

# FRONTLINE

FREEDOM FIGHTERS NEWS

MAY 20, 1775

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APRIL 12, 1776

## Question Authority

Stand Out  
From the Crowd



North Carolina Boasts Another Winner... J.T. Boone

SEPTEMBER 2007

# Coming Events

## STATE MEETINGS 2007

All held in Randolph County

**October 6th**  
Committee Meetings  
**October 7th**  
State Meeting

## THINGS TO DO

**September 8**  
Ride to Vote Run  
Triad Chapter

**September 14-16**  
Southern Cross  
Conference Virginia  
(flyer in newsletter)

**September 15**  
Fall Poker Run  
Macon County Chapter

**September 23**  
Central Carolina Cruzz  
Chatham and Alamance  
County

**September 28-30**  
Cougars Biker Ball  
Hickory Chapter assisting

**September 29**  
Liberty Antiques Festival  
Randolph County Chapter

**October 27**  
14th Annual Bike Show  
Brunswick County  
Chapter

**November 17**  
Officer Training and  
Awards Banquet  
Randolph County Lodge

**GET YOUR 2007  
EVENTS SENT IN to  
stateinfo@atmc.net**

## Letter from the Editor...

*The lazy, hazy days of Summer are coming to an end as we send our children back to school and get down to business for Fall events and planning for Christmas Toy Runs and personal celebrations. It is hard to believe isn't it? Legislatively, it has and continues to be very, very active with many ups and downs. Please keep apprised of what is going on by visiting Doc Ski's Legislative Blog often. Not only are his blogs informative but they provide lots of guidance for how you can get off yer ass and help.*

*Time for State Board of Director's elections! You may have already taken care of this in your chapter. I hope you took advantage of the bio's in the last newsletter. We have more in this newsletter. If you don't like the way things are going.... You have two choices.... Well actually three. Either step up to the plate and join a committee where you DO have a voice, prepare yourself for a leadership position at the chapter or state level or just grumble in the parking lot. Be a part of the solution, not the problem. Please remember that this is a volunteer organization and that includes everyone... not just you. Look in the mirror every single day and ask yourself if you are helping the fight for rights or hurting it. If you can honestly say that your motivations are sincere and that you really are giving it your best effort.... Then carry on! We need everyone pulling in the same direction. Nuff' said.*

*Thanks to everyone who generously donates to BikePAC at the meetings. It takes money to do all of this important work and we do so appreciate any and all donations.*

*I never say goodbye anymore because it might be true. Take care of yourselves and each other.*

Crazy Deb



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## We Have A Winner!

Once again, a member from CBA/ABATE of NC has made us proud. Four years ago, the Motorcycle Riders Foundation's first ever winner of the Young Activist Scholarship Award was Crystal (Maney) Buckner. This year, the MRF has selected three winners and once again, someone from North Carolina has been selected.

This young man has been known to many of us since, well, since before he was conceived. His mother was a state CBA officer and chapter officer. She was an AIM/NCOM Chief of Staff. His father was, has been, and is again today a state officer and has been a chapter president. This young man grew up riding motorcycles and being with his CBA family. At a time when most of today's youth forget the things of their childhood and strain against the things their parents are

involved with, this young man has grown more active in his SMRO.

At the age of 18, J.T. Boone is Raleigh chapter president. It is probably true that he is the youngest ABATE chapter president ever, anywhere. He has participated in and worked countless events, brought in new members, lobbied in Raleigh and encouraged the same behavior in his young friends. J.T. takes his role as chapter president very seriously and actively participates in the state and chapter email list and forwards information to all Raleigh chapter members. He bought his first bike at the age of 16 from another CBA member and worked hard to pay it off and once he did, he sold it and bought a bigger bike.

Many of us have now ridden with JT. At least one

of us has had his company in bad circumstances while broken down far from home... JT has demonstrated his passion and determination for the things dear to a bikers rights activist's heart.

We can all be proud of J.T. He has won a free trip to this year's Meeting of The Minds, and free accommodations, along with a year's membership. He will be asked for input in things throughout that year with the MRF. Look for an article on J.T. to show up in an upcoming MRF newsletter, The Reports.

CBA/ABATE of NC can be proud, once again, of the clear demonstration of how we nurture our youth to become the freedom fighters of the future.

## Helmet Citation Blitz in NC It's All About Money, Not Safety!

On Jul 19 2007 at 2:49 PM, the North Carolina General Assembly ratified HB 563 which included a section requiring USDOT FMVSS 218 safety helmets as standard safety equipment for all motorcycle Riders in North Carolina. The bill was then sent to the Office of the Governor for signature. Once signed, this bill will become enforceable in January 2008.

Three days later, on 22 July 2007 at the CBA/ABATE State meeting in Asheboro, NC, the Executive Council approved the formation of a special "Helmet Citation Defense Committee" to develop and disseminate materials (i.e., legal briefs) to be used by individuals, within the judicial system (courts), in the fight against the increasingly more oppressive helmet laws of North Carolina. A special financial fund was also established, to assist with organizational costs for legal counsel and procedures that may be involved in CBA sanctioned legal defense activities.

The new law when enacted will become effective in January 2008. With this date in mind, it was believed that the Helmet Citation Defense Committee would have at least five months to prepare for the onslaught of citations brought on by the new law. That has proved to be, not the case. Apparently, the bureaucrats of the NC DOT have another strategy planned.

Recently, in anticipation of the new law being passed, your tax dollars have been used to train Law Enforcement Officers in the detection of non-FMVSS 218 helmets. Immediately following ratification (and before the bill has even been signed by the Governor) overzealous law enforcement officers are flagrantly "stalking" riders.

The current rush of citations for non-compliant helmets is the first wave of efforts to wear our resistance down. Even if these tickets are defeated in court, the NC DOT bureaucrats believe that, by organizing this discriminatory attack on bikers, they will be wearing our resistance efforts thin before the new law comes

into effect. At the end of this post, I have included several incidents that have already been reported to the Helmet Citation Defense Committee of CBA/ABATE. I believe these reports provide strong evidence supporting these concerns.

These pre-emptive strategies clearly indicate that the truth of the matter is... helmet laws are not about our safety, nor compliance with existing laws; they are about generating money for local law enforcement and court systems. Even though there is no way for an officer to test a helmet for FMVSS 218 compliance... non-compliant helmet "suspicions" are apparently sufficient "probable cause" to pull a biker over, collect a little "legal graft" and search for additional violations.

The language of our current law (GS 20-104.4) requires the Commissioner of the Department of Motor vehicles to prepare some method of communicating approved helmets to the general riding public. Official communication from the NC DOT has established that the Commissioner does not approve helmets; and, that the NC DOT policy is to ignore the specificity of the language in the current statute.

The DOT's failure to provide a "list" for the consumer has been tested in court (NC V Barkley) and NC DOT has been found lacking. Defendants have been found to be unable to comply with the statute due to the failure of the DMV to provide appropriate identification of compliant helmets.

For the bureaucrats, this is not about our safety... it is all about winning; defeating the biker trash; and getting motorcycles off NC's highways. If they can wear us out before the new law goes into effect, and prevent us from implementing our new legal strategy, they will win before the battle begins. We cannot allow that.

The bureaucrat's next step in keeping us safe, may well be... forcing us to wear full-body armor in the 110 degree heat. NCHP officers are already required to wear full-face helmets and Kevlar-armored riding suits,

regardless of weather conditions. Why should citizens be allowed more freedoms than public servants?

Preserve your right to ride free. Stand up to injustice. Defeat the Gestapo tactics of the bureaucrats with their own battle tactics. Wear them out!!

Here's how...

1. Don't mail your citation in with a check for \$100. Helmet citations under the current law can be defeated in court.
2. Don't pay a fine to purchase new police cruisers and radar guns. Stand up against this discriminatory extortion of bikers.
3. Go to court, and plead not guilty! We can help you prepare your defense strategy.

It is your right to have a day in court. If you lose your case, it costs no more than sending in the citation with the fine. A \$100 fine is a \$100 fine... regardless of whether you win or lose in court. If you appear in court the cost remains the same to you, but you tie up the court with hearing the defense of your case, and the court spends money to prosecute your case.

If enough people stand-up against biker harassment in court, they will have no time to deal with other issues before them. By spending the courts money in the prosecution of your case, the judicial system ends up spending, rather than gaining, money from helmet citations. When it ties up the courts time, and cost the court money, they will soon recognize that it is not worth the time and money to write citations for helmet violations. Then, helmet-citations will stop or be reduced significantly.

If you do nothing, this discriminatory harassment against bikers will continue unabated.

## Helmet Citation Blitz in NC (cont.)

Instead...

1. Take your citation to court, and plead "not-guilty".
2. Tie up the court system with countless "defense-of-illegal-citation" cases.
3. Make the court spend more money prosecuting, than they make issuing helmet citations.
4. Make it expensive and problematic for police officers to harass bikers.

CBA/ABATE has developed the Helmet Citation Defense Committee and we have materials available to assist in your defense in court.

The CBA/ABATE Helmet Citation Defense Committee can offer you help in preparing your own defense against illegal citations and police harassment. We cannot go to court for you... we aren't lawyers. We are simply bikers who are preparing our own defense materials. We're willing to share our products with others and, to tutor you in the use of our materials.

Below, are a few examples of the kind of discrimination against bikers that your tax dollars are funding:

Mike K was cited by a NCH Patrolman between Aberdeen and Laurinburg for failure to wear a helmet of the type approved by the Commissioner. This is a citation for violating the existing law, "...failure to wear a safety helmet of the type approved by the Commissioner of Motor vehicles."; not the USDOT FMVSS 218 amendment that goes into effect in January 2008.

Mike reported that he was en-route to the beach heading South on 15-501 between Aberdeen and Laurinburg, when he got pulled. He reports, the patrolman had obviously had some "high-performance" training in how to identify non-compliant helmets, because the officer identified his helmet violation while traveling in opposing directions at the posted speed limit of 55 MPH. At the stop, Mike removed his helmet and placed it on the seat. The patrolman never even touched his helmet.

By the time I spoke with Mike, he had already contacted his attorney. His attorney's paralegal told him that the citation charges were written in the "...same language as the Statute". He said the NCHP officer told him it was \$25 fine and \$75 court costs; a total of \$100 if he mailed it to the address on the citation.

We also received a report from the owners of "Chopper Toyz" in Morehead City, that five bikers were stopped by local authorities, near Atlantic Beach. During this stop, four of the five were cited for non-compliant helmets. The four who received a citation were detained on the scene, by the officer, until the fifth (who was wearing an "officer-approved" DOT helmet) was able to purchase compliant helmets for them from a local shop and return.

CJ of Southside Customs in Shelby reported that local police ( Mooresville Police Dept) apparently set up a sting operation outside a local bike night event in the area. They stopped everyone leaving the parking lot, and wrote citations for riders not wearing a USDOT FMVSS 218 compliant helmet. He heard from sources that there were approximately 143 tickets written.

Reports of this incident indicate that anyone who complained or questioned the citations was threatened with impoundment of their motorcycle by the authorities until such time as they could return with a DOT helmet. The cited individuals were told that they could mail in their tickets with a check for \$135. Just more evidence that this is not about safety... it is about generating income for LEO's and the local court system.

CJ reports that at least 6 people he knows were involved in this revenue generating operation. When he spoke to an officer later, the cop told him that the County sets Court costs, and that's why it the fines quoted on the scene were more than the legislated \$100 fine and court costs. He said that an "Officer Johnson" quoted the following fines: for a non-compliant helmet = \$35 - for no helmet = \$25.

In the meantime, if you are stopped for a suspected helmet law violation, here are some things to remember:

1. Don't volunteer any information. Avoid chit-chat, as you may say the wrong thing.
2. Always refer to your headgear as a "safety-helmet".
3. Do not admit knowledge of committing any violation.
4. If questioned, tell the officer you believe your helmet complies with current NC law.
5. Ask the reason you were pulled over (probable cause).
6. Ask the officer exactly how and why he concluded the helmet law had been violated.
7. If threatened with being detained; Ask what legal authority there is to prevent you from proceeding without a different helmet, and/or for impounding the bike - "Officer, would you impound my car or prevent me from leaving if my tail light was out?"
8. If the officer continues to detain you, Ask the officer, "Am I under arrest?"
9. Remember to be respectful and courteous. In the majority of traffic stops, the officer is just doing his job... enforcing the law.
10. As soon as possible, after departing the scene, pull over and write the details of the incident down. Call 919-662-6229 and report the incident.

