

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



ISSUE 160 2018-12 PALMBEACH.ABATEFLORIDA.COM DEC. 2018



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

**NEXT CHAPTER  
MEETING  
11:30 AM  
3rd Sunday  
Dec. 16**

**CHECK TWICE  
FOR MOTORCYCLES**

**LET THOSE  
WHO RIDE  
DECIDE!**

**ABATE of Florida, Inc.  
PALM BEACH CHAPTER  
DECEMBER 2, 2018 1PM-5PM  
MOTORCYCLE PARTY**

**GAME DAY SPORTS GRILL**

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**VENDORS - 50/50 - DOOR PRIZES**

\$3.00 per person / \$5.00 per couple

Proceeds support our continued legislative efforts in Tallahassee  
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WITH THE  
**SHAREHOLDERS**



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Rain or Shine**

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PRESENTS:**



Bret Michaels  
Live on the Main Stage  
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Parade Portion of  
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**FESTIVAL**  
MARKETPLACE  
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**SHARP**

For those who simply want  
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Put in the subject: ABATE and the officer to whom should see it and what about to so that message is directed right

Mailing Address HAS CHANGED

**ABATE - Palm Beach Chapter**

**P.O. Box 530944**

**Lake Park, FL 33403**

Our website is [palmbeach.abateflorida.com](http://palmbeach.abateflorida.com)

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**ABATE of Florida Inc**  
**Palm Beach Chapter**  
**P.O. Box 530944**  
**Lake Park, FL 33403**

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## President's Message

Curtis Alva

Our ABATE annual motorcycle party will be on Dec. 2d at Game Day Sports Bar (formerly the Palm Beach Ale House) on Palm Beach Lakes Blvd near the Spencer Drive intersection in West Palm. Our event will follow Bill's Bikes Toy Run, from 1-5 pm and will be a great event. The Shareholder's Band will be rocking the house with biker classic tunes so come on over after you take a toy to the Toy Run to bring joy to the little tots. We are going to have biker door prizes—including an official Harley decanter, t-shirts, holiday gifts and stocking stuffers. We'll also have a 50/50 drawing, and silent auctions for a Craftsman tools, a vintage motorcycle floor jack, and other biker stuff. Plus we'll have hot hospitality girls, and motorcycle karaoke for mc/mro/ma/rc/etc bosses.

### EDITORIAL GUIDELINES

You are encouraged to submit letters about ABATE related to events, articles, photographs, commentaries, etc. Please do not submit slanderous nor accusing letters, profanity nor nudity. Abate of Florida, Inc., will not accept any advertising that discriminates against any type of motorcyclist

Holiday season brings lots of toy runs. Check out the SFPC run on December 9 and the Wild Santa Toy Run on December 16. Holidays also bring us opportunities to help our riding brothers and sisters who are down on their luck. If you know of any rider who needs help this month, come to the ABATE meeting on December 16, at 11:30 am, at the VFW on Broadway in Riviera Beach, one block south of Blue Heron Boulevard, and let our officers know. Come early and get the best \$5 breakfast in the country and stay afterwards for any impromptu rides to local biker spots. The biker community has an unmatched capacity for service and kindness and we will reach out to any biker in need, especially this month.

*December is also a great time to be on your bike. The weather is cooler and you can see the Fall colors change from green (and white) to gold (and blue) on the license plates as the snow birds arrive. You can wear that full leather jacket that you bought at Bike Week and wore for 3 days until the weather got hot. You can also wear your motorman dress boots, livin' the dream.*

*We wish all Happy Holidays. Remind your spouses, others, friends and families that motorcycles make a great present, and if they're too cheap to give you a motorcycle, maybe they could spring for a hat.*



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## UPCOMING Event Schedule

Sat. Dec, 1 Keys Cops Ride for Kids Gilbert's Resort  
 Sat. Dec. 1 Palm Beach Harley Danny's Run for EC 9-5 /Holiday Open House 12-5 both Sat. Sun  
 Sunday Dec 2 Bill's Bikes Memorial Toy Run Noon start  
 Sunday Dec 2 Palm Beach ABATE Event Game Day Sports Grill Palm Beach Lakes, 1-5 pm  
 Monday Dec. 3 Mob of Brothers Open House  
 Tues. Dec. 4 UBCPBC Christmas Party LLB/MOB  
 Wednesday Dec 6 Bike Nights Game Day Sports Grill Palm Beach Lakes, Island Jack's, Chit Chats and  
 Gin Mill Jensen Beach  
 Thursday Dec. 6 Abacoa Bike Night PB Harley 7-10 / Black Pistons Open House  
 Friday Dec 7 Lake Ave Block Party Car & bike Show 6-10 or Soldiers for Jesus Open House  
 Sunday Dec 9 SFPC Toys in the Sun Run /ABATE of FL State Meeting  
 Tues Dec 11? Lone Legion Brotherhood MC Open House 2590 Commerce Park Dr. Unit F5 Boynton  
 Wednesday Dec 12 Bike Nights Game Day Sports Grill Palm Beach and Lakes, Island Jack's  
 Sat. Dec 16 ABATE of FL Estero River Birthday Bash Corkscrew County Store 19990 Corkscrew Road  
 Estero 5-9 ALSO Wild Santa Toy run of Miami ALSO ABATE Southwest Christmas Run to Vet Home  
**Sunday Dec 16 Palm Beach Chapter Meeting ABATE of FL. Inc.** 11:30 am Board  
 V.F.W. Post 4143 located at 2404 Broadway, Riviera Beach 561-844-5718. From I 95 exit Blue Heron  
 Blvd. go east to Broadway (Federal Hwy., US- 1) turn right, go south 1 block the V.F.W. is on the east  
 side. Look for the flag. Breakfast will be served 9:00 AM 'til Noon  
 Wednesday Dec 19 Bike Nights Island Jack's, Game Day Sports Grill Palm Beach and Lakes,  
 States MC Lake Worth Open House 3570 Boutwell Rd. Lake Worth  
 Thursday Dec 27 Turboz Custom Cycles Bike Night 7-10 PM Ralph's Stand Up Bar Jupiter

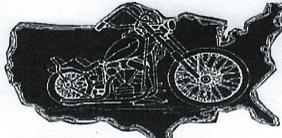
Wed Jan 2 Bike Nights at Lakes, Island Jacks, Chit Chats, Game Day Sports Grill Palm Beach and Gin  
 Mill Jensen Beach  
 Thursday Jan.3 Abacoa Bike Night PB Harley 7-10  
 Friday Jan 4 Lake Ave Block Party Car & bike Show 6-10 or Soldiers for Jesus Open House  
 Sunday Jan. 6 States MC Pompano Blessing of the Bikes & JR's Birthday Bash  
 Wednesday Jan 9 Bike Nights at Island Jacks and Chit Chats  
 Wednesday Jan 15 Island Jack's. Game Day Sports Grill Palm Beach Bike Nights  
 States MC Lake Worth Open House 3570 Boutwell Rd. Lake Worth  
**Sunday Jan 20 Palm Beach Chapter Meeting ABATE of FL. Inc.**  
 Wednesday Jan 22 Bike Nights Island Jacks, Game Day Sports Grill Palm Beach Lakes  
 Wednesday Jan 29 Bike Nights Island Jacks, Game Day Sports Grill Palm Beach Lakes,  
 Thursday Jan. 30 Turboz Custom Cycles Bike Night 7-10 PM Ralph's Stand Up Bar Jupiter

Sat. Feb. 3 Forgotten Soldiers Outreach Poker Run  
 Feb. 7 to 10 Full Throttle Motorcycle Expo & Bike Builder International  
 March 8-17 Daytona Bike Week  
 Oct. 17-20 Daytona Biketoberfest

### **REMINDER: EVERY**

Monday Night Football with the **MOB** LLB clubhouse  
 Wed Nights Gorilla Motors/PBH Bike Night at Island Jack's, Game Day Sports Grill Palm Beach Lakes  
 Sat. night Fly n Wheels Open House  
**PLEASE ATTEND THE OPEN HOUSES FOR A GOOD TIME AND SHOW OF SUPPORT WHEN  
 POSSIBLE**

**50/50**  
**Independents Welcome**

**STATES**  
  
**M.C. FLORIDA**

**Door Prizes**

**Great Food Vendors**

**27th ANNUAL ORIGINAL**

**Blessing of the Bikes  
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**Sunday January 6th, 2019  
Starts noon until ??**

**THIS IS A NONDENOMINATIONAL EVENT ALL FAITHS WELCOME**

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## **ABATE of Florida, Inc. Mission Statement**

### **WHO WE ARE**

We are a non-profit organization of motorcycle enthusiasts from all walks of life. We lobby and educate the government and the general public to promote motorcycling in a safe and positive image. We endeavor to enlist the cooperation and participation of all organizations and individuals that share a similar interest in preserving our American tradition of FREEDOM. We promote motorcycle safety, training, & political awareness. We ARE NOT A CLUB NOR A GANG. We fund our work through events, toy runs, poker runs, campouts, and other motorcycle activities. We are your neighbors & friends who work, pay taxes, and get involved with our community. We serve and support our country and believe in freedom. We use all legal means to protect our rights without infringing on the rights of others. We are Pro-choice NOT anti-helmet, it is up to you to decide.

### **OUR GOALS**

To become a powerful and viable political force in legislative matters concerning the motorcyclist.  
To promote the safe riding habits without infringing on individual freedoms.  
To motivate the bikers to write letters to legislators before, during, and after the legislative session.  
To furnish a newsletter to keep all bikers informed in regards to upcoming legislation.

### **MEMBERSHIP**

When you become a member of ABATE OF FLORIDA, INC. you are helping make a difference in the ongoing mission to protect your right to ride and enjoy the motorcycle of your choice, your choice of riding apparel, and when and where you can ride a motorcycle. These are issues that are real and present in today's "protect yourself from yourself" political environment. This holds true for all levels of government. There will always be those who see our love for motorcycling as a negative and will try any means to control and if possible prohibit motorcycle use.

