

ABATE

Texas ABATE News

May/June 2015

ABATE IS: "An alliance dedicated to the protection of the individual rights of motorcyclists through political change and awareness, charitable deeds, public education and to the promotion of motorcycling"

Coordinator's Corner

Hello bikers, passengers, and supporters.

Spring is finally here and the weather is beautiful. The lakes are finally getting the much needed rain. It's hard not to get wet when riding somewhere right now. I don't think I need to say it to you old bikers but you all know the roads are not in the shape they should be in. Especially with the large potholes that are out there now. We can barely get down our road right now because of them. It's fun using them as an obstacle course. You just don't want to screw up though. The bottom line is being careful!! The roads can be pretty slick, especially right after the rain starts, because of the dust and oils. The COC&I rally in Hondo was very informative. Thanks Connie, David "Train wreck" Bryant for being there. It was a nice weekend and we dodged the bullet for the most part for the rain. We were given some "Share the Road" signs for all the chapters to use.

We still have a long road to go down with our existing legislative bills.

Everyone needs to support these bills! It's for you!!

On Feb. 24, Texas State Sen. Kirk Watson introduced S.B. 754, a bill designed to boost the state's funding and expenditures for motorcycle training and safety programs. Please contact your senators and ask them to make Texas' roads safer for motorcyclists by supporting S.B. 754. Currently, \$5 of every motorcycle license fee is funneled to a separate account designed to help the Texas Department of Public Safety (DPS) offset some of the costs of running the motorcycle safety program in the state. In order to certify the budget, the legislature has declined to appropriate money from the fund since 2005, and as a result, DPS has spent less and less on the program. As a result, the general revenue dedicated account for motorcycle education has accumulated a balance of more than \$17.7 million in unspent funds (see acct 051). As a result of S.B. 754 an additional \$3 would be collected with motorcycle registrations and sent to a subaccount within the existing account to help fund motorcycle education programs. Furthermore, the Texas Department of Transportation would be able to access the funds to help pay for motorcycle awareness campaigns. Watson is also pushing legislators and bureaucrats to spend the general revenue dedicated funds for their intended purpose. Watson and Rep. Sergio Munoz also introduced S.B. 442 and H.B. 813, respectively. These bills would legalize lane splitting within the state of Texas in certain situations. This will allow motorcycles during periods of peak congestion to lane split at a speed 10 miles an hour faster than the vehicle traffic to get off the roadway rather than be mixed in traffic. SB334 and HB864. Dead Red Bill. HB2957 Footrests and Handholds, "Mallory's law". Don't forget to make sure you have what it takes on your bike to support this law.

Let's get ready for some rallies and rides.

Don't forget:

The Mid-South Mile is in our back yard this year, in Dallas. There's no reason we can't all be there to show how TEXAS ABATE works.

Enjoy the great weather and ride safe!

Thank You,

Dave Dobyns, Texas ABATE State Coordinator

U.S. Defenders / C.O.I.R. Division

david.dobyns@texasabate.com, 214-794-2061

Assistant Coordinator

While attending the State COC&I meeting in Hondo, I heard what would become a recurring theme: If you can't, or won't do what you've been asked to do, don't raise your hand and say that you will. How many times have we been left to do something without help when someone who volunteered to help didn't show? If we say we'll show up for a proclamation, or a Senate vote let's honor our word and be there.

I attended the Texas Motorcycle Safety Coalition meeting on Wednesday, April 15th, 2015. I heard many good ideas discussed. The next meeting will be held June 17th, in College Station. It is a good setting to bring ideas and your own knowledge and experiences to the table.

The US DEFENDERS were requested to attend the Senate Transportation Committee meeting at the Capitol in Austin, Texas. Four of us from Texas ABATE were there, as well as several others, to support Paul Landers as he gave a report on S.B. 754. The bill passed committee! Thank you to all who were there and filled out the comment cards!

At the First Annual COC&I CHRISTIAN UNITY CONFERENCE in Round Rock, the theme came up again concerning do what you've said you'll do. It was reaffirmed on how important showing up for the vote when a bill is in committee. We only get this opportunity every other year. Let's work together to make the best effort.

I am planning to attend NCOM in Denver, Colorado.

Thank you for your help!

Love & Respect; David "Trainwreck" Bryant.

Here's a couple helpful links.

VISIT US AT: www.texasabate.com or on Facebook at

<https://www.facebook.com/TexasAbate>



ABATE State Board Meeting
May 2, 2015
Sherman, Texas

The meeting opened at 1:15pm with David Dobyngs presiding.
Pledge and moment of silence was observed.

All chapter reps were present.