To find out more; about the CBA/ABATE Helmet Citation Defense Committee, to seek their assistance with your citation, or to lend your support for their activities, visit the CBA/ABATE web-site at: <http://www.cba-abatenc.org> or contact me at: [docskivnv@earthlink.net](mailto:docskivnv@earthlink.net)

Doc Ski

Keep The Faith. Support our Troops in the war on terror...Wear Red every Friday.

## It's All About Family

By Cindy Hodges

I've been a member of this organization since I was 19. I just turned 47. You've brightened my days, enriched my life, allowed me the freedom to grow and be helpful where I can, taken me to task when I deserved it, stood by me when I needed it. My circle of friends is mostly populated by CBA members. Thank you, each and every one of you. I don't ever get to say this to each of you. So here it is. Thank you. Thanks to all those who started the organization, worked the events, sought out solutions to problems, brought new ideas in, settled issues, gave of their time. Thanks to all of you who gave me rides in my younger years, the wisdom of your experience, and things to think about. Thanks for the education your financial support has given me in the biker's rights world and the continued support as I try to put that education to use for all of us. Thanks to those who shared tents and sleeping bags, food and shelter at campgrounds and in back yards. Thanks to those who sat up late sharing their stories and lives as we stared into campfires. Thanks for the heads up on good roads and for the shoulder during hard times. Thanks for being fair and open. Thanks for the good times, the bad times, the life lessons.

I wish you all; each one of you, the best life has to offer.

Five years ago I remarried and moved from Charlotte to Raleigh and it has not been the easiest transition. Gosh I miss Charlotte. Without my CBA family, I'd be lost, as Cotton used to say, as an Easter egg. I have known most of the Raleigh chapter members for some years but living here, I got to know them a lot better. Recently, that friendship stood the test of aggravation that only true friends, real bikers, understand.

In my effort to make new friends and do new things, I embarked upon a "ladies only" motorcycle ride to Carolina Beach, near Wilmington with some gals from the Greater Raleigh Southern Cruisers chapter, the South Raleigh chapter, and the Jordan Lake chapter. This was the first non-CBA, non bikers rights group "event" I have participate in, probably in at least 10 years. First time ever on a "ladies only" trip. No meetings, no committee, no project, no phone calls to be made... just riding and "being". I was psyched! New experiences, the beach, new friends in the making, and a couple hundred miles there and back sounded fabulous.

The ride down was great. Half of it back roads, half via I-40, we hit a good clip and everything ran smoothly. The first evening was nice and relaxing. On Day Two, me and another gal (Karen) decided to take the Ft. Fisher ferry over to Southport and tool

## Chapter Meeting Places

### Membership Services

(919) 552-0801 Fax: (919) 552-0816

Email: cbamemberships@nc.rr.com

#### For chapter information changes contact:

Debi Knox  
State Information Director  
stateinfo@atmc.net

#### Alamance Chapter

PO Box 1445 • Graham, NC 27253-1445  
Richard Phillips: (336)376-4898 • Email: cathielatham@bellsouth.net  
Randy Anderson: (336)437-8030  
*Meets at Breakzone Billiards at BMOG (Burlington Manufacturers Outlet Center). Meets on the 2nd Wednesday of the month at 7:00 PM.*

#### Brunswick Chapter \*2003 Chapter of the Year\*

PO Box 188 • Shallotte, NC 28459  
Lodge Phone: (910)755-5647  
cba@cba.xaranda.net  
Cleve Gore: (910)754-7394  
Wayne Mooney: (910)287-4495  
*Meets at 600 Ocean Isle Beach Road (4 mile road). Located in the CBA and the DAV lodge. Meets on the 1st and 3rd Tuesday of the month at 8:00 PM.*

#### Buncombe Chapter

PO Box 9271 • Asheville, NC 28815  
Larry Blankenship: (828)683-3734  
Email: blankenboat@charter.net  
*Meets at Home Folks Diner, 1459 Merrimon Ave., Asheville on 2nd Tuesday of the month at 7:30 PM.*

#### Burke Chapter

5690 Ellis Drive • Hickory, NC 28602  
Keith Bumgarner: (828)397-5837  
Faith Hughes: (828)390-1431  
*Meets at AJ's Prime Sirloin on Hwy 181 North on 2nd Monday of the month at 6:30 PM.*

#### Cabarrus - Rowan Chapter

PO Box 6092 • Concord, NC 28027  
Roger Boger: (704)764-7254 / Email: superg1200@aol.com  
Gary Livengood: (704)279-5343 / Email: dacynth@alltel.net  
*Meets at the Main Street Pub, 101 Thom Street in China Grove on the 1st Saturday of the month at 5:00 PM.*

#### Caldwell Chapter

PO Box 592 • Lenoir, NC 28645  
Tim Austin: (828)381-2354  
Ron Williams: (828)228-4330  
*Meets at Hilltop Restaurant, Hwy 321 in Lenoir next to Rooster Bush Chevrolet on 1st Monday of the month at 7:30 PM.*

#### Carteret-Craven Chapter

PO Box 1474 • Havelock, NC 28532  
Greg Houde: (252)646-3133 / Email: Shuttermaster@ec.rr.com  
Jan Commo: (252)223-5188 / Email: 96lowydr@coastalnc.us  
*Meets at Jeans Place, East Main Street, Havelock on 1st Sunday of the month at 11:30 AM.*

#### Charlotte Chapter

PO Box 26445 • Charlotte, NC 28221-6445  
Lodge Phone: (704)391-1222  
charlottetcba@yahoo.com  
Gary Bridges: (704)458-0571  
Rick Nail: (704)391-1222  
*Meets at 10411 Beagle Club Rd. on 2nd and 4th Wednesday of the month at 8:00 PM.*

#### Chatham Chapter

PO Box 408 • Apex, NC 27502  
Mike Mohan: (919)363-8662  
G.B. Lewis: (919)898-0289  
*Meets at The Pitt Stop Cafe - 964 East Street in Pittsboro on 1st Thursday of the month at 7:00 PM.*

#### Columbus Chapter

PO Box 669 • Chadbourn, NC 28431  
Randy Norris: (910)653-4066  
Greg Stevens: (910)646-3520  
Web: http://columbuscba.tripod.com  
*Meets monthly at the lodge - 47 Mercer Road, Chadbourn on the 1st Wednesday at 6:30 PM.*

#### Davidson Chapter

PO Box 227 • Lexington, NC 27293  
Kenneth Moon: (336)787-5677  
Ken Ward: (336)225-4916  
*Meets at Golden Corral, 1507 Cotton Grove Road in Lexington on the 3rd Sunday of the month at 5:30 PM.*

#### Gaston Chapter

PO Box 22 • Lowell, NC 28098  
Andrew "Sugarfoot" Jenkins: (704) 913-3392  
Email: sugarfoot\_sgmc@bellsouth.net  
Jill Stillwell: (704) 913-7284 • Email: jillstil@bellsouth.net

#### Granville Chapter

PO Box 131 • Stem, NC 27581  
Lodge Phone: (919)529-1325  
*Meets on the lodge, Hwy 50 South in Creedmoor on the 1st Sunday of the month at 2:00 PM.*

#### Hickory Chapter

PO Box 2632 • Hickory, NC 28603  
Al Smith: (828)397-6594 / Email: alfredrvd2002@aol.com  
Rick Bridgeman: (828)294-3072 / Email: rick007@conninc.com  
*Meets at the Wizard Lounge on the 1st Thursday of the month at 7:00 PM.*

#### Macon County Chapter

PO Box 2126 • Franklin, NC 28744-2126  
Cliff Cyhers: (828)369-8060  
*Meets at Prime Sirloin, 319 Carolina Mountain Road in Franklin on the 2nd Thursday of the month at 7:00 PM. Meet at 6:30 prior to meeting to eat dinner.*

#### New Hanover Chapter

PO Box 1429 • Wrightsville Beach, NC 28480  
J. Phil Andrews: (910)259-5193  
*Meets at Keff's, 2012 Eastwood Road in Wrightsville Beach on the 3rd Thursday of the month at 7:00 PM.*

#### Raleigh Chapter \*2004 Chapter of the Year\*

PO Box 28082 • Raleigh, NC 27611  
J.T. Boone: (919)269-4193 / Email: JT\_Boone@bellsouth.net  
Andy Malinowski: (919)828-3676 / Email: amski@isp.com  
*Meets at the BBQ Lodge on Capital Blvd in "Mini City" on the 1st and 3rd Sunday of the month at 5:00 PM.*

#### Randolph Chapter

PO Box 87 • Asheboro, NC 27204  
Vicki Cole: (336)629-9091 • Email: oldskoolbikerchick@yahoo.com  
*Meets at 620 Veterans Loop Road in Asheboro on 1st and 3rd Tuesday at 7:30 PM.*

#### South Piedmont Chapter

PO Box 506 • Monroe, NC 28111  
Keith Swann: keith.swann@southpiedmontcba.org  
Chapter web: www.southpiedmontcba.org  
*Meets on 3rd Saturday of the month at 6:00 PM. Contact Keith Swann for meeting location.*

#### Surry Chapter

PO Box 641 • Toast, NC 27049-0641  
Mark Barr: deputy00130@yahoo.com

#### Tar River Basin Chapter

PO Box 7474 • Wilson, NC 27893  
Tom Umberger: (252)243-8613 • president@tarriverbasincba.com  
Jesse Watson: (919)778-0049 • Email: Bikerpop@aol.com  
*Meets at Fat Boy's Bar in Stantonsburg, Hwy 58 (10 miles south of Wilson) on 1st and 3rd Wednesday of the month at 7:30 PM. Main meeting is on the 3rd Wednesday.*

#### Triad Chapter

PO Box 678 • Pleasant Garden, NC 27313  
Robert Causey: (336)442-8885  
Mark Little: (336)676-9160  
*Meets at American Legion Post 2061, Business I-85 between Brentwood and Baker Road in High Point on 1st and 3rd Thursday of the month at 7:30 PM.*

# JOIN MRF

www.mrf.org

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## It's All About Family (cont.)

around there some. This was a good experience, as I'd not taken my bike on a ferry before, not without husband or boyfriend around. It was a beautiful day too (to start with). Southport was beautiful. Nice old fishing village that has retained its quaint look and appeal.

Sitting in the line for the Southport Ferry, I'm flat footed, just sitting there in neutral chatting to Karen when all of a sudden, with no warning whatsoever, my bike just died. And would not restart no matter how many times I tried. We pulled out of line and started trying to find the problem. Not having had to get to the battery yet in this bike, I knew the seat had to come off. Somehow, this little bike didn't seem to want to let that happen. Not for me, not for Karen, not for one or two others who tried. I know HOW it was supposed to come off, but it just did not seem to want to. A quick phone call to a guy I know in Long Island, NY who is very knowledgeable about this particular machine yielded a lot of information and over the next hour I learned a whole lot more about this Honda than I knew before. Even though she still would not start.

Of course, it started raining and lightening (a lot). I pushed the bike about 400 yards to the ferry station and the crowd nicely parted to allow me up onto the porch with the bike so I could continue with the trouble shooting. All I could find was a fried diode to the rear turn signal assembly. Could that be the problem? Not knowing as much as I sure wish I did, I had no idea. It was Saturday, after 3. I knew there would be no shop to help.

Eureka. I have family here. I'm saved. What did I do? Rick and Myra Nail own a home at Carolina Beach. Every year during this same week, Charlie, Ruth, and JT Boone rent that house for their family vacation. I called Charlie. They were, as it happened, on the Southport side of the ferry at that very moment, at the Brunswick County chapter's Blue's Run. Charlie, JT, and Ruth left the run to come save my bacon. Within an hour, they were at the ferry station. Gosh was I ever glad to see them. Karen had been

great but I had exhausted her knowledge and abilities and really hated having her out in the rain more than she needed to be. The ferry arrived and Charlie and JT were gentlemanly enough to put my bike on the ferry for me. My health is not the best these days and I worried how I would manage that grate, downhill, in the rain without their help.

Once we got to the Ft. Fisher side, Karen, Charlie, and Ruth took off and JT stayed with me in the rain and suffering great black clouds of fleshing eating mosquitoes while Charlie went for his trailer. Imagine! He had a trailer there. And a van. Gosh was I ever glad and generally I do not imagine needing a trailer, heh, since I got rid of the shovelhead... hahaha. Laugh is on me, indeed. I was soaked to the skin, unhappy about the turn of events, and really tired but one thing I was not was worried. Nope... why worry when you have friends all across the state at any given time? That's the CBA family for ya.

