

ABATE ADVISOR

Volume II - Issue 1



### From the President's Desk:

This issue I thought I would talk a little about motorcycling news and what going on in Alaska, specifically Anchorage. As many of you know this summer Anchorage motorcyclists were on the verge of having new local ordinances placed on them because a couple Anchorage Assembly members don't seem to like motorcycles or motorcyclists. If you remember back in July I sent out several e-mails asking for the communities help in battling the new assembly on behalf of ABATE and all motorcyclists. In 2007 the Anchorage Assembly voted overwhelmingly to let the IM program sunset as it was designed to do. Meaning after December 31st, 2008 it would be no more. Sheila Selkregg (Vice-Chair) and Matt Clamen (Chair) didn't believe that the assembly or the voters had a right to let the IM program sunset so they brought it before the new "green" assembly. This time they won a narrow victory and the IM program was reinstated but that's not where it ended, that's where it became a problem of motorcyclists. Now keep in mind that the assembly spent \$450,000.00 of tax payer money on a study that told them that the IM program would barley help air quality in the future because of federal gas emission standards and advancements in the automotive industry. So we now have motorcycles, like diesel vehicles are exempt from the IM program. Well it seems that Ms. Selkregg wanted motorcycles in the program. Not because they are a major cause of pollution but because there seems to be a noisy motorcycle in her neighborhood. How could Ms. Selkregg get motorcycles in? With a noise and safety check. That's right; she wanted to restrict our right to choose the pipes that gave us improve

performance. Then the safety check could ultimately get many motorcycles declared unsafe should the wrong person take it in to the IM station. You see, I am taller than my wife through the waist so according to state law my handlebars can be at my shoulder height. If my wife was to IM my bike for me then my handle bars would be too tall and my bike could be declared unsafe and forbidden to be on the road. Hold on now; don't let your blood boil. ABATE along with many other motorcycle clubs, groups and associations as well as private citizens made a great showing and were able to prevent this infringement of our freedoms. So now you're wondering..."OK Blue, why are you rehashing this old news"! It's simple. This issue is going to come back but this time it will come back at a state level not a local level. Sheila Selkregg and Matt Clamen both want it and they are looking for ways to get it at the state level. By now they may have already found a way to do it. Ms. Selkregg made it very clear to me and other ABATE members during an assembly meeting that she would definitely bring it back through the state.

Now there's just a bit more to this story. Mayor Begich is now Senator Elect Begich which means we will be voting for a new Mayor of Anchorage. The Assembly Chair will take over as mayor till that time. Matt Clamen is currently the Assembly Chair which means unless the assembly can remove him, he will become the new mayor. Both Matt Clamen and Sheila Selkregg plan on running for mayor in the next election. Mayor of Anchorage would be a great place from which to place a statewide IM program, complete with noise and safety check into our state legislatures hands. As President of ABATE, I

cannot endorse any candidate for a public office but I know two current assembly members who will not be getting my vote at any time and for any office. I believe in ABATE and its purpose in the community; training, education and the preservation of personal freedom. Education not legislation. I know two assembly members who operate with a directly opposite agenda to this motto.

Now we move into a new year which means ABATE has had elections and is bringing some new officers in for 2009. It takes a lot of time and effort to volunteer for an organization such as ABATE. Community service can at times be tedious and boring but more often it is very rewarding and puts a warm fuzzy in your belly. I want to thank all those who volunteered to keep ABATE's mission moving forward last year. This includes board members, officers and the wonderful members and non-members alike who did so much to help. I also want to give a big thanks to all our great business members who provided the great gifts that we hand out as door prizes at all our events. For the Christmas party we got silent auction donations from businesses and private citizens who have never even been members of ABATE. Thank you all so much. It was a great time and a great year and you, the members and community made it possible. I'll have Stitch place the new officers in another section of this newsletter so you can thank them when you see them.

I wish you all a Merry Christmas and a happy and healthy New Year.


Craig "Blue" Breshears

For Statewide run information go to [www.akbikerruns.com](http://www.akbikerruns.com)

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## Safety Message:

### Eyes of Wisdom

By: Mark Weisman

I've ridden motorcycles for about as long as my memory can recall, from the motocross when I was a kid, to finally purchasing a Harley this summer. I raced superbikes (1000 cc or larger) when I was younger and would like to believe that I could handle any situation while in the saddle. I remember many of times when I was racing when there were scant inches between my forward tire and my competitors rear tire as we banked through turns at over eighty miles an hour. I knew he was there, however, as I look back now, I had a certain level of faith that he was good enough that the turn was more of a threat than he was. As I've slowed down over the years and begun to look at riding in a different way, I realize that my greatest gift to myself is to give myself time to react to the other drivers here on the Anchorage streets and Alaska highways. Distance provides a wealth of benefits to the riders, specifically if you are hoping to get through the ride in one piece. However, the idea of how much space to give, and at what speeds does this space necessity apply.

