

ABATE ADVISOR



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A Note from Your Editor

Bobbe Reilly

Well, it's been a long time, but here's the first edition of the ABATE of Alaska quarterly newsletter. Quarterly, so that means the next issue will be mailed in December!!! Merry Christmas! Get ready for all of the holiday events! Shout it out! PRINT IT OUT!!!!

Please send in your articles, jokes, cartoons, pictures, news, events, ads, gear, safety, and legislative pieces Send in articles you write, or submit material you came across!! Send them to barbarareilly131@gmail.com. If you submit articles, stories, photos etc, written or published by someone else, please include the author's name, or the publisher, so the right person gets credit.

HEY!!!! Take this opportunity and write a *Letter to the Editor* on something that really irritates you; you want discussed, or changed; you thought about, or just comes to your attention, and you want action on it! We'll publish it. You're important!

Thanks for all you do. I look forward to hearing from you, and keep the rubber on the road!!



ABATE ELECTIONS In November!!!!

Election for ABATE Board of Director and Officers will happen in November. Those wishing to run for election, or submit others names for election, please contact ABATE Officers or Board Directors. Ballots will be sent out in October, so please consider the important decision of who you would like to represent you.

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OWNER

Ask Our Lawyer

by Rod Taylor - ABATE Legal Services

PRIVATE COMPANIES - SPECIAL RULES FOR MOTORCYCLISTS?

Q: Is it legal for my employer to require employees to wear a helmet on plant property or face penalties even though our state law does not require endorsed riders to wear a helmet? ABATE member.

A: Following is the response of Jay Jackson, Executive Director of ABATE of Indiana and serves on the Board of the MRF.

We find it distasteful, but it definitely is not "illegal". The property owner (certainly the employer) can have whatever policies they choose. You may remember the situation a few years ago with Sturm-Ruger. If you recall, a number of "bikers" purchased stock and attended the shareholders meeting to express their displeasure. Given an opportunity, I'd love an audience with the powers that be at this particular facility to discuss this (education, not legislation), but I expect this is a corporate decision.

P.S. from Rod:

You might try offering the company a waiver for the motorcyclists that work at that plant as a way of resolving this issue. If the company needs a form waiver that would work, let me know as it would give their lawyers a head start. I suspect those lawyers in the front office may be trying to justify their existence. If that is the case, advise them that in all my years of representing bikers, I have never had a parking lot case involving serious injuries with a motorcycle—and that my friend, is a lot of decades and a lot of parking lots.

CAN MY EMPLOYER GET AWAY WITH THIS?

Q: I'm a mechanic in a local bike shop, and my employer recently told me I need to sign an agreement that I won't work for another shop within a ten mile radius if I leave my current job. I don't think that's fair. There are a number of bike shops around here, and almost all of them are within ten miles from my current employer. Can they really enforce that agreement against me?

A: Probably. What they have asked you to sign is called a non-compete agreement. It used to be that non-compete agreements were used only with managers or sales personnel. They, however, are becoming more common with service personnel who can develop relationships with

Josh Jennett's
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customers and then have the ability to entice those customers to follow them to a new employer.

Even though non-compete agreements are not favored by the law, if employers follow the rules, those agreements are generally enforceable, provided the employer can show a reasonable belief that a departing employee can take advantage of customer relationships. But, non-compete agreements have to be reasonable in their restrictions. They can restrict a person from working in the same field, but only for a reasonable time period or within a reasonable distance from the employer's service area.

If your employer makes it a condition of your employment, you may have no choice but to sign the agreement if you want to keep working there. If you sign the agreement and leave the job later, the employer can ask a court to prevent you from working for a competitor. If the court finds that the agreement contains reasonable restrictions, and doesn't unfairly limit your rights to find a new job, the court could enter an order preventing you from working for the competitor or assess damages against you.

ADD INSULT TO INJURY

Q: I work at a local manufacturing shop. I got hurt on the job recently, and filed a worker's comp claim. Shortly after I returned to work, I got fired, and I don't think they had any reason. Also, when they fired me, they didn't pay me my accrued vacation pay. What can I do?