Once my bike was loaded on the trailer, Charlie took me to my hotel and let me grab my bags and he then moved me in with his family. My SCRC girlfriends were sad to see me go but with the Boone family, I was "home" and had no worries about getting myself or my bike back home. I got a hot shower and slept most of the rest of the day. I was fed and pampered. Heck I felt so loved I even enjoyed spending time with Charlie's grandbaby and if you know me at all, you KNOW I do not enjoy children much ... LOL! JT hung out with me and we talked a lot about life in general. I'm so proud of him and at that moment I could not have felt better, even though I did wish my bike was running.

The next day, packed and loaded, the Boone family and I took off for the Raleigh area. Before we were even out of Wilmington, the Southern Cruiser ride leader called me. Another gal had broken down and could "your friend Charlie" help? Naturally! A person in need has a friend indeed in Charlie Boone, and his son JT, and his wife Ruth!

Before that day was over, Charlie had taken my

bike off the trailer (on the shoulder of I-40), removed the windshield and tail light assembly, figured out how to get it into his already packed van, and loaded another gal's sportster onto the trailer. JT took second lead with the Cruisers for a time, and Boone and Ruth got two extra women and two extra bikes back to Raleigh, without ever complaining or being anything but glad to help.

I gotta tell you, my Southern Cruiser chapter was impressed. With Charlie, with his family, and with the obvious wide spread network of family that CBA is. In his driveway as her sportster was being unloaded, we got two new members that day.

This is not an unusual story to any of us, but it is my story and I wanted to share it. I wanted to publicly thank my wonderful friend Charlie Boone for just being who he is and for raising his son to be who he

*"Why worry when you have friends across the state at any given time? That's the CBA family for ya."*

is, and for picking a woman to marry that can put up with most anything, graciously. In all their interactions with my non-CBA friends that week, Charlie talked about CBA. He talked about different things in the rights movement. He did it in a way that did not sound like preaching but he was HEARD. He showed leadership, as did JT. He taught us things we didn't know, like now Lori (with the sportster) knows how to push start her bike. Yeah yeah, I know but not everyone knows such things. Like how a plastic folding table makes a good ramp. Like how just because it LOOKS like a motorcycle won't fit somewhere, It Just Might! Every time I thought "Oh we cannot do this" Charlie said yeah, SURE we can... and did it. Charlie Boone has the most can-do, upbeat, positive attitude of anyone I know. And gracious, glad to have extra, unexpected company on their family vacation? You could not ask for better people than the Boone's.

Thanks, Charlie... and thanks to my CBA family, for being family.

## Chapter Letters

### Buncombe County

Hot Springs Motorcycle Weekend 2007 was a resounding success. Judging from comments from attendees, this may have been our best rally ever.

I would like to personally thank everyone who helped with this event, from the planning stages, to the weekend itself, to the cleanup and return of equipment and vehicles afterward. Some of you worked more than others and deserve credit for it, but also remember that we appreciate any and all help that we get, no matter how large or small. It takes all of you to make this event a success and we do appreciate you.

I would also like to thank everyone who attended the rally. By doing so, you not only had a good time, but your admission will help in the fight for all motorcyclists' rights, education, safety, and freedom for the next year. If you enjoyed yourself this year, you ought to consider joining our organization. By doing so, you can make us an even more powerful voice in fighting for your freedoms as motorcyclists.

Just because Hot Springs is over does not mean the fun for Buncombe County CBA is over. We have plenty of good times in store for the rest of the year. The ride committee is planning some chapter rides, including the Just For Fun Run to Rider's Roost this month. There will be more rides later in the year. The Sunday Rides are taking place every week.

Our Veterans Appreciation Run (Aug. 18) is coming up. We will also be attending different Bike Nights throughout the season. We have our State Meetings (yes, they can be a lot of fun. Just ask some who have been), and other people's events to attend.

This is just some, but by no means, all of what is in store for our members this year. So get on board and let's do some riding, some good and have some good times!

Ride Safe,  
Larry B.  
President

### Columbus County

Hello from Columbus County!

First of all, please accept my apologies. I actually think that this HEAT is affecting my memory. I really have got some catching up to do.

Our June 9th Bike Show and Swap meet was a success. I want to thank all Columbus County members that were willing to pitch in and help on that very hot day in June. A job well done! Also, a special thank you goes out to Brunswick County Chapter for their participation in doing the Bike Games for us. We greatly appreciated it.

We have had a few local rides on the weekends. Randy and a few more members took a group ride to Raleigh on July 25 to meet and talk with our legislators. We are planning an overnight trip to Charleston, SC on August 31 and September 1 to do some local sightseeing.

I was very well pleased with all the "NEW MEMBERS" we recruited during the second quarter. A special thank you goes out to all

## Chapter Letters (cont.)

Columbus County Chapter new members. You have made the right decision to fight for our rights. We all have to pull together. It appears that Doc Ski has had many busy days in Raleigh this year and I think that he deserves a very special THANK YOU for a job well done!

It is hard to believe that Summer is almost over. We started planning for our annual Fall Event at the Columbus County Fair in October. Locally, this gives us the opportunity to show our community how important it is to be aware of motorcycles. One wrong move could change you for the rest of your life. All members take turns working the booth at the fair. It really ends up to be a very successful and educational week.

To all my brothers and sisters, please be careful through the rest of the summer in the HEAT. Please take special precautions and drink plenty of fluids. We look forward to seeing each and every one of you at the State Meeting in October!

Safe Riding.  
Nancy Norris

### Granville County

The Granville Co. Chapter has been busy over the past several months. Our membership continues to grow. Also we have several members who have completed the first portion of the MSAP training and look forward to completing the course so they can get started in the classroom. In late spring we had our first biker wedding. Chris Shackelford and Cindy Sumrall tied the knot at the Granville County CBA Lodge. Fun was had by all. It was a picturesque wedding ceremony followed by a party we will never forget. Chris & Cindy had arranged for three bands to play. Red McDowell, our Vice President, cooked pig and chicken on the grill for everyone to enjoy. We wish Chris and Cindy all the best in their new life together.

We participated in the Butner Chicken Cooking Contest on June 2nd. The purpose of Granville County CBA's participation was to raise funds for the State. Everyone worked really hard and we managed to bring home 1st place. We sold out of chicken prior to the announcement of the contest results and had to regroup. After the results that we had won 1st place came out, we sold out again. It was suggested that next year we should wear helmets.

These people wanted to fight over barbequed chicken! On June 23rd we held a benefit ride for Craig Ross. Craig is a recent graduate of South Granville High. One day back in the winter school was closed due to inclement weather. The closed schools announcement was made between the time Craig left home and arrived at school. On the return trip home he hit a slick spot, lost control and crashed into a tree. The accident left him paralyzed from the waist down. Craig and his family were very appreciative of the fundraiser. Everyone enjoyed the meal and door prize festivities as well. Craig serves as an inspiration to us all. He returned to high school after the accident and graduated with his class. He plans to attend college in the fall to pursue a degree in business. We wish Craig all the best life has to offer!

On August 18th Granville County CBA held its 2nd Annual Memorial Ride.

The Memorial Ride is to honor and remember our fallen brothers. In 2006 we began this ride in memory of Mark Lovette and C.B. Roberts. This year we are saddened to add Tim Scoggins to our fallen brothers. The Memorial Ride is to celebrate the good times we had with our friends that are no longer with us and to honor their memory. Although we feel their time here with us was cut short, we are grateful for the time that we shared. The proceeds of the Memorial Ride were given to the Granville County Special Olympics. We hope to wind down the summer with a Mountain Ride. We will leave on Friday morning and return on Sunday afternoon. This trip is to just relax and enjoy!

Ride Safe!  
Melody Myrick  
Chapter Secretary

### Raleigh Chapter

The Raleigh Chapter has started planning our annual Fall Poker Run. The date scheduled is October 27th. A comment was made at the last August chapter meeting that we will probably still be wearing shorts and tank tops because we don't think it is ever going to cool down. October is a great time for a ride. The weather should be cool and crisp, but not frigid. One can wear a full set of leathers and not get overheated.

We plan to host an Accident Scene Management class on October 13th and 14th. Carol Bullard has been working with us to set up the classes and schedules. The Raleigh Chapter sponsored a week-end of successful ASM classes two years ago. Several Raleigh members and several people from other chapters received their certificates. We encourage everyone to try and take this class. You will learn skills and procedures that may save the life of your riding buddy if you are ever in an accident.

We have added several new members to our roster over the past two months. New members have a valued place in our chapter. They bring new ideas, new perspectives and enthusiasm to all of us "old timers". Speaking of adding new members, we hope to add some new members to CBA when we once again set up a booth at the Raleigh Capital City Bike Fest. The date for this year's event is September 29th. The event draws thousands of bikers from hundreds of miles. Last year we signed up 15 new CBA members. The event takes over the entire Raleigh downtown area for two days. There will be a variety of vendors selling everything from food to foot pegs. Plan to attend. Just seeing downtown Raleigh filled with bikes from the Capital to the Convention Center is worth the drive.

Raleigh will once again sponsor the bike show at the Eastern District Swap Meet in Wilson in February, 2008. The Swap Meet gets better each year, so make plans to attend and experience some good ole Eastern District hospitality.

Chapter member Bruce Harris has wrapped up another series of successful NC History Tours. The tours have added members and funds to the Motorcycle Rider's Foundation. Vinny Neumann from the Chatham Chapter worked with Bruce to sponsor

these events. I rode on the Sherman's Campaign ride last year, and it was the most memorable and enjoyable ride I've ever had on a motorcycle. North Carolina is so rich with history, beautiful roads and diversity that I think we are fortunate to be able to ride and enjoy one of the best places on earth. Now, if someone could just do something about the humidity!

Gail Rumler  
Raleigh secretary

## State Officer Elections Bios

**Cat Mohan**  
State Secretary

My name is Catherine aka Cathy aka Cat. My father was a Sergeant in the Air Force which means we moved every few years when I was growing up. I've lived in California, New York, New Mexico, Washington DC, Maryland, Panama Canal Zone, Japan, New Mexico, Alaska, and Florida. When I was growing up, our 'home base' was my mother's hometown which was Memphis so I always felt like a southerner despite my father coming from New York (yes, the city). When I moved here to NC in 1982 with husband Mohan and my children, I knew I'd finally come home. I love this area and hope to stay here for many more years.

I became aware of the CBA when I participated in a Freedom Run in Raleigh that began from the Youth Center at the Raleigh Fairgrounds. My husband was already a member so we decided to join as a couple after that ride. That was when I was riding on the back of the bike. In 1992, I decided to take the MSF Beginner's class and started riding my own bike. I remember how my instructor talked about how he tried to be careful on the road; he was one of those riders that purposely chose to ride a bright yellow bike and wear a yellow helmet to match to be visible. He left a lasting impression on me and I will always be grateful for having had an instructor who taught me so much about riding. A few years ago, I read in the newspaper about an MSF instructor who was killed while riding his Yamaha. He was on his way to work as an optometrist and a UPS truck made that deadly left turn in his path. That was the MSF instructor who taught me to ride. Needless to say, I was saddened by this news and it strengthened my resolve to help this organization that fights for the rights of motorcyclists and to raise awareness of motorcyclists on the road.

Currently, I'm riding a Heritage Softail and it suits me fine. As I mentioned before, living in North Carolina is wonderful, especially if you're a rider! Just the past few months, I've been to the mountains twice (Macon Co. Poker Run and Hot Springs event), rode to the Outer Banks and up to Virginia. Of course, just riding around Chatham Co. is wonderful in itself (oh, did I mention I'm a Chatham member?).

## State Officer Elections Bios (cont.)

I've been an officer in the Chatham Co. CBA for over 15 years, serving as Secretary or Treasurer. When Randy Norris asked me to step in as interim State Secretary late last year, I was flattered and hope that I've done a decent job of helping out. I am honored to have been nominated for State Secretary for the next 2 years.

Respectfully,  
Cat Mohan

**Gail Rumler**  
Membership Director

My name is Gail Veasey Rumler. I am a native North Carolinian, born in Harnett County, but have lived at times in Florida and Maryland. I grew up on a farm, and descended from a long line of ancestors who woke up each day knowing hard work has its rewards. I received a full teaching scholarship when I graduated high school, and attended Campbell College (before it became a University). I've taken various non-credit courses through the years at NC State University and Wake Technical College.