Plaques were presented to the members that went to Austin to testify for SB754. Those members were Andy Stoodly, David Bryant, Skee Dodson and Larry Marshall. David (Trainwreck) Bryant's report was about the COC and Independent Riders meeting in Hondo on April 10-12. A lot of discussion there about when people volunteer, they should follow through. Also, went to the TMSC meeting at Texas A&M on the 15th. It was believed that not much of our legislation will pass. COC&I and Christian Unity Conference also talked about doing what we say we are going to do. Need better attendance at committee meetings to show the representatives that we are serious.

Secretary report- read and approved as printed in newsletter. Treasurer's report read and approved. The membership report was read and approved. We need to work harder on memberships. Though we have no products officer, we have State T's for \$10.

Newsletter report- Deadline is June 1st for the July/August

Legislative report- is as follows: The only two possible bills we have in Austin right now are SB439 on the definition of a motorcycle and SB754 about the Safety Funds being returned to the place they belong so they can be used as intended. SB383 about road usage and space given to unprotected users and HB3862, which mirrors SB754, are the only other possible bills. There are some bills at the Federal level to watch. Those are a bill concerning what some are calling an auto cycle and S685 for classification clarification.

Break 2:20 - 3:00.

Chapter reports as follows:

Arlington reports that they are planning another Scorcher in July or August. They got 1 new member off their WEB-site.

Denton reports May 16th will have a lunch Meet "N" Greet at Mr. Porky's from 12 - 4 PM. Lunch provided for \$1.00, or ride in on you bike or non- perishable food item. June 5 - 7th is the NOT ROT at Scruffy's. \$10 admission, \$15 for two. \$5 vendor fee. July 26th is Whirly Ball in Plano this year. Completed 15 proclamations.

Golden Triangle reports that they haven't had a quorum all year, but things are looking up. Had 4 visitors in March and 3 in April. Had a member volunteer for treasurer. The new meeting date and time are okay will almost everyone. Golden Triangle will host the State board meeting in July or Aug. and have an awareness ride through the area. The Blessing of the Bikes had over 300 in attendance. Kevin Fontenot is doing well and back at work.

Lake Cities reports That their 1st Annual Fun Run was March 28th and they raised \$300. Thinking of a Winery Run. Went to German Fest in Munster. Having a Meet and Greet June 26 -28th at Willow Park in Lake Dallas. Free lunch Saturday. Bring all other foods and beverages you need for the rest of the time.

NET chapter reports On May 17th meeting at Don and Connie's. June 14th, Meeting and ride to Gator Farm. July 11th, Christmas in July at the Kids Shelter and meeting at Dave and Christi's. Aug. 8th meeting and ride to Glen Rose, Sept.12th is a Hospice benefit.

Texoma chapter reports as a membership incentive, to let old members enter a drawing for a free 1 yr. membership. Real Fun Run Oct. 2 - 4th. Mid-South MILE Oct. 16 - 18th in Dallas. Motorcycle is month of May. Talked about an ABATE ride. Blood drive May 16th and May 24th a Membership Run.

Old Business: Discussion about the Independent members of ABATE not responding to voting in an independent representative for themselves. It will be posted in the three newsletters that one is needed. If no response, it will be decided then how to handle this.

New Business: The meeting at Golden Triangle will be Aug. 1st, TBA for nominations for the following offices: Coordinator, Secretary, Legislative and Treasurer. Denton will host the Sept. meeting on Sept. 5, place to be determined. Oct 31, the meeting will be at Dave and Christi's in Kaufman where we will vote in the new officers. Yard signs are available for Motorcycle Safety and Awareness Month. Emory Spears was in attendance requesting probationary period for a new chapter in Tyler. It shall be called East Texas Chapter. Motion made to accept chapter in Tyler for probationary period. They have already met a lot of the criteria. 2nd, discussion, passed.

Open Floor: Denton will have a booth at Corinth Harley-Davidson on July 18th and Aug. 22nd. Come show your support. AMA has an independent rep in Ft. Worth. His name is Tom Mosely. AMA was discussed. Skee ha a letter form MRF to see if we are sending any people to the Bikers Inside the Beltway in D. C. is Thursday, May 14, 2015. Possible new chapter in Hondo. COC State Rally in Aug. in Ben Wheeler. Next year the rally will be in Gladewater, Texas.

Motion to adjourn, passed, closed 4:15PM
Respectfully yours, Robin Butts

Next State Board Meeting
August 1, 2015 Hosted by: Golden Triangle
"The Place"

5875 W. Port Arthur Rd., Port Arthur, TX 77640

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NCOM BIKER NEWSBYTES

Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists (NCOM)

NCOM HAILS THIRD DECADE WITH DENVER CONVENTION

You could smell it in the air, as distinct as a Denver dispensary and just as intoxicating; unity, and cooperation in the face of critical challenges affecting today's motorcyclists. "Coming Together" in one of the largest gatherings of bikers' rights activists in America, the 30th annual NCOM Convention, May 7-10 in Denver, Colorado addressed issues of mutual concern for the betterment of biking.