ABATE member

A: Maybe quite a lot. One of the first issues to consider is the reason or reasons you were fired. Generally, employers will give some reason as to why an employee was being fired. Most states,

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including Ohio, Indiana and Illinois, have provisions in their statutes that forbid so-called “retaliatory discharge,” or being fired for filing a worker’s compensation claim. While it may be obvious to us to make the connection between the worker’s comp claim and the firing, the employers will often attempt to justify the discharge with evidence that there were other reasons for the discharge. Good record-keeping and sympathetic witnesses can help overcome this hurdle. Penalties for retaliatory discharge can include back pay, reinstatement and attorney’s fees. In addition, the wage claim statutes in Indiana and Illinois also require that, upon discharge, employees are to be compensated for accrued vacation time, usually by the next scheduled payday. Failure to do so may lead to additional penalties and an award of attorney’s fees. The answer is much less clear under Ohio law and may depend on whether the employee is covered by a collective bargaining agreement or employed by a state or municipal agency. There may be disagreements, however, over whether the time has been accrued or not, or how much has been accrued. It is important that you speak to someone about these issues as soon as possible to determine your rights and remedies.

RAISED MEDIANS- FRIEND OR FOE?

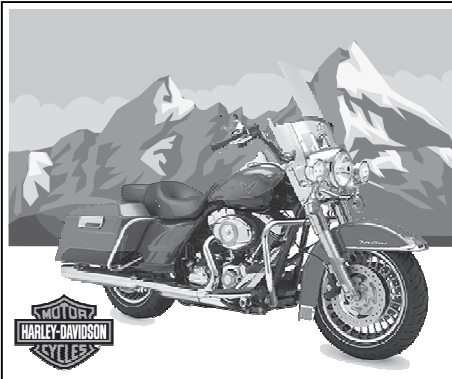
Q. I was just wondering if anyone has commented on, what I feel, is a new (or old) motorcycle hazard, “raised medians”. It is as though some college is turning out road engineers or villages, towns and counties are getting into a raised median fad. Sadly, in our area the other night a great person, Richard Johnson, was killed after running into a raised median, and last year we lost another motorcyclist who ran into a raised median. When I look at these medians that seem to be installed in all kinds of weird places, some with no lighting at all, I can see marks where cars have had their undercarriages scrape over them as well as many tire marks and breakage caused by snow plows in the winter. Is this really for traffic safety or some fad gone wild? I know of no one who can tell me they were protected from an accident by a raised median, but I can tell you I have heard many stories of folks damaging their vehicles hitting the medians and more articles about motorcyclists being killed by them. Is it just me or is this a problem? If we can’t stop them from being built all over the place maybe they need to be very well lit. Maybe low level lights on the medians themselves so folks won’t hit them. Only my opinion- ABATE Member Jerry Taylor.

continued on page 4

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A. Jerry, we are looking into the matter and will ask Jay Jackson, Executive Director of ABATE of Indiana to wade in on the issues that you raise as well. Stay tuned.

SHELTER INSURANCE COMPANY- SAY IT AIN'T SO

Say that your 19 year old son gets home from basic training for a break before he heads off to further duty with the Army. He asks to borrow the family FLH that he learned to ride. While riding, a near do well drunk with no insurance hits your boy and he loses a leg. You have Shelter Insurance on the bike with high uninsured motorist coverage in case the drunk from hell runs over you or the person to whom you have loaned your bike. You call your Shelter Agent and make a claim for your son. The Army will pay his medical bills, but you are counting on Shelter to pay for the tremendous pain, suffering and disability of your son. The Agent tells you that your high limits are dropped to the lowest limits for your son because only the named insured gets the high limits. You ask how can this be? You are directed to the fine print in your policy allowing Shelter to lower the limits to the state minimum for anyone riding your bike but you. This is called a drop down provision. This is a bad provision that some companies bury in the fine print. Companies that do that should be shunned. I believe that they are counting on the fact that you will not notice - until it is too late.

Recall that we reported a similar problem regarding Farm Bureau Insurance Company last year. That company stood tall and changed that policy language to allow coverage for the higher limits for those that borrow your bike. If you have Shelter Insurance, call your agent immediately. Inquire as to whether you have that drop down provision in your policy. If you do demand that it be removed. If they refuse, call Farm Bureau Insurance. They are doing the right thing.

*Ride Safe and Free,
Rod Taylor*

ABATE Legal Services

ABATE, though many know it not, is one of the greatest rights organizations ever; but what it reaches for, by far exceeds what it has achieved, and what it has achieved is magnificent.

