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ABATE of ALASKA APPLICATION FOR MEMBERSHIP

☐ Annual Membership \$20 ☐ 3-Year Membership \$50
☐ New ☐ Address Change ☐ Renewal _____
Member Number if Known

NAME: _____ DOB: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____
PHONE: _____ E-MAIL: _____

☐ Check here if you do not wish ABATE to contact you by e-mail.

Are you a registered voter? ☐ Yes ☐ No

What is your State Senate District? _____
What is your State House District? _____

MSF Course taken: ☐ None ☐ BRC ☐ ERC ☐ RC

By signing this application, I agree to waive any and all claims against ABATE of Alaska, its officers, board members and general members for any personal or property loss or damage which may occur as a result of my participation in ABATE functions. I understand that ABATE cannot and will not assume responsibility for my safety and that if I participate in any ABATE-sponsored ride or event, I do so voluntarily, and I assume all risk and I release and hold ABATE harmless for any personal injury or property loss which may result there from. I agree not to sue ABATE or any property owner for any injury or damage which may occur as a result of my own or my guests' participation in any ABATE-sponsored event and I agree to reimburse ABATE for any and all losses it may suffer as a result there from.

Please read and understand the above agreement and sign below

Member Signature _____ Date _____

Please mail payment with detached application to:

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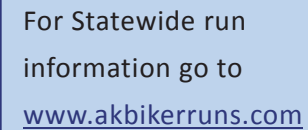
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ABATE ADVISOR



Volume V - Issue 4

by Karl "Two Tone" LeRay

This was done as we have all seen shocking commercials – ones showing accidents or danger in them. ABATE could have continued to shock the public with it's commercials but we choose to let the community know that we believe that motorcycle safety is everyone's responsibility. That goes beyond motorcycle safety and extends to highway safety in general.

That being said, we have received criticisms from some members of the community stating that we are somehow promoting helmets, etc. with these commercials.

ABATE is about freedom of choice. We do stress that all of these things create

This commercial is meant to show the motoring public that ABATE does more than just ask them to watch out for us. In this awareness campaign we step up to the plate and ask motorcyclists to ride responsibly as well.

We never asked anyone to wear a helmet or a reflective vest like the Alaska Highway Safety Office (AHSO) did in their summer commercial. We asked everyone to wear properly fitted gear. We also asked for contrasting colors. AHSO asked for reflective vests which are worthless except for evening time.

Contrasting colors are a well proven method for being visible. A black and yellow jacket attracts attention, a pure safety orange jacket get overlooked due to its lack of contrast.

To our critics, I would encourage you to become engaged in fighting the fight for motorcycle rights that our officers & board members fight everyday on your behalf. I challenge you to come to a meeting and learn how/why we make the choices as opposed to criticism after the fact.

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Rider Etiquette

by Karl "Two Tone" LeRay

As the riding season wraps up, I wanted to take the time to talk to members who sometimes get forgotten regarding our rides: **Passengers**.

Most of us who ride 'two up' sometimes forget the honor bestowed on us. As riders, we willingly choose to take the risk of riding a motorcycle (as well as accepting all the risks involved). However, when you ride with a passenger, your passenger has also entrusted you with their life as well. They are demonstrating to you that they know you are responsible enough that they are also willing to accept the additional risk of placing their life in your hands on your motorcycle.

So this article's tips will be for the passengers – how you can help make the ride more enjoyable for both of you.

Before you attempt to mount the motorcycle, make sure that the passenger footpegs are down. (They fold up when not in use, and it is easy for the rider to forget to put them down for you.) If you don't know where the footpegs are, have the rider point them out to you.

Also, beware of the hot exhaust pipes. Make sure you know where they are, and don't let your leg or any part of your body touch them as you mount or dismount the motorcycle. They can give you a severe burn right through the heaviest pants.

It is customary to get on or off the motorcycle from the left side. Always wait for the rider to tell you it's okay to mount or dismount. If you start to clamber on (or off) when the rider does not expect it, the sudden motion of the motorcycle will be disconcerting. You could even pull the motorcycle over!

Once you are on the motorcycle, plant your feet on the passenger footpegs and keep them there! You absolutely do not want to bring your foot into contact with the rear wheel, drive chain or belt, or the hot muffler. Never attempt to help the rider hold the bike upright when it is stopped. Keep your feet safe by keeping them on the foot pegs at all times.

Taking over the responsibility of hand signals. Many times signals can't always be seen if the passenger is blocking the rider from the riders behind them. Taking over the hand signals not only guarantees a better



view for the riders behind you; it also ensures the rider keeps their hands on the bars for better stability on the ride.

