

ABATE OF FLORIDA, INC. PALM BEACH CHAPTER



ISSUE 206 2022-10 PALMBEACH.ABATEFLORIDA.COM OCT. 2022

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NEXT CHAPTER MEETING 3rd Sunday Oct. 16 11 am Eagles WPB

CHECK TWICE FOR MOTORCYCLES

LET THOSE WHO RIDE DECIDE!

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This newsletter is the monthly publication of ABATE of Florida, Inc. Palm Beach Chapter published monthly 12 times a year
ABATE of Florida Inc
Palm Beach Chapter
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Lake Park, FL 33403

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President's Message

Dan "Slo Motion" Henderson

THE OCT. STATE MEETING HAS BEEN CANCELED

At the last meeting we were so glad that Tropical storm Fiona by passed us by staying out in the Atlantic. But nature got back at us this month as Hurricane Ian slammed through the state. Entering in southwest with so much damage in Fort Myers and that area, swinging through flooding Orlando then hitting Daytona and up the coast to St Augustine and Jacksonville. I spend a whole day watching CNN coverage of Ian. CNN did a good job. So as I watched Ian sweep through Florida, I worried about the people it affected, the chapters of ABATE of FL and their members. I watched the old town of St. Augustine under water, an area I know well from many Vintage state meetings. I'm not sure how much Jacksonville got be it did seem to hang in that area for awhile. Daytona Beach seemed to take a beating. Orlando had a lot of flooding. I hear Leesburg and lake county were expecting a lot of flooding also but don't know what they got. I will have to contact the chapter to see how it is before the meeting. The southwest of the state was the hardest hit. Tampa was spared but Fort Myers and Punta Gorda and Fort Myers were bullseye for the storm. Fort Myers was majorly destroyed. That was the home of the Southwest chapter. Port Charlotte (peace River chapter was hit hard also. Naples was off grid so news about there was scare. That is where Gator Alley chapter is located. They are supposed to host the December state meeting. Locally in Delray Beach very close to me were tornados in Kings Point

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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



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UPCOMING Event Schedule All events subject to change

Tuesdays Bike Night Hooters Palm Beach lakes 7 to close 2020 Palm Bch Lake Blvd

Wednesday Bike Night Gorilla Motors at Johnny Qs

Thursdays Pirates Well Bike Night 7 pm A1A Lake Park

Saturday nights Fly In Wheels Open House

Friday Sept. 30 Palm Beach Harley Backstage Party 6 to 9pm

Oct. 1 & 2 Palm Beach Harley Customer Appreciation 11 am to 4 pm

Oct . 2 Mystic Seven Annual Boars Nest

Tuesday Oct. 4 Lone Legion WPB Open House

CANCELLED Saturday Oct. 8 ABATE FL state meeting Lake county north Leesburg

Sunday Oct. 9 Southeast Chapter Annual Event at Mickey's Tiki Bar

Oct. 12 to 16 Space Coast Harley Bike fest

Thursday Oct. 13 Handlebars Bike Night Tequesta

Oct. 13 to 16 Daytona Biketoberfest

Friday Oct. 14 Ink Link/Rack' n Balls Pub Bike Night 7pm to 11pm

Friday Oct. 14 AOA WPB Open House 8pm -?

3rd Sunday Oct. 16 Palm Beach Chapter Meeting ABATE of FL. Inc. 11 am
2800 N. Military #105 West Palm Beach FL (Westchester Plaza south of Community)

Friday Oct. 20 Black Pistons WPB Open House

Sunday Oct. 22 Polk County Chapter Skills on Wheels Motorcycle Rodeo Lake Alfred

Thursday Oct. 26 Ralph's Bike Night Jupiter

Thursday Oct. 26 Clematis St. Bike Night

Friday Oct. 28 AOA WPB Open House 8pm -?

Monday Oct 31 Harley Halloween ALL DAY Palm Beach Harley-Davidson FREE
TRICK OR TREATING in all Departments!

The original LiveWire motorcycle, which debuted in 2019, costs nearly \$30,000. Harley sold 500 units last year and has delivered 125 so far this year, Chief Financial Officer Gina Goetter said. May 10, 2022

Harley-Davidson spins off electric motorcycle division in \$1.8 billion SPAC merger

PUBLISHED TUE, SEP 27 2022

Harley-Davidson spun off its electric motorcycle division in a SPAC deal creating the first publicly traded electric motorcycle company in the U.S.

New shares of LiveWire Group Inc were up 1.5% in their U.S. market debut on Tuesday following the unit's \$1.77 billion merger with a blank-check firm.

Harley-Davidson Inc on Tuesday spun off its electric motorcycle division, LiveWire, in a SPAC deal creating the first publicly traded electric motorcycle company in the United States.

Last year, the EV unit agreed to merge with special purpose acquisition company AEA-Bridges Impact Corp.

Shareholders for AEA-Bridges approved the merger last week, even as investors are growing more cautious about blank-check companies with a record number of SPACs liquidating in 2022 amid surging interest rates and market volatility. The acquisition was originally expected to close in the first half of the year.

Harley released its first electric motorbike, the LiveWire, in 2019 before deciding to relaunch the bike as its own sub-brand. Hoping to recoup lost market share as the company's core baby boomer customer base grows older and interest in motorcycling as a recreational activity fades, the Milwaukee-based company is seeking to become more competitive with other electric motorcycle manufacturers.

LiveWire has one EV bike model priced beginning at \$16,999 and another at \$22,799. Harley-Davidson will hold the majority ownership of LiveWire with a 74% stake.

<https://www.cnbc.com/2022/09/27/harley-davidson-spins-off-livewire-in-1point8-billion-spac-merger.html>

Testing Harley's LiveWire S2 Del Mar electric motorcycle: First you ride it, then you want to buy it

Micah Toll - Sep. 27th 2022 6:30 am PT @MicahToll

If the last thing you need is to try and convince your significant other of why you need to buy another motorcycle, then do yourself a favor and don't ever get on a LiveWire S2 Del Mar.

Because as soon as you do, you're going to want one. Trust me, it happened to me.

Harley-Davidson's electric motorcycle brand LiveWire has just reopened reservations this morning for its second electric motorcycle model, the S2 Del Mar. The first round of reservations opened back in May for the Launch Edition, but they sold out in 18 minutes.

The company let me get an early test ride before reservations reopened, and now I can't imagine going back to my boring old life before this bike.

That's not to say that the Del Mar is perfect, but the bike itself checks nearly all of my

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 to 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.

boxes. The only major downside is that it's still a bit pricey, at least for a motorcycle that will admittedly be used largely in a commuter role by most riders.

It's certainly more affordable than the \$22,799 LiveWire One, which currently serves as the brand's flagship electric motorcycle. LiveWire had hoped to launch the production version of the LiveWire S2 Del Mar at closer to \$15,000, but inflation pressures and supply chain drama saw the price creep up to \$16,999. That's still a big move in the right direction compared to the LiveWire One's price, but it still keeps it a bit out of reach of a lot riders.

If you can swing it though, you're going to be glad you did. Take a look at my first ride video below showing off my morning ride on the S2 Del Mar. Then read on for all of the details.

Newly revealed Del Mar specs

In addition to opening up orders for the S2 Del Mar, LiveWire also revealed more concrete specs and performance figures.

The updated city range is listed at 110 miles (177 km) on a charge, and we also got more info about charging options. Both Level 1 (think: normal wall outlet charging) and Level 2 (think: public charging station) will be available on the bike, but there's no Level 3 DC fast charging like on the LiveWire One.

Even so, the company says a Level 2 recharge of 20-80% (indicative of real-world charge stops) will take around 75 minutes. That's longer than a coffee stop, but it means that a lunch stop or shopping trip could conceivably put a nearly full charge back into your "tank."

We don't have an exact power rating yet, but the bike has nearly equal off-the-line performance to the LiveWire One, scoring a 0-60 mph time of 3.1 seconds. And when putting the bike in Sport Mode, I can vouch for what that feels like. There's no clutch or gear shifting to get in the way, either. You're going from feet on the ground to flying at 60 mph in barely the time it takes to say, "well I'll be damned."