Remember, injured ABATE members pay only 28 ⅓% of total recovery and expenses as approved by client, consistent with and conforming to applicable state law. Elsewhere, you may pay 33 ⅓%, 40% or even 50% of your recovery. And, ABATE members are not charged for recovery of damage to your motorcycle, and you have access to a 24-hour toll-free telephone number, seven days a week!

Call us at (800) 25-RIDER

If you have any questions you would like to ask the lawyer, please submit them to ASK OUR LAWYER, at rodtaylor@abatelegal.com. © 2012, ABATE Legal Services. See our web site at www.ABATElegal.com.

Let's GO!!!!!!

Brought to our attention by Sandy Wilbur is the Lonely Planet's listing of the "The ten best motorcycle roads in America": <http://tinyurl.com/9ejdm6z>

The top ten include the glorious Pacific Coast Highway from Oregon to San Juan Capistrano, CA; the Appalachian Mountains from Front Royal, Virginia to Deal's Gap, North Carolina; and of course Route 66 (two thousand, two hundred miles from Chicago to Santa Monica). Check it out!!!! Maybe you'll find yourself close to, or in that part of the country!!! Who knows??? Ya never can tell!

Lonely Planet: [Top 10 US travel destinations for 2012](#)

Carla King is an adventure travel writer who specializes in riding cranky indigenous motorcycles around the world. She is author of the Motorcycle Misadventures series of books and live internet dispatches from the road. Wherever she is, you can always find her at CarlaKing.com.

Originally published as *The USA's 10 best motorcycle roads* ©2012 Lonely Planet. All rights reserved.

If they made a law that we couldn't wear helmets...We'd fight that too!
It's about Freedom of Choice!!!!

—ABATE

FY13 Grant Proposals

Two Alaska Department of Transportation & Public Facilities, Alaska Highway Safety Office grant applications/proposals were submitted for the 2013 Riding Season for funding consideration. The first, entitled, "2013 Statewide Motorcycle Safety & Public Awareness Campaign" is requesting \$35K in funding and requires a \$15K Matching Component from ABATE. The second, entitled, "2013 Motorcycle Training & Education Project" is requesting \$ 120K in funding and requires a \$60K Matching Component from ABATE. Both proposals have project start dates of October 1, 2012 and end September 30, 2013.

According to the FFY2013 Grant Application and Award Schedule, Peer Review Meetings were to be held July 2-6, 2012 and any requested revised applications were due by July 31, 2012. To my knowledge, ABATE did not receive a request for any revisions to the proposals submitted for consideration. Award Notifications are anticipated this month, contingent upon receipt of funds from NHTSA. If selected for funding, a Pre-Award Meeting will be held in September, and someone will need to attend to represent ABATE.

Mar'

ABATE CAN USE YOUR HELP!

ABATE can use your help, so please volunteer!!!
ABATE works for you and needs your help! Offices are available (vice-president, sergeant-at-arms, web master) or fulfill a function that you're interested in! Help ABATE help you by being active in ABATE. Attend meetings! Submit articles! Become active in ABATE and help others as well as yourself! Express yourself! Make a difference! Stand up and fight for your rights! Freedom belongs to the vigilant.



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How to Feng Shui Your Motorcycle

By Winterhorse 2012 www.vtwinbiker.com

- Cleanse the Garage/Temple and the motorcycle of all physical, mental, emotional, and spiritual distractions and negative influences (take the beer cans to the recycling bin and shovel out a place in the middle to work on the bike; hose the bike off).
- Assemble the materials that will provide positive Qi (pronounced, "Chee") to your motorcycle (rags, wrenches, air gauge, some sort of air pump or compressor, oil, oil filter, brake fluid, the proper antifreeze, fork oil, chain wax) and the Book of Guidance (owner's manual). If you're really anal you can also include wax and chrome polish and that sort of thing. I personally get by nicely with a snappy new can of flat black spray paint.
- Prepare yourself physically and spiritually for the ceremony by donning flowing clothes and hydrating yourself for a period of one hour before actually entering the Garage/Temple to begin the ritual (jeans, t-shirt, tennis shoes and beer work well).
- Prepare the auditory atmosphere by playing music by any foreigner that has a name that looks like it would sound like an arm load of scrap metal hitting a concrete floor (or ZZ Top).
- Stay hydrated (this is important to flush toxins from the body).
- Change the oil, filter, check the fluids and top them off, air up the tires/forks, polish the bike (if you're into that sort of thing), make sure the lights work and then crack open another can.
- Expel toxins.
- Hydrate.
- Repeat.
- Turn up the music.
- Step in the oil drain pan and track it into the bathroom.
- Meditate on the sofa until that high pitched noise on the TV wakes you up.