Most of my career experience has been in the wholesale and manufacturing business. At one point I was a steel buyer for a New Jersey company that manufactured pollution control equipment. I have a strong background in customer service, management and organization. I have worked in all aspects of business from running a warehouse to running the front office.

I have worked in construction, and love to build things. I've never been conventional, and in 1986 I built my own home, a structural steel framed house. I'm an avid book collector, and an amateur genealogist. Since finding out that I have several ancestors who fought in The War Between The States, I've been very interested in that time period and the struggles North Carolinians lived through during those years. I also enjoy writing, visiting historical sights and landscaping.

I've been married to my husband Larry for over 12 years, and between us we have two daughters and four grandsons. Our first date was a motorcycle ride in 1992. It had been 22 years since my first ride, but I immediately felt at home on a motorcycle. We both joined the Raleigh HOG club, and within months both of us were AMA members and MRF members. In the fall of 1992, after reading a CBA flyer posted at Ray Price HD, we attended our first CBA chapter meeting. At that time Charlie Boone was President of the Raleigh Chapter, and the group was meeting at a barbecue restaurant. Here it is over 13 years later, and we are still meeting in a barbecue joint! For all of those years I was satisfied to be one of those members that you always see in the back of the room, but don't pay much attention to. I was always very opinionated on issues in the CBA, but until Charlie Boone "appointed" me to some Eastern District duties, I was content to remain a member of the silent majority.

Well, look where that got me! I eventually made a choice to run for a state office and offer my time and talents towards making CBA a strong, professional and respected organization that works to keep all the rights and freedoms one has as a motorcycle

rider.

I was elected Membership Services Director for 2006-2007. During my tenure I have seen our organization evolve into a strong force behind fair motorcycle legislation and safety, education and awareness. I'm proud to have been a part of our growth these past two years, and look forward to the challenges and rewards that are before us.

**Robert "Shaggy" Causes**  
CBA Central District Coordinator Nominee

There are a few things you need to know about Shaggy. For starters, that's not my real name. I was honored with that nickname in 1998 by Mark Little. My "real" name is Robert Causey. I am 41 years old and was born and raised here in NC. OK, enough about that stuff...

I have been riding since I was 8. I started on the traditional 5hp mini-bike, and on the back of my cousin's 750 BSA. When I turned 16, my first set of wheels was a CM400 Custom Honda. I rode it all through high school. Fresh out of school, I thought it seemed like a great time to raise two wonderful kids: Chris(25) and Brittany(21).

Now you know little about my life outside the organization, here's a brief history of my involvement in the CBA/ABATE of NC. Back in 1994, I met this lady who was a member of the Randolph County Chapter. She took me to their swap meet, and I was hooked! I joined that chapter and was active for about two years, then I got out for personal reasons. In 1998, I re-joined with Randolph County and was actively involved in most everything the chapter did. In 2003 I transferred to, what was then the High Point Chapter where I held the Vice-President position. Then, in 2004 I was voted in as President, and I've held that position ever since. In 2006, our chapter voted to expand our membership pool and change our name to the Triad Chapter.

You know when I joined this organization I was drawn in because of all the toy rides, poker runs, and swap meets, but over time I've come to realize that my passion and focus have turned toward finding ways for my chapter to make an impact by educating other bikers, legislators, and even the cagers about how our organization works to ensure fair legislation, and safer riders and riding conditions. Becoming an MSAP instructor (and now the MSAP Central Dist. Coord.) is one of my proudest achievements in CBA. If I can take an hour or two per class and educate these young drivers that we're out here...that gives me hope that I can watch my 2 yr old granddaughter, Bailey grow up. Hopefully, with all the hard work this organization is doing, I can even leave her my old '81 SuperGlide Shovelhead, and she'll still be able to ride it legally!

Well, that's it folks...you got a glimpse of who I am, how I got here, and how I've grown with this organization. Now I'd like to ask you to let my experience as a chapter officer be of use to you as your Central District Coordinator. If I'm elected I would like to find ways to encourage more chapter interaction on both district and state levels. For example: I will work with the V.P. and the other District Coordinators on a state event where we can all get to know each other

and have a great time! Another big priority for me would be working with Matt to get as many MSAP instructors in as many counties and schools as possible. In closing, I'd like to say that probably my biggest goal as your Central District Coordinator would be to implement an effective grassroots phone and/or email tree that can be used on a chapter, district and state level to make sure that all of the chapters are up to date on what's going on with other chapters and districts, and what's being done (or needs to be done) on the state level to fight for our rights!!! Doc's new "Call to Action" phone alerts have been very effective, and we should follow his lead beyond just legislative emergencies. Let's communicate and network about all of the issues and opportunities and get some stuff done! Thanks for your time and remember: VOTE FOR ME!!!! (: \*\*\*feel free to contact me by phone(336)442-8885, or by email: shaggy6901@triad.rr.com

**Anthony Sands**  
Central District Coordinator Nominee

Hello! For those who don't know who I am, I'm Anthony "Wheelz" Sands and I'm 41 years old. Three years ago, I rode with some CBA members who asked me to come to a meeting and I was very impressed with the people and events in that chapter so I joined. For 3 years I've been a member of the Randolph County chapter; two of those three I was Vice President. Since joining CBA, I have learned about motorcycle safety awareness and legislation, things like laws and bills that are trying to be passed to take my rights away.

My hobbies include fishing and riding to and wherever the road takes me. I ride a VW/Honda trike, a hand built job that is specifically for me. I do not, however, let my disability hinder me in any way. I feel like if I can do it, anybody can do it. I have two daughters that like to ride and I'm trying to teach them also.

I'm running for Central District Coordinator and I know that my duties will include dealing with people and that's where my job will come in. I work and manage a Carquest auto parts store so my people skills are used every day. Taking care of my customers is my job, just like being a CBA district coordinator, dealing with the issues and events of members and chapters that arise.

I would like to see that we continue to move forward and bring more chapters together and grow as a unit and team. Remember, there's no "I" in team and working together as a team or unit makes life easier for everyone.

My attitude is: never give up because if you do, life will pass you by!

**Don't Forget the Awards  
Banquet!  
November 17, 2007  
Randolph Lodge  
Details to Follow**

## State Meeting Minutes - July 22, 2007

Randolph County CBA Meeting Hall  
Eastern District Hosting

### BOD

- President Randy Norris - Present
- Vice President Steve Knox - Present
- 2nd Vice President Mark Little - Absent
- Legislative Director Thomas Wasileski - Present
- Membership Services Gail Rumler - Present
- Treasurer Darlene Kimsey - Present
- MSAP Director Matt Shamblin - Present
- Information Director Deb Knox - Present
- Secretary Cat Mohan - Present
- Eastern District Coordinator Charlie Boone - Present
- Central District Coordinator Boyd Spertzel - Present
- Western District Coordinator (interim) Alan Dockery - Present

Randy reminded the membership:

- Questions and responses by members only.
- Maximum of 5 votes per chapter.
- At-Large: One vote per member - Maximum of 5 votes for at-large members.

Opening Prayer - Cliff Cyphers  
Pledge of Allegiance: Doc Ski

### CHAPTER ROLL CALL -

Chapters represented - Brunswick, Buncombe, Cabarrus-Rowan, Carteret/Craven, Charlotte, Chatham, Columbus, Davidson, Gaston, Granville, Hickory, Macon, Raleigh, Randolph, Tar River Basin, Triad, At-Large  
Chapters absent - Alamance, Surry

Introductions were omitted due to time constraints.

### ANNOUNCEMENTS

All chapter Treasurers were asked to clear Membership Services with the State Treasurer and State Secretary today. All quarterly reports go to Cat Mohan. Monies owed to go to Darlene Kimsey.

### STATE SECRETARY'S REPORT

Cat Mohan - motion was made to omit reading of minutes from the last state meeting; seconded and passed.

### STATE TREASURER'S REPORT

Darlene Kimsey - gave update of Treasury (copies of General Account Inflow/Outflow 2007 was handed out). Motion to accept, seconded and passed. Randy stressed that the books are always open.

### OLD BUSINESS

NCOM Conference - Rick Nail was recognized at the convention dinner and received the Ron Roloff Lifetime Achievement Award. Also, at the convention dinner, Darlene Kimsey received a recognition plaque for all her hard work. It was noted that this was a team effort and that there were no problems reported. This turned out to be a costly conference. \$6K was the original budget. Randy gave a breakdown of expenses and profit: Expenditures were \$14,749.34, Income was \$6,038.70. We were over budget by \$2710.64. A motion was made to accept the budget, and expenditures as stated. Seconded and passed.

STATE OFFICERS ELECTIONS - Cat distributed a few master copies of the ballot to chapter officers. A copy is also provided out on the StateNChapter Yahoo Group File area. Chapters were reminded that they need to get their ballots to their district coordinators by 31-August. Western District chapters are to mail their ballots to Alan Dockery.

### NEW BUSINESS

1. New chapter charter - deferred until later in the meeting.

2. State Patch - Randy read off the options that will be carried back to the chapters:

- At April 2005 Exec. Council meeting in Hickory, the motion was made, seconded and passed that the new state patch was accepted by the membership; old chapter patches were grandfathered; once all the old chapter patches were sold, no new chapter patches are to be made. This motion will be once again stated and recorded for historical means.

- No back patch policy. We are not a club; they are usually identified by large backpatches. That is, no more back patches made or worn by members.

- Each chapter make their own chapter patch with the understanding that the chapter president will take the responsibility of their members wearing the patch.

These options were decided upon at the previous day's President Meeting. Cat Mohan will mail the Presidents Meeting minutes including the options to each chapter mailbox.

3. Nov. 17th, 2007 Chapter Officer Training / Annual Banquet - Randy talked about last years show with Biker Billy and what a success it was. We did not lose any money on this last year. This year we are looking at having a comedian come in for entertainment. Motion was made for a \$2K budget; seconded and passed. Randy read the proposed agenda:

12:00 - 1:30	Secretary/Treasurers' training Presidents/VP training (to be run simultaneously)
1:45 - 3:15	Legislative Coordinator training
5:30 onward	Spaghetti Dinner & Entertainment

COMMITTEE REPORTS (15 minutes allotted per Committee) - the following are the highlights of the reports. Each committee leader is responsible for reporting their activities to the membership.

1. Legislative Committee: Doc Ski  
Doc gave updates on
  - discussions with senator Rand;
  - The Helmet bill; would like to establish a helmet

defense subcommittee to create a helmet defense brief, to help people who are ticketed, to use in the legal process. Motion was made to create this subcommittee; seconded and passed. Chair; Susan H, Co-chair, Alan Dockery. A reminder was made to get involved legislatively.

Deb Knox talked about NC BikePac. She gave a brief history and reminded members that BikePac will reimburse you if you attend fundraisers for legislators. The treasury needs money for this so the hat was passed the hat for donations; \$5 donors received a patch. There's approximately \$6K in the treasury now. We also need the money to help reimburse Doc Ski with some of his legislative travels and efforts. People can donate up to \$100 to be anonymous. Over \$100, the donor's name has to be submitted to the state board of elections. The BikePac monies is for the chapters to use. Chapters cannot make the donations due to legal restrictions.

Wayne McNamee passed out a Legislative Coordinator manual with guidelines on what an LC job is about. Any questions, call Wayne or Doc.

MRF: Cindy Hodges - gave an update on the right to repair bill which has been reintroduced.

3. NCOM: Doc Ski gave thanks to the CBA for their efforts in sponsoring the NCOM convention in this past May.

4. NC Confederation of Clubs: Doc Ski also gave thanks to the CoC for their support and participation.

5. Products Committee: Gwen Nichols has stepped down due to personal and chapter obligations; Darlene Kimsey has taken over the products for now. A plaque was prepared for Gwen and Austin for their efforts with products. This position is open; please contact Darlene if interested. Boxes of yearly pins were turned over to Gail Rumler to distribute as she sees fit. Products website will revert back to the State website. Products Committee will entertain the idea of doing some novelty stuff with CBA logo and buy in quantity so chapters can better afford.

6. PR/Newsletter/Web Page Committee: Deb Knox apologized for the late newsletter; they had to be trimmed 1/8" and remailed due to new USPS restrictions. Next newsletter will be in September. 20-August will be the deadline for input. Deb encouraged members to market CBA; get out there and talk to people about us. Sue Huttman will help spearhead PR. Next project is to come up with PR kit for chapters to use for booths/etc. Need to grow membership; need the numbers on our roster to help legislatively.