The 431 pound (195 kg) Del Mar is a bit lighter than the 560 pound (254 kg) LiveWire One, so with the same acceleration times then it stands to reason that it will have a slightly lower power rating than the LiveWire One's 78 kW motor.

LiveWire hasn't announced the Del Mar's top speed, but let's just say it's higher than you'll ever need. I got it up to speeds that I had no business reaching on a New York highway and it seemed to have plenty of room to keep going. I wasn't about to risk my license (or a speeding ticket on a bike I didn't own) by pushing my luck any further than I already had, but suffice it to say that whatever the top speed is, there's no road in America that you'll be able to legally hit it.

For me, the Del Mar felt like a Goldilocks bike. It's got a shorter reach than the LiveWire One, meaning you're sitting more upright and don't feel like you're leaning out forward over the tank to grab the bars. But it's also not too small either, and gives you enough height over the pegs that your legs aren't tucked up underneath you. It's no cruiser, but it's at least closer to that end of the comfort spectrum.

I'm a more relaxed type of rider, anyway. As much fun as it can be crouching into an Italian sport bike, I'm much more at home in a comfortable upright position. And so the S2 Del

Mar speaks to me.

In fact, I thought the Del Mar would be smaller than it was. Each time I looked at images of the Arrow platform, which is basically the structural battery and motor combo that the Del Mar is built on, it all just looked so compact. But the bike still has serious presence when you walk up and throw a leg over it. No one is going to think you're on a small bike.

And when you blow them away at a traffic light, leaving them in your dust, they'll be sure you weren't on a small bike.

When it comes to battery capacity, we're still left in the dark. LiveWire isn't spilling the beans on that info just yet.

Based on the 110-mile city range offered by the company, and the Level 2 recharge time from 20 to 80% in 75 minutes, I'd wager that the battery will fall in the 9.5 to 10.5 kWh range. But that's just an educated guess at this point.

What I can tell you is that I did around 40 miles (64 km) on the bike and used 55% of the battery, equating to a mixed range of approximately 73 miles (117 km). That ride included everything from city traffic to unreasonably fast highway speeds, so that's probably a pretty fair "mixed" range figure. If you're actually doing city riding or at least keeping it under 55 mph or so, that 110-mile range figure is likely within reach.

Between my city and highway riding, the Del Mar felt equally at home in both worlds. It's small and light enough to be a nimble city ride, yet large and powerful enough to be comfortable on any interstate.

The one thing that felt a bit lacking was any sort of sound. To be fair, I was testing the bike in and around New York City, and so the city cacophony was never going to allow the nuisance of a modest direct drive electric motor whine through. But with a pair of LiveWire Ones on either side of me during much of the ride, I could hear their motors more than I could hear my own.

To be honest, the LiveWire One has always been a bit louder than I'd prefer. It's got a cool sound to it, and the mechanics of the bevel gear that produce that sound add to the coolness. But when you really lean into it you get a fairly loud signature sound. The Del Mar, on the other hand, is so quiet that I couldn't really hear it in the city. It left me wanting a little more auditory feedback. But perhaps if I had been in a quieter area, I would have heard what I was looking for.

Even so, the fact that the three of us (including my two LiveWire ride partners Chris and Jon) could all carry on a conversation while riding is testament to how much nicer it is to be on quiet electric motorcycles than rumbling ICE bikes.

All in all, I had a blast riding the LiveWire S2 Del Mar and came away majorly impressed

I had initially expected to find a downgraded LiveWire One, when instead I was presented with a bike that rivals the LiveWire One's performance, yet in a more comfortable and manageable package.

Sure, the LiveWire One will still have more range from its larger battery and faster recharging times with its DC fast charging ability. And if you want to go on cross-country rides, that's the better bike. But for someone that just wants a missile on wheels for cruising the city

and local highways, then the S2 Del Mar is the ticket.

It nestles itself right in between bikes like the Zero FXE and Zero DSR when it comes to price and range, meaning it gives a nice option for a middleweight electric bike with more range than pretty much any commuter should need, yet at a price that doesn't blow past \$20K and into flagship electric motorcycle territory.

[https://electrek.co/2022/09/27/testing-harley-davidson-livewire-s2-del-mar- https://](https://electrek.co/2022/09/27/testing-harley-davidson-livewire-s2-del-mar-https://)



www.livewire.com/

Range 110 Mi City	Speed 3.1 sec 0-60 MPH	Charge 75 Min Level 2 Charge
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[electric-motorcycle/](#)

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All Spanish Motorcycle Brands Organized alphabetically, A-Z

Alfer was a Spanish manufacturer of enduro and motocross motorcycles, based in Sant Cugat del Vallès Municipality in Spain. Their models included the VR 250 Enduro, VR 2000 Enduro, and VR 2000 Supermotard. The company was founded by Francesc Almirall And Ramón Fernández in 1980. The production began in 1982 with 125 and 250cc enduro machines. The same year, they also began manufacturing the first of their motocrossers. Their motorcycles were made for serious competition.

Bultaco was a Spanish manufacturer of two-stroke motorcycles from 1958 to 1983. In May 2014, a new Bultaco was announced, and the company will be selling electric-powered street motorcycles from 2015. The R&D department will be based in Madrid while the factory will be located in Barcelona.

Derbi is a manufacturer of motorcycles, scooters, mopeds and recreational all-terrain vehicles produced by Nacional Motor S.A.U., a Spanish subsidiary of Piaggio & Co. SpA. The company had a successful run winning multiple Grand Prix motorcycle racing championships in the 50cc class and 125cc class.

Gas Gas was originally founded in 1985 by Narcis Casas and Josep Pibernat in Catalonia, Spain before being picked up by KTM recently in 2019. Gas Gas specializes in high performance off-road and enduro motorcycles for competitions. The dirtbikes produced by Gas Gas are known as some of the best off-road motorcycles available on the market today.

Gimson was a Spanish bicycle and motorcycle brand, manufactured in Figueres by Gimbernat Hermanos S.R.C. in two distinct stages: the first in 1930 and the second from 1955 to 1982.

Founded in 1947, **Lube Motorcycles** was a Spanish motorcycle manufacturer, based in Barakaldo. Their motorcycles used engines from NSU, another motorcycle manufacturer. At the time of maximum production, the company built nearly 1000 bikes per year, and its popularity was such that it was considered the “bike of the people”.

Montesa Honda is the Spanish subsidiary of Honda since 1981, which assembles several models of motorcycles, bicycles and parts at its Barcelona plant. The company exports 75 percent of its production to Europe. Montesa was formed in 1944 by Pedro Permanyer and Francisco Xavier “Paco” Bultó. Their first Montesa prototype was based upon the French Motobécane models of that time.

MotoTrans is a Spanish company which produced motorcycles and scooters between 1957 and 1983 when it was bought by Yamaha. MotoTrans was famous for licensing Ducati engines and using them in MotoTrans motorcycles as well as building Ducati motorcycles incorporating small differences.

Ossa is a Spanish motorcycle manufacturer which was active from 1924 to 1982 and from 2010 to 2015. Founded by Manuel Giró, an industrialist from Barcelona, Ossa was best known for lightweight, two-stroke-engined bikes used in observed trials, motocross and enduro.

Rieju is a manufacturer of mopeds and motorcycles from Spain. It is based in Figueres. They specialize in small displacement motorcycles (between 49 and 450cc), using Minarelli engines. Their products are available in almost all European countries.

Sherco is a French and Spanish motorcycle manufacturer, specialising in off-road motorbikes. Sherco are best known for their extremely popular trials bikes, although they also make enduro and supermoto bikes. The company was founded in 1998, and currently has two produc-

tion facilities. A factory in Caldes de Montbui, Spain, some 30 kilometres (19 mi) north of Barcelona is where the company's trials bikes are manufactured. Enduro and supermoto bikes are built at a factory in Nîmes, France, close to Italy.