For three decades, over Mother's Day weekend the National Coalition of Motorcyclists has provided a forum for diverse factions of the motorcycle community to meet in the spirit of teamwork to tackle topics such as Biker Anti-Profilng legislation; Save the Patch litigation; Freedom of the Road and Use of the Courts; as well as seminars on Public Relations and Social Media, Lobbying 101 and Working with your Legislators.

Friday's Opening Ceremonies was one of the best-attended ever, and the energetic congregation of concerned riders from across the country encompassed various segments of motorcycling from clubs to rights organizations, and from touring groups to sportbikers; all there to learn and share with mutual respect.

Special Meetings were on the weekend's agenda in support of NCOM's many outreach programs for Women In Motorcycling; Clean and Sober Roundtable; National Sport Bike Association (NSBA); and Christian Unity Conference, in addition to the Confederation of Clubs General Patch Holders Meeting.

During the Silver Spoke Awards Banquet on Saturday evening, several honorees were recognized for their contributions to "Improving The Image of Motorcycling", including; MEDIA: Joe Teresi - Easyriders Magazine; COMMERCE: New York Myke - San Diego Harley-Davidson; LEGAL: Joe Ritzo - AIM Attorney for ME, NH, MA & VT; ENTERTAINMENT: Danny "The Count" Koker - "Counting Cars" History Channel TV show; SPECIAL RECOGNITION: Larry Lindsey - Dixie ABATE, AL; and NCOM's highest honor, the Ron Roloff Lifetime Achievement Award, was presented to Jerry Theophilopoulos - AIM Attorney for Florida.

Next year's 31st Annual NCOM Convention will be held May 5-8, 2016 in Atlantic City, New Jersey. For further information, contact NCOM at (800) ON-A-BIKE or visit www.ON-A-BIKE.com.

RIGHT-TO-REPAIR DECISION EXPECTED FROM U.S. COPYRIGHT OFFICE

In July, the U.S. Copyright Office (USCO) is expected to issue a decision about a vehicle owner's right to alter any of the computer software or code that controls the vehicle's operations. Though the decision is based on briefs filed by agricultural and automotive vehicle manufacturers, it could potentially have implications for motorcycles, ATV, UTV, personal watercraft and other vehicles that use computer software to control ignition, fuel, stability, traction, braking and other vehicle operating systems.

In the briefs, the manufacturers argue that allowing owners, non-manufacturer approved service technicians or anyone but their own designated technicians to view or alter the computer software or codes is not allowed under the anti-circumvention prohibition in Section 1201 of the Digital Millennium Copyright Act (DMCA) which, if applied as manufacturers suggest, restricts vehicle software inspection, repair, and modification. The original intent of the DMCA, however, was more to prevent code copying that could involve copyright infringement.

Every three years, the Librarian of Congress, working with the Copyright Office, hears requests from members of the public whose speech and other rights are affected by the law and considers whether to grant exemptions.

MARYLAND ENACTS BAN ON MOTORCYCLE-ONLY CHECKPOINTS

The Maryland legislature has joined a growing list of states to prohibit law enforcement officers from conducting roadside

checkpoints that specifically target motorcyclists. H.B. 917, introduced by Maryland Delegate Benjamin Kramer (D-Wheaton) and companion bill S.B. 716 introduced by state Senator Jamie Raskin (D-Takoma Park) state that “a police officer at a motor vehicle checkpoint may not target only motorcycles for inspection or evaluation.”

The bipartisan legislation passed unanimously in the House 137-0 on March 19, and the Senate 47-0 on March 29, and was signed into law on May 12, making Maryland the eighth state to pass a law against motorcycle-only checkpoints, while another 11 states have prohibited such discriminatory roadblocks either on constitutional grounds or by judicial action.

KANSAS LAW CREATES NEW “AUTOCYCLE” VEHICLE CLASSIFICATION

Under a new law in Kansas, “Autocycle” is now defined as a three-wheel motorcycle that has a steering wheel and seating that does not require the operator to straddle or sit astride it. House Bill 2044, signed into law by Governor Sam Brownback on May 7, 2015 after passing the legislature near-unanimously by both chambers, creates the new classification of vehicles which proponents say are neither cars nor motorcycles and need their own classification to protect drivers from breaking the law.