7. Membership Committee: Gail Rumler  
• Gail has been receiving lots of great ideas on growing the membership. She is looking to compress the Sustaining Membership information to give out to businesses. Derrick Hall of Charlotte chapter and Jackie Misenheimer of the Cabarrus-Rowan

## State Meeting Minutes (cont.)

chapter have donated in the name of their businesses. Another suggestion by Charlotte – they will develop a prototype program for associate membership. Should be very low cost.

- Looking to get Paypal on the state website (membership, products, etc.)
- Upcoming training seminar in November: looking to have a Powerpoint presentation with training info; also need to have instructions on how to navigate the websites.
- Had a very good quarter, over 1500 current members; Granville especially very good at retaining members.
- 8 chapters have over 100 members.
- Gail presented a recognition plaque to Gaston Co. CBA for growing so fast.
- Partners in Freedom Program – additional points will be given in Points Program for participating in this program.

8. Safety, Education and Awareness: Matt Shamblin

- In process of printing materials for the MSAP program.
- Instructors manual has been rewritten; will go to the GSHP to apply for some \$\$\$ from them.
- Actively looking into having small signs made to solicit the MSAP program.
- Now have 8 chapters active in MSAP program; 4 in pipeline; 2 others getting interest. Looking at a record year.
- MSAP coordinators are asked to look through the website and take the survey.

9. State Events Committee: INACTIVE Committee

Although inactive, Steve Knox and Randy Norris talked about this. They have decided that Steve is charged

with looking for a place for CBA to get together to have a social/fun event; this will not be a working event. More info forthcoming on this.

10. Constitution Committee: Charlie Boone  
Proposed changes (Treasurer, Associate Member) were discussed at the Constitution Committee meeting. Once received from Charlie, Cat is to get that information out to the chapters and put info out on StateNChapter site.

A new chapter was introduced – South Piedmont CBA. Officers confirmed that they have a checking account and 7 members. Motion was made to accept South Piedmont as a CBA chapter; seconded and passed.

Charlie Boone – calendar work will be coming up, looking for advertisements, deadline will be next state mtg. Will be getting info out to chapters.

### DISTRICT COORDINATOR REPORTS

Central District: Boyd Spertzel

Spoker Run - \$893 was raised for the Central District. Also, Boyd gave overview of upcoming events to include Charlotte Swap Meet (10-11 Nov) – flyers due to Gary by 19-Sept. Parking lot nominations deadline is also 19-Sept.

Eastern District: Charlie Boone

16-17 Feb will be Eastern District Swap Meet date. Looking to start chapter in Moore Co. It was decided that going to Myrtle Beach to sponsor a membership booth was not successful (people are there to have fun, not talk about politics), will not do that again. But, will be at the downtown Raleigh Bike Rally as we gained ~ 15 new members at the last one. Also gave update on

upcoming chapter events.

Western District: Alan Dockery

Gave update on Hot Springs and other chapter events. Encouraged riders to visit Rider's Roost event on 28-July, no motor homes, just motorcycles allowed.

Raffle/50-50 – Gail had some items to raffle. Larry Blankenship won the 50/50 (\$71).

Shaggy told membership about the 8-Sept Register to Vote Run sponsored by Triad chapter. Register at noon at the American Legion, High Point.

### CLOSING COMMENTS

Randy thanked the members for their membership and the work done in Raleigh. He gave the members a reminder to get involved locally; run for office, go to meetings.

Next State Meeting Date: 6-7 Oct. – the State will host . The social will be at the hotel instead of the meeting hall as participation is low at the meeting hall as people do not want to drink and drive. Darlene will book a block of rooms so that CBA members can be close together.

Closing Benediction – Cliff Cyphers  
Motion to Adjourn 11:14am

## Membership Services Committee Meeting- July 21, 2007

The Membership Services Committee meeting was called to order at approximately 3:50 pm on July 21st at the Randolph County Lodge in Asheboro. Approximately 30 members were in attendance.

Membership Services Director Gail Rumler chaired the committee. The following topics were discussed:

Partners In Freedom Sustaining Memberships Program. The Partners program was introduced at the April Committee meeting. To date, response has been less than anticipated. Discussion from attendees included a request that a smaller version of the presentation booklets be made. Another idea offered was to create a trifold that covers the basic information found in the larger booklets. Gail will work on this project. A tee shirt with a design unique to the Partners In Freedom program was introduced by Gail that is available for the Platinum, Gold and Silver levels of membership.

Members who sell a Partners membership earn points towards the CBA Points reward program. Points earned will vary depending on the level of membership sold.

Chapter Resources: A request was made that more chapter resources and tools be available on

the website. Chapters could then download these resources as they are needed. Gail and Deb Knox will work to improve the resources available on the chapter website.

Membership Numbers: Gail reported that our membership numbers are at their highest level since 2005. Renewal rates have improved throughout the year. Gail passed out rosters she created for each chapter detailing all the members who had not renewed during the period of January, 2006 through June, 2007. These rosters can be used as a tool at the chapter level to renew lapsed members and to recruit expired members who have lapsed memberships past the twelve month grace period.

Associate Memberships: Gary Bridges and the Charlotte chapter introduced a concept they have been discussing that would aid our legislative efforts by being able to increase our membership numbers. An Associate member would pay no dues, but would offer his email and mailing address to CBA to receive all of Doc Ski's blogs, legislative updates and any other information he may distribute. The information does not have to be motorcycle specific, and for example could include such topics as "Right to repair" or EPA

regulations.

After discussion and an exchange of ideas, a motion was made and seconded that the Charlotte Chapter will develop a prototype application. This program will be implemented at the individual chapter levels, and the cost to the organization will be kept at a minimum.

Constitutional changes: As a result of the committee's vote to introduce a new Associate Member program, current language in the constitution must be changed. Currently the Constitution has wording as to the benefits of an Associate Membership, with the definition detailing benefits for a member under the age of 16. (Article I Section 10). This section will be renamed Junior Membership and a new section will be added defining the benefits and description of an Associate Membership. This discussion was forwarded to the Constitution Committee Meeting (scheduled immediately following the Memberships meeting). Charlie Boone, Constitution Committee chair will work with committee members to draft a final wording for the proposed changes.

The meeting adjourned at 5:42 pm.

## Easter District Committee Meeting Minutes - July 21, 2007

The E/D Committee met on July 21, 2007 at the Randolph County Lodge in Asheboro. The meeting was called to order at 1:58 pm by District coordinator, Charlie Boone. The Minutes of the last meeting and the Treasurer's Report were given by Gail Rumler and accepted as read. All district chapters were represented.

### Eastern District Swap Meet:

Vendors: Jesse Watson, Tar River Basin Chapter, is in charge of vendor applications for the 2008 Swap Meet. Charlie Boone will forward all vendor information he has to Jesse. Mark and Deb Allen have turned over all their files and records to Jesse. Jesse plans to send out applications in October to potential vendors. All pertinent information will be included on the forms. A prepay discount will be offered. A vendor late charge for paying at the gate will no longer be charged. Charlie explained the discount to all committee attendees. Jesse reported that many vendors have stated they want the band back in the main vendor building. Other comments were that some vendors don't want the band in their building.

Charlie reported that the Friday night social for the vendors was well received by the vendors who were there. We will host a vendor party again in 2008, with food, desserts, beer and beverages.

Security: Carteret-Craven will be in charge of event security.

Bike Show: Raleigh will plan and host the Bike Show.

Tattoo Contest: Tar River Basin will contact and schedule the judges for the tattoo contest. It was reported that Granville County has some new tattoo shops, and that Granville Chapter member Johnny Keith now does tattoo work.

Band: Jesse Watson has been in contact with Cliff Jackson, a Tar River Basin chapter member. Cliff has offered the band, 'Steel Standing', at a cost of \$500 for

two days. The band we hired for the 2007 Swap meet charged \$1200. All committee members agreed that we should go with 'Steel Standing'.

Beer Sales: Charlie led discussion on the misfortunes we have experienced in past years with beer sales and beer vendors. We will handle beer sales ourselves in 2008, including procuring permits, insurance, and setting prices. Granville County offered to handle the permits for beer sales, while Charlie will procure insurance.

Advertising: Deb Knox will handle all event advertising. Last year Deb was able to buy radio advertising at a great price. She also placed ads in Full Throttle magazine. Discussion held on advertising options and costs, including billboards, newspapers and periodicals. Also discussed was listing the bike show on the flyers, and posting the event on websites. Magazine options discussed were Full Throttle, Behind Bars and Rolling Thunder.

Insurance: Charlie discussed his plans to buy inclement weather insurance for the 2008 event. We have been fortunate that we've never had snow or ice, but the possibility is a real one. Charlie also discussed the insurance expense for covering alcohol sales.

Reimbursement Policy: Members who work a minimum of four hours will be reimbursed for their entrance fees. Gail Rumler will again be handling this procedure.

### Eastern District Sign:

Charlie reported that our large district sign displayed at the Wilson County Fairground has been updated and moved to a more prominent location on the grounds. We pay \$500 a year for the sign.

Outer Banks Chapter: Charlie and Gail reported on their efforts to establish a chapter on the Outer Banks. After setting up a booth at the Nags Head Harley Shop during bike week and gathering a list of potential members, a lunch site was set up for a

meeting to establish a new chapter. Originally, a meeting place had been discussed with the management of Senator Basnight's restaurant, The Lone Cedar, but the establishment burned down before the meeting could be held there. No one showed up for the lunch meeting, but Gail followed up with letters to all potential members asking that they join as an At-Large member. Charlie reported that only 5% of the people who work on the outer banks actually live there. He also reported that a large number of bikers stopping by the booth during bike week were from Virginia.

Myrtle Beach Weekend Membership Booth: A membership/information booth was set up at HB Spokes over Bike Week. Many district members showed up to work the booth. The response was very poor, and we will not be doing this again.

State Meeting Hosts: As discussed in previous meetings, the Eastern District is hosting the food and refreshments for the July meeting. Darlene Kimsey has agreed to do all the shopping and preparations. E/D will reimburse her for her expenses. Thank you Darlene!

Easy Riders Event: Tar River Basin chapter reported that they worked a CBA booth at the recent Easy Riders Rodeo in Wilson. They report having signed up seven new members for their chapter. Thank you Tar River Basin!

MRF Convention: Charlie reported that three Board of Directors members will be attending the upcoming MRF Convention at the end of September. Our own Doc Ski will be presenting his Statistics seminar (he presented this seminar at the NCOM Convention, and it was very well received). The members attending are Doc Ski, Matt Shamblin and Charlie Boone.

All chapters detailed their upcoming events, poker runs and activities. Many chapters have the events posted on their chapter websites.

Meeting was adjourned at 2:32 pm.

## PR Committee Report

I am most pleased to embrace Sue Huttman as an assistant and hopefully future chair of the PR Committee. Sue comes to us from ABATE of Florida and I for one am excited about the prospect of getting some fresh new ideas. After ten years, I am getting stale and new blood is always best!

We discussed the necessity of having more chapter resources online and will be working towards that end.

The big project we want to tackle is formulating and then distributing (especially to the smaller chapters) a kit of sorts for Information Booths at events. I've been kicking the idea around for some time but we need to bring it to fruition. Sue will be helping me tremendously with that endeavor.

I would like to take a moment to personally thank Gail for all her hard work and great, great ideas for building membership. She is an important part of your team.

## Safety, Education and Awareness Committee Report

I am still working to get the next copies of the MSAP/GHSP classroom paperwork printed. I hope to have it in my hands and ready to distribute in the next two to three weeks. It looks like all active chapters will receive a larger percentage of the cut this time. I got a better deal on the printing costs.

We finally got the updated MSAP Instructor's manual approved by the GHSP and I hope to send that to the printers at the same time.

Thanks to some very helpful assistance from Dale Carroll of the Gaston Co. Chapter, I have ordered 100 MOTORCYCLE AWARENESS yard signs for distribution to all chapters at cost + shipping. The signs should cost \$7.00 a piece. This is an excellent price that Dale has negotiated on behalf of CBA/ABATE of N.C. and he deserves a healthy round of appreciation from all of us. The shipping costs will vary depending on the size of your order and the distance it must be shipped.

At our last committee meeting, we got some very useful feedback on ways to combat

Riding While Impaired. In my opinion, this is a tough nut to crack, but I am hopeful that we can make some appreciable gains against it in the next few years, if not sooner.