Sanglas was a Spanish motorcycle manufacturer which was founded in Barcelona (Poble Nou) in 1942 and ceased production in 1981. Sanglas motorcycles were of relatively large engine for its time, especially for Spain. The company was born with the intention to position itself as an alternative to brands such as BMW, Zündapp or DKW to provide motor vehicles to official agencies.

<https://www.webbikeworld.com/motorcycle-brands/spanish-motorcycle-brands/>

Zero Motorcycles Debuts Its All-New Electric Adventure Bike, the DSR/X — and We Test-Rode It

Here's everything you need to know about the brand's most ambitious, aggressive off-road beast yet. BY HAYLEY HELMS SEP 13, 2022



If battery-powered innovation is an art form, consider Zero Motorcycles the AI of creation. For 15 years, the California-based electric motorcycle manufacturer has rolled out bike after bike that shatters molds and expectations of what an electric vehicle is capable of. Today, Zero continues the march of progression with its latest release: the DSR/X adventure motorcycle.

"[It provides] the purest connection between the rider and the road that I've ever experienced," says Zero CEO Sam Paschel. But we didn't want to take his word for it. So in addition to soaking up all the information I could about this daring new bike, I journeyed to the brand's headquarters in Scotts Valley (about 30 miles south of San Jose) to check it out for myself. Here are the biggest highlights, plus some notes from my test ride.

What makes the DSR/X stand out from the adventure bike crowd? At 544 pounds, the burly-yet-nimble DSR/X is no joke: the brand-new Z-Force 75-10X motor produces a staggering 166 foot-pounds of torque and the Z-Force 17.3 kWh PowerPack provides ample power and the pinnacle of performance for the brand.

Like Zero's previous models, the DSR/X uses the company's Cypher III+ operating system to provide the purest adventure riding experience in the world. However, unlike its other bikes, the DSR/X packs some notable upgrades: the first is the all-new suite of Bosch Motorcycle Stability Controls (MSC), which now come with Off Road capabilities, optimized specifically for the responsiveness of the Zero electric powertrain.

The technology is designed to deliver stability and traction on any surface.

"This variation on our our existing and patented design produces the highest torque and the most precision-controlled motor we've ever produced," explains Paschel. "What it's able to do, from a traction control standpoint, when partnered with our electric powertrain... it does stuff that you shouldn't be able to do, that's kind of magical. Let's say you're sitting on gravel, and you open the throttle wide up — instead of spraying the person behind you, the bike just pulls forward at whatever the maximum speed is. It does things that a bike shouldn't really be able to do."

Park Mode is the newest addition to the Cypher III+ operating system, bringing more adaptability to the Zero tech suite. It's no secret that adventure bikes aren't the lightest motos on the market: to combat the heftiness of the DSR/X, Park Mode allows for a slow speed reverse and crawl function useful for maneuvering in tight or steep spaces.

What else is notable about the DSR/X?

Along with the improvements in traction control, stability and torque, the DSR/X also paves the way for advancements in design: the entire frame was engineered from the bottom up, to suit the kind of riding only adventure bikes can handle. The bike features increased ground clearance, almost eight inches of hand-adjustable front suspension, and three integrated storage compartments that have a total of 7.4 gallons of incorporated storage.

For those planning their next long-distance adventure ride, improvements in charge times and networks will be of interest: the DSR/X comes equipped with the fastest Level 1 and Level 2 charge capabilities on the market, thanks to the on-board 6.6 kW RapidCharge system.

Zero has also partnered with Backcountry Discovery Routes (BDR), which should be familiar to anyone who has ridden off-road. BDR is the North American leader in adventure mapping, off-highway route creation, and adventure motorcycle advocacy, and through their partnership, Zero and BDR are helping to identify where charge points are along routes that are already ready for electric off-road adventure riding.

But what about range? How far will the DSR/X go?

Zero says it put over 100,000 engineering hours into developing the DSR/X, and the dedication to craftsmanship shows: the on-road range of the DSR/X is 180 city miles, and the bike is capable of speeds up to 112 mph on the highway.

"The average recreational motorcycle ride on road, in the United States, is less than 80 miles," Paschel points out. "And anybody that rides or sees these bikes knows that a relatively small portion are taken on-road and off-road. And of them, it's a really small number, three to five percent of those bikes, that are out there actually get taken on these long point-to-point rides."

All of which is to say that although range will be of concern for the small percentage of riders that want to hop on a bike with no plan and ride to, say, the tip of the

Baja Peninsula on a whim, most riders won't get close to running out of range on the DSR/X.

What does the DSR/X cost?

Innovation doesn't come cheap. Out the gate, you'll be shelling out \$24,495 for Zero's new bike. Although you'll be saving money at the pump (since you won't be using one anymore) there are other costs to consider. Similar to their four-wheeled counterparts, electric motorcycles generally come with a higher sticker price.

For comparison, Harley Davidson's groundbreaking, internal combustion Pan America 1250 has a base price of \$17,319, a cool \$7,176 less than the DSR/X. Perhaps the most well-known and respected bike in the adventure space, the BMW R 1250 GS, has a base price of \$17,995.

In other words, electric bikes may save you money down the line, but you'll pay for that tech up front.

What's the DSR/X actually like to ride?

It's not often that high weight and nimbleness are found in the same package, but the DSR/X defies expectations around size and capability. Thanks to the bulk of the weight being located in the battery (and not in the traditional gas tank) the center of gravity on the DSR/X is much lower than a traditional gas-powered bike, which lends stability to the ride.

I tested the DSR/X on the winding back roads of Scotts Valley, where Zero has its headquarters. We rode both paved and un-paved roads, and I felt that the DSR/X truly shined where the pavement ends and gravel begins. The bike's ride modes are finely tuned with notable differences between each: I found the Standard Mode to be the most pleasant for our riding conditions, with less engine braking, and more power, than Eco, which is the default mode on the DSR/X.

I should mention that for shorter or smaller or less experienced riders, this bike is a lot to maneuver. As I mentioned, it's 544 pounds, with a standard seat height of 32.6 inches. Zero swapped the seat for a lowered one to help mitigate my 5'4" frame, but even then, I was barely able to touch the ground with both feet, and the weight made starting and stopping a bit challenging.

However, once I was on the open road, I found riding the DSR/X to be one of the smoothest experiences I've had on a bike. Toggling between ride modes while on the move was seamless, and the increased torque made zipping up ascents about as fun as you can imagine. I was able to stuff plenty of accessories into the storage compartments, and after a couple hours of riding, I'd barely bit into the range.

The DSR/X is agile and speedy, yet tough enough for gnarly terrain and range-y enough for a long trail session. If I were planning an adventure ride up the West Coast — with some smartly planned charging stops — I'd pick this bike out of any lineup.

If you're interested in the first electric adventure motorcycle of its kind, you can purchase one starting today through any one of the hundreds of authorized Zero Motorcycles dealers worldwide. The DSR/X is available in either sage green or white pearl, with a base price of \$24,495. (for more specs visit)

<https://www.gearpatrol.com/cars/a41135284/zero-motorcycles-dsr-x-electric-adventure-bike/>



*starting October 13th

ABACOA BIKE NIGHT

Second Thursday of every month

Town Center Drive, Jupiter - Downtown Abacoa

STADIUM GRILL CIVIL SOCIETY CS BC BREWING COMPANY BARBERS EDGE DAS JUMBY BAY

The advertisement features a background image of a motorcycle parked on a street in front of a building. The text is overlaid on the image, including the event name, frequency, location, and logos for participating businesses.



ANYONE NEED HURRICANE SHUTTERS?