CHECK THIS OUT!!!!

This is a GREAT (Federal Aviation Administration) site for checking out the weather around Alaska for riding!!!! It's really easy to use (point and click!!!!) and covers the entire state in real time with five to ten day forecasts. Not only that, but its weather forecasts are accurate!!!! It does not get better!!!!!! I mean, this gives you pictures! I haven't even played with all the options because I was so happy with what I got right off the top.<http://akweathercams.faa.gov/index.php> – CHECK IT OUT!

Changing Times

At a recent biker wedding in interior Alaska, the Master of Ceremonies was heard to say."
...and in keeping with tradition, all women will now remove their tops. But, considering the maturity of the audience, we'll just imagine."

MRF Report Motorcycle Riders Foundation, Washington, D.C.

By Matt Danielson

As predicted, Michigan's victory has stirred up the opposition. Since the modification of the Michigan helmet statute we have seen articles, editorials and letters decrying the act and arguing that it will lead to more deaths and increased costs. Last week the Centers for Disease Control (CDC) released a study using 2008 data. Their conclusion was predictably that universal helmet laws save lives and money, and that allowing adults to make their own choice on the subject increases fatalities and public costs. You can read the study for yourself at <http://www.cdc.gov/motorvehiclesafety/pdf/mc2012/MotorcycleSafetyBook.pdf>.

The problem with this study is that it is a collection of conclusions. Many of these conclusions do not make sense when we look at the facts. Other conclusions are not based on sound logic. Finally, others rest upon logic which, if applied to other activities, would justify government regulation that few American citizens would accept because it would then affect them.

The premise of the study is twofold. The first is that states which do not have universal helmet laws have much higher fatality rates. The second is that these states are burdened by higher costs due to un-helmeted motorcycle riders. I would like to analyze these premises.

First we will take fatalities. I have a hard time believing that this was a non-biased study given the way it made the argument that the only proven way to reduce motorcycle fatalities was to strip adults of the right to choose whether or not to wear a helmet. If you think I am exaggerating their stance I would point you to page 5 where the study states the following: "Helmets are the only safety measure proven to save lives." (Emphasis added).

It is the contention of the CDC that rider education is not a safety measure proven to save lives? Can any reasonable person actually think that learning how to control your motorcycle and operate it defensively and responsibly is of no proven safety value? That is utter nonsense. Several years ago the Virginia Coalition of Motorcyclists studied the effectiveness of Virginia's rider education program. We pulled five years' worth of motorcycle crash statistics and with the help of the Division of Motor Vehicles broke the crashes down between graduates of Virginia's rider education program and non-graduates. Graduates were tremendously under-represented in those statistics. Further, there were two out of the five years in which out of all fatalities for that year NONE were graduates of the rider education program. Other states have done the same thing with similar results. Rider education is most certainly a proven safety measure. I would argue that it is the most effective safety measure. Why does every state have an extensive driver's education program if education is not a

safety measure proven to save lives.

The study goes on to point out the rise in motorcycle fatalities over the years and suggests that relaxed motorcycle helmet laws are to blame. It used Florida as an example. This is not a new argument; however it does ignore some important facts. First it is important to note that upon modification of Florida's helmet law to allow adults to choose, motorcycle registrations in Florida increased dramatically. According to Florida's Department of Highway Safety and Motor Vehicles' report Traffic Safety Facts, October 2010: Motorcycles, between 2000 and 2009 motorcycle fatalities have increased by 62.3%. However, During that time motorcycle registrations increased by 102.4%. Injuries and fatalities have not kept pace with motorcycle registrations. Secondly, using states such as Florida is very misleading. It is one of the top motorcycle tourist destinations in the United States. It also has a much longer riding season. Additionally, it hosts one of the largest motorcycle events in the country drawing half a million motorcyclists a year from all over the country. (Wikipedia.com) Clearly that number of motorcyclists is going to throw the numbers off.