The federal government classifies any vehicle with less than four wheels as a motorcycle, which requires a motorcycle license to operate, but some say the motorcycle license test isn't helpful for operating autocycles because they aren't driven the same way. “It's a requirement that makes absolutely no sense,” said Joel Sheltroun, vice president of governmental affairs for Elio Motors, a Phoenix company that plans to start making autocycles in 2016. “My customer base, a lot of them, don't have motorcycle licenses and they're not going to go out and rent a motorcycle, learn how to drive it, go down and take a test just so they can drive our vehicle, especially seniors.”

HB 2044 allows drivers to operate an autocycle without a motorcycle endorsement, and Sheltroun said about 18 states are working on legislation for autocycles and six states already passed laws for defining autocycles. Otherwise, out-of-state drivers could run into trouble if they drive into a state where a motorcycle license is required, as drivers would automatically be breaking the law and could face tickets or possibly get their vehicle impounded until they could prove they had a motorcycle license.

OREGON SENATE PASSES LANE SPLITTING BILL

Oregon motorcycle riders are one step closer to splitting lanes thanks to SB 694. The bill, which would legalize lanesplitting under specific traffic conditions, passed 18-10 in the state Senate with bipartisan support, and now moves on to the Oregon House for debate and a final approval vote or amendment.

The measure would allow lanesplitting when traffic is stopped or slowed to 10 mph or less, with motorcycle riders allowed to split lanes not in excess of 20 mph. Lanesplitting is only permitted on roads 50 mph or higher and forbidden between lanes going in opposite directions.

During the committee discussion that sent the bill to the Senate floor, lawmakers complimented advocates for the legislation. “It's been some of the most effective citizen lobbying I've seen on a bill,” said Senator Sara Gelser (D). “It was persistent, helpful, useful and fact-based and I really appreciated it.”

Another committee member, Senator Ginny Burdick (D), also said of the measure: “I can't remember a time when I've ever been more opposed to a bill, then turned around and supported it. The advocates on this did a very nice job.”

WISCONSIN ACTS TO LEGALIZE COLORED LIGHTING

The Wisconsin legislature has passed a bill legalizing colored motorcycle lights. Current Wisconsin law (and in most U.S. States) prohibits operating a motor vehicle with lights other than white or amber in front and red in the rear.

The bill's Assembly sponsor, John Jagler (R-Watertown), says colored LED lights are becoming more popular on motorcycles. He says more lights will increase motorcycle visibility, making them safer. Under the bill, people could equip their motorcycles with any color lights aside blue as long as they don't flash or rotate.

The Assembly passed the bill last month. The Senate passed the bill on a voice vote on May 6, sending the measure to Governor Scott Walker.

In the meantime, a similar measure HB3944 would amend the Illinois Vehicle Code to “Provide that a motorcycle may be equipped with auxiliary accent lights, including standard bulb running lights and light emitting diode pods and strips. Provides that the auxiliary accent lights shall not be red or white or oscillating, rotating, or flashing lights. Defines "auxiliary accent light". The measure passed Senate Transportation Committee 16-0 on May 13 and has been placed on the Senate calendar.

GEORGIA GOVERNOR VETOES “DEAD RED” BILL

Georgia Governor Nathan Deal has vetoed a bill passed by the state legislature that would have allowed cyclists, both bicyclists and motorcyclists, to ride through unresponsive red lights, sometimes referred to as “dead red” legislation.

On May 12, 2015 the governor nixed Senate Bill 76: “Motorcycle Mobility Safety Act” relating to the safe operation of a motorcycle; inoperative traffic-control signal, issuing the following veto message:

“While I am sympathetic to the concerns and causes of motorcyclists and bicyclists, this legislation does not provide an adequate solution and presents a confusing exception to motorists. Furthermore, Senate Bill 76 would eliminate the current 15-inch height restriction placed on motorcycle handlebars. Motorcycles equipped with handlebars more than 15 inches in height pose a safety hazard due to the increased difficulty in steering and decreased control. In 2014, crashes involving motorcycles and bicycles accounted for 13 percent of the fatalities on Georgia roads, and I do not see how this legislation will enhance roadway safety. Therefore, in the interest of providing the necessary roadway safety Georgians deserve, I hereby VETO Senate Bill 76.”

AUSSIE COPS DROP TERM “CRIMINAL MOTORCYCLE GANGS” FOR P.C. “OUTLAW” TAG

Queensland police have dropped the term “criminal motorcycle gangs” for bikies in a sign of a new political climate; quietly reverting to the more widely used “outlaw” tag, the description used by the new Labor police minister.

The term CMG was coined by the former Newman government, which directed police to adopt it from the outset of its legislative and public relations campaign against bikies in 2013. However, the new Palaszczuk Labor government is reviewing the controversial “bikie laws”, including anti-association and mandatory sentencing provisions, after pre-election promises to repeal them.