I started putting this concept together when my little girl finally passed her road test and was awarded her provisional driver's license here in the State of Alaska. Having taught her to drive, I'm fairly comfortable with the idea that she is always cognizant of where the motorcycles are around her, especially the Harleys. However, my little girl has that mindset because I taught her that mindset because that's the way I think. My head is on a swivel when driving around Anchorage during the summer keeping a vigilant set of ears and eyes open to the sound of a motorcycle engine or a rider nearby.

As I met with some of her friends over time, I realized that her motorcycle vision was unique within that young driver's collection as they all had recently received their ability to drive without mom and dad in the car. However, their father didn't have the "eyes of motorcycle wisdom" thereby unable to pass it along to their children when providing instruction.

I started wondering, when does a child driver first learn about sharing the road and when does this "wisdom" pop-in? One of my daughter's friends told me that her "boyfriend" bought a motorcycle and so she thought "it might be him", or their father went out and bought a motorcycle, then it might be him.

One of our main lines of protection has been the "biker" images of the past. The burly "one per centers" from the south west with their sawed-off shotguns strapped to their twelve inch over-"Springers" glaring over their shoulder as they rolled by on the open highway. The fear caused by potentially upsetting one of these types has been a major source of protection for motorcycles throughout time, specifically around the Harley, Indian and Triumph lines.

The perceived necessity of the driver to locate, identify and steer clear of a motorcycle is based largely on the sound of the pipes, with the sound of the Harley being unique and identifiable in any traffic situation. How then, do we impart this level of wisdom on kids who will never know the importance of watching out for motorcycles until there is a fatality? How can we reach them before a brother or sister is killed or injured? This is why I joined this group called ABATE, this is why we're here.

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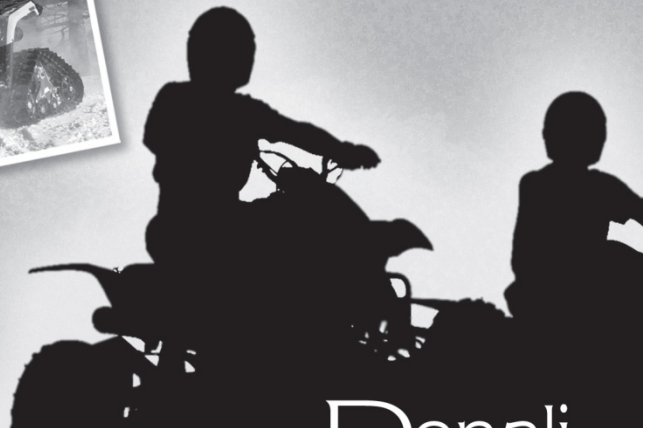
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## Motorcycle News:

### American Motorcyclist Association.

Dec. 12, 2008

FOR IMMEDIATE RELEASE

Contact: PeterHorst  
Phone: (877) 877-8969  
E-mail: [peter.terhorst@sympoint.com](mailto:peter.terhorst@sympoint.com)

PICKERINGTON, Ohio -- The New York City Council is about to give final approval to a bill that the American Motorcyclist Association (AMA) says discriminates against motorcyclists and imposes severe, out-of-line penalties.

The AMA also complained that the measure languished in the Council for two years and then, in a surprise move, was revived just a week before the scheduled final vote, allowing little opportunity for public comment.

"This is outrageous. This is no way to operate in a democracy," said Imre Szauter, AMA government affairs manager. "The Committee on Public Safety considered the bill on Dec. 14, 2006, and then suddenly approves it and sends it to the full Council on Dec. 10, 2008?"

The measure, up for full City Council approval on Thursday, Dec. 18, would make it illegal for any motorcycle to be on city streets unless it has an exhaust system with a stamp that states it is approved by the federal Environmental Protection Agency. Essentially that means the bike must have a stock exhaust system.