At the beginning of 2007, we had four chapters that were actively presenting MSAP in classrooms around the state. Since that time, we have added four more chapters to our active list and we have five more chapters in varying stages of preparation. I am very hopeful that we will have all thirteen of these chapters in their respective schools by the end of this year. If your chapter is not among these groups, I'd be extremely pleased to hear from you.

To all of you that participate in the S, E, & A Committee and MSAP, your support of & dedication to the many aspects of motorcycle safety has been a very rewarding experience for me. I cannot thank you enough, but I'll keep trying.

Thanks For Being INVOLVED,  
Matt

## Legislative Committee Meeting Minutes - July 21, 2007

### I. Admin:

- Pledge of Allegiance
- Moment of Silence
- Secretary's Report:

Motion made to accept report from minutes, 2nd, and passed.

### II. Issue Team Reports:

MC Licensing (Larry Blankenship): To be discussed

w/SB 375 in old business ROW (Deb Knox): No progress reported

Mandatory Rider Re-Education(Richard Zipf): No new information reported.

Anti-Discrimination (Mark Little.): No progress reported

HIPPA: Changes are in motion to close loopholes to be discussed w/MRF issues

SAFETEA-LU \$ (MSAP-Matt): Grant money must be spent by November.

Noise Ordinance (Doc Ski): Lots of new city ordinances. Vinny said Denver, CO requires EPA exhaust sticker, or face \$500 fine. Discussion around other municipality regulations followed.

Right to Repair Act [HR 2694] (Susan Hutton): This Bill has 11 co-sponsors & is currently in the Energy Committee. Jeff Haney, MRF Lobbyist, is working on our behalf in DC. John Dingle opposes this legislation and is a chair of a committee that this bill must go through.

Congressman Dingle has traditionally been an advocate for "Motor City" industry protective initiatives.

### III. Old Business:

- Current Legislative Issues:

-SB1359: Motorcycles at Red Lights; has passed House and Senate, Governor rec'd 7/12/07. Please call or email Governor and ask him to sign.

-SB375: MC Learner's Permit; Distributed handout outlining changes in bill and conversations with Sen. Rand and state attorney. Rand did not attend most

recent committee meeting and bill has been pulled temporarily. Not yet rescheduled. Doc is negotiating with Senator Rand's staff to develop a more comprehensive bill, or a study bill over the session break. Randy stated Fort Bragg brass had handled the military base MC issues in-house.

-HB563: Traffic and Personal Safety Changes; FMVSS 218 returned to the bill and it has passed the House vote for concurrence. It is now on the Governor's desk. Alan Dockery asked: "What can we do to turn this around?" Members stated that Fast Fred has a "Help Fight Helmet Tickets" kit available online. Larry Blankenship opposes starting a helmet ticket defense fund for non-CBA members, but suggested offering members legal help might be a positive recruitment tool. This law goes into effect January 1, 2008. Doc provided data indicating states with helmet laws have higher ration of fatalities @ MC registrations. Doc warns against becoming known as the "helmet people" again in Raleigh.

Motion made by JT Boone to form a sub-committee for gathering legal defense of helmet tickets. 2nd, and passed. Randy stated Brunswick plans to send constituent team to Raleigh, encourages other chapters to do so.

Charlie B. said we need to be informed who is/is not supporting our views on our issues and rally in numbers to oust non-supporters, but warns failure to remove them from office will show lack of our organization's ability to impact Reps' decisions in future. "Remember the CBA cannot publicly fund or endorse any individual party or candidate, but individual members CAN express our stance as an individual registered voter." Tammy Blankenship asked for a database to inform members of how Reps from each district have voted on each issue in the past to help guide members towards supportive legislators. Susan Huttman suggested polling and canvassing new candidates on our issues to offer comparison against existing

reps. Wayne suggested viewing votes on www.ncleg.net. He noted that "Third Reading" votes are generally not roll call votes and therefore not recorded as individual votes.

### IV. New Business:

a. NC Bike PAC: Doc encourages everyone to donate \$5-\$10 minimum (if possible) to continue their support for helping us to fund attending political functions.

- Legislative Agenda for 2007:

#### 1. Organized Developmental Activities:

Legislative Retreats: None scheduled, but Alan Dockery will work on scheduling one. (Western District)  
Constituents Team Activities  
District Level Legislative Directors

#### 2. Legislative Agenda for 2007:

-Call to Action: Calling Post Service:  
Members say Telephonic alerts are VERY effective!  
-Amend ROW (Misdemeanor Death by Vehicle)  
-Helmet Law Amendment  
-Equal Access: Seeking sponsor to add amendment to include mode of transportation and cultural attire to current statute.

### V. For the Good of the Organization; no update

### VI. Calendar:

- Southern Cross Conference: 14-16 September 2007
- Meeting of the Minds: 20-23 September 2007
- CBA/ABATE State Mtg: 06-07 October 2007
- Officer's Training and Awards Banquet: 17 November 2007

Respectfully submitted,  
Charli Chandler-Gil

## A State of the State - CBA/ABATE Position Paper

CBA/ABATE of NC is recognized as the Premier Motorcycle Rights Organization (SMRO) of NC. Nationally, CBA/ABATE is recognized by, The American Motorcyclist Association (AMA), the Motorcycle Riders Foundation (MRF), and the National Coalition of Motorcyclists (NCOM). We are also recognized at home as the Legislative Arm of NC's Motorcycle Rights community by, the North Carolina Confederation of Motorcycle Clubs, and NC Bike-PAC.

This recognition has not been bestowed upon us lightly. For over thirty years CBA/ABATE of NC has served the motorcycling community of North Carolina as Champion for the preservation of freedoms, and Defender against oppressive legislation. CBA/ABATE has earned a reputation as the "go-to-MRO" in North Carolina through our persistent interactions with our legislature, active involvement with governmental agencies, and the effectiveness of our broad-reaching network of grass-roots-activist members. While we may not be admired by all, we have certainly earned the respect of NC motorcyclists, and those who would seek to limit

our freedoms.

The original (1970's) definition of the acronym "ABATE" is: A Brotherhood Against Totalitarian Enactments. We define Totalitarian Enactments as, laws established without the consent or consideration of the people. The Boston Tea Party, was prompted by a totalitarian act perpetrated upon the colonists by King George. The Rally cry against King George, /Taxation without representation/, still serves as a shining example of the philosophical foundation of our organization. CBA/ABATE of NC continues to pursue that time-honored tradition... Don't make laws about us, without seeking our involvement. To that end, we remain actively involved in our government.

True to tradition, the 2007-2008 legislative session has been busy. We have successfully managed to have two motorcycle bills introduced that favor NC motorcyclists; SB 1359, Motorcycles at Red Lights (Sen Allran, R-Catawba-Iredell) which was passed into law as Session Bill 2007-206, and; SB 1121, the UNC Center for Motorcycle Safety and Crash Prevention (Sen

Brunstetter, R-Forsyth).

Among the oppressive bills we actively opposed this session is, HB563-Traffic and Personal Safety Changes (Rep. R. Sutton, D-Robeson). Section 7 of HB 563 requires all motorcyclists to wear helmets that meet the FMVSS 218 standards established by the US DOT. The language in NC's previous helmet law provided a legal argument, as long as a rider was wearing any sort of helmet.

CBA/ABATE is not opposed to hel-

Cont. on Page 14

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## A State of the State - CBA/ABATE Position Paper (cont.)

ments, however, we are opposed to helmet laws. It is neither our intention, nor our desire, to prevent anyone from riding with an FMVSS 218 helmet if they so choose. However, we are opposed to legislative mandating of inappropriate, antiquated, and dangerous restrictive standards. In other words, we are opposed to "Totalitarian Enactments" requiring mandatory universal use of any safety equipment. We believe the Rider should have the right to make a reasoned decision, or personal choice, regarding the personal protective equipment he/she wears while riding.

During Senate Judiciary Committee hearings, after hearing convincing testimony from bikers, Senator East (Surry County) offered an amendment to eliminate the helmet requirement from House Bill 563. The amendment passed and the bill, minus the helmet provision, was scheduled for a floor vote.

Unfortunately, Senator Ed Jones (D-Bertie) chose to circumvent the committee process by offering an amendment on the Senate Chamber floor that reinstated the helmet provision, in effect, nullifying the Committee process. During floor debate in the Senate, Senator East and others argued extensively to convince elected officials to vote against this undemocratic action. However, Mr. Jones was able to use partisan politics to restore the helmet requirement and push the bill through the Senate.

The bill was then sent back to the House for concurrence and passed with a huge majority (along party lines). Despite the efforts of our champions, in the House and the Senate, the bill has been sent to the Governor for signature. With the passage of HB 563 motorcyclists no longer have the freedom to select from among the many light-weight safety helmets (that

had been interpreted by NC courts to be) acceptable under the current law. Our fight against oppressive laws will not stop, but we must change venues and focus on seeking relief from the NC judicial system. To this end, CBA/ABATE has organized a Legal Defense Committee, and Fund. The Committee activities will be reported on Doc Ski's blog.

We were unsuccessful this time, but know that we fought the good fight, and we have allies in Raleigh who will continue to do all they can to safeguard American freedoms and liberties for the citizens of North Carolina. We continue to work with them on a variety of other initiatives.

Motorcycle licensing issues have been found to contribute to the frequency of motorcycle crashes, and NC's safety professionals are attempting to impose stricter licensing conditions for motorcyclists. CBA/ABATE is continuing to work with our elected officials to massage certain elements of SB 375 Amend the Motorcycle Learners permit (Senator Rand, D-Cumberland). This bill was initially introduced last session and because it drew so much controversy, was sent to a committee in the House, and not recommended for consideration on the House floor.

This year, CBA has been involved in reducing the severity of some of the elements in the bill, but we are still working to provide a more reasonable expiration period, and; establishing a provision to allow riders who do not choose to apply for an auto driver's license, an avenue for obtaining a motorcycle license. As of this date, the bill is in the House Transportation committee, and has been temporarily pulled from the calendar.

We are also actively involved in collaborative lobbying against HB 274, the Street Gang

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## A State of the State - CBA/ABATE Position Paper (cont.)

Prevention act, and seeking sponsors to (1) increase penalties for violating the right of way of motorcycles, and (2) prevent discrimination against motorcyclists in privately owned public accessible facilities (i.e., hotels/restaurants/bars).

As we have grown, we have found the concerns of the motorcycling community often go beyond legislation. In many cases, well intentioned bureaucrats and/or safety professionals have implemented (or lobbied elected officials for) regulations that are unfriendly toward our lifestyle. In many cases they use the issue of our personal safety as their tool of persuasion. This has forced us to broaden our activities and expand our arenas of involvement. CBA/ABATE believes that the best way to avoid motorcyclist fatalities is to avoid motorcycle crashes.

This year, CBA/ABATE of NC's Motorcycle Safety and Awareness program (Motorcycle Awareness Classes to High School Driver Education classrooms) was awarded a small SAFETEA-LU (PL 109-59) grant from the NC Governor's Highway Safety Program. This grant will allow CBA/ABATE to increase the number of high school classes taught each year, provide funding for student and instructor materials, and support the development of alternative venues of instruction. The technological instructional innovations will deliver Motorcycle Awareness information to a larger more diverse population of motorists, through computer-assisted and web-based instructional models.

In spite of our extensive efforts in the educational and awareness arena, motorcycle crashes continue to happen. To increase the survival rates of crash victims, an injured rider must survive until qualified medical personnel arrive at the crash scene. On scene "first-aid" medical assistance is an important contributor to crash victim survival. This year CBA/ABATE has provided training opportunities for riders by sponsoring workshops, and supported the certification of "On Scene Accident Management" trainers who will provide on-going personal development workshops for riders to prepare more riders to manage the medical needs of crash vic-

tims until qualified medical personnel can arrive.

For more than 35 years, the dominant approach to motorcycle safety has been; "survive the crash" through the use of "passive protective measures". These safety measures were founded on research studies conducted under conditions that no longer exist. Our roadways, motorcycle design, traffic patterns, the geometry of other vehicles, and many other important variables have evolved over the past 35 years. National leaders in the safety community agree, it is time to move safety beyond crash mitigation and focus on crash prevention.