On the local level our members get out the vote and support candidates who are sympathetic to our issues. We also will endeavor to lobby local governments whenever there are issues that need to be addressed, affecting local motorcycle use, ownership, and any discrimination that may result from said use of ownership.

At the state level we have a paid registered lobbyist who regularly visits our state capital in Tallahassee to lobby our legislators on the issues concerning the motorcycling public in Florida. He also finds reliable House and Senate sponsors for the bills we support. On the national level we are aligned with Motorcycle Riders Foundations (MRF), and the National Coalition of Motorcyclists (NCOM), along with several other international motorcycle rights organizations (MRO's).

As one can see we have our ear to the ground and our resolve tempered like steel. As Americans we have had it demonstrated to us time and again the vigilance is armor of free men and women. We shall not let the armor rust or weaken. With your support we can re-enforce and strengthen the armor for now and generations to come.

What else do you get with your membership? All members receive with their paid membership, the Membership Card, Event Discounts and Updates, Voting Privileges, Free Newsletter Classified Advertisements, a Chapter Newsletter, and a free \$4,000 Accidental Death or Dismemberment Insurance Policy from the American Income Life Insurance Company.

Memberships are open to anyone 18 years of age or older, no matter what type of motorcycle you ride, if any at all! We welcome all riders—in clubs, associations, independents, and sport riders to join us.

# THE URAL ALL-ELECTRIC PROTOTYPE



Ural Motorcycles finalized the first development phase of an all-electric sidecar motorcycle. The electric prototype was built on the existing one-wheel drive cT chassis, utilizing Zero Motorcycles' proprietary powertrain package (motor, batteries, controller and other components). California-based company ICG developed the overall design and was responsible for fabricating the initial prototype. Zero Motorcycles also provided the necessary engineering support during development and testing of the prototype that made this project possible.

At a glance it's still a Ural, but the electric bike offers a totally new experience

We always knew our sidecar is the perfect platform to build an electric motorcycle because it can offer what regular two-wheeled motorcycles don't: passenger comfort, stability and safety, not to mention more space for batteries. Electric Ural is very easy to control, thanks to a low center of gravity and optimal weight distribution. It's very stable thanks to its three wheels. It doesn't have clutch or gear shifter, twisting the throttle is basically all you need to operate the bike. And it accelerates very quickly – for a Ural ... Overall it's a fun and very versatile vehicle that you can use almost like a car.

The bike was tested intensively in real world conditions – in the rain and snow, on cold and hot days, on the highway and city streets

**SILENT & STEALTHY** "You'll feel like you're in stealth-mode, sneaking up on cars that are idling louder at stoplights. And there's no chugging engine to holler over when talking to your passenger. It's like a whirring magic-carpet ride compared to the vibrations and tractor-like grunt of Ural's legendary fuel-burning models." –Good Spark Garage

**PROOF OF CONCEPT** Proof of concept was the main goal for this project. We went through several iterations, searching for the best configuration of the electric powertrain package. One of the main challenges was to find the optimal location for the batteries while maintaining passenger comfort, storage capacity and stability distinctive to Ural sidecars.

**WHAT'S NEXT** The company has no immediate plans to manufacture an all-electric model at this time. The decision will ultimately be based on market research, consumer and industry experts' feedback. We estimate it would take approximately 24 months to ramp up serial production upon final design approval. Production bike design would incorporate the latest battery technology and charging options.

**WHERE TO SEE** The Electric Ural will be displayed at the Progressive Motorcycle Show in Long Beach November 16-18, 2018. Ural Motorcycles is currently organizing demo-ride events. Locations and dates to be announced. Sign up here to be first in the know.

<https://www.imz-ural.com/electric>

## We Test Ural's New Electric Motorcycle Around Seattle

Josh Max

“There aren't too many motorcycles I would chase at this point, but I was like a hungry cougar who just saw a baby rabbit,” I cold-emailed Ural's PR rep after spotting one of their units rolling in my neighborhood and demanding its owner stop and spill the beans about this rugged, combat-ready-lookin' machine.

Five days later I was on my way to Ural's headquarters in Redmond, Washington, where I took possession of a prototype of Ural's new electric motorcycle-with-sidecar, which we'll call a “hack,” one of its traditional handles, from here on in.

Ural, for those not in the know, has been manufacturing their motorcycles with sidecars since 1939, first for the military effort during WWII, and later for civilian use. The brand's popularity has grown around the world since then with international distribution in North America, Europe, Australia, Japan, China and a number of other markets. Since meeting my first Ural, too, I've started to see them all over the place in my travels - Brooklyn, Hoboken, Denver.

It was my first time atop both an electric motorcycle and a hack, and some instruction was required. I was led to a parking lot by Jason Rae, VP of Operations and project manager, who explained to me that I was not riding a motorcycle, which one countersteers to aim where one wishes to go.

The Ural instead requires its rider to lean hard left or right with their body even on minor turns, as the threat of tippage ever looms. Experienced riders can tip on purpose, the same as experienced motorcyclists can pop wheelies, but that wouldn't be me, not today, thanks. After a few spinarounds, I was off.

My big-fat-butt-sidecar's right rear tire clipped a few curbs at first. The resulting jolt is as alarming as when your vehicle strikes anything, so you'll get aware of all four of your corners very soon. As with any other machine you've ever ridden, the first few hours or longer are get-to-know-you, break-in periods.

The very first impression was the same impression anyone trying an electric vehicle for the first time is hit by – the silence of the operation. In the case of a motorcycle, part of which people own because they like the “vroom,” it was surreal. Nobody on the street or in crosswalks heard me coming, thus necessitating frequent beep-beeps. But nobody who saw me seemed to feel annoyed or threatened, either; I made tons of new friends while out and about, many of them children. I was beeped at, photographed and videoed wherever I drove.

My prototype had two batteries; one under the sidecar and a second under the frame of the motorcycle itself. There are three driving modes; Eco, Sport and Custom. Eco is for extending your range to squeeze the last possible bolt of lightning out of the battery, and Sport is naturally for a killer blast-off, though you can't smoke the tires; you can, however, make skiddy noises when you stop via the Brembo brakes, with no loss of control.

On the highway, it's like being in a small car without a roof or body, or imagine driving a motorcycle with two additional motorcycles mounted on your right and you're rolling triplets.

You learn to stay in the left section of any lane, not in the middle. You don't handle like either a sport bike or a cruiser and you've got to hang on more than you would with a two-wheeler. You don't wave to other bikers as removing the left hand from the steering wheel causes the unit to veer left; a quick toot suffices.

I maxed out the throttle to 70 MPH just to see how it felt, but it wasn't really comfortable

there, so I eased it down to 60 and kept it around that speed for highways. I had more fun in neighborhoods than on highways over the two-day test, but of course I did not take the unit off-road or over snow, which is where Urals excel. (I tested their gasoline-powered unit the next day - but that's for another article.)

After a night in a nearby hotel, where the unit sat overnight plugged into a regular outlet that turned out to be non-operational, though I still had 75% charge, I set off the next for the city of Seattle, where the Pike Place Market turned out to be ideal for making lots of new friends, many of whom seemed to know all about my ride before I said anything.

Pike Place, with its steeply inclined hills, was also the ideal locale for flooring the accelerator. In "Eco" mode, I was Fred Flintstone, but with "Sport" engaged, the acceleration was more than acceptable.

I plugged in that night at my hotel at 33% power, and set my phone's stopwatch to record exactly how much time passed and how much of a charge I got overnight. But when I arrived at the bike at 7 AM the next day, someone had unplugged my ride and flung the cord back toward the hack. I charged for two hours, got up to 66%, and headed back to base, all smiles despite a temporary loss of faith in humanity.

Was I impressed? Absolutely. I'd bonded with the Ural by the end of the test, and I was sorry to see it go. Would I buy it? It doesn't matter right now – it's not for sale. The decision to manufacture or not will "based on market research, consumer and industry experts' feedback," says the company.

The electric Ural will be displayed at the Progressive Motorcycle Show in Long Beach November 16-18. Ural is offering demo rides to collect feedback before moving to the next phase of this project. Meaning it's up to you, the public, as to whether or not the prototype becomes a reality. We think it ought to.

I test drive and review cars, trucks, motorcycles and all manner of machines, anywhere they are - USA, Europe, Asia, The Bronx. I also publish first-person stories of "woah and redemption" most often at (the winning) NY Times. <https://www.instagram.com/sirmaxolot> Josh Max <https://www.forbes.com/sites/joshmax/2018/11/13/we-test-urals-new-electric-around-seattle/#4fe752d72997>

## **This first ride is a shocker: Ural EV prototype**

Mark Gardiner Nov 14, 2018

Quick, name the motorcycle brand least likely to build an electric vehicle. Until last week, you would have said "Ural" — a company previously known only for its throwback sidecar rigs, with DNA dating back to World War II.

And yet, I recently found myself on a winding road through the woods just east of Seattle, trying out the company's latest project: the batteries, controller, and motor from a Zero S, grafted into Ural CT sidecar outfit. Anyone who stops a Ural in a public place is familiar with something Ural owners call UDF, for Ural Delay Factor, because of the attention they draw. But this one also includes an additional WTF factor.

Ural hasn't given this version a name, calling it only an "all electric prototype." In truth, even the word "prototype" might be too strong; It's more like a well-dressed proof-of-concept. It's not the first Ural EV, either; Ural's CEO, Ilya Khait, told me that a couple of years ago, they delivered a rolling chassis to a Moscow company that was in the business of converting old diesel buses to electric drive.

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**Lake Park, FL 33403**

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Ilya must have liked the idea of a twist-and-go EV. Part of the appeal, for him is that, despite being a trained engineer, he's never mastered the intricacies of a clutch and gearshift! When he heard that Zero was interested in partnering with other companies that could use its powertrain technology, he asked them to convert a sidehack.