Motorcyclists caught without an EPA-stamped exhaust system would face fines of up to \$1,000 for a first offense and temporary forfeiture of the motorcycle until the fine is paid. A second offense would result in a fine of up to \$2,500 and permanent forfeiture of the motorcycle.

City officials apparently believe that requiring motorcyclists to have EPA-approved exhaust systems is easier to enforce than trying to prove a motorcycle exceeds the city's vaguely defined 80-decibel sound limit.

Szauter stressed that the AMA has long opposed excessive motorcycle sound and has funded information and public relations campaigns in support of quiet motorcycle use.

"The issue is that the New York City Council is unfairly singling out motorcyclists because motorcycles are the only vehicles covered under the bill," he said. "If New York City officials believe they have a sound problem, then the problem should be handled through the existing noise ordinance and not through piecemeal legislation targeting specific modes of transportation."

Szauter added that requiring motorcycles--and no other motor vehicles--to have a stock exhaust system is particularly discriminatory. When the muffler wears out or breaks on a car, the car owner can go to a local muffler shop and get an aftermarket system that costs much less than an original equipment system. The proposed New York City law wouldn't allow a motorcyclist to do that, forcing the motorcyclist to potentially spend hundreds of dollars more for an original equipment system, assuming that system is even still available.

"If a motorcyclist can't find a stock system, then the rider faces stiff fines and forfeiture of the machine, Szauter said. "These penalties are too severe and out of line when compared with other city laws." Szauter urged all New York City motorcyclists to contact their City Council members immediately and ask that they reject this discriminatory measure.

Concerned motorcyclists living outside the area, especially those who work in or frequently visit the city, should contact Speaker of City Council Christine Quinn by telephone at (212) 788-7210; by letter to City Hall, New York, NY 10007; or by e-mail by visiting

<http://council.nyc.gov/D3/html/members/hom e.shtml>.

To see the measure, go to  
<http://tinyurl.com/6mo2yo>.

## Harley-Davidson president retires



By MCN News Desk  
Consumer news  
18 December  
2008 14:57

[Harley-Davidson's](#) President and Chief Executive Officer, James Ziemer, will retire in 2009 ending a 40-year career with the company.

Zierner took over the job from Jeff Bleustein, one of the original executives who bought the company back from bowling-ball manufacturer AMF in 1981. Bleustein was CEO for eight years. Zeimer is relatively young, at 57, but there is no indication his departure relates to performance.

Harley-Davidson's sales and profits have started to slip for the first time in two decades.



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## Harley-Davidson Tries To Quiet Motorcycle Noise - Loud Pipes' Cost

In a message entitled "Something We Never Want to Lose" on his company's website, Harley-Davidson Motor Company President and CEO Jim McCaslin tackles the issue of motorcycle noise and the increasing backlash motorcycling is experiencing as the result of loud pipes. Citing a four-fold increase in negative media coverage during the last decade, bans on motorcycles in some communities, attempts to curtail major motorcycle events, anti-tamper legislation, and other limitations of freedom for motorcyclists as the result of complaints about loud pipes, McCaslin says, "We all, every Hog lovin' one of us, must do everything we can to protect our sport and keep it as strong as it is today."

In other words, it's time to pipe down.

This is the second stage of Harley-Davidson's campaign against loud exhaust pipes. Its initial effort last year was directed at and through dealers, with posters and literature that attempted to educate dealers and riders about the negative consequences of loud pipes. Harley-Davidson spokesman Paul James also told Motorcycle Cruiser that during the next few months Harley will cease shipments to dealers of racing exhaust systems that can be fitted to street models. We could no longer find any racing exhaust systems listed on the company's accessory website. However, Harley-Davidson still offers dozens of accessory exhaust systems that are street-legal (and therefore acceptably quiet), including for use in California.

Industry concern over the problem of loud exhaust pipes is nothing new. The American Motorcyclist Association (AMA) has long warned riders that attitudes shaped by complaints about loud pipes frequently compromise the AMA's efforts to battle anti-motorcycling legislation and regulation. That same concern was echoed by the Motorcycle Riders Foundation a few years ago when it adopted the AMA's stance against loud pipes. The Motorcycle Industry Council has conducted anti-noise campaigns for over 30 years.