A government source told Guardian Australia that all other Australian police forces, as well as the Australian Crime Commission, refer to the bikies as OMCGs, adding that bikies refer to themselves as outlaw motorcycle clubs, “1%” clubs or simply motorcycle clubs.

WEIRD NEWS: BRITON DEPORTED FOR RIDING NUDE

A British man was to be deported from Cambodia after he was caught riding a motorcycle naked. The 24-year old student from the University of the West of Scotland, was booted out for “violating the beautiful customs and culture” of the country.

He spent the weekend in jail after being caught with two other nude riders, a 22-year-old Finnish woman and a 30-year-old Italian man, appearing in a video posted on YouTube before being stopped by police 50 miles after shedding their clothes. It’s been reported they are to be permanently barred from Cambodia for indecent exposure.

Kandal police chief Eav Chamroeun told the Phnom Penh Post: “I think that this was the first time there have been foreign people driving motorcycles naked in Cambodia. Their actions have seriously violated Cambodia's integrity, the beautiful customs and culture of Cambodia, and Cambodian law. We cannot allow them to commit pornography like this in our country.”

Sok Phal, head of the Ministry of Interior's immigration department, said: “The General Department of Immigration has asked the leadership of the Ministry of Interior to expel them from the country as punishment.”

INSURER CLAIMS MOTORCYCLISTS ARE THEIR OWN WORST ENEMY

According to Progressive Insurance, single-vehicle mishaps accounted for more motorcycle-related claims last year than any other event. The insurer processed 3.5 times more of such claims than for rear-end crashes, the next-most common motorcycle incident. Excess speed is the most common rider-related factor in fatal motorcycle accidents. Riding while intoxicated on alcohol or controlled substances is another leading cause of motorcycle accidents where another vehicle is

not involved.

QUOTABLE QUOTE: “The object and practice of liberty lies in the limitation of governmental power.”
~ Douglas MacArthur (1880-1964) General of the Army, Medal of Honor recipient



**AMA supports bill to protect riders from unsafe fuel
Contact your senators today!**



[Take Action](#)

In an effort to prohibit the proliferation of E15, a gasoline formulation that contains up to 15 percent ethanol by volume, the American Motorcyclist Association supports [U.S. Sens. Pat Toomey](#) (R-Pa.), [Dianne Feinstein](#) (D-Calif.) and [Jeff Flake's](#) (R-Ariz.) S. 577, the Corn Ethanol Mandate Elimination Act of 2015. The bipartisan bill would eliminate the corn ethanol mandate in the Renewable Fuel Standard.

The AMA has repeatedly alerted government officials and federal lawmakers to the possible damage to motorcycle and all-terrain vehicle fuel systems and engines from the inadvertent use of E15 when the fuel becomes widely available. Passing S. 577 will protect the 22 million motorcycles and all-terrain vehicles currently in use on America's roads and trails from inadvertent misfueling. Riders depend on the safe operation of these vehicles.

Preventing inadvertent misfuelings remains one of the AMA's top priorities because motorcycles and ATVs in use today are not designed to run on ethanol blends higher than 10 percent, and many older machines favored by vintage enthusiasts have problems with any ethanol in the fuel. Often, simply using fuel with blends of ethanol higher than 10 percent can void a manufacturer's warranty, potentially leaving riders stranded by the road or trail with thousands of dollars in repair costs.

We need your help to pass S. 577. You can send a prewritten email to your senators immediately by following the "Take Action" option and entering your information. The AMA encourages riders to personalize their messages by drawing on their own riding experiences.

Please join the AMA to help us fight for safe access to fuel. More members means more clout against our opponents, and your support will help the AMA fight for your rights – on the road, trail, racetrack, and in the halls of government. To join, go to AmericanMotorcyclist.com/membership/join.

Join the conversation with us by [tweeting using #RFSBroken](#) and share with your friends on [Facebook](#).

[Take Action](#)

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The M.L.L.E.: Preserving Our Freedom As Motorcyclists



ABATE Legislative Update

By Skee Dodson – State Legislative Officer

ABATE is dedicated to preserving the rights of all motorcyclists, regardless of what you ride. We encourage everyone to become involved in the legislative and political processes to protect our freedom to ride. Get involved by joining ABATE, register to vote, contact your legislators, and stay informed of legislative issues concerning your motorcycle rights.