On Zero's advice, Ural brought in a high-end vehicle design studio, ICG, to help with packaging and styling. That explains why the rig you see here looks so finished (at least, when seen from the left side). ICG's stylists created that snazzy alloy side panel and came up with the very cute idea of concealing the charging port inside the stock fuel tank, under a stock fuel cap.

The conversion is based on Ural's CT model, which is configured for road use. The CT differs from Ural's more popular Gear Up model in several ways: The CT is a conventional sidehack, which is to say it's driven by the motorcycle's rear wheel only; the Gear Up's sidecar has a driven wheel.

The CT also has a wider stance and carries the sidecar lower on 18-inch wheels, which reduces the tendency to "fly the chair" in right-hand turns. Since sidecars actually benefit from ballast to reduce that instability, battery weight was not an issue. Ural and Zero took advantage of that fact to run two Zero battery packs, a lighter ZF6.5 battery in the main chassis, and a heavier ZF13.0 battery under the seat in the sidecar.

Like a regular Zero, the Ural has an onboard charger. The twin batteries yield an effective range of about 100 miles, and take about 13 hours to recharge when plugged into a normal household circuit. (I didn't run the batteries right down, but comparing the mileage I covered to the dash display, it really does have a hundred-mile range in normal use.)

The dash appears to be a standard Zero item. The fuel filler cap cleverly conceals the charge port. Ural photo.

The dash and motor controller are Zero items, too. Users get to choose between three modes: Sport for maximum torque; Eco for maximum regeneration and range; and Custom. A Zero owner could personalize that Custom setting from her phone using the Zero app. In the case of this one prototype, the setting was configured to optimize performance and range for a vehicle that has more battery capacity but also, of course, weighs 2.5 times as much as any Zero!

Zero's had more experience than most e-moto companies, with the result that their motor controllers are conspicuously good. "Throttle" response is smooth and intuitive. The power's fed to a Z-Force 75-7 brushless DC motor that produces almost twice the torque of Ural's current 750 cc internal-combustion twin.

As a result, the electric Ural was downright sprightly... for a Ural. During the two days I spent at Ural HQ in Redmond, Washington, I had the occasion to follow the electric rig in a conventional Gear Up, and the gasoline-powered one was no match climbing hills. Most of the time, I was on wet roads, where the electric rig would readily spin the rear 4.00x18 Heidenau away from a stop.

Riding a motorcycle with a sidecar is an entirely different experience. Plus, most of the time, I was on wet roads. The combination may have also dampened my enthusiasm for testing the performance envelope. Photo by Mark Gardiner.

As usual with an EV 'cycle, the Ural gets underway with a quiet hum. When I last rode a Zero, I noticed the final drive and tire noise. The Ural has a driveshaft that's virtually silent, but those heavily treaded tires produce a little more sound.

Frankly, driving a sidecar is a little, um, "involving." All that weight dangling off one side means that on acceleration, it steers quite hard to the right and under braking, it steers left. Considering the roads I was on, I didn't feel compelled to verify Ural's claim of an 88 mph top speed for the prototype. But, I have no reason to doubt it.

The prototype's built on a standard CT chassis. The frame and bodywork are still manufactured in Russia, but the rest of the running gear is from all over. It has a single four-pot Brembo brake on the front wheel, operated the normal way with a lever on the right handlebar. A Hayes single-piston brake on the rear wheel is linked to a Brembo two-piston caliper on the sidecar wheel. The leading link fork is Russian, but all the shocks (there are six in total between the front fork, rear swingarm, and the chair) are made by Sachs. The rims, hubs, and axles are from Taiwan.

According to Ural, the electric outfit weighs 122 pounds more than the gasoline-powered CT. Since I only weigh 140 pounds and had no passenger on board, the GVW as tested was well within the approved range. In spite of that, the one time I found myself braking hard, the brakes and suspension were up to the task but between the chair wanting to come around and some, uh, "interesting" suspension action, I immediately let discretion get the better part of valor and increased my following distance!

Although the outfit was easy to push on a level surface, it has a reverse "gear." In this case, it's an inconspicuous toggle switch that simply runs the motor in reverse. (Presumably it also engages some kind of limited drive mode, to prevent the rig from rocketing backwards with an accidental twitch of the driver's right wrist.)

Although there's a heavy battery in the sidecar, it's concealed under the seat. Neither the passenger seating area nor the useful trunk are impeded. In fact, the only reason you'd even know about the outboard battery is that there's a massive cable bundle running between the sidecar and the right side of the 'cycle. That's an area that definitely still looks "prototype."

The Zero motor would normally spin in the same plane and direction as the wheels, with a belt drive on the left side of the bike. So the motor, a squat cylinder, sits centered in a Zero chassis. In the case of the shaft-driven Ural, however, the motor's been turned 90 degrees and offset, to allow the driveshaft to connect to the motor output shaft.

The motor is rotated 90 degrees and offset so the output shaft can be connected to the driveshaft with a simple U-joint. Ural photo. That's a logical way to get power to the rear wheel, though when you're sitting on the bike, it's weirdly asymmetrical. The left handlebar has no clutch lever, nor is there a gearshift at the left footpeg. So the left side of the bike is tidy. Meanwhile the right side's visually cluttered by the bulging motor, foot controls, and the sidecar mounts. And, there's that bundle of cables — which does not need a warning sticker because everything about it says, "There's enough power in here to electrocute a moose."

So, as a proof-of-concept, does it seem viable? The electric Ural works. The Zero power pack, controller, and motor are proven, and the rolling chassis has been in development since about 1939. The combination of a vehicle that is light enough to rely on that motor, but heavy enough to carry a lot more battery capacity, almost makes sense. And it's fun in its own way. You could use it to get groceries or take Fido to the dog park.

Whether there's a market for an electric Ural remains to be seen. It is, after all, a brand built largely on nostalgia. The company will start to answer that question when it's displayed at the IMS show in Long Beach this weekend. After that, Ural will tour with it, bringing it to dealers

where people can try this new/old mashup for themselves.

If there's enough demand — and by "enough" I mean, if dealers think they can sell even a few dozen — there's a good chance Ural will manufacture an electric outfit. The company says it would probably take about two years to bring it to production.

Even if there isn't enough demand to support production, all is not lost. When I was at Ural HQ, Madina Merzhoeva was pretty forthright in admitting that Ural — which is too small a company to support a big advertising or marketing effort — uses special projects to get press. They recently announced a limited run of Gear Up outfits equipped with a drone. That story was picked up by media outlets around the world. Whether the drone bikes are really profitable in their own right or not, they were featured on web sites, and in newspapers and magazines around the world. Even if Ural never builds an EV, this weird prototype's already generating plenty of buzz. <https://www.revzilla.com/common-tread/this-first-ride-motorcycle-review-is-a-shocker-ural-ev-prototype>

## Ural Electric Prototype First Ride Review | It only looks retro

This plug-in sidecar motorcycle comes as a major surprise

JEREMY KORZENIEWSKI Nov 9th 2018

I twist the right grip and I'm shoved forward with much more authority than I expect. I'm riding a Ural, complete with a heavy sidecar firmly affixed to my right. I've put a lot of miles on this unique Russian brand of sidecar motorcycles over the past decade, and none of them have responded so immediately to the throttle. But this Ural is different. In fact, calling the right twist grip a throttle at all is inaccurate.

This Ural is electric. It's the first of its kind, but if everything goes well, it won't be the last. I'm riding a prototype — in fact, the only such prototype in the world — and the small manufacturer of sidecar hacks is, against all odds, seriously considering putting an all-electric machine into production.

The bike's extreme rarity is not lost on me as I test out its top-end acceleration. I don't think I've ever seriously exceeded a highway speed limit on a sidecar motorcycle from Ural until this test drive. Usually, a Ural feels like it's being asked to do something it really wasn't designed for when you wring it out at speeds higher than, say, 65 miles per hour. The last thing I want to do is damage Ural's test bike, but I easily crest 75 on this red-painted machine, and do so without the drama I've come to expect. Ural pegs this prototype's top speed at 88 miles per hour.

There are three driving modes baked into Ural's battery-powered prototype: Eco, Sport, and Custom. These programming modes are taken directly from Zero Motorcycles, which partnered up with Ural to provide all the electrified expertise that Ural's own in-house designers may lack. The electric motor, battery packs (more on that later) and controllers all came from the California-based electric motorcycle manufacturer.

Jason Rae, who led development here in the States on this electrified project, told me in advance that this would feel like the hot rod of the Ural lineup. After a few miles, I'm convinced he's right. As with any vehicle powered by an electric motor, torque comes on strong right from a start, at least when the controller is taken out of Eco mode. I tested that low-power setting briefly and found that it was way too limiting. I switch over to the more powerful Sport mode and leave it there for the remainder of my ride.

This Ural's electric powertrain provides 60 horsepower and 81 pound-feet of torque. That's a big gain over the gas-powered Ural's 41 hp and 42 lb-ft. When compared to typical

motorcycles, the electric Ural's performance isn't anything to write home about. But compared to the rest of Ural's lineup, well, we'll just quote Ilya Khait, President and CEO of Ural Motorcycles, when he says that the prototype "accelerates very quickly — for a Ural ..."

This particular prototype feels like it's being artificially limited at really low speeds, but after the first few feet of a hard launch, it takes off with more authority than any other Ural I've ridden. Once I have an idea of what kind of throttle response to expect, I find it very easy to take off from stop signs and lights while keeping well ahead of commuter traffic. There's no clutch lever and no foot-operated shift lever. That lack of motorcycle-specific controls, coupled with the inherent low-speed stability of a sidecar, makes this electric motorcycle very approachable.

As with pretty much any fully electric vehicle, there's almost no discernible sound to the drivetrain. There's a subdued whir that kicks in with even the smallest bit of throttle, and it gets progressively more pronounced until the vehicle is moving fast enough that the sound of the wind rushing past the rider's helmet renders the motor basically inaudible. I hear noises coming from the suspension bits, brakes, and wheels that I would completely miss on a gasoline-fueled Ural.