CBA/ABATE of NC believes strongly that there needs to be a shift in the motorcycle safety paradigm to one which focuses resources on crash prevention. To this end we support the efforts of Senator Pete Brunstetter, who has introduced SB 1121, to create the UNC Center for the Study of Motorcycle Safety and Crash Prevention. We believe that this Center will focus on education, awareness, and the study of crash conditions. These studies and programs will serve a two-fold purpose:

1. Fewer motorcyclist fatalities.
2. Fewer government restrictions on our freedoms.

CBA/ABATE of NC believes the UNC Center for the Study of Motorcycle Safety and Crash Prevention will serve as the focal point for NC's shift toward crash prevention. Rigorous scientific research studies into crash conditions, and systematically evaluated education and awareness programs, will reduce fatalities and; effectively move motorcycle safety interventions beyond the antiquated and obsolete, "passive-protection" measures of the "survive-the-crash" mentality. The UNC Center will lead North Carolina into an era of pro-active "crash-prevention" strategies that are scientifically demonstrated to be sound and effective.

No one person can take credit for all of the work being done on behalf of motorcyclists of North Carolina. As with all things CBA; it takes the whole team, working together, to get the job done.

Recently some have raised questions about the tac-

tics, motives and, objectives of CBA/ABATE of NC. In many cases, concerns result from lack of information. This position paper is submitted to help provide the public with information, alleviate misunderstandings, and seek your involvement in the process.

CBA/ABATE's decision making process operates in an open environment with full disclosure. Information flows (in both directions) between chapters and the state organization, is considered and discussed in open committee meetings, and voted on by individual chapter members who are represented at the state level by their chapter leadership. Every member has a voice.

Strategic plans are developed by each committee, voted on by the membership, and presented annually to the public through our CBA newsletter, FRONTLINE. The strategies and methods used in our legislative goals, and activities have been developed, discussed and determined through a systematic democratic process. Every member has an opportunity to contribute their ideas, and discuss their concerns before ideas become policy. There are no hidden agendas.

Once an idea or strategy becomes policy, member-volunteers fulfill the obligations inherent in implementation and follow-through. The results of all activities are shared with the membership. There are no hidden agendas.

We know everyone may not always agree with all of our democratically derived policies, and/or every piece of legislation we support or oppose. But this is where the process has led us. If you are not pleased with any aspect of our policy or activities, we challenge you, the NC motorcyclist, to become a part of something bigger than yourself. Get involved and work cohesively for the benefit of all motorcyclists of NC.

Remember, UNITED WE STAND.....DIVIDED WE FALL, let's put our differences aside and work towards common goals that will benefit the motorcycling community.

Randy Norris  
President

## In Memory Of...

Johnny "Blue" Wilson	January 21, 1996	Gary Barba	January 7, 2003
Brenda Beaver	July 7, 1996	Richard "Cigar Man" Burnett	May 30, 2003
Dennis Jackson	August 24, 1999	Sheila Boone	August 1, 2003
Bruce Vogle (Klean)	April 29, 1999	Sandy Lee	August 23, 2003
Mark Fisher (Fish)	September 25, 1999	Kim Ratliff	September 14, 2003
Jane Janosko	May 15, 1999	Mark "Rat Daddy" Ratliff	February 10, 2004
Joann Stroud (JoJo)	January 4, 2000	Julie Jenrette	March 26, 2004
Mike Daniels	March 23, 2000	Howard Coltrane	October 6, 2004
Bear Allred	May 23, 2000	Eldon Moore	February 26, 2005
Ken Barentine	May 20, 2001	Mark Lovette	July 20, 2005
Edward Lawson Whitton (Easy)	Dec. 25, 2001	William Randle Young	August, 28, 2005
Malachi Stanley	Feb. 16, 2002	C.B. Roberts	August 30, 2005
Tom Weaver	June 1, 2002	Ina Fitts	September 1, 2005
Tommy "DJ Crazyhorse" Clendenin	June 22, 2002	Charles Buchanan	September 12, 2005
Joe "Ugly" Sidley	June 30, 2002	Jay Fitts	March 29, 2006
Alan Baker	August 4, 2002	Sonny Shope	May 22, 2006
John Cowdrick	August 6, 2002	Greg Dinerstein	July 1, 2006
James "Pickle" Deal	August 20, 2002	Charlotte Bellamy	September 18, 2006
Clyde Starnes	September 7, 2002	Tim Hamby	September 30, 2006
Carl "Paul" Johnson	November 16, 2002	Tim Scoggins	April 27, 2007

## Mandatory Rider Education: The Next "Silver Bullet"

During last year's deliberations in the Louisiana General Assembly, bureaucrats, safety professionals, and other assorted motorcycle-helmet advocates predicted significant reductions in motorcycle crashes and fatalities; if only, state law-makers would pass a law forcing all riders to wear a 3.5 lb brain bucket in the sweltering LA heat and humidity. In spite of contradictory testimony and, strong evidence provided by experienced motorcyclists and motorcyclists' rights advocacy groups, LA law-makers chose to re-instate universal-helmet-use for all motorcycle operators in the "Sportsman's Paradise".

I recently read an article regarding the "surprising" increase in motorcycle fatalities in Louisiana this year. The article reports on a recent Safety Summit conducted by the Louisiana Motorcyclist Safety and Awareness Committee and the Louisiana Highway Safety Commission. The "urgent goal" of the Summit was to decrease the number of motorcycle fatalities and injuries in Louisiana. If you have internet access, you can read the article at:

<http://www.theadvertiser.com/apps/pbcs.dll/article?AID=/20070811/OPINION01/708110312/1014/OPINION>

According to NHTSA's pseudo-scientific statistics, and the arguments presented by safety professionals (helmets save lives) during legislative deliberations, LA motorcyclist fatalities should have been reduced this year. However, James Champagne, the Executive Director of the Louisiana Highway Safety Commission, reported that not only have motorcycle fatalities in LA increased, they are projected to increase more this year than in any other year in the state's history.

He went on to say, that if the trend continues, LA will have, not only the state's worst year, but also one of the worst totals in the country. How can that be happening? Louisiana has a mandatory universal-helmet-use law! Wasn't the promise, to "reduce" fatalities?

Anxious to defend their failed "mandatory-helmet-use" platform, safety officials pointed to alternative causes for the alarming increase in motorcycle fatalities. Citing increases in motorcycle registra-

tions, and older riders, officials argued that, according to national statistics, there has been a marked increase in motorcycling fatalities for nine straight years. Not surprisingly, safety officials threw the blame back onto the victims, by asserting, "the immediate responsibility lies with cyclists ... motorcycle fatalities are caused by lack of rider skill, speeding, lack of protective equipment such as helmets, and rider impairment."

The article tries to broaden the discussion by citing recent findings of the Insurance Institute for Highway Safety that report; motorcycles are far less crashworthy than closed vehicles, less visible to other drivers and pedestrians and, less stable than four-wheel vehicles. The IIHS also noted the increased vulnerability to extremes of weather and road conditions experienced by the motorcyclist, compared to the relative comforts of an enclosed-vehicle. Not quite the "revelation" one might expect from a "Safety Institute" ... and certainly limited in scope.

Motorcycle crashes are complex incidents that involve many factors. Some of the

Cont. on Page 17

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## Mandatory Rider Education: The Next “Silver Bullet” (cont.)

more obvious crash-involvement-factors overlooked, or omitted from, the Institute's report include; enclosed-vehicle driver inattention, right of way violations, modern vehicle design, and/or changes in highway and traffic conditions over the past 30 years. We can feel confident in assuming that few, if any, of these unmentioned crash-factors were listed on the agenda for the LA Safety Summit.

Last year the promised panacea for motorcycle fatalities offered by the safety professionals was: mandatory use of DOT FMVSS 218 helmets. This year, no one has mentioned that last year's panacea has been ineffective in reducing fatalities... however, the experts report they have finally discovered the real “silver-bullet” solution. Setting aside the complex and interactive factors involved in crashes, Mr. Champagne has offered up a simple solution to the increasing number of motorcycle fatalities:

"Ultimately (according to Champagne) almost all the factors that contribute to the problem can be reduced by new legislation, enforcement of existing laws - and mandated education."

In defense of Mr. Champagne, he did not come to these conclusions on his own. These conclusions were developed by his team of safety professionals (aka: bureaucrats). Let's take a closer look at the solutions proposed by Louisiana's State Motorcycle Safety Professionals...

1. new legislation
2. enforcement of current laws
3. mandatory rider education

1. New legislation: What new legislation does Mr. Champagne suggest? Louisiana already has laws covering universal-helmet-use, driving under the influence, and speeding... The only legislative factor left in his crash formula is mandatory rider education...

However, to be fair, there are other legislative factors that could be considered, such as; graduated licensing for motorcyclists, stricter penalties for Right of Way violations, and/or limitations on travel/access for certain types of vehicles. Let's review what we know about these three issues:

Graduated licensing: Don't laugh, it's already being discussed by the Highway Safety Bureaucrats in your state capitol. Graduated licensing based on demonstrated ability actually shows promise, safety-wise. However, “how ya gonna get 'em to take the courses, or submit to voluntary skill testing?” What incentive do riders have for submitting themselves to riding skill evaluations? What privileges will riders

receive for successfully completing an evaluation?

Currently, the only incentive for complying with nearly all motorcycle safety measures is; to “avoid punishment.” Research on human learning indicates that punishment is the least effective method for learning new, or changing inappropriate, behaviors. Rewarding appropriate behaviors is the most powerful method for teaching new behaviors, and/or for reinforcing appropriate behaviors.

Regardless of the scientific evidence, “Incentive-Based Graduated-Licensing” is not likely to occur in North Carolina. NC Highway safety professionals, NC highway enforcement and NC regulatory agencies all fall under the umbrella of the “executive-branch” of our Governor's office. Individual authority figures within the executive branch consist of political appointees, and/or career state employees... we frequently refer to this collection of individuals as bureaucrats.

The current bureaucratic model for creating a safe highway environment is restricted to lobbying the legislature for a law, then punishing violators. The apprehension and punishment of violators of the law, is the sole purpose of the enforcement arm of the network. This model allows the “executive-branch-network” to control all of the agencies involved in the process.

NC Safety professionals appear reluctant to adapt their current “punishment oriented” policy, or attempt alternative methods that support enhancement of our safety. Is it because NC's safety professionals are incestuously aligned with NC enforcement agencies? Is, preserving the “bureaucratic-network” of the executive branch more important than motorcyclist safety? If preservation of the network is the critical issue, we can safely assume that the European model of graduated licensing will be implemented, regardless of indications that it may be ineffective for improving rider safety in the USA.

The European model of graduated licensing that Raleigh bureaucrats are considering restricts engine-size privileges based on number of months/years licensed; not demonstrated skill in controlling your machine, or miles traveled. In this model, the rider must complete a specific period of time riding on a smaller machine (i.e. 50 – 124 cc) under progressively less restrictive conditions (i.e., during daylight hours only); then, after successfully completing the ‘mini-machine’ sentence, he/she can advance to a stronger engine (i.e. 125 - 350 cc). Eventually, after three or four phases of progressively larger engine sizes, and staged experiences in alternative environmental conditions, the rider is granted a license to operate a full sized motorcycle on all types of roads under all conditions.

Although purportedly successful in Europe, Americans are not Europeans... The USA is renowned as the “Land of the Free.” It is in not in our nature to willingly accept external control of our personal/private activities. The fundamental principles of our society are founded on escape from oppression. Our ancestors left the “old country” to experience the opportunities offered by an alternative lifestyle in the new world. Individual freedom and personal responsibility are the cornerstones of our national identity.

However, European style graduated licensing does offer a simple solution for reducing fatality rates... By requiring the purchase of multiple vehicles (and staged-licenses), many people will be unable to afford the expense, or unwilling to tolerate the delays, thus fewer will become involved in motorcycling.

Fewer riders, equals fewer fatalities. The motorcycle fatality problem is solved.

Stricter Right of Way Violation Penalties: Motorcycle Rights Activists in North Carolina have attempted to have legislation passed that provides stricter consequences for motorists violating the right of way of motorcyclists. In too many cases, activists have found that elected officials are reluctant to criminalize Granny for a momentary lack of attention, and legislation that eventually gets passed is a watered down version of the original intent. In North Carolina's case, our ROW bill was gutted of any severe consequences during deliberations between the House and Senate, and after inclusion in the statutes, the only consequence of any significance remaining is adding points on the offenders driver's license. Higher points results in an increase in insurance premiums. Paying higher insurance premiums is not proximally connected to the violation, and the victim receives no consolation. Who benefits from that consequence?