It is the middle of April, as I'm writing this, the 94th day of the Texas 84th Legislative Session. Where has the time gone? It seems like just last month that we went to Austin (Jan. 26th) for our motorcycle legislative day! As of today, there are only 45 days left in the regular session! By the time you get our next newsletter the Texas (regular) 84th legislative session will be history! Texas legislature only meets every two years—so now is crunch time in Texas! There are at least 8 motorcycle bills being considered in Texas Congress right now—and 6 are presently in a committee. As we know, if a bill doesn't make it out of the Committee it will more-than-likely stay there (forever). It is worth reminding everyone that HB = House Bill, and SB or S = Senate Bill. Now, let's take a look at which bills are still alive in Texas—on April 16th

Unfortunately, two Texas ABATE supported bills are left pending in the Committee: HB 383 (McClendon), which relates to the operation of a motor vehicle in the vicinity of an unprotected road user-and HB 439 (Gonzales), which relates to the

definition of a motorcycle. The remaining bills are all presently in a Committee, and are still alive: HB 813 (Munoz, Jr.), relating to the operation and movement of motorcycles during periods of traffic congestion (lane splitting/filtering); HB 864 (Zedler), relating to the rules of the road regarding red signals at certain traffic control signals; and SB 442 (Watson), also relating to the rules of the road regarding red signals at certain traffic control signals. Both HB 864 and SB 442 (companion bills-house & senate) are commonly referred to as “Dead Red” bills. Presently 17 states have similar “Dead Red” laws that allow motorcycles to proceed through a red light if the signal fails to recognize the bike.

One bill that we have been desperately trying to get passed is SB 754 (Watson), relating to funding for motorcycle training and safety programs, including increasing the motorcycle and moped registration fee \$3.00 (to fund MC safety & training). Many of us remember a similar bill that we worked on during the last (83rd) session, but it didn’t even get a bill number! This session we got a bill number, got it into the Transportation Committee, and as I write this--it is scheduled for a public hearing on April 22nd! How cool is that? If it makes it out of the Committee we will have a very good chance that it will become an Act! Let’s hope we have good news to report in our next newsletter. Track it online at: <http://www.legis.state.tx.us/BillLookup/History.aspx?LegSess=84R&Bill=SB754>. House bill HB 3862 (Zedler) is identical to SB 754. What is really cool about this bill is that we were in his office (an organized crowd of ABATE members) and we emphatically asked for an author for this bill (this was before we had SB 754 by Sen. Watson). His aid got him on the phone (while we were there) and Zedler said “it sounds like a good bill, yes I’ll author it”! We were really proud of our accomplishment—isn’t that how it’s supposed to work?

And finally, let’s not forget that our Federal (US) House of Congress is also in session. Congress typically begins at noon on January 3 of each odd-numbered year following a general election. A Congress lasts for two years, with each year constituting a separate session. We’re now in the 114th Congress, 1st Session. On a Federal level we are supporting: HR 21 (Sensenbrenner), which relates to providing for a “comprehensive assessment of the scientific and technical research on the implications of the use of mid-level ethanol blends” (E-15 gas); S 127, which is titled the “Stop Motorcycle Checkpoint Funding Act”. And a similar bill, HR 1861 (Sensenbrenner), which is titled “To Stop Motorcycle Checkpoint Funding, and for other purposes”. If this bill sounds familiar then you know your bills; this is the same bill with the same bill number as authored by Sen. Sensenbrenner during the last session. He asked for the same bill number, and got it—just for good luck. Sensenbrenner had this to say: “This bill protects motorcyclists’ rights and promotes crash prevention. Motorcycle only checkpoints profile motorcyclists, using taxpayer money to corral them along the highway and check for infractions that do not cause crashes. Preventing accidents is the best use of taxpayer funds and the most effective way to save motorcyclists lives.” And finally, we support S 766 (Hoeven), which is titled the Driver Privacy Act of 2015 (commonly referred to as the Black Box bill). A new federal bill, which is new to many of us, is S 685 (Vitter). This is an interesting bill setting standards for “Autocycles”—enclosed motor vehicles with 3 wheels. Obviously, print space does not allow me to go into detail about each one of these bills (and many are thankful for that), but I would encourage everyone to utilize the tools that are available to us--and do our own bill research. Our rights come with responsibilities!