Despite the electrified drivetrain and the major differences that brings when compared with the tried-and-true internal combustion models, the electric Ural prototype still feels very much like a burly piece of steel. It weighs in at 822 pounds, and while much of that weight can be attributed to the battery packs, nothing in its conversion from gasoline to electric feels like it diminishes Ural's commitment to durability.

Handling, too, is better than expected for a big, durable sidecar motorcycle. Those heavy batteries are in two separate packs integrated into the bike. The smaller of those packs (Zero's ZF6.5 power pack) is located directly under the bottom cushion of the sidecar seat. While that does increase the height of the chair by an inch or two, it also puts ballast right where it's most useful for improving the stability of the three-wheeled machine. The other pack (Zero's ZF13.0 unit) is mounted within the confines of the main frame rails.

Total battery capacity sits at 19.5 kWh. That's sufficient to provide a quoted maximum range of 103 miles on a single charge. My time aboard the prototype tells me that range is certainly achievable. An onboard 1.3kW charger is capable of a complete charge of the battery packs in 13 hours using a standard outlet, though various quick charger solutions could vastly improve that time.

Skilled sidecar pilots can typically lift the wheel of an unladen sidecar off the ground when turning to the right. It's still possible to loft this electric prototype's third wheel, but it's a lot less likely to happen on accident due to the well-located weight of the sidecar-mounted battery pack. That's a significant handling benefit that could particularly benefit riders unaccustomed to the nuances of sidecars.

There's a lot of crucial information about this electric Ural prototype that we can't share with you because it's still being finalized, including its price. For 2018, the Ural lineup starts with the CT at \$14,499. A two-wheel-drive Gear Up runs \$16,499 and a fully loaded Sportsman or Sahara costs \$18,499. If the electric prototype makes it into production as hoped, it could conceivably be the priciest Ural in America. And Ural fanatics may very well be disappointed that this EV is powered by a single wheel with no option for on-demand power from the sidecar wheel.

I walked away from my test ride of this electric Ural prototype impressed by how well

the package works. There are kinks to be ironed out, of course, including final programming of the motor controller. And while the fit and finish of this proof-of-concept is pretty good, there's certainly some room to polish the design.

A lot has to happen before Ural decides whether to put an electric sidecar motorcycle into production. The company will display the prototype Nov. 16-18 at the Progressive Motorcycle Show in Long Beach, California. If you like what you see here and think the electric Ural project is worth pursuing, now is the time to let your voice be heard. Because we can say with certainty that the factory is listening.

<https://www.autoblog.com/2018/11/09/ural-electric-prototype-review-first-ride-918273/>

## First Ride: Ural Electric cT Concept

NOV 12, 2018 BY: JASON MARKER, Editorial Director Spoiler Alert: It kinda rules.

Back at the beginning of October, I had the pleasure of flying out to Seattle to try out Ural's new electric cT concept. I flew out of Detroit Metro on a Friday Afternoon—shout out to Alaska Air's killer cheese plate—and landed in blustery Seattle just as the sun was setting. By the time I got up to Ural HQ in Redmond, it was dark, cold, and the rain was starting up—the perfect time to pick up an experimental electric motorcycle. After a tutorial and a quick shakedown in the parking lot, I rode the unnervingly silent cT back to the hotel, parked it, and hit the sack.

Next morning I was up and out of the hotel as soon as it was light out. See, I only had a few hours with the prototype so I wanted to make the most of it. In the run-up to my visit, Ural had planned a few routes for me—some city, some country—that were within the bike's range but still challenging enough to give me a feel for it. Since I'm a city boy, I chose a route that took me from Redmond to Pike's Place Market. The route was primarily surface streets, but I detoured a couple times to wind the bike out on the freeway to see what it could do.

In the eight or so hours I had the bike, I rode down into the city for breakfast with a good friend at the amazing and hilariously named Biscuit Bitch, explored some neighborhoods, rode down to Gas Works Park for some pictures, let some kids sit in the sidecar, stopped at half a dozen coffee shops, ate a truly mediocre shwarma, and generally put the prototype through its paces. It performed flawlessly.

The electric cT is incredibly smooth and quiet thanks to the Zero powerplant and battery packs. It has excellent throttle response and is quick off the line thanks to the instant-on torque from the electric motor, though all that legendary electric motor torque seemed offset a bit by the weight of the bike and the sidecar-mounted batteries. That said, it's way quicker and more responsive than its gas-burning siblings.

Thanks to the Zero controller and some custom-made software, the electric cT has three riding modes; sport, economy, and custom. Sport is Zero's regular sport mode that uses all the powerplant's power and does no regenerative braking. Economy is the standard Zero setting and does all the regenerative braking. Custom was designed especially for the cT and is a mix of both modes with some tweaked levels to compensate for the sidecar. I left the bike primarily in custom mode and it did everything I wanted around town. I hopped on the freeway to try out sport mode, and let me tell you, it's definitely sporty. It took all the anxiety out of merging and passing, and easily kept up with the flow of traffic.

Around town, the electric cT is just as agile and easy to live with as a standard model. It gets in and out of parking spots no problem and weaves through heavy city traffic with ease. It's definitely going to need a handlebar-mounted reverse switch if it goes to production, though. That's a must-have.

Overall, the electric cT is a pretty remarkable piece of engineering and surprisingly well sorted for a prototype. It's easy to ride, gets surprisingly good range considering A: it's a proof-of-concept, B: it weighs a ton, and C: the electric powerplant systems are a couple years old, and is a fantastic mix of old and new. If a cobbled-together electric Ural running circa 2016 Zero parts is this good, and it is very good, friends, an all-electric cT with a dedicated, modern powerplant will be phenomenal.

Hopefully we'll see something very much like the electric cT on showroom floors soon. I'll take one in military green, please.

<https://www.rideapart.com/articles/276026/first-ride-ural-electric-ct-concept/>

With what it has now, which is c. 2016 tech, I could have squeezed about 110/115 miles of city driving out of it in "custom" mode. A 2019 Zero powertrain with that new charge tank and the car-style quick charging system? Definitely more.

## Electric Ural Sidecar Review

We got chills, they're multiplyin'. The new Ural prototype people have been buzzing about is officially public and, well, it's electrifyin'! Here is Corey's first take on an early-phase version of the electric Ural, powered by a Zero Motorcycles powertrain package, that we tested back in March.

A quick note: this isn't going to be a geeked-out tech-centric post full of data and decimals. You can find the bike's full specs here. We're more about the vibe; the overall 'feels' you get when riding through the wind on a motorcycle. Of course, we're in love with the big jump in horsepower from their internal combustion engines (60hp! Up from 41) and its 81ft-lbs of torque. After many hours spent in the saddle of gas-powered Urals, the feeling is immediately and noticeably different. You can feel it in your innards upon acceleration. Is the experience better? We'll get there; read on. Good Spark Garage - Wilkinson Brothers

Corey Wilkinson and Casey Wilkinson testing an early-phase version of the electric Ural.

**The Things That Aren't There** You hop on, turn the key and twist the throttle. Perhaps it's the absence of things that make the experience enjoyably odd. No foot shifter, no clutch, no crowded shins, no chugging starter or engine rumble. In seconds, we were muttering, "holy sh—" or "this is crazy!" followed by a triumphant laugh. Look down and there are no pontoon-like tailpipes either. Again, crazy. There's still a "gas cap" though, which covers the charging port.

**Stealthy. Powerful.** If it weren't for the metallic orange finish, it'd feel like we were in stealth mode as we snuck up on "loud" petrol-powered compact cars. I suppose this is a similar experience with most electric vehicles, but it's worth noting the relative silence when compared to hearing the 75+ years of Ural heritage emitting from two cylinders violently boxing each other. Casey sat in the sidecar, talking to me in a normal outside voice at the stoplights – no chugging engine to holler over. From a standstill, the electric power is instant, then it smoothly/quickly increases. Ural riders will shake their heads in disbelief, while smiling. Motorcycle riders unfamiliar with Urals will assume this is the way it's supposed to be and focus only on how neat it is to be on a sidecar that happens to be quiet.

**Answering the Big Question** But is this Ural's whirring magic-carpet mode better than feeling the vibrations and tractor-like grunt of its well-liked fuel-burning predecessor? I can guarantee many will weigh in with their personal disdain...or elation. I'll also speculate that most of the negativity will be from those who haven't test-ridden the electric Ural – those surly Lud-dites! Here at Good Spark Garage (a name inspired by moto combustion), we absolutely loved the experience of riding this e-Ural. And we want one, like, right now. We wouldn't say it's better, it's just different in an awesome way.

**In Summary** We're also enamored with the exhaust-chuffing charm of our Russian, 750cc, airhead engines in the three Urals we own (as brothers, we share and rotate custody). We also respect the company. After getting to know the small team at Ural, we have a good understanding of how big this endeavor was. It was a monumental stride made without the endless resources and deep pockets of global corporate brands. It was spearheaded by a CEO who had a careful desire to resuscitate a motorcycle on the verge of extinction less than two decades ago. Ilya Khait won't abandon his lovable and vastly-improved gas-powered sidecar motorcycles and he'll continue to listen to riders. We know him well enough to know this electric leap forward is a sign of his invested interest. One that will keep Ural's heartbeat growing stronger (whether electric or fossil-fueled) and ensure new generations of quirky, cool and enthusiastic Ural riders.

**What's Next for the Electric Ural?** Here's the answer, straight from Ural: "There are no immediate plans to manufacture an all-electric model at this time. The decision will ultimately be based on market research, consumer and industry experts' feedback. We estimate it would take approximately 24 months to ramp up serial production upon final design approval. We accumulated a lot of data to be used in the next phase of the project."