These days, the loud motorcycle you hear roaring past is likely to be a modified Harley-Davidson. This is somewhat ironic because Harley was among the first motorcycle makers to tackle exhaust noise a century ago. In the early days of internal-combustion vehicles, many vehicles were annoyingly loud as delivered, but the threat of anti-motor-vehicle legislation soon had automakers fitting mufflers to their vehicles. As McCaslin's message points out, quieting motorcycle exhaust pipes posed greater difficulties because there is no room for a bulky muffler on a bike. However, Harley engineered an effective silencer, and the resulting bike became known as The Silent Gray fellow. Its relative quiet contributed to its reputation as an elegant, advanced machine and helped distinguish Harley-Davidson Motor Company from dozens of rival American motorcycle makers.

Changing to an aftermarket exhaust system has become almost a knee-jerk reaction for many cruiser buyers. However, unless labeled as meeting federal and state standards, all of these exhaust systems are illegal and virtually all are illegally loud. There are exceptions, such as systems offered by Harley that meet requirements for all 50 states or all states except California. Exhaust pipes are changed for a variety of reasons. One is the search for performance improvements, although, as McCaslin and the AMA point out, not all deliver--and some increase power in a portion of the power band while reducing it in others. Some motorcycle owners change exhaust pipes to personalize the appearance. And many who modify their bikes' exhaust systems simply want the noise, often for vanity's sake. Some motorcyclists profess to believe that "loud pipes save lives," although research tends to contradict that popular axiom. (Few of those who say they want exhaust noise for safety's sake use other means--such as brightly colored apparel--which have been proven effective.)

Harley-Davidson's current stance actually puts it on the cutting edge of corporate responsibility regarding exhaust-noise. It is the only company that has both taken an anti-noise stance and offers street-legal accessory exhaust systems as an alternative to loud aftermarket pipes. [Honda](#), [Kawasaki](#), and [Suzuki](#) have never offered nor endorsed accessory systems for their cruisers. Both Victory and Yamaha offer exhaust systems that are not illegally loud as "racing" modifications, though no effort is made to qualify customers by asking for racing credentials. You have to find and click on footnote notices on their sites to learn that that the systems are not legal for the street, and the disclaimer page on Yamaha's site was not working when we visited. Neither company offers legal accessory exhausts. We also asked Yamaha if it had any plans to follow Harley-Davidson's lead on this issue, but we had received no reply to our email a few days later.

As the leader in the cruiser market Harley's public stance on loud exhaust pipes may finally signal a turning point for an issue that continues to put motorcyclists in a very bad light and prompts increasing calls for restrictions on motorcycles and motorcyclists. Though some riders will try to contend that their noise doesn't really bother anybody, that they have some sort of right to annoy everyone they ride past, or that their noise protects them, such arguments have to sound increasingly hollow when the biggest cruiser-motorcycle maker points out that they are actually risking all motorcyclists' freedoms and asks them to "think about the consequences our actions have on others, before others take action against us."

Harley-Davidson is not simply speaking out about the problems that illegal loud pipes cause for the entire motorcycling community. The Motor Company also offers street-legal accessory exhausts systems and exhaust components for its various motorcycle model families. An alternative to universally loud aftermarket exhausts, the Harley accessory pipes, such as the these 50-state-legal slip-ons for Dyna models, provide a legal option for riders who want to customize.

## Other Headlines:

### Claman will become mayor Saturday

CHANGE: Begich will be sworn in as Alaska's U.S. senator Tuesday.

By DON HUNTER  
[dhunter@adn.com](mailto:dhunter@adn.com)

Published: December 30th, 2008 11:23 PM  
Last Modified: December 30th, 2008 01:38 PM

Mayor Mark Begich plans to resign at 11 a.m. that day, in time to fly to Washington, D.C., and be sworn in Tuesday as Alaska's new U.S. senator. That will mark the first time that the municipality's mayor has ever resigned before his term was up. City officials were still trying to figure out who, specifically, Begich should resign to -- maybe the city clerk.

Assembly Chairman Matt Claman will be sworn in as acting mayor, a position he will hold until a new mayor elected in April gets sworn in July 1. Incoming mayors usually have two to three months to get up to speed before taking office. Claman has had a few weeks, and Tuesday he was in City Hall, still cramming for his new responsibilities.

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The Assembly's vice chair, Harriet Drummond, will take over as the legislative group's acting chair. An acting vice chair probably will be chosen, to handle the gavel when Drummond is unable to.

Everyone is "acting" because Claman's position on the Assembly won't be filled; he'll be a kind of ghost member -- unable to vote but impossible to replace. The city charter says he'll resume his Assembly seat in July.