Welcome to have these as I don't need. Contact Dan "Slo Motion" to come get 561-702-9929

WEEKLY EVENTS

Subject to change and updates due to COVID and Govt mandates

1st Tuesday Fri Lone Legion MC Brotherhood Open House
Tuesdays Hooters Bike Night 2020
Palm Beach Lakes Blvd

Wed Bike Night with Gorilla Motors
Johnny Q's 6:30- 10 3801 19th Ave N Palm Springs FL

Thursdays Pirates Well Bike Night
9477 Alt. A1A Lake Park 7pm
2nd Thurs Handlebars US1
3rd Fri Black Pistons Open House
Tequesta 6 PM (old Judy's)
3rd Thurs Palm Beach Harley and Treasure Coast Harley Bike Nights
Last Thurs Underground Cycles
Ralph's Bike Night Jupiter
Last Thurs Clematis St B Night

1st Fri Enforcers MC Party (?)
2nd Fri Ink Link bight night
2nd Fri AOA WPB Open House
3rd Fri Wrigley BBQ Bike Night
3208 Forest Hill WPB
4th Fri AOA WPB Open House

SAT night Fly 'n Wheels Open House
SAT Palm Beach Harley Grill Days events and bikini bike washes

SUNDAY 3rd Sunday ABATE
Palm Beach meeting 11am Eagles Riders 2800 N. Military #105 West Palm Beach FL (Westchester Plaza south of Community)

Booze Days "Tuesdays"
\$2.00 Drinks All Day
Domestic Beer and Well Drinks Only
* Free Pool
* Left Right Center
* Other Games

Drink Responsibly



ALL BIKES WELCOME!
6:30-10pm

GORILLA MOTORS

JOHNNY Q'S & GORILLA MOTORS WEDNESDAY NIGHT BIKE NIGHT
FOOD & DRINK SPECIALS + FREE RAFFLE & DOOR PRIZES
3801 10th Ave N, Palm Springs, FL 33461

Rack'n Balls Pub Ink & Link BIKE NIGHT
691 N MILITARY TRAIL, WPB 33415
2ND FRIDAY 7PM-11PM



POWERSPORTS OF PALM BEACH PRESENTS
THURSDAY NIGHTS 7pm
Bike Night
at Pirates Well restaurant and bar
9477 Alt A1A Lake Park, FL 33403 | (561) 638-3333

HANDLEBARS BAR & GRILL
Bike Night Every 2nd Thursday @ 6pm
LIVE MUSIC COLD BEER FOOD SPECIALS
US HIGHWAY ONE TEQUESTA, FL

Fly-In Wheels
W.P.B. MC
EST. 1960
Open House
Every Saturday
Doors open at 8pm
We Do Our Own Thing Friends Welcome

BIKE NIGHT
Steward
MARINA 84 WEDNESDAY NIGHT 7PM
2400 W STATE RD 84, FORT LAUDERDALE, FL 33312

BIKE NIGHT
Last Thursday Of Every Month!!
LEATHER PERMITTED!
Get out and join your friends on the road at the oldest bar in Palm Beach County! Meet new folks, have some laughs, and share your stories.
LIVE BANDS! COLD BEER! GOOD TIMES!

RALPH'S BAR
JUPITER FLORIDA
PH: (561) 746-0812 ADDRESS: 113 Center St Jupiter FL 33458

ABATE of FL Inc. PALM BEACH CHAPTER

Chapter meetings 3rd
Sunday 11 am
Eagles Aerie
West Palm Beach FL
West of I-95
East of Military Trail
Open to ALL so
come learn about us.
Meetings
usually about a hour
2022

3rd Sunday Oct. 16
3rd Sunday Nov. 20
3rd Sunday Dec. 18
2023

3rd Sunday Jan. 15
3rd Sunday Feb. 19
3rd Sunday Mar. 19
3rd Sunday Apr. 16
3rd Sunday May 21
3rd Sunday June 18
3rd Sunday July 16

SAVE THE DATE!
Wayne Sloat's 1st Annual
Purple Cow Poker Run
October 2, 2022



For more information, please contact
Jeff Kramer 772-643-1075 or Mindy 561-844-9888

Wayne Sloat's 1st Annual
Purple Cow Poker Run
October 2, 2022

Benefitting Molly's House * Stuart, FL
Starts 10am Charlie's Neighborhood B&G
400 SE Parrot Circle * Stuart, FL 34997
(Off Kanner Hwy between Salerno Rd & Pomeroy St)

After-Run Party at Molly's House
430 SE Osceola Street * Stuart, FL 34994
(Switch N Whisky playing from 2:30pm-5:30pm)

Additional stops to be announced... Rain Date October 9, 2022

SPEDDY SAMZDI *The Professor*



**BIKE
NIGHT**
TUESDAYS
7PM-CLOSE
EVERY • BIKES • WELCOME

HOOTERS IN PALM BEACH LAKES
2020 Palm Beach Lakes Blvd

Presented by: **PALM BEACH**
Clematis St. Bike Nights **LOST WEEKEND**

Last Thursdays of each month 6-11pm.
500 Block of Clematis St.
WPB
Hosted By: **THE Metz LAWYER**

Cool Guys Racing
Vintage Iron Club
SubCulture group **Lost Weekend**

Vintage Bike Displays

All Bikes Welcome



hbt CLOTHING **PS POWERSPORTS** **SRC** **LOE** **KAWA!** **WHISKEY** **TIROTTLE REPAIRS**



**BIKETOBERFEST
DAYTONA BEACH
2022**

30th

**OCTOBER
13-16**

ABATE OF FLORIDA, INC.
LET THOSE WHO RIDE DECIDE

The Southeast Chapter Presents
**42nd ANNUAL
MOTORCYCLE
EVENT!!!**

October 9, 2022
Starting at Noon - Ending at 5PM

Live Music on Stage **Door Prizes**
Food & Drink Specials **50/50 Vendors**

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Come Out & Support Your Motorcyclists Rights Organization
ABATE **Safety & Membership Booths**

Freedom is Not Free!
We have to FIGHT to keep it.
Stand Up for YOUR Rights
Support ABATE!!!

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Johnny Payer - Payer.abatefl@aol.com

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www.abatefla.com
800helpfla.com
850-455-7382

October 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Fly In Wheels Open House
2 Mystic Seven Annual	3	4 Lone Legion Open House Hooters Bike Night Palm Beach Lakes	5 Bike Night Gorilla Motors at Johnny Q's	6	7 Smoking Hogs Treasure Coast Harley	8 Cancel ABATE FL State Lake Meeting Fly In Wheels Open House
9 Smoking Hogs Treasure Coast Harley SE ABATE Annual	10	11 Hooters Bike Night Palm Beach Lakes	12 Bike Night Gorilla Motors at Johnny Q's Space Coast Harley Fest	13 Daytona Biketoberfest Handlebars Bike Night Tequesta Space Coast Harley Fest	14 Daytona Biketoberfest AOA WPB Open House Ink Link Bike Night Space Coast Harley Fest	15 Daytona Biketoberfest Fly In Wheels Open House Space Coast Harley Fest
16 Daytona Biketoberfest PB ABATE Chapter Meeting Eagles WPB	17	18 Hooters Bike Night Palm Beach Lakes	19 Bike Night Gorilla Motors at Johnny Q's	20 Black Pistons Open House	21 Bike Night Wrigley BBQ 3208 Forest Hill	22 Fly In Wheels Open House
23	24	25 Hooters Bike Night Palm Beach Lakes	26 Bike Night Gorilla Motors at Johnny Q's	27 Ralph's Bike Night Clematis St Bike Night	28 AOA WPB Open House	29 Fly In Wheels Open House
30	31					

November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Lone Legion Open House Hooters Bike Night Palm Beach Lakes	2 Bike Night Gorilla Motors at Johnny Q's	3 Roscoe's Chili Challenge	4 Roscoe's Chili Challenge	5 Fly In Wheels Open House Roscoe's Chili Challenge
6 Peace River ABATE Christmas Toy Run	7	8 Hooters Bike Night Palm Beach Lakes	9 Bike Night Gorilla Motors at Johnny Q's	10 Handlebars Bike Night Tequesta	11 AOA WPB Open House Ink Link Bike Night	12 Fly In Wheels Open House Space Coast Harley Party
13	14	15 Hooters Bike Night Palm Beach Lakes	16 Bike Night Gorilla Motors at Johnny Q's	17 Black Pistons Open House	18 Bike Night Wrigley BBQ 3208 Forest Hill	19 Fly In Wheels Open House
20 PB ABATE Chapter Meeting Eagles WPB	21	22 Hooters Bike Night Palm Beach Lakes	23 Bike Night Gorilla Motors at Johnny Q's	24 Ralph's Bike Night Clematis St Bike Night	25 AOA WPB Open House	26 Fly In Wheels Open House
27	28	29 Hooters Bike Night Palm Beach Lakes	30 Bike Night Gorilla Motors at Johnny Q's			

DELEGATE REPORT

The ABATE board decided to cancel the meeting, chapter presidents should have a letter sent from the state office but the Oct state meeting is cancelled due to the devastation from Ian - Lake County is hosting the December meeting



Lake County Chapter

State Meeting – October 8, 2022 - Lake County FL
State Board Meeting starts noon --- Delegates Meeting at 2:00

Meeting Hall: Villages Leesburg Moose Lodge #1271
 1512 SR 44, Leesburg (Apx 14 miles from hotel)

HOTEL: Holiday Inn Express @ 928 East SR 44, Wildwood



Call 352-399-6759 & Mention
Code AFI for discounted rate.
Reserve before Sept 23rd for the rate
 of \$112.35 per nite includes tax.