"Proof of concept was the main goal for this project. One of the main challenges was to find the optimal location for the batteries while maintaining passenger comfort, storage capacity and stability distinctive to Ural sidecars." – Ural Motorcycles

**Specifications** Now that we've got our high-level review shared above, here are some quick details (I know, I said there wouldn't be lots of decimals). To dive deeper into the details, visit Ural's web page on the this bike: <https://www.imz-ural.com/electric>

**Power Train** Motor: Z-Force® 75-7 passively air-cooled, high efficiency, radial flux, interior permanent magnet, brushless motor

Max Output (hp): 60hp (45kW) @5,300rpm Max Torque (ft-lbs): 81 ft-lbs (110 Nm)

Batteries as tested: ZF13.0 powerpack, ZF6.5 powerpack (combined peak power 19.5kWh)

Charging System: 1.3kW on-board charger from a standard 115V/15A breaker (estimated 13 hours to charge from empty to 95%)

Performance

**Range as Tested:** Up to 103 miles (165 km)

Recommended Max Cruising Speed: 65mph (105 kmh)

Maximum Speed as Tested: 88mph (140 kmh)

Other Numbers

Overall Length: 91.6 in (233 cm)

Ground Clearance: 9.2 in (23.4 cm)

Max Permissible Weight: 1325 lbs (600 kg)

Dry Weight: 822 lbs (373 kg)

<http://goodsparkgarage.com/electric-ural-sidecar-review/>



# December 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						<b>1</b> Fly n Wheels Open House
<b>2</b> Bill's Bikes Toy Run <b>PB ABATE EVENT</b>	<b>3</b> Mobf Brothers Open House	<b>4</b> UBCPBC Christmas Party Lone Legion	<b>5</b> Island Jack's, Game Day Sports Gill Bike Nights	<b>6</b> Palm Beach Harley Bike Night Abacoa Black Pistons Bike Night	<b>7</b> Soldiers for Jesus Open House	<b>8</b> Fly n Wheels Open House
<b>9</b> <b>ABATE FL State Meeting</b> SFPC Toys in the Sun Run	<b>10</b>	<b>11</b> Lone Legion Open House	<b>12</b> Island Jack's, Game Day Sports Gill Bike Nights	<b>13</b> Lost Weekend Vintage Bike Night	<b>14</b> AOA WPB Open House	<b>15</b> Fly n Wheels Open House
<b>16</b> <b>ABATE PB Chapter Meeting</b> Wild Santa Toy Run Miami	<b>17</b>	<b>18</b>	<b>19</b> States LW Open House Island Jack's, Game Day Sports Gill Bike Nights	<b>20</b>	<b>21</b> AOA WPB Open House	<b>22</b> Fly n Wheels Open House
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b> Island Jack's, Game Day Sports Gill, Gatti's Garage Bike Nights	<b>27</b> Ralphs / Turboz Bike Night	<b>28</b>	<b>29</b> Fly n Wheels Open House
<b>30</b>	<b>31</b>					

# January 2019

Sun Mon Tue Wed Thu Fri Sat

		1	2 Island Jack's, Game Day Sports Gill Bike Nights	3 Palm Beach Harley Bike Night Abacoa	4 Soldiers for Jesus Open House	5 Fly n Wheels Open House
6 States MC Pompano Blessing of the Bikes & JR's Birthday Bash	7	8 Lone Legion Open House	9 Island Jack's, Game Day Sports Gill Bike Nights	10	11	12 Fly n Wheels Open House
13	14 Lone Legion Open House	15	16 States LW Open House Island Jack's, Game Day Sports Gill Bike Nights	17	18	19 Fly n Wheels Open House
20 ABATE PB Chapter Meeting	21	22	23 Island Jack's, Game Day Sports Gill Bike Nights	24	25	26 Fly n Wheels Open House
27	28	29	30 Island Jack's, Game Day Sports Gill, Gat- ti's Garage Bike Nights	31 Ralphs / Turboz Bike Night		

**WEEKLY EVENTS**

**One Mon** Mob of Brothers MC  
Open House @ Lone legion  
**Mon** Dinner 6:30 States MC  
Pompano Clubhouse

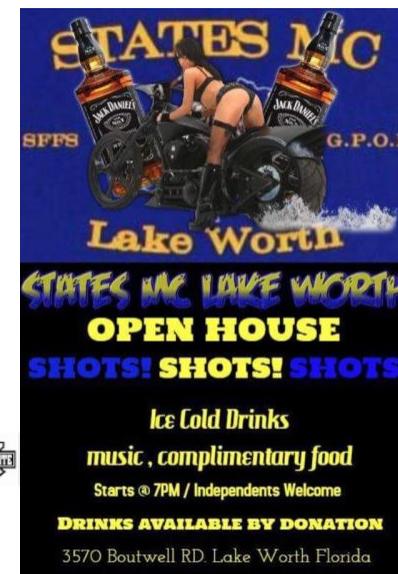
**Once a Month Tues** Lone Legion  
MC Brotherhood Open House  
**2nd Tues** Jupiter Moose Bike Night

**1st Wed, Bike Night @ the Beach**  
Gill Mill Jensen Beach  
**3rd Wed** States MC Lake Worth  
Open House 8pm  
**Wed** Island Jack's Bike Night with  
Gorilla Motors & PB Harley  
**Wed** Chit Chat's bike night 7pm  
Free BBQ, music  
**Wed** Game Day Sports Grill Bike  
Night  
**Last Wed** Gatti's Garage Bike  
Night 130 South H St Lake Worth

**Thurs Once a month** Black  
Pistons MC WPB Open House  
**1st Thurs** PBH Abacoa Bike Night  
**2nd Thurs** TBS Bike Night  
Tequesta  
**3rd Thurs** Treasure Coast Harley  
Bike Night  
**Last Thurs** Turboz/Ralph's Bike  
Night Jupiter

**1st Fri** Soldiers for Jesus Open  
House  
**1st Fri** Enforcers MC Party  
**Fri Twice a Month** AOA MC WPB  
Open Houses

**SAT HOG Morning** Palm Beach  
Harley and often other events and  
bikini bike washes Grill Days



# ABATE of FL Inc. PALM BEACH CHAPTER MEETINGS

11:30 AM V.F.W. Post 4143 at 2404 Broadway, Riviera Beach 561-844-5718. From I 95 exit Blue Heron Blvd. go east to Broadway (Federal Hwy., US- 1) turn right, go south 1 block the V.F.W. is on the east side. Look for the flag. Come for breakfast and the meeting

- 3rd Sunday Dec. 16
- 3rd Sunday Jan 20
- 3rd Sunday Feb 17
- 3rd Sunday Mar. 17
- 3rd Sunday Apr 21
- 3rd Sunday May19
- 3rd Sunday June 16
- 3rd Sunday July 21
- 3rd Sunday Aug 18
- 3rd Sunday Sept 15
- 3rd Sunday Oct 20
- 3rd Sunday Nov 17

**The Gin Mill**  
BIKE NIGHT @ THE BEACH  
1ST WEDNESDAY EVERY MONTH  
7PM - 11PM  
DRINK SPECIALS  
75¢ WINGS  
LIVE MUSIC  
4304 NE OCEAN BLVD. JENSEN BCH.

**ABACOA BIKE NIGHT**  
PALM BEACH  
• 1ST THURSDAY EVERY MONTH, 7-10PM  
• LIVE BAND AT AMPITHEATER  
• DRINK SPECIALS @ ALL BARS  
• RAFFLES BY PALM BEACH HARLEY  
• FUN GAMES AT THE EVENT

**TURBOZ BIKE NIGHT**  
AT **RALPH'S STAND-UP BAR**  
CENTER STREET, JUPITER FULL-BAR  
LAST THURSDAY 7-10PM LIVE MUSIC

Police Officer Assistance Trust  
34th ANNUAL  
**COPS RIDE FOR KIDS**  
Saturday, December 1, 2018 - 9:00 A.M.  
Miami-Dade Police Department Headquarters  
9105 NW 25 Street, Doral, Florida 33122  
Gilbert's Resort  
REGISTRATION - \$20  
RECEIVE A COMMEMORATIVE POA+ BOTTLE OPENER  
DONATIONS ARE ALSO ACCEPTED FROM NON-MEMBERS  
All proceeds will benefit POA+ Holiday Gifts for Surviving Children

World Famous **GORILLA MOTORS**  
West Palm Beach, FL  
BIKE NIGHT WEDNESDAY'S  
Bud-Bud Light Bud-Bud Miller Lite Coors Light Bud-Bud Light  
\$2.75 Bottles 6pm to 10pm  
\$5.50 Drafts 10pm to Close  
.75 Wings

**HARLEY-DAVIDSON PALM BEACH**  
HOME OF THE LARGEST NEW HARLEY INVENTORY  
**WORLDWIDE**

**BIKE NIGHT 6P-9P**  
Key West Grill & Proco Bar

# DELEGATE REPORT

Just a week after our event will be the State Meeting so all our paperwork can be delivered in person. Just across the state in Naples is a good short trip so it looks like several of the board and members may be attending

ABATE of FLORIDA, INC.


**ABATE of FLORIDA, INC.**  
**STATE MEETING**  
*December 8th, 2018 • 2pm*  
 hosted by GATOR ALLEY CHAPTER  
**OFFICE MEETINGS**  
*(At The Comfort Inn)*  
**State Board Meeting: 12 noon**  
**State Delegates Meeting: 2pm**  
  
**COMFORT INN & EXECUTIVE SUITES**  
 3860 Tollgate Blvd. • Naples, FL 34114  
**ROOMS: \$99.99 (KING), \$109.99 (2 QUEENS)**  
*per night/per room + tax (NO PETS)*  
**CALL: 239.353.9500**  
*(call before Nov. 30th to receive ABATE discounted rate)*  
**Frizz: 239.200.6360 • Scott: 239.298-0924**  
 frizman1951@yahoo.com • vicepresident.gatoralley@gmail.com  
  
**DIRECTIONS:**  
 FROM I-75: Exit 101, (Hwy. 951) Head south on Collier Blvd/951 toward Davis Blvd. Turn left at Beck Blvd. Turn left at Tollgate Blvd. Drive straight back.



