

ALABAMA'S DIXIE ABATE NOVEMBER 2011 NEWSLETTER

ISSUE #3 FOR 2011

NOVEMBER 23, 2011

DIXIE ABATE MEETS WITH HARDEE'S MANAGEMENT

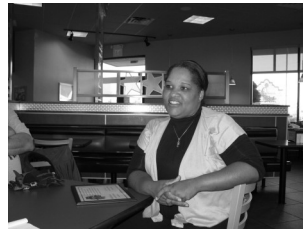
On Friday afternoon, November 18, 2011, Freddie Wheeler, Michael Stieber, Matthew Schroeder, Kris Cook, and Chad Bowman showed up at the Hardees on Schillinger Road in Mobile to meet with the managers to present a certificate of appreciation for Hardee's efforts toward motorcycle safety awareness in the Mobile area. We also wanted to see what else they might have up their sleeve that would help the general public become more aware of us. "There are 92 stores in this particular Hardee's franchise, and 50 more will be opened in the New Orleans area in 2012," Jacobs told us. "We are very eager to get this going. We want

the community to know we care."

Beginning with the Schillinger Road location, Hardee's is willing to host a bike night once a month, offering a 10% discount on all meals for riders. They have an outside patio, and pointed out that the establishment next door, San Miguel's, is a place where patrons could get a beer if they so desire.

The Southern Region chapter will work with Hardee's to kick off this initiative in the spring of 2012.

They will put their "watch for motorcycles" signs back out in May. Eat at Hardee's often!



Top picture, Patricia Jacobs, Regional Manager of Hardee's Food Systems, Inc.
Bottom: on left, Celeste Johnson, General Manager of Hardee's at 930 Schillinger Road

SOUTHERN REGION MEETING

What part of the state do you live in? Which region do you belong to? Is there a dividing line?

Until now, Dixie ABATE has been a simple statewide organization. The Mobile area is gaining membership faster than any other part of the state, so they have a healthy list of

members. And it's a long way to most of the meeting places the board selects to meet, so they have formed their own chapter. They have nominated officers, but nominations are still open. See the ballot enclosed with this newsletter for details.

The Southern Region's banner at the Riders 4 Riders rally at Burnout's November 19, 2011



DIXIE ABATE'S PRIORITIES NOW:

- *Installing 2012 officers*
- *Work on securing federal and private grants to fund our awareness campaigns.*
- *Establish two-way communication with our legislators well in advance of the 2012 legislative session.*
- *Decide on 2012's top priority*
- *Keep Dixie ABATE's name in front of riders and drivers everywhere.*

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**COME TO THE DIXIE
ABATE CHRISTMAS
PARTY AND DECEMBER
MEETING. IT'S
AT THE HIDEOUT, AT
2811 E BROAD
STREET, GADSDEN, AL
35903. 2 PM SATUR-
DAY, DECEMBER 17.
POT LUCK MEAL**

Contact Information:
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**Single membership is
\$20.00 per year; \$30.00
for a couple.**

**PLAN NOW
TO RIDE TO
THE CAPITOL
WITH DIXIE
ABATE ON
APRIL 28,
2012**



JANUARY MEETING:
2 PM 1/21/12

ROCKET HARLEY
DAVIDSON,
MADISON, ALABAMA

ALABAMA POLICE & TICKET WRITING

This is an excerpted conversation taken from our Facebook page from November 5, 2011, discussing a tragic wreck where a rider was killed by a drunk driver:

Dave Reid:

"In Alabama, currently, the most you can get in such a case is a "failure to yield" ticket (if they write one at all). Legislation has been introduced in the past that would increase the minimum penalty to a misdemeanor with license suspension for a year. We have just not (in the past) had any legislators want to go there....new legislature, new minds - we may be successful this next session. Idea was that if the

bill were enacted, we would track accidents, and then go back a year or two later and have the penalty increased to a felony if necessary. I'll be very happy to share the bill with Dixie Abate - it's already been through the legislative reference service and written in bill form for the legislature."

Mike Culberson:

"As far as traffic tickets at wreck scenes go, the reason we don't write tickets is that we did not see the violation happen, which is a prerequisite for writing a violation. We can clearly see the effects of the violation, but that does not fulfill the standard of

"did I see the violation happen?".

The exception under Alabama law is DUI (but I have to have a witness put the driver behind the wheel) and driving without insurance. As far as actually killing someone, because that is crime and not a violation, the standards for arrest are different.

There are four levels of killing someone that we (and I do) arrest on relating to traffic accidents. And anytime someone dies as a result of someone else, we have to screen a warrant with the DA. Many times the DA refuses to prosecute. The police get the blame, but many times it isn't us."

FRONT PAGE ARTICLE: *WETUMPKA PROGRESS & MILLBROOK PROGRESS*

On November 9, 2011, Dixie ABATE made the news again in an article by Hamilton Richardson. In the article, Richardson described the aim of Dixie ABATE as "supporting motorcycle riding and safety across the state." He interviewed Vickie Rumble about her wreck in 2010 where the driver of a Tahoe ran a red light, making a left turn across two lanes of on-

coming traffic, and striking the motorcycle she was on. She was thrown 12 to 15 feet, while her boyfriend, member Martin Brady, wound up underneath the wrecked motorcycle. Rumble told Hamilton that while she lay on the pavement waiting for an ambulance, the driver's only comment was, "I didn't see you."

Rumble provided statistics

and facts for Hamilton to use in the article, which was very well written. Our website even got a plug in the article. This is excellent exposure!

**"I DIDN'T SEE
YOU"**

**IS NOT AN EXCUSE
FOR
MANSLAUGHTER**

RIDE STRAIGHT, 'CAUSE THE ROAD AIN'T

Motorcycles are involved in fatal crashes at a rate of 35.0 per 100 million miles of travel, compared with a rate of 1.7 per 100 million miles of travel for passenger cars. The National Highway Traffic Safety Administration (NHTSA) has reported increasing numbers of motorcycle deaths associated with alcohol-impaired driving in recent years, especially among persons aged

≥40 years. To determine trends by age group in motorcycle fatalities overall and in those involving alcohol impairment, CDC analyzed data from the NHTSA Fatality Analysis Reporting System (FARS) for 1983, 1993, and 2003. This report summarizes the results of that analysis, which indicated that, during 1983--2003, the overall prevalence of elevated blood alcohol concentrations (BACs)

among motorcycle drivers who died in crashes declined; however, the peak rate of death among alcohol-impaired motorcycle drivers shifted from those aged 20--24 years to those aged 40--44 years.

The above is the opening paragraph in a writeup for a study undertaken by the CDC. It was published on December 3, 2004.

www.cdc.gov/mmwr/preview/