Fri 7-9 pm--Meet & greet with food
 & beverages. *When you check in ask*
 for our 'information sheet'

**FREEDOM
 MEANS
 CHOICE**

Contact Chapter President: Tate 352-409-2055 or Chapter VP: Tramp 321-228-0463

<https://abatefloridainc.com> -- Visit our Membership & Safety Booth -- ABATE of Florida, Inc does not condone drinking & riding. ABATE OF FLORIDA, INC. DOES NOT CONDONE DRINKING AND RIDING. DONATIONS TO ABATE OF FLORIDA, INC. ARE NOT DEDUCTIBLE FOR FEDERAL INCOME TAX PURPOSES. A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE. WWW.800HELPFLA.COM 1-800-435-7352

STATE MEETINGS

**Host Chapter
& Location**

2022 State Meetings

Oct. 8 Lake the Villages

CANCELED

Dec. 18 Lake

2023 State Meetings

Feb. 11 tbd

April 2 Tallahassee
 hosted by ABATE FL
 State Office

April 3 Ride to Capital

June 11 tbd

Aug. 12 Peace River

Oct. 14 Lake

Dec. 9 Forest

Treasure Coast and Southwest chapters offered to host the June and February meetings. They will talk to their chapters to decide which will do which.



ABATE of FL Inc. Palm Beach Chapter

GBNF

Ed "Gunner" Bassett
 Frank "Pipes" Cook
 Robert "Torch" Lyle
 Niurka Crespo
 Phil Moore
 Michael Steffy
 Bill Klawsnik
 Gregg Lehman
 Karen Watkins

"Bones" Maurice Clark
 Danny Palm
 Bob "Burger" Ehrenberg
 John "LB" Valiquette

PAST MEMBERS

Tom "Ramblin' Man" Botticelli
 David "Shadow" Moore
 Budd "Strongbow" Aubey
 Donald Duke "Darkside" Ferel

RIDE IN PEACE



BIKE NIGHT
 EACH LAST FRIDAY OF THE MONTH
 6 PM TO 9 PM



1129 NE Jensen beach



My iPhone 14 Fell Off My Motorcycle and Told My Family I Crashed

I'm grateful for the iPhone 14's crash-detection feature, but it turned a minor phone mishap into a terrifying afternoon for my loved ones. By Douglas Sonders

I'm sure many of you that ride can relate when I tell you how much I love riding my 2022 Livewire One around New York City – and how much my loved ones hate it. So when my new iPhone 14 Pro Max erroneously texted my mom, my girlfriend, and several close friends, telling them I'd been in a terrible accident, it certainly didn't help.

As an Apple fanboy and the co-founder of a tech company, you better believe I picked up the new iPhone 14 Pro Max on Friday, the first day it came out. I normally use a Peak Design case and mount for my motorcycles, cars, and bicycles. They make a superior mounting solution that works on all of my random adventures. Unfortunately, Peak Design didn't have a proper new case for the iPhone 14 Pro Max. As an alternative, the company offered an adhesive mount to use on the back of the phone's regular case in the meantime.

The following day, my buddies Tim, Chris, and I went out on a motorcycle day trip out of NYC via Manhattan's West Side Highway. As we were cruising at around 60 miles per hour, I hit a big bump and my phone flew off its handlebar mount. My Cardo bluetooth helmet speakers announced "your phone has been disconnected" and my music stopped playing as I looked down to see no phone on my handlebars. I should have known better. Normally, a Peak Design case is incredible in every situation, but I suspected that adhesive mount would be iffy. Goodbye one-day-old phone! There was no way I could run around the busy highway to find my phone. At least everything was backed up on the cloud.

My buddies and I went to the nearest Apple store to buy a cheap iPhone SE to use while I dealt with Apple Care to replace my brand-new phone. As I'm standing in the Apple Store, my friend Tim Harney, a natural comedian, walks in and tells me my entire family thinks I was in a horrible accident. I thought he was joking, but what he said was true. My lovely and supportive girlfriend had dropped everything and was driving from four hours away to come find me; she, my brother, and my mom were calling all the New York City hospitals looking for my body.

Thanks to the new crash detection feature in the iPhone 14, my phone apparently texted everyone listed as "family" in my contacts, telling them I was in a vehicle accident. The phone even called the police – all because it sensed itself tumbling off my handlebars and thought I had crashed my motorcycle.

After securing my new temporary phone, I immediately called everyone to let them know I was alive and safe. My poor sweet family was in tears, thinking I'd crashed my bike horrifically. As you can imagine, this made me sick to my stomach hearing them all in such distress. And I had only been out of touch for 45 minutes!

It was good to know that crash detection really works, and that my family really loves me after all. But I hate how this harmless mishap scared them. I had no idea. I remember riding to the Apple store, playing out in my head how my family would laugh at me for destroying my new iPhone 14 in less than 24 hours. Little did I know I was unintentionally causing them borderline emotional trauma at that very moment.

After settling back home at the end of the day, I checked Apple's "Find My iPhone" app. Apparently someone had found and retrieved my phone from the side of the highway, because the app showed the phone alive and active, sitting in someone's residence in the

Bronx, 40 minutes away from where I'd dropped it. I used the app to set my phone to "lost mode," which locks the phone and displays a call back number on the screen. But after 24 hours, nobody was calling me back.

I debated my options and figured I would try my luck, drive over, and ask nicely about my phone. It was in my favor that the address showed an individual home on a residential street, not a huge apartment building where I would have no luck finding my phone.

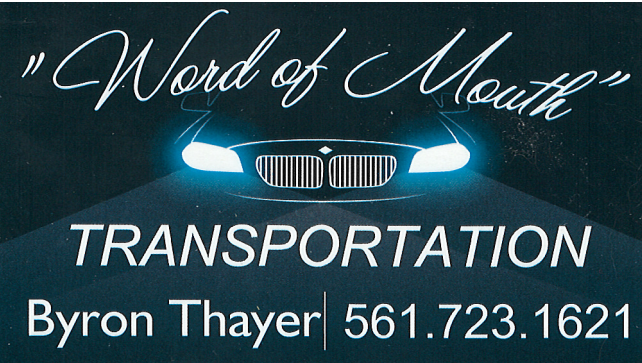
I anxiously took the 40-minute drive across town and pulled up in front of the address, a nice suburban-looking home. I knocked on the door and a young man answered. As I told him my story, he called his dad, a city worker, who informed me he had found my phone soon after I lost it – just as it was getting run over. The smashed screen made it impossible for him to see the call-back number to contact me, so the gentleman just put the phone in his kitchen drawer until he figured out what to do with it.

I gave my hero a cash reward and took my phone to an Apple store. It was actually in decent shape, considering it was dropped on the highway at 60 mph and run over. The body of the phone was pretty intact, thanks to my temporary phone case, but the front screen was shattered and almost impossible to use. The Apple genius bar initially told me they could repair the phone, but a manager later informed me that, in fact, they had no replacement parts or training to fix an iPhone 14 Pro Max. The store gave me a replacement phone for a \$29 deductible.