[www.gatoralley.abateflorida.com](http://www.gatoralley.abateflorida.com)  
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## STATE MEETINGS

### Host Chapter & Location

Dec.8 Gator Ally  
 Feb. 9 Forrest chapter  
 April 14 Tallahassee  
 April 15 Ride to Capital  
 June 8 Vintage chapter  
     St. Augustine  
 July Leadership seminars  
 TBA  
 Aug 10 Southeast  
 Oct, 12 Gulf Coast  
 Dec. 14 State Ocala

## ABATE of FL Inc. Palm Beach Chapter GBNF

Ed "Gunner" Bassett  
 Frank "Pipes" Cook  
 Robert "Torch" Lyle  
 Niurka Crespo  
 Phil Moore  
 Michael Steffy  
 Tom "Ramblin' Man"  
 Botticelli  
 Karen Watkins  
 "Bones" Maurice Clark

## The Coolest Bikes from Milan's 2018 Motorcycle Show

These are the bikes we want to ride right off the show floor. By Alexander George Nov 9, 2018  
MV AGUSTA

These last couple years have brought unexpectedly awesome two-wheeled rides. Harley-Davidson showed off a completely unexpected lineup. Indian made a street-legal flat-track racer. Zero revamped its lineup of electric motorcycles. Now, in Milan, Italy, more bikes are being unveiled. Here are the ones worth knowing about.



### 1 Aprilia RSV4 Factory PIAGGIO GROUP

There are some things nobody needs in this world, and a 217-hp 1078-cc superbike is one of them. Aprilia's big-engine motorcycles are always near the top of any list of terrifyingly fast motorcycles. The newest version keeps that title and adds adaptive suspension that automatically adjusts to road conditions and riding style. Oh, and these awesome aerodynamic wings that Aprilia says actually do something. Whatever. The new bike looks awesome, though I'd be nervous about someone parallel parking a crossover into it and crushing them.

2Ducati Panigale V4 R DUCATI Ducati Panigales, too, are more motorcycle than almost anyone ever would need. This particular model upholds that reputation. Outfitted with a special Akrapovic racing exhaust, the V-4 R's 998-cc four-cylinder engine makes just over 230 horsepower. However the hell Ducati made this race motorcycle comply with emissions standards, I'm impressed.



3KTM 790 Adventure KTM KTM is an Austrian motorcycle manufacturer that arguably makes the best on- and off-road adventure motorcycles (ADV) you can buy. The new 790 will sell as a street-focused Adventure (pictured) and an off-road-kitted Adventure R in 2019. Both have KTM's LC8c ("compact") parallel twin engine that produces just north of 90 horsepower. Given the chance to take a long, far motorcycle trip, I'll take an 800-cc ADV bike like this over a hulking

1,000-cc-plus tourer like the BMW 1200GS. I'll start scouting routes.

4MV Agusta Superveloce 800 MV AGUSTA MV Agusta isn't as widely known as Ducati or Moto Guzzi, but it makes some of the coolest, most-beautiful motorcycles on the planet. This model is a 798-cc F300 wrapped in a carbon-fiber fairing that looks part '70s racer throwback, part Victorian horse carriage.



5Honda CB125M Concept HONDA Ever since the 2014 Grom, Honda has been doing awesome things with small 125-cc motorcycles. There's the adorable Monkey, the Super Cub, and now this R&D project. Underneath that red plastic is a CB125R, a four-stroke 125-cc beginner motorcycle not sold in the United States. Honda: Please make this tiny urban ripper, and sell it in the U.S. Tiny, light motorcycles like this are a blast to ride around cities, and hit a top speed that will keep you alive in the slow lane on most highways. Now, if only we can get more of the country to legalize lane-splitting...



<https://www.popularmechanics.com/cars/motorcycles/g24892778/milan-motorcycle-show-best-bikes/>

## Harley-Davidson bets its future on the LiveWire electric motorcycle



Kirsten Korosec@kirstenkorosec /

It's been a four-year wait since Harley-Davidson first showed off a concept electric motorcycle. Now, the production-ready bike — called the Harley-Davidson LiveWire — is finally here. Well, almost.

The Milwaukee, Wisconsin-based company unveiled the production-ready electric motorcycle Tuesday at the EICMA motorcycle show in Italy. It won't be available, though, until next year.

Harley is placing a big bet on electrification in hopes that it will revive the brand, which has struggled in recent years. LiveWire is supposed to

be the first in what will be a portfolio of electric Harley-Davidson motorcycles that will be available by 2022.

To encourage the switch to electric, Harley will install Level 2 public chargers at dealer locations that sell the electric bikes.

Harley didn't release pricing or range and performance information on LiveWire. There were some new (and of course some rehashed) details on the specs of the bike though.

The bike will be powered by a permanent magnet electric motor that is located low in the motorcycle to lower the center of gravity and improve handling at different speeds and make it easier to control when stopped, the company said. The LiveWire will have two batteries: the main battery, composed of lithium-ion cells surrounded by a finned, cast-aluminum housing, and a small 12-volt lithium-ion battery that powers the lights, controls, horn and instrument display.

The bike can be charged with a Level 1 charger that plugs into a standard household outlet with a power cord that stores below the motorcycle seat. For faster charging, it can also be charged via Level 2 and Level 3, or DC Fast Charge (DCFC), through a SAE J1772 connector in the U.S., or CCS2 – IEC type 2 charging connector in international markets.

LiveWire will have seven riding modes, three of which are rider-defined. The modes will be tuned with adjustable high-specification Showa suspension. The bike will also have an adjustable color touchscreen display located above the handlebar. The screen gives riders access to the interface for Bluetooth connectivity, navigation, music and other features.

The bike won't have that trademark gas-powered sound, so Harley has given it a tone that will increase in pitch and volume with speed. The company says the new sound “represents the smooth, electric power of the LiveWire motorcycle.”

The bike is fitted with Brembo Monoblock front-brake calipers gripping dual 300 mm-diameter discs. It also has an anti-lock braking system and traction control system, which will come standard. The company says it will reveal more product information on LiveWire, as well as details about the pre-ordering process, in January 2019.

Image Credits: Harley-Davidson

<https://techcrunch.com/2018/11/07/harley-davidson-bets-its-future-on-the-livewire-electric-motorcycle/>

<https://www.cnbc.com/2018/11/09/harley-davidsons-electric-motorcycle-is-a-big-change-for-the-company.html>

<https://www.esquire.com/lifestyle/cars/a24883546/harley-davidson-electric-motorcycle-livewire-revealed/>

<https://www.theverge.com/2018/11/8/18072078/harley-davidson-electric-motorcycle-2019-project-livewire>

### CLASSIFIEDS

It's hurricane season and I have about 8 of the long metal shutters I don't need FREE if you can use

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 : Information and look under My Districts for your representatives.  
 : In these sidebars Underlined District # , names link in the online version.  
 : .....

## LEGISLATIVE REPORT

### DAN "SLOW-MOTION" HENDERSON



#### PALM BEACH Co. FL House of Representatives

**D81** Tina Scott Polsky (D)  
850-717-5081 Tallahassee  
561-470-2086 Boca/Belle Glade

**D82** Mary Lynn Magar (R)  
850-717-5082 Tallahassee  
772-545-3481 Hove Sound

**D85** Rich Roth (R)  
850-717-5085 Tallahassee  
561-625-5176 Palm Bch Grdens

**D86** Matt Willhite (D)  
850-717-5086 Tallahassee  
561-791-4071(2) WPB

**D87** David Silvers (D)  
850-717-5085 Tallahassee  
No local office info yet

**D88** Al Jacquet (D)  
850-717-5088 Tallahassee  
no phone yet West Palm Bch

**D89** Michael Caruso (R)  
850-717-5089 Tallahassee  
561-470-6607 Boca Raton

**D90** Joseph A. Casello (D)  
850-717-5090 Tallahassee  
561-374-7850 Boynton Bch

**D91** Emily Slosberg (D)  
850-717-5087 Tallahassee  
561-496-5940 Delray Beach

Elections are finally over!! No more negative TV ads but the roadside signs are still around. Guess those candidates are not environmental friendly.

These were close elections.

Republican DeSantos edged for governor. Scott barely edged out Nelson. Locally for us the changes were not widespread, just see the six changes on the side boxes

Now we have to see what kind of bills will be introduced and what we wish will be done.

Slo Motion

Below are the 2018 - 2019 Florida House Interim committee session dates.

#### Interim Committee Weeks:

December 11 - 13

January 7 - 11

January 22 - 25

February 4 - 8

February 11 - 15

February 18 - 22

#### Palm Beach County FL Senators

**D25** Gayle Harrell (R)  
850-487-5025 Tallahassee

**D29** Kevin Rader (D)  
850-487-5029 Tallahassee  
561-443-8170 Boca Raton

**D30** Bobby Powell (D)  
850-487-500 Tallahassee  
561-650-6880 WP Bch

**D31** Lori Berman (D)  
850-487-5031 Tallahassee  
561-292-6014 Boynton

#### FEDERAL

##### **U.S. Senators**

Rick Scott  
Marco Rubio

##### **U.S. HOUSE**

##### **District 18**

Brian Mast (R)

##### **District 20**

Alcee Hastings

##### **District 21**

Lois Frankel

##### **District 22**

Ted Deutch

# BigRep launches first fully 3D printed and functional e-motorcycle

By SEAN GALEA-PACE . Nov 21, 2018,

The additive manufacturing company, BigRep, has unveiled the world's first fully 3D printed and functional e-motorcycle: The NERA e-motorcycle.

The prototypes, created by NOWlab, is set to see a whole new dimension for 3D printing explored with all the NERA parts being 3D printed, with the exception of electrical components.