The CDC study also fails to take into consideration national motorcycle registrations in presenting its statistics. Jeff Hennie, Vice President of Government Relations and Public Affairs with the Motorcycle Riders Foundation did some great work debunking similar claims of motorcycle fatality rates in a recent article. The numbers used by the article are taken from the National Highway Traffic Safety Administration (NHTSA). In 1997 there were 2,116 motorcycle fatalities nationwide. In 2010 there were 4,502. The article argued that the rise in fatality rates was greatly due to relaxed motorcycle helmet laws. Jeff pulled the motorcycle registrations nationwide. When applying the motorcycle registration numbers, here is what Jeff discovered.

In 1997, there were 2,116 fatalities for 3,826,000 motorcycles registered. That means 0.055% of registered motorcycles were involved in a fatal accident. In 2010, there were 4,502 fatalities for 8,368,000 motorcycles registered. That means 0.053% of registered motorcycles were involved in a fatal accident. Registration rates increased more than fatality rates. Those numbers paint a completely different (and more accurate) picture.

The last thing I will point out is on page six of the study. It reads as follows: "People who do not wear helmets are more likely to be killed in a crash. Forty-one percent of motorcycle operators and 51% of motorcycle passengers who died in 2008 were not wearing a helmet."

Not to state the obvious but that would mean that 59% of motorcycle operators and 49% of motorcycle passengers were wearing a helmet. It would appear that the majority of motorcycle fatality victims were wearing a helmet. Additionally, this statistic does not identify the cause of death in each of these fatalities. For the non-helmeted fatalities that died of trauma to internal organs, the fact that they were not wearing a helmet is irrelevant. For that

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matter, it is irrelevant statistic for some who died of a head injury unless you are willing to jump to the conclusion that helmeted riders never die of head injuries. We know that is not the case. In the end this statistic tells us nothing.

The second argument of the CDC study is that forcing all motorcyclists to wear a helmet would save money. This argument is problematic for several reasons. For starters it is not clear where the study gets its numbers. For instance, the study states that the United States saved nearly 3 billion due to helmet use in 2008 and could have saved an additional 1.3 billion in 2008 if all motorcyclists had worn helmets. How does the CDC come to that conclusion? How did the U.S. save this money? The study does not tell us.

So how do we test the validity of these statements? I would suggest that one way is to look at our friends in the insurance industry. For those of you who have received my prior emails forgive me for plowing old ground here.

If states that allow adults to make their own choice have higher costs we would expect to see that reflected in motor vehicle insurance rates since we know that the costs borne by the insurance industry are passed on to the customer by way of insurance rates. However, a study of motor vehicle insurance rates do not support the argument that states that allow adult choice incur higher costs as a result. The top five most expensive jurisdictions for motor vehicle insurance in 2012 are Louisiana, Oklahoma, Michigan, West Virginia and Washington, D.C. (Insure.com). Out of that list only Oklahoma allows riders to choose (Michigan had a mandatory helmet law when the study was conducted so we count them as a universal helmet state). The other four require the operators and passengers of motorcycles to wear helmets. The five cheapest states are Maine, Iowa, Wisconsin, Idaho and North Carolina. Of those only North Carolina requires riders to wear a helmet. To take it even further, only 2 of the ten cheapest states for motor vehicle insurance have mandatory helmet laws. The other eight either allow adults to choose for themselves or, as in the case of Iowa, simply have no law what so ever. If you look at the entire list there is no correlation between motor vehicle insurance rates and universal helmet laws. How can that be if the majority of states allow riders to make their own choice and that choice is creating such a public cost? It is because the public cost argument is a myth. According to the US Census Bureau there were 2,035,474 injuries and deaths resulting from motor vehicle crashes 2009. 94,462 of those were related to motorcycle crashes. (<http://www.census.gov/compendia/statab/2012/tables/12s1107.pdf>). That means that in 2009, only 4.7% of the motor vehicle crash related deaths and injuries involved motorcycles. Statistically, we are not a large enough segment of the population to contribute to the overall cost of motor vehicle related deaths and injuries.