This iPhone 14 and Apple Watch Ultra crash detection feature is great, especially for someone like me, who regularly drives fast cars and motorcycles on and off the track. But clearly, the technology needs work. It scared my loved ones nearly to death when I was completely fine – and worse, I had no idea anybody had received this terrifying message. Wouldn't you think you'd get a notification on your Apple Watch, allowing you to dismiss the crash alert before it gives your whole family a collective heart attack?

I'm grateful that this crash-detection technology exists, and I'm sure Apple put a ton of time, effort and thought into engineering it. I know false-alarms like mine will be rare, and the potential life-saving benefit far outweighs the inconvenience of my particular situation. But there has to be a better way to distinguish genuine crashes from phone-smashing mishaps. One thing is clear: I'm buying a more robust phone mount before I ever take another ride on the West Side Highway.

<https://jalopnik.com/iphone-14-crash-sensor-motorcycle-accident-false-alarm-1849574562>



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2012 H-D '72' SPORTSTER
CONTACT: BYRON
561-723-1621

Precinct Finder (<https://www.pbcelections.org/>) Palm Beach Elections Site - put in your address and get ALL your Election Information and look under My Districts for your representatives. In these sidebars Underlined District # , names link in the online version.

LEGISLATIVE REPORT

Palm Beach County FL House of Representatives

D81 Kelly Skidmore (D)
850-717-5081 Tallahassee
561-470-2086 Boca/Belle Glade

D82 John Snyder (R)
850-717-5082 Tallahassee
772-545-3481 Hove Sound

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

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

D87 David Silvers (D)
850-717-5085 Tallahassee
561-352-4824 West Palm Beach

D88 Omari Hardy (D)
850-717-5088 Tallahassee
561-650-6846 West Palm Bch

D89 Mike Caruso (R)
850-717-5089 Tallahassee
561-750-2396 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

I'm not expecting to hear mush from Tallahassee as they SHOULD be working to restore the damage caused by Hurricane Ian. -Slo Motion

Weekly Roundup:
Pivoting on Privacy By Ryan Dailey
TALLAHASSEE --- Wrong
“from the start.”

That’s how state Attorney General Ashley Moody’s office this week described a pivotal 1989 Florida Supreme Court decision that led to a privacy clause in the state Constitution becoming the backbone of abortion rights in Florida.

Lawyers in Moody’s office are arguing that the state Supreme Court should reverse a decades-old position that a privacy clause in the state Constitution protects abortion rights. The legal wrangling is part of a challenge filed in June by abortion clinics and a doctor that seeks to block a new law that prevents abortions after 15 weeks of pregnancy.

The privacy clause has been a linchpin of abortion rights in Florida since the 1989 ruling. Abortion opponents have long argued that the clause was not meant to protect abortion rights --- a position that Moody’s office embraced in Tuesday’s filing.

The 44-page document criticized the

Palm Beach County FL Senators

D25 Gayle Harrell (R)
850-487-5025 Tallahassee
772-221-4019 Stuart

D29 Tina Scott Polsky (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
Bch

FEDERAL U.S. FL Senators

Marco Rubio
Rick Scott

U.S. FL HOUSE

District 18
Brian Mast (R)

District 20
OPEN

District 21
Lois Frankel

District 22
Ted Deutch

1989 decision.

“It ignored that the (constitutional) provision’s plain text says nothing of abortion, that its drafters publicly disavowed guaranteeing abortion rights and that the provision was ratified in response to decisions restricting informational privacy,” said the document, filed by state Solicitor General Henry Whitaker and other lawyers in Moody’s office. “Were this (Supreme) Court to address the meaning of the Privacy Clause here, it should therefore recede from its precedents and clarify that the original meaning of the clause has nothing to say about abortion --- and certainly that the Privacy Clause is not so clear as to pry the abortion debate from the hands of voters.”

The Florida Supreme Court has become significantly more conservative since Gov. Ron DeSantis took office in early 2019. Three longtime justices who consistently ruled in favor of abortion rights, Justices Barbara Pariente, R. Fred Lewis and Peggy Quince, left the court in 2019 because of a mandatory retirement age and were replaced by DeSantis appointees. Another DeSantis appointee, Renatha Francis, joined the seven-member court last week. Moody’s office also expressed confidence that the revamped court “is likely to hold that the Privacy Clause of the Florida Constitution does not limit the Legislature from regulating abortion.”

Such a ruling would be a seismic legal shift about abortion rights in Florida and would come after the U.S. Supreme Court in June overturned the landmark Roe v. Wade decision. Florida’s highly controversial abortion restriction, a legislative priority of DeSantis during the 2022 session, took effect July 1 and was briefly put in limbo by the abortion clinics and doctor’s lawsuit.

Leon County Circuit Judge John Cooper on July 5 issued a temporary injunction against the law, ruling that it violated the Constitution’s privacy clause. The state immediately appealed, triggering an automatic stay on Cooper’s ruling and keeping the 15-week limit in effect. A panel of the 1st District Court of Appeal rejected a request to vacate the stay and later overturned the temporary injunction. Attorneys for the clinics and the doctor asked the Supreme Court to vacate the stay and to reject the appeals court’s decision on the underlying temporary injunction.

In a one-sentence order issued Wednesday, the Supreme Court denied the plaintiffs’ motion to vacate the stay. But later, it said the order was issued in error and that the stay issue remains "under consideration."

WRANGLING OVER RULES Four transgender plaintiffs are challenging a decision by DeSantis’ administration to stop Medicaid reimbursements for gender-affirming treatment for minors and adults in a federal lawsuit filed Wednesday.

Attorneys for the plaintiffs allege that the state’s move is unconstitutional and violates federal laws prohibiting discrimination based on sex. The plaintiffs also are arguing that medical care for the treatment of gender dysphoria is “medically necessary, safe and effective” for transgender adolescents and adults.

“Gender-affirming care is neither experimental nor investigational; it is the prevailing standard of care, accepted and supported by every major medical organization in the United States,” the lawsuit said.

The Florida Agency for Health Care Administration this summer proposed a rule to end reimbursements to medical providers for such treatments as puberty blockers, hormone therapy and gender-reassignment surgery. The agency, known as AHCA, largely oversees the state's Medicaid program.

Lawyers for the plaintiffs argued in the 85-page lawsuit that denial of reimbursements for transgender people is discriminatory, and that the state's Medicaid rule violates constitutional equal protection rights.

Plaintiffs have asked U.S. District Judge Robert Hinkle for a preliminary injunction to block the rule from being enforced while the litigation proceeds.

The DeSantis administration, however, defended the state's decision when asked about the lawsuit on Wednesday.

"These partisan motivated organizations seem to be so blinded by their own political agenda that they ignore the evidence found in our thorough rulemaking process and in the AHCA report that preceded it. Under our rules, only treatments that are found to be safe, effective, and that meet medical necessity criteria may be covered. That is precisely what the agency has done here," AHCA spokesman Brock Juarez said in an email.

GETTING CHILLIER A controversial new state law that restricts the way race-related concepts can be taught in classrooms faces at least its fourth legal challenge, as a professor, a student and an organization at the University of South Florida filed a federal lawsuit challenging the law Tuesday.

The law seeks to prohibit instruction that, for example, would cause students to "feel guilt, anguish or other forms of psychological distress because of actions, in which the person played no part, committed in the past by other members of the same race, color, national origin or sex."

Lawyers for USF associate professor of history Adriana Novoa, student Samuel Rehek and the First Amendment Forum at University of South Florida raised a series of arguments that the law "chilled" plaintiffs' free speech rights.

A judge last month issued a preliminary injunction against a separate part of the law related to workplace-training exercises, which similarly aims to prohibit training that "compels" employees to believe that they carry responsibility for past actions of members of the same race or sex.

STORY OF THE WEEK: Attorney General Ashley Moody's office said late Tuesday that the Florida Supreme Court should reverse a decades-old position that a privacy clause in the state Constitution protects abortion rights.

QUOTE OF THE WEEK: "This is the care that has been recommended by my doctors. Otherwise, I will not be able to afford it out-of-pocket because of this rule. Taking away our health care is hurtful, wrong and dehumanizing." --- August Dekker, a plaintiff in a lawsuit challenging Florida's new rule blocking Medicaid reimbursements for gender-affirming treatment.