Motorcycles turn by leaning (banking like an airplane), not by steering like a car. So don't be alarmed when the motorcycle leans over to go around a corner. To position yourself perfectly for a turn, just look over the rider's shoulder in the direction of the turn. If the motorcycle is turning right, look over the rider's right shoulder; if it is turning left, look over the rider's left shoulder. You don't have to do anything else; looking naturally over the rider's inside shoulder will automatically put your weight right where it belongs in a turn. Keep your body in line with the rider's body to prevent the motorcycle from leaning more than the rider intends. (When going straight, it doesn't matter which shoulder you look over.) Never lean out of a turn; you could cause an accident that way.

When the rider puts on the brakes, it causes a forward weight transfer. If the rider is forced to break hard, as in an emergency, this forward weight transfer is very apparent; you will be forced against the rider, and you will start to slide forward on the seat. Don't panic. Try to keep back, away from the rider. Resist sliding forward by pressing your feet against the footpegs; use your thigh muscles to control your position on the seat.

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ABATE Business Sponsor Listings

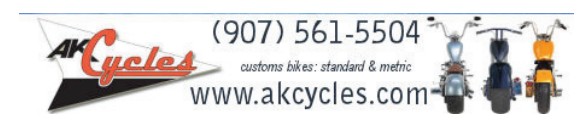
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- Congratulations to the 2010 Officers -



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 a business member on the ABATE web page, and provide a link to their web page (if applicable).

Business Name _____ E-mail Address _____

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☐ Annual Membership \$60.00

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Please send your application and payment to:

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Rider Etiquette

continued from page 2

While you're enjoying the view, remember you have a height advantage over your rider and may see something before he/she does. You can be an active participant in the ride by staying alert and being prepared. Help the rider look for potential danger, and be prepared to hang on and hold yourself back if you anticipate a need for sudden braking. Likewise, if the rider is forced to swerve the motorcycle to avoid a hazard in the road, you need to be prepared for the sudden lean and change of direction. While this may seem like "back seat driving" your vantage point may make the difference in keeping the bike 'rubber side down' on the road.

If you're unsure, then DON'T. Being a passenger on a motorcycle is definitely different than being a passenger in a vehicle. Even if you ride yourself, you are NOT a rider when sitting on the back of the motorcycle. If there is a situation where you are unsure what to do, then remain calm and maintain your riding posture. Many times it's the best thing you can do as it gives the rider one less thing to worry about in a tense situation.

Have fun together & we'll see you on the road!



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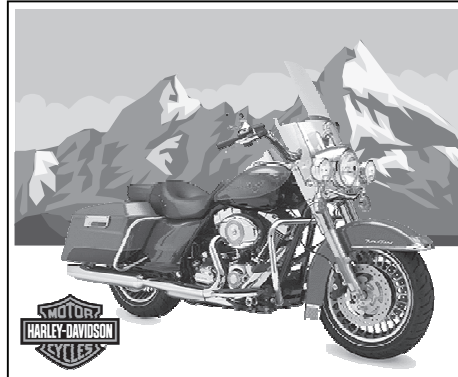
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Veterans receive grant from Harley-Davidson

On August 4, Harley-Davidson, Inc. announced the award of the second \$1 million grant from the Harley-Davidson Foundation, Inc. to the non-profit organization Disabled American Veterans (DAV). Harley-Davidson Foundation made a prior \$1 million grant to the organization in 2006. This second grant funds the DAV's Mobile Service Office (MSO) program for the next four years. The DAV MSO program increases veterans' accessibility to benefits by literally putting service offices on the road. Since 2007, the program, called "Harley's Heroes (r)", has visited hundreds of sites across the United States, providing important counseling and assistance to veterans, helping them secure the benefits to which they are entitled to from the Department of Veterans Affairs, the Department of Defense, and other government agencies.

"We are proud to continue our relationship with the DAV and help the organization support veterans of all generations," said Gail Lione, President, Harley-Davidson Foundation. "Veterans have always been important members of the Harley-Davidson family and partnering with the DAV is an ideal way to support them and recognize their contributions to our country."

"Harley-Davidson not only represents freedom and patriotism, the Company backs up its brand and generously supports those brave men and women whose sacrifices protect our nation," said DAV National Adjutant/CEO Arthur H. Wilson. "Through the support of the Harley-Davidson Foundation, DAV representatives have visited nearly 300 dealerships across the nation on the Harley's Heroes tour, delivering free benefits assistance to disabled veterans and their families through our Mobile Service Office program. It's hard to put into words just how much the Harley's Heroes program has meant to thousands of sick and wounded heroes."