Stephan Beyer, PhD, CEO of BigRep GmbH, said: "These exciting prototypes not only demonstrate the unprecedented capacity of FFF large-scale 3D printing technology in Additive Manufacturing. They also emphasize our unique ability as the market's innovation and thought leader to bring cutting-edge technologies from design to reality, providing an added-value market lead for our industrial customers."

There are a number of benefits that 3D printing provides such as the production of end-use parts, by decreasing lead times and costs, as well as optimising supply chains and limiting dependency on supplier networks.

Daniel Büning, co-founder and Managing Director of NOWlab, said: "The NERA combines several innovations developed by NOWlab, such as the airless tire, functional integration and embedded sensor technology. This bike and our other prototypes push the limits of engineering creativity and will reshape AM technology as we know it."

As the developer of the world's largest serial production 3D printers, Big Rep is prioritising setting standards in speed, reliability and efficiency.

<https://www.manufacturingglobal.com/leadership/bigrep-launches-first-fully-3d-printed-and-functional-e-motorcycle>

## FOX news 3D-printed motorcycle is like nothing you've seen...yet

3D-printing outfit BigRep has unveiled a motorcycle built using its additive manufacturing technology.

The futuristic composite Nera E-Bike was constructed from just 15 parts, and features airless tires that were also printed with a matrix design to provide cushioning. Other flexible parts incorporated into the design replace a traditional suspension system.

The electric motorcycle weighs just 132 pounds and is fully functional, with a motor installed in its rear wheel and batteries hidden within its trim bodywork.

Don't grab your helmet yet, though, because it's only a proof of concept, but as costs come down and the speed of the process increases, a production bike like it could be possible in the coming years.

<https://www.foxnews.com/auto/3d-printed-motorcycle-is-like-nothing-youve-ever-seen-yet>

More on 3D motorcycle

<https://www.rideapart.com/articles/276940/3d-print-anything-motorcycle/>

# 2019 Motorcycle Rallies in Daytona Beach

78th Annual Daytona Bike Week March 8-17 and 27th Annual Biketoberfest® October 17-20  
NEWS PROVIDED BY Daytona Beach Area Convention & Visitors Bureau Nov 12, 2018

DAYTONA BEACH, Fla., Nov. 12, 2018 /PRNewswire/ -- Daytona Beach will be welcoming motorcycle riders and enthusiasts from across the country and from around the world to two rallies in 2019: the 78th Annual Daytona Bike Week and the 27th Annual Biketoberfest®:

78th Annual Daytona Bike Week, March 8-17, 2019 Enjoy 10 days of high-octane street festivals, concerts, motorcycle races, bike shows, rallies, manufacturer showcases, and much more. Motorcycle enthusiasts from around the world enjoy spring riding in Daytona Beach along historic Main Street to Midtown, Scenic A1A Highway and through the best of old Florida on the Ormond Beach Scenic Loop. The celebration continues at Daytona International Speedway, Bruce Rossmeyer's Destination Daytona, and the U.S. Highway 1 corridors in Daytona Beach and Ormond Beach. The official source for information is OfficialBikeWeek.com

27th Annual Biketoberfest®, October 17-20, 2019 This annual Daytona Beach motorcycle rally draws bikers, motorcycle enthusiasts and curious travel seekers who want to enjoy beautiful fall weather, live music and motorcycle races at Daytona International Speedway. From the thrill of live racing to cruising along some of the most scenic rides in Central Florida, the official source for information is Biketoberfest.org.

About the Daytona Beach Area, Bike Week and Biketoberfest®

Discover Daytona Beach and its surrounding area, a resurging destination along Florida's East Coast comprising eight distinct communities. Daytona Bike Week has been a tradition since the inaugural running of the Daytona 200 in 1937. Biketoberfest® has drawn thousands of riders to this rally every October since 1993. Recognized worldwide for these and other events including the Rolex 24 At DAYTONA and the DAYTONA 500 at Daytona International Speedway – the 'World Center of Racing' - Daytona Beach also claims the headquarters of LPGA and NASCAR. With more than 12,000 rooms and 200 hotels, the destination offers a wide range of accommodations from 4-star resorts, hotels, B&Bs, campgrounds and everything in between. With 23 miles of world-famous beaches and so much more, it's no surprise the area was ranked #1 in Travel Channel's "Top 10 Attractions in Florida", and one the "10 Most Affordable Beach Vacations on Florida's East Coast" by TripAdvisor. Visit OfficialBikeWeek.com and Biketoberfest.org.

Media Contact: Kate Holcomb

Director of Communications

Daytona Beach Area Convention and Visitors Bureau

kholcomb@daytonabeach.com | 386.255.0415, ext. 125

SOURCE Daytona Beach Area Convention & Visitors Bureau

Related Links

<http://www.daytonabeach.com>

<https://www.prnewswire.com/news-releases/2019-motorcycle-rallies-in-daytona-beach-300748388.html>

## Super SOCO unveils new \$5,100 and 62 mph electric motorcycle, the TC MAX



[Micah Toll](#) - Nov. 7th 2018 10:51 am ET [@MicahToll](#)

Super SOCO just unveiled their newest electric motorcycle at the 2018 EICMA Milan Motorcycle Show. The TC Max fills the space between their existing lower powered electric motorcycles and [higher powered Zero electric motorcycles](#).

Shanghai-based Super SOCO already has two models of 45 km/h (28 mph) light electric motorcycles in their lineup. But now the company is targeting more aggressive riders with their new TC Max.

The TC MAX electric motorcycle has a peak power of 5 kW and can reach 100 km/h (62 mph). Theoretically, that means you could take it on the highway, but this is still better for urban commuters or perhaps country road cruising.

With 170 Nm (125 ft-lbs) of torque at the rear wheel, the TC MAX has some get up and go.

The belt-driven rear wheel should keep the ride nice and quiet, so you can enjoy the silence of an electric vehicle without the vicious chain noise

Power comes from a 72V and 45Ah lithium-ion battery. At 3.2 kWh, Super SOCO says the battery should be enough to reach 110 km (68 miles).



The battery is about as large as it gets while still being removable. I tried carrying it around and while possible, I wouldn't want to have to carry the battery too terribly far to my apartment for charging.

The Super SOCO TC MAX features high quality Brembo hydraulic brakes and a Combined Braking System (CBS). The CBS links the front and rear brakes, applying both with the pull of a single brake lever.

Mass production of the TC MAX will begin in the first quarter of next year, with the first deliveries in Europe occurring just a few months later. The TC MAX is already homologated for EEC standards in Europe, where it will cost €4,499 (\$5,100) for the aluminum wheel version. Customers can pay an extra €200 (\$228) for spoked wheels.

The TC MAX still lacks DOT approval for the US, but Super SOCO is working on it. So hang on, my American friends. It's coming!

## Super SOCO TC and TS electric motorcycles

Super SOCO also showed off their existing TC and TS electric motorcycle line.



*TC on left, TS on right*

These two models are a little more muted in the performance department, and are definitely city motorbikes. The TC can reach 70 km/h and the TS can reach 65 km/h. However, both are limited to 45 km/h (28 mph) for the European market.

The TC and TS models both have ranges of 80 km (50 mi). Both models sport 60V batteries, though the TC has a slight capacity advantage at 1.8 kWh over the TS's 1.56 kWh pack.



The TC also has slightly higher torque measured at the rear wheel, with 120 Nm compared to the TS' 110 Nm.

Both models feature Bosch rear hub motors. Again, the TC model edges out the TS with 3 kW of power versus the TS' 2.8 kW.

The TC and TS electric motorcycles are already available for purchase in Europe, with over 5,000 sold already. The TC retails for €3,290 (\$3,750) and the TS retails for €2,790 (\$3,185).

Super SOCO is already in the process of obtaining DOT approval for the TC and TS models, so we hope to see them available in the US soon.

**Super SOCO CU electric scooter** In addition to electric motorcycles, Super SOCO also showed off their line of electric scooters.

These 45 km/h (28 mph) scooters have a range of 75 km (47 mi) at full speed, thanks to a 1.8 kWh battery.

Power comes from a 1.3 kW Bosch motor that can actually put out 2.8 kW peak, which helps during acceleration and hill climbing. Torque is measured at 115 Nm (85 ft-lbs). The entire scooter, including battery, weighs just 70 kg (154 lbs).

## Electrek's Take

I think the TC MAX is an impressive electric motorcycle. It's definitely not a superbike like the [155 mph SuperNEX that KYMCO unveiled yesterday](#), but the TC MAX has its own place.

With the price of an entry-level [Zero electric motorcycle](#) approaching \$10,000, a 60 mph motorcycle for half the price is quite appealing.

And even though you can currently [buy a 42 mph electric motorcycle for \\$2,500](#) in the US, that extra speed in the TC MAX is compelling. Plus, it looks more like a real motorcycle and less like a cheap Chinese knockoff.

With Super SOCO rushing to complete DOT homologation for all of their electric motorcycle models, we'll hopefully get to play with these toys stateside soon

<https://electrek.co/2018/11/07/super-soco-electric-motorcycle/>

## ABATE Palm Beach Chapter Meeting Minutes

Meeting of Abate Palm Beach Chapter was held at The VFW Post 4143, 2404 Broadway Ave, Riviera Beach, FL 33404 on November 18th, 2018.

Meeting Called to Order at 11: 40 A.M. \_17\_ Members Present \_0 Guest Present.

Meeting started with the Pledge of Allegiance and a moment of silence.

President: Discussed our annual party plans. We need workers for event

Vice President: Nothing to report

Secretary: Asked if anyone has any additions, corrections or objections to last month's meeting minutes as publishes in chapter newsletter. There were none

Treasurer: Stable.

Membership: 2 new members

Sergeant At Arms: Nothing to report

Safety/Delegate/Legislative/Public Relations Reports: Slo-Mo

Will attempt to get to as many bike nights as can before event. State meeting Dec 8 on West Coast so hoe more will attend. Elections over!

Products: Still working towards hats and new t-shirts. Our chapter Treasurer is working with me on design and production and pricing.