Advances: Week of September 12, 2022

TALLAHASSEE — After former President Donald Trump lost the 2020 election, Republicans in Florida and other states moved quickly to change elections laws. Florida had a relatively smooth 2020 election — with Trump winning the state — but Gov. Ron

DeSantis and GOP lawmakers said laws needed to be revised to prevent future problems. They approved a measure (SB 90) in 2021 that included a series of controversial changes, such as placing restrictions on the use of “drop boxes” for vote-by-mail ballots.

Voting-rights groups challenged the law in federal court, and Chief U.S. District Judge Mark Walker in March sided with their arguments. He concluded that the law was designed to discriminate against Black voters, a key Democratic voting bloc.

The 11th U.S. Circuit Court of Appeals in May put Walker’s ruling on hold. That effectively ensured the changes would be in place for this year’s elections. But it didn’t end the legal battle.

A panel of the appeals court will meet Thursday in Miami to hear arguments in the closely watched case.

Advances: Week of August 8, 2022

TALLAHASSEE — Gov. Ron DeSantis dubbed it the “Stop WOKE Act.”

But some businesses want to stop it in its tracks.

Chief U.S. District Judge Mark Walker will hear arguments Monday on a request for a preliminary injunction to block a new state law that restricts race-related workplace training. Businesses filed a lawsuit June 22 challenging the constitutionality of the law, which they said violates their ability to discuss issues such as racism and implicit bias with employees. They later filed a motion for a preliminary injunction.

“The act silences speech aimed at combating racism and sexism — speech that is vital to the plaintiffs’ operation of their businesses,” attorneys for the plaintiffs wrote in the preliminary-injunction motion. “The governor, and the Florida Legislature acting at his behest, has repeatedly sought to punish companies who have engaged in speech that displeases him, in flagrant violation of the First Amendment. Because Governor DeSantis is not a monarch, but rather a democratically elected official, the Stop WOKE Act cannot stand.”

But attorneys for the state disputed those arguments. In part, they said the law does not violate the First Amendment because it only bars businesses from requiring employees to take part in training programs that use the targeted concepts.

“They (the law’s restrictions) leave employers free to engage in, promote and pay for any speech they wish, including the invidiously biased speech targeted by the act, and they leave willing employees free to hear and to join in it,” the state’s lawyers wrote in a document last month. “All they prevent is the use of the employer’s coercive economic leverage over its employees to make them an offer they can’t refuse: Listen to the company’s speech or clear out your desk.”

The law (HB 7), which DeSantis signed April 22, spurred fierce debates before passing during this year’s legislative session. DeSantis called it the “Stop Wrongs To Our Kids and Employees Act,” or Stop WOKE Act.

The law lists eight race-related concepts and says that a required training program or other activity that “espouses, promotes, advances, inculcates, or compels such individual (an employee) to believe any of the following concepts constitutes discrimination based on race, color, sex, or national origin.”

As an example of the concepts, the law targets compelling employees to believe that an

“individual, by virtue of his or her race, color, sex, or national origin, bears personal responsibility for and must feel guilt, anguish, or other forms of psychological distress because of actions, in which the individual played no part, committed in the past by other members of the same race, color, sex, or national origin.”

Along with affecting businesses, the law places restrictions on instruction in schools. It has drawn two federal-court challenges, with one focusing on the education system and the other on businesses.

The plaintiffs in the business case are Primo Tampa, LLC, a Ben & Jerry’s ice-cream franchisee; Honeyfund.com, Inc., a Clearwater-based technology company that provides wedding registries; and Chevara Orrin and her company, Collective Concepts, LLC. Orrin and her company provide consulting and training to employers about issues such as diversity, equity and inclusion.

Palm Beach County Primary Election 2022:

Results of Tuesday's primary elections in Palm Beach County and top races in Florida.

School board Eric Whitfield retained her seat in District 4 over multiple challengers.

Karen Brill defeated Connor Frontera, Baily "Fiona's Mom" Lashells and Kristen Stevenson to win the District 3 seat.

In District 6, incumbent Marcia Andrews fell just short of winning the race outright with 48 percent of the vote as of 10:30 p.m. on Tuesday with three precincts left to report. If the results hold, she will face the next highest vote-getter, Jennifer Showalter, in November.

In District 7, the race for the seat vacated by long-term member Debra Robinson, Edwin Ferguson will run against Corey Michael Smith in November. Ferguson earned 43 percent of votes ahead of Smith's 41 percent.

County Commission

Michelle Oyola McGovern won the Democratic primary for the District 6 seat that opened because incumbent Commissioner Melissa McKinlay is term-limited and cannot run for another term. McGovern will face Republican Sara Baxter, who ran unopposed, in November.

Circuit, County Court judges

Paul Damico, with more than 20 years experience as a Palm Beach County judge, defeated Boca Raton attorney Karen Velez to win the County Court Judge, seat 9.

Attorney Caryn Siperstein bested attorney Alcolya St. Juste to claim the Circuit Judge, 15th Judicial Circuit - Group 23 seat.

Port of Palm Beach

Deandre Poole won the Democratic primary in Group 5 and will face Republican Roderick Oliver Clarke, who ran unopposed, in November.

Indian Trail Improvement District

Elizabeth Accomando and Jerrad Jablonski will be on the ballot Nov. 8 vying for Seat 1, finishing ahead of the third candidate, Benjamin A. Beerman. The winner will take the seat left open by Jennifer Hager, who is leaving office after serving 12 years on the board.

Seat 3 Incumbent Joni Martin, who is vying for a second term, will face Patricia “Patty” Farrell

in the general election. The pair finished ahead of third candidate Grissel Ramos.

Seat 5 incumbent and district president Michael Johnson will go against John Rivera in the general election. Johnson and Rivera bested third candidate Todd Wax.

U.S. House of Representatives

U.S. Rep. Sheila Cherfilus-McCormick won the Democratic primary for the District 20 seat, previously held by the late Alcee Hastings, and will face Republican Drew Montez Clark, who ran unopposed, in November.

Dan Franzese continues to hold a slight lead over Deborah Adeimy, 34.7 percent to 34.3 percent, in the Republican primary in House District 22. The winner will face Democrat U.S. Rep. Lois Frankel,

Jared Moskowitz won the Democratic primary for the District 23 seat, left open when long-time U.S. Rep. Ted Deutch left to become the chief executive officer of the American Jewish Committee.

Joe Budd, founder of Club 45, a nonprofit dedicated to supporting former President Donald Trump, won the GOP primary for the District 23 seat.

Florida Senate Steve Byers, of Delray Beach, won the GOP primary for the District 23 seat and will face Democratic state Sen. Lori Berman, who ran unopposed, this November.

Florida House of Representatives

Katherine Waldon won the Democratic primary for the District 93 seat, and will face Republican Saulis Banionis, a Wellington physician who ran unopposed, in November. The seat is open after Matt Willhite's decision to leave the state House to run for the Palm Beach County Commission.

Mike Caruso won the GOP primary for the District 87 seat and will face Democrat Sienna Osta, who ran unopposed, in November.

Highland Beach Commissioner Peggy Gossett-Seidman won the GOP primary for the District 91 seat and will face Democrat Andy Thomson, a 36-year-old attorney who ran unopposed, in November.

State Rep. Kelly Skidmore of Boca Raton won the Democratic primary for the District 92 seat and will face Republican Dorcas Hernandez, a business owner who ran unopposed, in November.

Gubernatorial Democratic primary Charlie Crist defeated Nikki Fried, winning the approval of Democratic voters to be their nominee to challenge Republican Gov. Ron DeSantis in the November general election.

Other statewide races

Republican Wilton Simpson defeated James W. Shaw and will face Democrat Naomi Esther Blemur, who bested J.R. Gaillot and Ryan Morales, for the Commissioner of Agriculture post in November.

Aramis Ayala won the Democratic nomination for Florida Attorney General and will face incumbent Ashley Moody, who faced no Republican challengers for the Aug. 23 Florida primary, in November.