Although a few states have managed to have appropriate penalties incorporated into the statutes, it has taken up to four years to get legislation passed in a form that is truly meaningful. Legislator opposition to this concept decreases the likelihood that it is a likely legislative avenue in reducing motorcyclist fatalities. Without meaningful consequences for killing a biker, many riders will leave the motorcycling community, to avoid the danger. Thus, rider-ship is reduced, resulting in fewer motorcyclist fatalities. The motorcyclist fatality problem is solved.

Restricting Motorcycle Access: Several communities have attempted to restrict motorcycle travel on public roads. Most attempts to remove motorcycles have been over-

## Mandatory Rider Education: The Next “Silver Bullet” (cont.)

turned by the courts, using the legal argument that communities cannot discriminate against a specific sub-population of road users. However, some publicly funded roads in “National Parks” have been declared restricted access roads, under the auspices of wildlife habitat preservation issues. New Iberia, Louisiana (home of the Tabasco Company) prohibits motorcycle traffic through their “natural habitat” and has been successful in maintaining that status for at least the past 15 years.

Other communities (Denver, CO; Bismarck ND) have managed to pass severely restrictive “noise ordinances”, and have armed their law enforcement personnel with sound decibel measurement tools. These actions effectively prohibit many riders, on legally muffled motorcycles, from passing through the community, for fear of receiving an unwarranted citation for noise pollution.

Reduce the number of riders in the community... fatalities are reduced. Is this the future of successful motorcycle safety legislation?

2. Enforcement of Current Laws: Once legislation is passed, enforcement becomes another issue entirely. Our own experiences here in NC since the passage of Sutton's Abomination (HB 563) can attest to that fact. Even though the law does not take effect until January 2008, local law enforcement personnel have begun “profiling” the riding public.

Recent reports from the Mountain resort areas of East Tennessee, and Western North Carolina suggest increased enforcement activities on rural mountain scenic highways, in particular the world-renowned Tail of the Dragon. ABATE officers from TN report that ... On Friday, Saturday and Sunday August 3-6, there were 14 Tennessee Highway Patrol vehicles (and a couple of Blount County Sheriff's cars) blatantly harassing both motorcycles and cars on the 11 miles of the Dragon.

In my 13 August blog (<http://docskivnv.bravejournal.com/>) I reported on the over-zealous enforcement practices of some of North Carolina's finest, following the ratification of HB 563 (Sutton's Abomination) which clarifies the requirement for all riders to wear DOT FMVSS 218 compliant helmets. This new helmet-mandate opens the door to pre-emptive detainment for suspected helmet violations. Once the rider is detained, the officer may determine that he smells a substance on your breath, or that you stopped your motorcycle in an erratic manner. This officer-determination opens the “probable cause” door and provides opportunity for further investigation of the rider and his/her vehicle and contents. These enforcement tactics are clearly designed to

detain (and harass) legal road users (motorcyclists) through the use of profiling. Profiling is specifically prohibited by US and state laws. However, selective enforcement (or profiling of riders) will certainly reduce the number of riders who pass through the community. Fewer Riders equals fewer fatalities... Problem solved again!

3. Mandatory Rider Education: In the first step toward gaining public support for The Louisiana Highway Safety Commission's newly aspired legislative agenda of mandatory rider training, Champagne declared, “Training should be required before a cycle owner or rider can apply for a license. There are sensible operators who seek such training. Still, most cyclists involved in wrecks taught themselves how to ride or learned from friends.” Champagne said. “

Please don't take this wrong. I'm not against Rider Education, but I'm not a big fan of “mandatory” Rider Education. As an educator myself, and after talking to my friends who are rider coaches and instructors I've come to the conclusion that the quality of the instructional environment is superior when all the students “want” to be there; and, that same environment becomes polluted when students “have” to be there.

Mostly though, I'm opposed to Mandatory Rider Education because I believe that it will soon become the next “silver-bullet” for preventing motorcycle fatalities.

I predict that Mandatory Rider Education will be the next agenda item for the National Association of Safety Nannies... There have already been attempts to introduce legislation in several states, including North Carolina, to require Mandatory Rider Education attendance prior to obtaining a MC license. One legislative proposal, removed all previous licensing requirements (i.e., learner's permit, written exam, & skills exam), and required only the successful completion of a rider education course, to be issued a motorcycle endorsement. It also eliminated all other methods of getting a motorcycle endorsement, leaving mandatory Rider Education as the only pathway to receiving a M/C endorsement.

Several other states have already passed legislation requiring Rider Education, most notable among these is Florida. Motorcyclists' rights activists in FL are trying to get the law overturned...

According to MC rights activists I spoke with, the law is so poorly written that experienced riders, who have already met the education requirements, have to take a rider education course every time they purchase a new motorcycle. Apparently, the mandatory-attendance compliance process involves proof of course completion for new motorcycle registrations and/or title trans-

fers.

But let's narrow our focus to our home state, North Carolina, and our Rider Education program. The current NC Motorcycle Safety Education Program was developed by Dr Al King, and introduced to our legislature by Representative Walter Jones at the request of Bikers. North Carolina's Motorcycle Safety Education Program is operated by the North Carolina Community College system.

The sole source of funding for the program is a special registration fee paid for by motorcycle owners of North Carolina. Each year when a motorcycle registration is renewed, a \$3.00 fee paid by the registrant is earmarked specifically for the Motorcycle Safety Education Program. There is no additional money from the NC General Fund that supports this program. Competitive grants, from funds provided by NHTSA (from Federal tax-dollars) are used for supplemental materials and expansion of the program.

According to my contact at the NC DOT statistics department, on 10 July 2007 there were 193,520 registered motorcycles in North Carolina. Using that figure, during the year 2007, \$580,560 of NC motorcyclists' tax dollars will go directly to support the Rider Ed program. With more than one-half million dollars of OUR money invested, it behooves us to monitor what happens with OUR investment in motorcycle safety. Legislating Mandatory Rider Education will create an increase in the volume of students, thereby affecting the quality of OUR program.

As responsible patrons of our own safety, we must ask ourselves, “Is mandatory Rider Education a good thing for “OUR” program – or, will it be used as another avenue for blaming the victim for the increases in motorcyclist fatalities?” Let's look briefly into a few of the issues:

### Availability of Classes:

Because the course is detailed and intensive, the number of students is limited to 12 students and two instructors/ riders coaches per class. A course typically consumes a complete weekend (Friday evening through Sunday). Currently, many interested Rider Ed applicants are unable to attend a course as quickly as they would like. The demand for the “voluntary attendance” course is so overwhelming that it can take up to six months for an applicant to get a guaranteed seat in a class nearby.

Currently, the NC MSEP teaches about 3,000 students per year. If motorcycle purchasing trends continue as they are, we can expect an additional 10% increase in registrations (and licenses) annually. That would mean that in 2008, instead of teaching 3,000 students, our program would be required to teach 2,000 additional

## Mandatory Rider Education: The Next “Silver Bullet” (cont.)

“mandated attendance students” or a total of 5,000. This 60% increase in student population would swamp our current program and, increase the demand on existing resources to the point that it would reduce the program effectiveness and possibly affect the program's excellent safety record.

The increase in student demand will almost certainly increase the delay in attending a course.

The result of extended delay, and no alternative licensing methods, may well be, more people riding without a license. You can be certain, bureaucrats will quickly jump to the false conclusion that “unlicensed riders” are responsible for the increasing fatality rates in motorcycling.

Availability of Resources - Finances, Instructors & Ranges:

Even with the nearly \$600,000 provided by the special motorcycle-registration-tax, as of March 2006 costs for course attendance vary from a low of about \$100 to a high of about \$170. This is a substantial savings compared to the costs associated with rider education programs offered by some manufacturers which can reach as high as \$450.

It is difficult to recruit, train, and update, our current faculty of Instructors and Rider-Coaches.

Teaching a motorcycle safety course is physically demanding. It requires long hours, standing for extended periods of time, walking approximately 5 miles in the course of a day, Continuous bending and stooping to place cones, and sometimes the need to push inoperable motorcycles for distances up to \_ mile. You must be quick on your feet.

Heat and cold weather conditions can add to the strenuous conditions.

Rider-Coach Preparation courses are completed over 4 weekends. Sessions last from Friday night from 6 to 10 P.M, and all day Saturday and Sunday. Attendance is mandatory at all sessions. To maintain certification, Rider-Coaches are required to teach a minimum of three classes a year, and attend an annual update training session. In the past, the Rider-Coach training course has cost between \$60 and \$150. It takes a sincere dedication to successfully complete the training requirements and continue to serve in this capacity.

Manufacturer offered Rider Ed programs often offer higher salaries than the state run program. If manufacturer supported Rider Ed programs assume some of the student demand, there is a possibility that the higher salaries could attract the “cream of the crop” faculty of the state program. This might result in a hazardous depletion of instructors and rider coaches in the current Biker-funded program.

There are currently 33 state approved ranges in North Carolina where courses can be taught.

Several of these ranges utilize the resources of a

“mobile” unit to bring the classroom materials, motorcycles, and equipment to a range that does not have a permanent on-site support facility, but has a section of asphalt that meets the stringent standards for an approved range area, and arrangements can be made to schedule a classroom. The materials and instructors are transported to the site, where classes can be taught.

A 60% increase in student population would require a resultant increase in Instructional personnel, motorcycles, and equipment, and the construction of even more ranges. With no additional funding, the current program would collapse, and the “less-than-enthusiastic” students would be served by an overextended faculty, with insufficient materials, at inconvenient locations. These issues spell danger independently and, disaster collectively.

Appropriateness of content:

Our current Rider-funded program offers the most effective training possible. However, recent research studies conducted by the MSF indicate that Rider training has not been found to be effective in producing safer riders on the road. The studies indicate that there may be an initial beneficial effect following training, but within six months after receiving training, there is no significant difference (in accident involvement) between riders who receive training and those who do not.

The Basic Rider Course (BRC is designed for new riders who have never ridden a motorcycle. The purpose of the course is to teach fundamental control of the motorcycle. Skills like controlled acceleration and stopping, familiarity with hand and foot controls, riding in a straight line, turning, and even swerving are taught to all students in an artificially safe environment. Although classroom discussion regarding travel in traffic is a part of the course content, no actual experience in traffic is included.

Recently, MSF approved Rider Education programs across the country have been experiencing increased accident rates and there have been at least five fatalities reported in the last few years in Rider Ed courses taught by certified instructional personnel on MSF “approved” ranges. There have also been several near-fatal crashes where the students have been critically hurt.

MSF reports that crash rates and lesser injury rates (including broken bones and dislocations) have increased across all states and sites examined under the BRC. To mandate a program with such a lethality factor is unconscionable--and could open the state to liability if a death or near-fatal accident occurs during state-sponsored training.

Rider Education programs are excellent at doing what they do, but they are not a replacement for on road experience in traffic. No one involved in

these programs has ever suggested that they are more than what they are. They are not a replacement of a learner's permit and experience. Most importantly, mandatory rider education is certainly not the “PANACEA” for the increasing number of motorcycle fatalities.

In summation: It is my considered opinion that legislating mandatory rider education will disrupt, and may even destroy, the quality program that currently exists in North Carolina. Bikers are the primary stakeholders in NC's current Motorcycle Rider Education Program. Bikers need to make sure that the bureaucrats don't destroy the quality program that currently exists in NC.

For more than 35 years the Safety nannies have focused on “DOT helmets” as the panacea for saving motorcyclists lives yet, fatalities have continued to climb, unabated by mandatory helmet laws.

However, when states implement mandatory-universal-helmet laws they experience a reduction in the number of riders. Fewer riders results in fewer fatalities per capita. Fewer fatalities under these conditions support false conclusions, and false validation of the helmet-law intervention.

We can't afford to allow the perpetrators of these false conclusions to sacrifice NC's high quality Motorcycle Safety Education Program in the pursuit of their professional validation. When the issue of legislating Mandatory Rider Education rears its ugly head, we must be prepared to defend our investment, stand-up to the self-serving bureaucrats, and contact our lawmakers with our concerns.

Mandatory Rider Education laws reduce the number of people eligible for a motorcycle license... thus they reduce the number of riders. Fewer riders will reduce the number of fatalities. Don't accept that this means, the motorcyclist fatality problem is solved.

- Stand up.

- Resist oppression.

- Don't allow the bureaucrats to steal our lifestyle with false conclusions based on faulty science and misguided values.

### THANK YOU TO SUSTAINING MEMBERS

Bronze Level:  
Derrick Hall/Hall Electric Co.  
Gail Rumler

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For Sustaining Membership Application  
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