Ride safe, Ride free!
Skee Dodson

	<h2 style="text-align: center;">It's time you did something more to protect your rights!</h2>	
	<p style="text-align: center;">JOIN AND SUPPORT Motorcycle Riders Foundation REGISTER, VOTE, WRITE AND RIDE!</p>	
<input type="checkbox"/> Annual Individual Membership \$30 <input type="checkbox"/> 3-Year Individual Membership \$80 <input type="checkbox"/> Annual Sustaining Membership \$100 <input type="checkbox"/> Annual Joint Membership \$50 <input type="checkbox"/> 3-Year Joint Membership \$130 <input type="checkbox"/> New Member <input type="checkbox"/> Renewal Member # _____ Freedom Fighter Donation: <input type="checkbox"/> \$10 <input type="checkbox"/> \$25 <input type="checkbox"/> \$ _____		
PLEASE PRINT OR TYPE YOUR INFORMATION		
Name _____		Phone () - -
Address _____		
City _____	State _____	Zip _____
E-mail Address _____		
Are you a member of a state motorcyclists' rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, name: _____		
Mail with remittance to: Motorcycle Riders Foundation, Inc., 236 Massachusetts Ave. NE, Suite 204, Washington, DC 20002 (202) 546-0983 • FAX (202) 546-0986 • http://www.mrf.org • mrfoffice@mrf.org		
CHARGE IT!	<input type="checkbox"/> Visa <input type="checkbox"/> MasterCard	Card # _____ Exp. Date _____
	<input type="checkbox"/> American Express	Signature _____ Date _____
FOR OFFICE USE ONLY <small>(All information treated confidentially)</small> Referred by _____ Date _____ MRF# _____ Exp. Date _____ Member was given: <input type="checkbox"/> Pin <input type="checkbox"/> Patch <input type="checkbox"/> Year Rocker <input type="checkbox"/> Newsletter What issue? _____		

Chapter Reports



Denton

I would like to say thank you to all those that attended the proclamations. We set up and attended 20 proclamations this year.

Here's some important information from the Region 2 COC&I meeting May 17, 2015:

The next COC&I meeting will be held July 19th, possibly at Longhorn Harley-Davidson in Grande Prairie. The Get-R-Done Rally will be held in September, with more info to come. Forsaken Horseman mentioned the idea of different clubs or organizations to hold trademark parties/rallies, design a patch or even t-shirts to sell and get the word out. One of the topics that was heavily discussed was the need for clubs and organizations to "clean up their act; one idiot can ruin it for everyone. If you have individuals the drink excessively, dealing/using drugs, take care own."

Upcoming Events:

July 26: Whirley Ball (Plano location), \$10 per person

August 14-16: Chapter Get-a-Way

Sept 12: Teddy Bear Run with Texoma

October 16-18: Mid-South Mile, MCM Elegante, 2330 W. Northwest Hwy, Dallas TX

November 14: Denton Toy Run

December 19: Christmas Party

~ Never ride faster than your guardian angel can fly ~

Joann York
Denton Asst Coordinator/Chapter Rep
Joann.york924@gmail.com
C.O.I.R. Member

Lake-Cities



Upcoming Events:

Dec 12th: Lake Cities Christmas Party.

There are other events and activities that will be announced as their dates near. Everything is subject to change, so keep updated as information becomes available.

We have a couple of chapter officer changes: Terri Davison is our new Treasurer, and I've assumed the Membership role.

All our officers may be contacted at LakeCitiesAbate@yahoo.com.

Keep the wheels rolling!

Larry West

Chapter Rep



NET

Upcoming events:

June 7 - Chapter meeting at Gator Farm in Grand Saline

Christi Dobyns
NET Chapter Secretary / Chapter Representative

Member of COIR
christidobyns@gmail.com

Texas ABATE Membership Application

Name (1): _____

Name (2): _____

Address: _____

City: _____

County: _____

State: _____ Zip: _____

Phone: _____

Email: _____

Please circle one

Are you a registered Texas voter? Yes No

Is this a new membership? Yes No

Sponsor's Name: _____
(optional)

Sponsor's member number: _____

Do you prefer to be a chapter member?

Yes Which chapter? _____

No I would like to be an independent member.

Type of Membership:

Single \$20.00 _____ Family \$30.00 _____

Life \$200.00 (per person) _____

Make your check or money order (do not send cash through the mail) payable to Texas ABATE Confederation, Inc. & mail to: Texas ABATE Membership Office, PO Box 3331, Coppell, TX 75019

If . .

YOU are the kind of person that believes in your freedom and YOU want to help preserve your freedom

If . .

YOU are the kind of person that enjoys good times, good people and the freedom to make your own decisions ...

We need YOU need to become a member of (The) Texas ABATE Confederation, Inc.

As an ABATE member you;

- Become part of one of the largest motorcyclist rights organizations in the state of Texas.
- Receive a Membership card, and exclusive ABATE patch.
- Receive a subscription to the quarterly newsletter, Texas ABATE News.
- Become united with other Bikers with the same beliefs and desires for freedom.
- Receive a \$2,500 accidental death & dismemberment insurance policy, at NO COST to you.

Please take the time and fill out and mail the membership application TODAY!



ABATE is ..

"AN ALLIANCE DEDICATED TO THE PROTECTION OF THE INDIVIDUAL RIGHTS OF MOTORCYCLISTS THROUGH POLITICAL CHANGE AND AWARENESS, CHARITABLE WORKS AND PUBLIC EDUCATION AND TO THE PROMOTION OF MOTORCYCLING."