<https://www.palmbeachpost.com/story/news/local/2022/08/23/2022-primary-election-day-results-palm-beach-county/10341393002/>

ABATE of FL Inc Palm Beach Chapter

General Meeting - Eagles Aerie WPB September 18, 2022

Called to order: 11 am Start with Pledge Allegiance and a moment of prayer

25 Members 1 Guests

PRESIDENT: Dan Henderson Tropical storm Fiona will likely pass us by but we need to prepare for future storms and to help those that need help preparing. I still have some hurricane panels if some one needs them. Lighthouse chapter secretary Willie "whiskers" Calhoun was in attendance but arrived late. He had email would attend

VICE PRESIDENT: Snooze Members have asked about club rides on the weekends. Suggestions were asked for and received. A ride will be on 9/25 to J&S fish camp weather permitting. Meeting place will be announced at a future date. Watch for text message. Also there will be a notification of open houses by other clubs. They need our participation and support.

SECRETARY Harold "Whistler". There were no additions or corrections to last months newsletter minutes. Motion to accept and seconded.

TREASURER: Jeff State Office has asked for a \$200 donation from every chapter to pay bills and the lobbyist. Chapter voted to pay it. Our balance is good. We sold all the gun raffle tickets.

SERGEANT-AT-ARMS: Quiet Dan. Wear a helmet and ride safe.

MEMBERSHIP: Jeff Website membership page updated with the online scan option. Chapter has 131 members. 2 renewals and 2 new members. Zelle is up and working. The online scan option is also now functioning.

LEGISLATIVE: Ken/ Dan We have results from the Palm Beach Post. The results from last county election were discussed and will be include in the newsletter. Wrigley BBQ has a bike night on third Friday 6-10 Forest Hill and Congress

SAFETY: Dan Henderson. There are starting to be more bike nights so looking in setting up. Hooters on Palm Beach Lakes is having a Tuesday Bike night.

DELEGATE: Dan, Ken Gerecke Oct. 8 is next state meeting, hosted by lake chapter north of Leesburg near the Villages. The are having a meet and greet Friday night so I've booked for two night at the Days Inn in nearby as less expensive.

PR/WEB/NEWSLETTER: Dan Henderson I made a mistake in the printed newsletter

having the October state meeting on the 15 NOT the 8th in the calendar. I caught in when updating the chapter website so the newsletter on there was corrected.

PRODUCTS: OPEN. The \$10 close out sale of the black & gray logo t-shirts left: 9 XL, 12 L and 7 M. I've found a fundraiser at customink.com for ordering t-shirts. However I haven't been able to speak to anyone about the details. As a fundraiser likely will not need State approval. Still looking into other options for shirts where won't have to buy large inventory and you can order what you what.

OLD BUSINESS: Status of our December Event Our winter event will be at Johnny Q's the first weekend in December. Any other date in December interferes with the Toy runs and events

NEW BUSINESS: none

GOOD OF THE ORDER: Sunday October 9 the Southeast Chapter has their Annual at noon Mickey's. Since they always try to support us we should get a good turnout for them. See flyer on cover. Usually a great time. With the State meeting the day before those attending should be able to make it back in time to attend.

TIME OF ADJOURNMENT: 11::48



SUPPORT MEMBERS' BUSINESSES

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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 ride 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, read it online. The chapter newsletter is available by the start of each moth online at palmbeach.abateflorida.com. There it 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. We used get a card in the mail from state office to register your beneficiary for ADD insurance, now fill out on membership form. Be sure your family knows about the policy. We have the form online and now included in membership form. We will get it to the ABATE of FL Inc. State office. It does not have to be a motorcycle accident.

Be sure to renew in time so are always covered!

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 op to be removed at end of email. Local events are included and sometimes urgent matters may be included. No one will see your email Postings are on our Facebook page <https://www.facebook.com/AbatePalmBeachChapter>

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 Our website is palmbeach.abateflorida.com

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, 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. Renew early so there is no lapse in coverage. The insurance company no longer sends out the form. You **MUST** name someone on your membership form to get the money in case of death to prevent taxes and being in probate court. Contact ABATE of FL. main office and

NEW STATE OFFICE: ABATE OF Florida, Inc. PO Box 614, Cantonment Fl, 32533-0614

Phone: (386) 943-9610 Fax: 850-361-1118 Email: flabatestateoffice@gmail.com

Get your card at chapter meeting or our table at events.

Keep your membership up to date for the insurance, check with us if any question as many have expired during the last few years. President or membership can chck your status.

RENEWAL REMINDERS

One membership concern is that we have lost a lot of members due to their not be aware of renewal dates. It has been many years since we did mailings, sometimes due to money issues. So Jeff will be working with Debbi to rebuilt this campaign. It was discussed and decided to bring back the newsletter notification list. Life members will not be on this list but will be told of changes and to be sure ADD beneficiary forms are on file at State office IMPORTANT to have active membership for this accident insurance and updated forms. Another reason not to be on list are members who aren't aware they have expired I have already found that several members at last meeting were not on active list. I think I know of others so working to let them know. **Membership expires on the last day of the Month/Year column.**

EXPIRES LAST FIRST .

9-22 Watkins Robert
 10-22 Seidenari Charles
 10-22 Lattari Ed
 10-22 Esposito Paul
 11-22 Cook Kathy
 11-22 DiCaprio Thomas
 11-22 Anguiano-Vefa Laura
 12-22 Walker Bryon "Shoes"
 12-22 Waler Laura
 12-22 Montaro Joe
 12-22 Mack Tara
 12-22 Adkins Jeff

Help to remind members to renew to keep their ADD insurance active. Tell them of the change in chapter meetings. Everyone's help is needed for membership.

If you have any questions about your membership, contact Jeff or Slo Motion palmbeach.abateflorida@gmail.com , to check the State records of your member membership status.

Palm Beach 1 Year

Membership

\$22.00



Scan to Pay

You can now pay for your membership with your credit card. Just use your phone to scan it and it takes you to fill out form with your card information and you will get a

receipt sent to you. **NOTE there is a \$2 processing charge so this membership costs \$22 I used it and it works!!**

Next I will finish the form for membership on our site so can fill it out online and email it to us.

ABATE of Florida, Inc. Membership Application

Last Name: _____ First Name: _____ Date of Birth: / /

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____ Chapter: _____

Are you a registered voter: Yes _____ No _____

Voting Districts _____ Fl House: _____ Fl Senate: _____ Us Congress Dist. : _____

Membership Options Annual New Member \$20.00: _____ Lifemembership \$600.00: _____

Member Transfer to New Chapter: _____ From old Chapter: _____

Change of address: _____ Home Chapter: Palm Beach Chapter

Signature: _____ Date: _____

ALL APPLICATIONS ARE SUBJECT TO APPROVAL. Membership is open to anyone 18 years or older. All members receive a membership card and voting privileges in their home chapter, Personal involvement in statewide Legislative actions and their freedom to ride. Mail to Po Box 530944 Lake Park, Fl. 33403 Questions: (786) 574- 1344

Membership Use Paid By Cash: _____ Check: _____ Paypal: _____ Square: _____

Verified By: _____ Date paid: _____ **Do Not mail Cash**

ABATE of Florida, Inc has partnered with American Income Life to provide all members with a \$4000.00 AD&D Policy Please fill out the card below

Mail to State office: ABATE of Florida, Inc. Po Box 614 Cantonment, Fl. 32533-0614 Phone: (386)943-9610

ABATE of Florida, Inc Members Information

Last Name: _____ First Name: _____ Date of Birth: / /

Physical Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Beneficiary Information

Last Name: _____ First Name: _____ Date of Birth: / /

Physical Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Next Palm Beach Chapter Meeting
3rd Sunday Oct. 16 , 2022 11:00 am
Eagle Riders Aerie 4219

2800 N. Military #105 West Palm Beach FL
(Westchester Square south of Community north Okeechobee)

Chapter meetings 3rd Sunday Open to ALL so come learn about us.

. Board meeting at 10:30 come earlier for breakfast



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.