Disabled American Veterans was founded in 1920 by disabled veterans returning from World War I. The DAV has continually represented the interests of the men and women who bear the wounds and scars of war. Through their network of 110 National Service Offices, 10 mobile service offices, and Transition Service Officers at more than 100 military installations, the 1.2 million member DAV builds better lives for all America's disabled veterans and their families. In 2009, DAV represented nearly a quarter of a million veterans and their families in their claims for VA benefits, obtaining for them nearly \$4.5 billion in new and retroactive benefits.

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Storing your bike for winter *by Karl "Two Tone" LeRay*

This was so difficult for me to write about because it reminds me that riding season always ends! I've had people ask about tips to store their bike for the winter so...here are things I do to maintain my bike while I pray for warm weather to return.

Oil Change and Lube: It is a good to change the oil prior to winter storage. I change mine, and then run it for a few minutes to get the new oil coated on the engine there will be differing opinions on running after the oil change; it's just what I would do). Regardless, change the oil before storing! Also lube moving parts (cables, etc.) with recommended lubricants.

Run Carb(s) out of Gasoline: Purge the carb(s) before storage anytime, and add some gasoline stabilizer to your tank per the service instructions.

Wash Bike Thoroughly: It's good to give your bike a thorough wash job before storage. Blow dry with a leaf blower (@\$40 at your Costco/Home Depot), and then towel off excess water.

Belt Drive: The belt is often ignored until there is a problem (in an Easyrider I read where a guy got over 100,000 miles out of his belt by always cleaning his belt after riding his bike)!!!! Check the belt for signs of wear and damage, and clean the belt with mild soap and water when washing your bike. Towel dry while inspecting.

Chain Drive: Adjust per the specification. If you have a chain drive, lube the chain with chain lube (SAE 90 works), or even a light grease (leave a note to clean excess in spring). Put newspaper or cloth under this area to catch the drips.

Painted Areas and Frame: Apply a coat of wax on the painted areas of a bike to keep condensation from damaging the metal. Note: The frame is often neglected, but it should be waxed prior to winter storage just like other painted parts.

Chrome Parts/Rims: Cleaning the chrome and aluminum parts, then coating them with a good chrome polish will keep these areas relatively clean, and easier for Spring clean up. But, if you are hard pressed to do a thorough job on these and want to keep the tarnish off (especially on the aluminum), a coat of silicone lube will give some protection (to be washed off in the spring). Leather/Vinyl: I recommend a cleaner with no petroleum products added. Apply this to the leather seat, tank (leather) bib, and backrest. Note: Several light coats are much better than a single heavy one. Buff with a soft

cloth after the conditioner/cleaner has dried. Clean the vinyl with a vinyl cleaner, and then use a vinyl protector. There are several on the market. Buff with a soft cloth when dry.

Battery: Use a battery conditioner during the winter months. Remove the battery from the motorcycle if possible. Clean the terminals. Check the fluid level (add if necessary). Hint: Use a flashlight to shine through the case to view the level. Attach a Battery Tender to keep the battery in good shape. Place the battery on a wood plank (not concrete!!).

Exhaust Pipes: Little critters and bugs don't know any better, so stuff a clean rag in the end of your pipe, or cover with a plastic bag (secured with a rubber band). Leave a note to remove the rags in Spring. (Note: A touch of fuel oil or WD-40 on the cloth or shop towel will discourage most critters from making a home in the pipe (with the rag). Be cautious on the amount of fuel oil or oil used. Dampen, not soaked, then stuff in the pipe(s)).

Tire Pressure: Check the tire pressure. Adjust as needed and leave a note to check in spring.

Cover: Cover your motorcycle with a good breathable cover. Or, a soft cotton bed sheet to keep the dust off. This won't prevent condensation from forming on your ride, but it will keep dust, etc. off your bike. Note: Pets like Cats like to perch on warm places during the cool days (like a soft seat). I put a box over my seat and backrest to restrict this activity.

Clean Helmet Liner: Self explanatory. You may also want to place the helmet in a box to keep critters from nesting inside.

Spring Note/List: Write down all the things you need to do or check in the spring, tape the list to the ignition or handle bars where you will readily see it. With your bike still in hibernation your to-do list and any additions or modifications will complete the winter storage process. As you think about the new riding season, consider what needs to be adjusted, serviced or replaced. If it needs tires, they may be cheaper during the winter. Fluid in the radiator, fork or other systems might be ready to be freshened. You may notice anything from brake pads to shift levers that are due for replacement. Valves are supposed to be adjusted with the engine cold, and it probably won't be much colder than in February.

Doing the above assures that your bike will be ready in the spring (which can NEVER COME SOON ENOUGH for me).