budget Office.

Queried about their views on the role of government, 54 percent of the 1,013 adults polled said they thought it was trying to do too many things that should be left to individuals and businesses. Only 37 percent said they thought the government should do more to solve the country's problems.

**QUOTABLE QUOTE:** The most terrifying words in the English language are: I'm from the government and I'm here to help."

Ronald Reagan (1911-2004) 40th President of the United States & 33rd Governor of California

**AND THAT'S ALL THE NEWS THAT FITS!**

MOTORCYCLE RIDERS WEARING SAFETY HELMETS DURING A CRASH					
MOTORCYCLE RIDERS NOT WEARING SAFETY HELMETS IN A CRASH					
63					
62					
61					
60					
59		60.10			
58		(458)			
57					
56					
55					
54					
53					
52					
51				51.81	
50				1178	
49		49.39	49.75		50.40
48		(687)	(692)		(1188)
47				48.11	49.47
46				1744	1166
45					
44					
43					
42					
41					
40		39.90			
39		(304)			
38					
37					
36					
35					
	PERCENTAGE OF RIDERS REPORTING NO INJURY	PERCENTAGE OF RIDERS REPORTING POSSIBLE INJURIES	PERCENTAGE OF RIDERS REPORTING MINOR INJURIES	PERCENTAGE OF RIDERS REPORTING SERIOUS INJURIES	416 RIDERS DIED IN FATAL CRASHES

Statistics obtained from the Florida Department of Highway Safety and Motor Vehicles: 2004 Traffic Crash Report  
Compiled by ABATE of Florida, Inc. for information clarification purposes.

MOTORCYCLE RIDERS WEARING SAFETY HELMETS DURING A CRASH					
MOTORCYCLE RIDERS NOT WEARING SAFETY HELMETS DURING A CRASH					
63					
62					
61					
60					
59					
58					
57			58.33		
56			(2,254)		
55		54.95		55.21	
54		(900)		(1,442)	
53	53.11				
52	(436)				
51					
50					
49					
48					
47		46.89			
46		(386)			
45					
44			44.20		44.72
43			(724)		(1,168)
42					
41					
40			41.46		
39			(1,602)		
38					
37					
36					
35					
	PERCENTAGES OF RIDERS WITH NO INJURY	PERCENTAGES OF RIDERS WITH ONLY POSSIBLE INJURY	PERCENTAGES OF RIDERS REPORTING MINOR INJURY	PERCENTAGE OF RIDERS REPORTING SERIOUS INJURY	2005 477 RIDERS SUFFERED FATAL INJURIES

Statistics obtained from the Florida Department of Highway Safety and Motor Vehicles 2005 Traffic Crash Report  
Information compiled by ABATE of Florida, Inc. for clarification purposes.

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5 lb. bag of Red Snapper Fillets	\$23.00
5 lb. bag Yellow Fin Tuna ind. wrapped	\$29.00
5 lb. bag Pacific Salmon fillets ind. wrapped	\$29.00
5 lb. bag Tilapia fillets ind. wrapped	\$26.00
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Florida Lobster Tails	Market Price
Maine Lobster Tails	Market Price
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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**  
**January 20, 2007**

**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.