That's assuming, of course, that Claman doesn't decide to run for mayor, and win. He says he hasn't made up his mind if he wants to try. He has until mid-February to decide.

One other complication. Without Claman's vote, the Assembly will shrink to 10 members vulnerable to 5 to 5 gridlocks on controversial issues. The city's 2009 operating budget and three of four labor contracts approved in the last six weeks passed with bare, six-vote majorities.

"Anytime you have an even-numbered body, it's potentially problematic," said Assemblywoman Debbie Ossiander.

Most routine Assembly votes are unanimous or pass with strong majorities. Others, Drummond acknowledged, "are going to need some work if we do need six votes to pass."

## 2008 Almanac

**0** – Years that Anchorage has had fewer summer days above 70 degrees.

**2** – Number of days this summer the temperature in Anchorage went above 70 degrees.

Reported in the ADN



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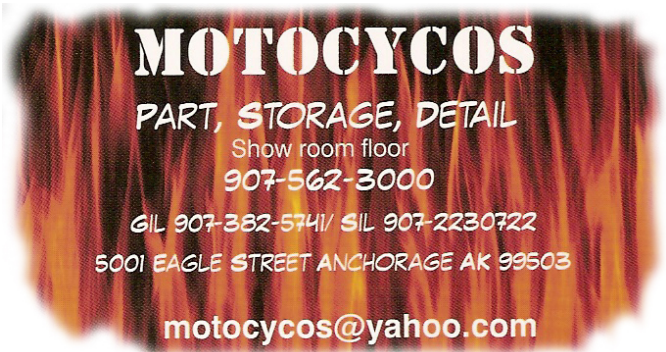
## Event Calendar

### Officer and Board Meeting

None in January

### General Membership Meeting

None in January



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## Special Dates

Please forward any requests for this section to my email at:

weismanak@gmail.com



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## Next Month:

Getting ready for the road ahead.

## Editor's Corner

So another year has come and gone, and as we prepare for the 2009 riding season, I'm looking forward to a better summer than last year. As I've interacted with many of you throughout the different events and happenings here in Anchorage, I've come to respect the brotherhood of riders here in Alaska (especially Anchorage). My thoughts stray to last summer or late spring as I was working on getting my Yamaha running I was on the highway south of town on the way back from Girdwood when, of all things the adjustment screw came loose on my clutch. I couldn't get the bike to go into gear!

As I rolled to a stop to the side of the highway attempting to troubleshoot what had gone wrong, many of you pulled over to lend a hand. Although for the collective didn't have the tools I needed to repair it, your assistance, or moral support made me feel like a celebrity. As I pushed my bike about a quarter mile or so to a parking area, I had my own personal escort of about fifteen or so motorcycles of which I cannot begin to express my gratitude and sincere thanks.

That is one of the primary reasons I have volunteered to write the newsletter each month (I know I'm a little late on this one). As well as doing all the other things I do for the motorcycle community here in Anchorage, looking after one another and keeping everyone safe is a great goal and should be the goal of every rider, regardless of the manufacturer of your motorcycle.

Rider safety should be our paramount mission and teaching each of us to be independent and safety minded as we head out on the highway, looking for adventure.

Keep the rubber side down, and shiny side up.

Peace,  
Mark

**Upcoming Bike Runs**

Getting kinda Quiet around here

For more check out the site <http://www.akbikerruns.com>

**Thought for the Day:**

**MCHUMOR.COM** by T. McCracken



"Safe sex is not making love with your helmet on."



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**Congratulations to the 2009 Officers**



# ABATE of Alaska

## Business Membership Application

### Business Membership Policy

A business membership will be established to benefit both the members of ABATE and our business partner.

Business membership will cost \$60.00 per year.

The benefits to ABATE members will be a discount on all merchandise and services from the participating business if they choose to provide a discount. The discounts that are offered by a participating business would be listed in the business member section of the newsletter.

The benefit to the business member will be:

- A free monthly business card ad in the newsletter and 25% off on all additional ads placed in the newsletter.
- ABATE will also list the business members in a section of the newsletter identifying them as a business member.
- ABATE will provide a certificate for the business to hang in their store identifying them as a business member.
- ABATE will provide Tri-Folds and holders to the businesses for displaying ABATE information on their countertops (if requested).
- ABATE will provide at least 10 copies of the newsletter and a holder to the businesses for countertop display (if requested).
- ABATE will display the business's logo identifying them as business members on the ABATE web page, and provide a link to their web page (if applicable).

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