Newsletter: Slo-Mo Want to get newsletter done early so have for event

Old Business: Last call for raffle tickets for December 8 raffle. Details about the prices are on the States website. Any unsold tickets need to be turned in. Idea of moving Chapter Meeting to first Sunday was dismissed as conflicts so remain on THIRD Sunday

New Business: Party planned. Flyers are being distributed. Vendors needed

Good of the Order: 50/50. LB won the 50/50 and donated it to the Chapter.

Adjournment: Meeting adjourned 12:11. Minutes typed by Secretary, Kathy L. Hale, on November 21st, 2018.

## George Clooney Auctioning Off Harley-Davidson And Giving Up Motorcycle Riding

The actor is raising money for a veterans charity called Homes for Our Troops.

By Carla Baranauckas

George Clooney has reached the end of the road, at least when it comes to motorcycle riding, his publicist confirmed Tuesday.

The actor, who is a well-known motorcycle enthusiast, has put one of his Harley-Davidson bikes up for auction to benefit Homes for Our Troops, which builds and donates specially adapted homes for veterans injured after 9/11. The 2017 Dresser Touring Ultra Limited FLHTK Harley-Davidson that Clooney is selling has 25 miles on the odometer, according to the eBay listing.

The listing says Clooney's "wife Amal has told him he's off two wheels for good." His publicist, Stan Rosenfield, said the actor had decided for himself to give up motorcycles but had not specified why he had come to that conclusion.

Clooney, 57, was briefly hospitalized in July after his scooter was hit by a car on the Italian island of Sardinia. He was also in a motorcycle accident in Weehawken, New Jersey, in 2007, which resulted in his then-girlfriend, Sarah Larson, injuring her leg.

[https://www.huffingtonpost.com/entry/george-clooney-motorcycle-auction-veterans\\_us\\_5be223b6e4b0e8438890e656](https://www.huffingtonpost.com/entry/george-clooney-motorcycle-auction-veterans_us_5be223b6e4b0e8438890e656)

## American Bikers Journal (aka MRF Reports) is ready to view

November 26, 2018

Click the link below to view or download

[MRF Reports 11 NovDec2018\\_email.pdf](#)

Other Issues from 2018:

[MRF Reports 9 SepOct2018\\_email.pdf](#)

[MRF Reports 7 JulAug2018\\_email.pdf](#)

[MRF Reports 5 MayJune2018\\_email.pdf](#)

[MRF Reports 3 MarApr2018\\_email.pdf](#)

[MRF Reports 1 JanFeb2018\\_email.pdf](#)

**Covenant Riders — Chapter #349**

**26<sup>TH</sup> • ANNUAL**

**HIGH • NOON • RIDE**

10AM—11:30AM Registration & Blessing of Bikes  
 11:35AM—11:50AM Brief Word  
 12PM SHARP! Ride  
 1:30PM—Lunch Served\*

**Tuesday, January 1, 2019**

**New Location:** Harley-Davidson of Brandon,  
 9841 E. Adamo Dr.,  
 Tampa, FL 33619  
*(See map on back of card.)*

Ride, morning coffee and donuts – all at no charge!  
 \*Suggested donation of \$10 per person.

**EVERYONE WELCOME**

## WHY JOIN ABATE OF FLORIDA, INC.?

**ABATE** is a non-profit Motorcycle Rights Organization whose cause is to EDUCATE the government, motorcyclists and the general public on freedom, rights, road safety, and awareness of motorcycles on the road.

**REQUIREMENTS**—must be at least 18 years of age. In does not matter what you or even if you ride. You can be an independent or member of a club or association. All are welcome at meetings.

**JOIN FOR THE CAUSE.** Everything is voluntary, we understand work and family comes first. We hope you can help in any small way, vote and spread the word.

**BENEFITS** Your money is used to provide a lobbyist to the state and federal government to watch for our rights and freedom. The State *MasterLink* newsletter every 2 months we bring back from State meeting or read it online. The chapter newsletter is available online at [palmbeach.abateflorida.com](http://palmbeach.abateflorida.com) so is in color, with active Internet links and zoomable. Members get free classified ads in our newsletters.

**INSURANCE** As an active member you have a \$4,000 **Accidental Death and Dismemberment** policy from American Income Life. You will get a card in the mail from state office to register your beneficiary for ADD insurance. Do NOT mail it, just be sure your family knows about the policy. If you send it in and they try to meet to sell you more so only if you are interested in more insurance. If they bother you contact our State Office to have it stopped. You can mail to the office as Registered letter to have it done when you family notifies. Be sure to renew in time so are always covered! It does not have to be a motorcycle accident.

**MOTORCYCLE INSURANCE** Palm Beach Chapter members can get an insurance discount with Leslie Kay Progressive insurance company. Contact them for a quote 1-866-367-1788 [www.LeslieKays.com](http://www.LeslieKays.com) The \$3000 accessory package is normal. The State has arranged with Coastal Insurance Company to offer members up to 10% discount and \$3000 parts and accessories coverage. They are at 190 Hwy A1A Suite, Satellite Beach FL . Agent Doug Guido's phone is 888-596-2453. So these are two more options to compare with your company

**PRIVACY** Your email, address and phone are never given out to anyone except State/Chapter executive board.

**EMAILINGS** you can be added to a mass mailing which you can opt to be removed at end of email. Usually only do twice a month to let you know our Newsletter is online and remind you of chapter meetings. Local events are included and sometimes urgent matters may be included. No one will see your email **PHONE TEXT** another way to communicate with members. Your phone number may be added to our text alert system To change or add the chapter email is [palmbeach.abateflorida@gmail.com](mailto:palmbeach.abateflorida@gmail.com) Our website is [palmbeach.abateflorida.com](http://palmbeach.abateflorida.com)

We have a Facebook page <https://www.facebook.com/AbatePalmBeachChapter>

Mail: **ABATE - Palm Beach Chapter, P.O. Box 530944, Lake Park, FL 33403**

Another benefit of chapter membership in ABATE of FL Palm Beach is having a free business card in newsletter and free newsletter classified for items to sell or acquire. Support your brothers and sisters when possible, Besides a \$4,000 ADD insurance policy, discount Leslie Kay insurance, we are looking into other benefits for members. We are always in need of more paid advertisers so find any business to benefit from our low rates and support our newsletter and chapter.

## A.D.D. INSURANCE POLICY UPDATE

We all realize the \$4,000 Accidental Death and Dismemberment insurance policy if one of the best benefits of being an ABATE member. That is one reason to keep your membership up to date. You MUST name someone to get the money in case of death to prevent taxes and being in probate court. So when you receive the yellow card mailed from our state office, you can complete it and mail to insurance company. Most likely an agent will contact you even if you said not to. If they do be, SURE to get their name and number upfront. They do NOT need to visit you even to deliver the certificate. If they insist or get push, contact ABATE of FL. main office and report it but you MUST have the agents' name and number for action to be taken. Otherwise you may just return the completed yellow card to ABATE to have on file. Then be sure your survivors know to contact ABATE for the benefits.

STATE OFFICE: ABATE OF Florida, Inc. PO Box 2520, Deland, FL 32721-2520

Phone: (386) 943-9610 Fax: same Email: [flabate@bellsouth.net](mailto:flabate@bellsouth.net)



# ABATE OF FLORIDA INC. PALM BEACH CHAPTER MEMBERSHIP APPLICATION



**Membership Dues: \$20 for 1 year or \$600 for Life Membership per person**

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

**ABATE — Palm Beach Chapter**

**PO Box 530944 Lake Park FL 33403**

**ALL APPLICATIONS ARE SUBJECT TO APPROVAL**

PLEASE PRINT CLEARLY Will Palm Beach Chapter be your HOME voting Chapter

NEW Member: Year  or Life  Renew:  Transfer:  Address Change:

First :  Last :  Road :

Address:

City:  State:  Zip (full):  -

MC/Club/Org

Phone:  Cell:  Text notification Yes  No

Email for News Alerts

Registered Voter? Yes  No  State House:  State Senate:  US Dist:

How can you best help ABATE? Time, Labor, Money, Other

State newsletter the *MasterLink* every other month online and our Chapter newsletter

*The Chrome Chronicles* is online at start of month in color with active Links.

MEMBERSHIPS FEE \$

**ALL APPLICATIONS ARE SUBJECT TO APPROVAL**

SIGNATURE  Date:

MEMBERSHIP CARD / PATCHES CAN BE GOTTEN AT CHAPTER MEETING (on the third Sunday of Month usually) OR MAILED WITHIN 30 DAYS. LIFE CARD MAY TAKE LONGER AS PICKED UP AT STATE MEETINGS EVERY OTHER MONTH

**[palmbeach.abateflorida.com](http://palmbeach.abateflorida.com)**

**MIAMI-DADE COUNTY FLORIDA**  
Commissioner Jose "Pepe" Diaz  
District 12

**CARTEL BAGGERS**  
**JOSE "PEPE" DIAZ & DJ LAZ**  
PRESENTS:

**HITS 97.3**

**TOYS FOR TOTS**

**December 16<sup>th</sup>**  
**12-5 PM**

**LIVE COLORS**

**UNITED STATES MARINE CORPS**

**CARTEL BAGGERS MOTORCYCLES**

**TAKING OVER TROPICAL PARK**

**SPECIAL EVENTS FOOD & DRINK SERVICES**

**HIS HOUSE CHILDREN'S HOME**

**BIKE & SLINGSHOT & CAR SHOW - KID FRIENDLY - BRING A UNWRAPPED TOY OR \$10**



## SOUND OFF BY AUTOTRONICS

Next Palm Beach Chapter Meeting VFW POST 4143

**3rd Sunday December 16, 2018 11:30 am**

**Directions:** 2404 Broadway (US1), Riviera Beach - Exit I-95 at Blue Heron Blvd, go east to Broadway (US1) turn south and is 1 block on east side. **Bike Parking is on south side of building.**

### 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.