Preamble to the Bylaws Texas ABATE Confederation, Inc.

Helpful Links

<https://www.facebook.com/TexasAbate?ref=hl>

<https://www.facebook.com/ArlingtonABATE?fref=ts>

<https://www.facebook.com/net.abate?fref=ts>

<https://www.facebook.com/amsep?fref=ts>

<https://www.facebook.com/goldentriangle.abate?fref=ts>

<https://www.facebook.com/denton.abate?fref=ts>

<https://www.facebook.com/profile.php?id=100008181909518&fref=ts>

<https://www.facebook.com/texomaabate?fref=ts>

<https://www.facebook.com/USDefendersNationalOffice?fref=ts>

<http://txcocinews.org/>

<http://mrf.org/>



COIR – Coalition of Independent Riders

Q. Do I need to belong to a motorcycle club or riding association to be a part of the C.O.I.R.?

A. No, the C.O.I.R. is not an organization but an affiliation of independent motorcyclists who are prepared to do their part in helping to keep motorcycling a true American expression of freedom.

Q. Is the C.O.I.R. a motorcycle rights organization or MRO?

A. No, the C.O.I.R. is not a MRO or a member "funded" type organization. However, some MRO's play a very important role in helping to identify and design the "Fight for our Rights" type campaigns that the C.O.I.R. support with manpower.

Q. What is a "Call-to-Action?"

A. When a MRO or a "rights" association needs support to help implement approved grass roots strategies such as letter writing to legislators, the C.O.I.R. will be called upon to assist with the manpower to help implement the "Action." The C.O.I.R., working in concert with M/Cs and riding associations and local offices of Emergency Management is also prepared to offer post disaster assistance to needy families and individuals if called upon to do so.

Q. Who are the US Defenders?

A. US Defenders are men and women from the Confederation of Clubs and the C.O.I.R. who volunteer to represent their different clubs and groups. The US Defenders receive training in grass roots strategies and then take that training back to their clubs and groups. Find out more about these dedicated men and women by attending a regional COC or NCOM meeting in your area.

Q. How does the Confederation of Clubs (COC) or the National Coalition of Motorcyclists (NCOM) and the Coalition of Independent Riders (C.O.I.R.) work together?

A. NCOM is the parent organization of all Regional COC's and COM's and working together with the CO.I.R. We can make a difference!

Legislative Strike Force

Who We Are

The US Defenders Legislative Strike Force has invited all the state's motorcycling community stakeholders to join our legislative team. To date we have the cooperation of the US Defenders/C.O.I.R. programs, the Texas Confederation of Clubs, former TMRA2 leadership, ABATE, Texas Motorcycle Safety Coalition, MRF, TXDOT, Texas A&M Transportation Institute, and the DPS Motorcycle and ATV safety unit. We have added legal scholars to our team as well.

In conjunction with the Strike Force we are also developing our board of contributors as well as a communications team for web and social media presence. We want to make sure that what we are doing is communicated on a regular basis to all the community throughout the state.

On the Legislative front we have developed two pieces of legislation to present during our annual Legislative Day activities at the Capitol, for which we have assumed the lead role in organizing. Our first piece of legislation, a Red Light Bill, will allow a motor vehicle operator to pass through an intersection on a red light in the event the lights do not change; this bill is complete and ready for sponsorship. We are in the process of putting the final touches on a second, more complicated, piece of legislation which will provide funding for motorcycle safety, training, education, and awareness projects throughout the state. We will provide more detailed information regarding both pieces of legislation once we have identified sponsors in the Legislature.

The US Defenders Legislative Strike Force will be officially introduced at the NCOM Region 2 Convention to be held in Austin this November. We are excited and proud to serve the motorcycling community here in Texas. We are inviting any interested parties to participate in this historic endeavor with us. For more information about the new task force contact the US Defenders State Commander, Texas, Steve "Dozer" Cochran at sots.dozer@gmail.com.

Motorcycle Safety Fund

The Motorcycle Safety Fund is relating to providing revenue neutral motorcycle safety, training, and awareness to all motorcycle riders and drivers who Share the Road with motorcyclists, and the data driven reduction of motorcycle crashes on Texas roads; through education, training, awareness, and public outreach.

Red-light Bill

The Red-light Bill is relating to providing revenue neutral motorcycle safety, training, and awareness to all motorcycle riders and drivers who Share the Road with motorcyclists, and the data driven reduction of motorcycle crashes on Texas roads; through education, training, awareness, and public outreach.

Visit <http://txcocinews.org/> for more important information