The last point I would make is that we should all beware when the government attempts to restrict people's freedom to choose for themselves by using the public cost argument. Such an argument must ultimately lead to the conclusion that it is proper for the government to make choices for us

in any area where there is a possible public cost. Let's take head injuries out to its logical conclusion. We will even use the numbers from those who would deny us choice.

According to the CDC study, the United States could have saved 1.3 billion had all the motorcyclists worn helmets. Clearly the 1.3 billion must be costs associated with head injuries being that head injuries are the only injuries helmets are designed to prevent.

In May of 2011 the CDC issued a study on traumatic brain injury related deaths from 1997-2007. (http://www.cdc.gov/mmwr/preview/mmwrhtml/ss6005a1.htm?s_cid=ss6005a1_w) According to that study, from 1997 to 2007 the fatality rate die to traumatic brain injuries for motorcyclists was 14,972 per every 100,000 members of the total population. I recognize that there are more auto drivers than motorcyclists, but if we are merely looking at costs it should not matter. A head injury sustained in a motorcycle accident does not cost any more than the same head injury sustained in an automobile accident. Additionally if you think the head injuries in automobile accidents were due to the victim not wearing a seatbelt, I would challenge you to sit in your car, put on your seatbelt and start knocking your head against the driver's side door post. It is very easy to do.

Now, let's take the 1.3 billion that, according to the CDC, the United States could have saved in 2008 had all motorcyclists worn a helmet. Does that mean that since the number of traumatic brain injury deaths is almost 6 times higher in automobile crashes than motorcycle crashes that the United States could have saved almost 7.8 billion dollars a year if all automobile occupants wore helmets? That is a pretty good argument for having the government require that all motor vehicle occupants to wear a helmet. Why should the public be forced to carry the financial burden caused by the automobile driver who carelessly chooses to drive his car without a helmet? Will the public ever accept that argument? Of course they won't. However, many of them want to apply that very logic to us.

I am sure that some would point out that the above argument only applies to deaths. Injuries are what drive costs. The Brain Injury Association of Indiana did a study n the causes of traumatic brain injuries. (<http://biausa.fyrian.com/Default.aspx?SiteSearchID=1192&ID=/search-results.html>) Part of the study focused on transportation related brain injuries. The study looked at injuries during 1995-1996 in 14 different states, about half of which allowed freedom of choice at the time of the study., Keep in mind that this association is not friendly to freedom of choice. They also support mandatory helmet laws. That being said, their study showed that 6% of transportation related brain injuries involved motorcyclists. 62% involved standard motor vehicles. That means that 10 times more traumatic brain injuries were caused in automobile accidents than in motorcycle accidents. Using the CDC's numbers the United States could have saved 1.3 billion had every occupant in automobiles worn a helmet. The bottom line is that if you are willing to regulated motorcyclists based upon the cost theory, then you are being hypocritical if you refuse to do

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the same thing to automobile occupants.

You can take the public cost argument even further. Below is an excerpt from a 2004 CDC report on causes of death in the United States in 2000.

The leading cause of death in 2000 were tobacco (435,000 deaths; 18.1% of total US deaths), poor diet and physical inactivity (400,000 deaths; 16.6%) and alcohol consumption (85,000 deaths; 3.5%).

Other actual causes of death were microbial agents (75,000), toxic agents (55,000), motor vehicle crashes (43,000), incidents involving firearms (29,000), sexual behaviors (20,000) and illicit use of drugs (17,000). http://www.doctorslounge.com/primary/articles/obesity_death/

Now according to NHTSA, in 2000 there were 2,897 motorcycle fatalities in the United States. We will assume half of those were not wearing helmets even though that according to the CDC numbers the actual number would be less. For the purposes of this argument we will further assume that every one of those fatalities who were not wearing a helmet would have survived had they worn a helmet. That means that if all motorcyclists had been forced to wear a helmet in 2000 we would have saved 1,449 lives. I rounded up. Why haven't we made tobacco illegal? We could have saved 435,000 lives doing that. How about restricting the types of foods that restaurants and grocery stores can offer? We could have saved 400,000 lives doing that. Why isn't alcohol illegal? We could have saved 85,000 lives in 2000 by removing people's choice as to whether they should consume alcohol. Why don't we outlaw firearms? That's another 29,000 lives saved. By removing people's choices in those areas the government could have saved 949,000 lives. Instead they want to take away our right to choose under the mistaken belief that they could save less than 2,000 lives. The argument is simply void of logic.

When people read the CDC study many will automatically come to the conclusion that universal helmet laws are the solution to motorcycle accident related injuries and fatalities. However when you analyze the available data, that is simply not the case. You have made numerous assumptions and ignore facts to come to that conclusion. The government should not restrict the choices of a few adult Americans based upon the logic which is the basis of this study's conclusions. No American should be in favor of that. If such logic can be used to restrict the rights of a few, it can certainly be used down the road to restrict the rights of many. Personally I trust individuals to make choices for themselves. I agree with Ronald Reagan when he said the following: "The nine most terrifying words in the English language are: 'I'm from the government and I'm here to help.'"

Matt Danielson
McGrath & Danielson
Tom McGrath's Motorcycle Law Group
1-800-3321-8969 Motorcyclelawgroup.com

ABATE ADVERTISING

ABATE is running statewide TV on KYUR 13 ABC, KATN Fairbanks and Southeast from KJUD-Juneau. We are also running on KTBX FOX 4. We chose these TV stations because we had a smaller budget in 2012 than we did in 2011 and wanted statewide coverage. KYUR allowed us to place cash with them and they bonused us the statewide coverage. KYUR and KYBY FOX 4 gave us 100% matching schedules as well. They also bonused us the CW Alaska networks statewide.

Our radio has been the road report on 6 radio stations (actually it's 8 stations because KFQD and KHAR have FM simulcasts), M-F and weekend rotators on different stations. I also ran it on the Big Alaska Show on Saturday. The radio ends the last day of August 31. The TV carries over into September through the Labor Day Holiday.

The monthly totals breakdown:

May	\$3,975
June	\$5,090
July	\$5,730
August	\$5,410
September	\$700
Total	\$20,905

The TV programming has been rotators with a focus on later evenings to accommodate the later viewing habits of the season.

Regarding KTUU TV 2 last year versus this year's buy ... First, we had more money last year. However, look at the monthly totals above. The most we spent in a month was July \$5,730. For that amount we were able to get a hell of a lot of that amount: commercials everyday statewide on ABC, on FOX 4 KTBX, CW Alaska Network and radio everyday. KTUU 2 could not come close to matching this offer with the budget we were working with.

We hope to be able to increase our coverage, and spend, next year depending on the outcome of State grant awards.

"RC" Dan Owens



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 _____

Contact Person _____ Website Address _____

Type of Business _____ No. of copies of the Advisor ☐5 ☐10 ☐15 ☐20 ☐25

Physical Address _____ Discount to Members ☐5% ☐10% ☐15% ☐20% ☐_____ %

Mailing Address _____ Other Discounts _____

City _____

State _____

ZIP _____

Phone Number _____

Fax Number _____

☐ Annual Membership \$60.00

☐ 3-Year Membership \$150.00

Please send your application and payment to:

**ABATE of Alaska
P.O. Box 92213
Anchorage, AK 99509-2213**

Would you like ABATE info for your countertop?

☐ Yes ☐ No

Would you like to have an ABATE Web link?

☐ Yes ☐ No

Are you willing to make a tax-deductible cash donation for ABATE projects? ☐ Yes ☐ No

Are you willing to make a tax-deductible product donation to ABATE? ☐ Yes ☐ No

ABATE Business Sponsor Listings

Support these business that support **your freedom to ride!**



Alaska Leather



House of Harley Davidson & Buell

Dream Catcher Custom Cycle

Reilly's Irish Pub

Carousel

The Buckaroo

Mad Hatter

A.B.A.T.E. of Alaska Board of Directors and Officers

President:	Ben Stickley
Vice President:	Open
Secretary:	Lynn Fibranz
Run Coordinator:	Chris "Token" Rigel
Legislative Coordinator:	Boyd McFail
Rider Ed Coordinator:	Barbara "Barb" Smart
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Public Relations:	Marilee Rivas
Products: Gaming Officer:	Boyd McFail
Webmaster:	Steve Raines
Newsletter Editor:	Bobbe Reilly
Treasurer:	Ed Rutledge

Board of Directors

Dan "RC" Owens
"Barb" Smart
Boyd McFail
Dan Coffey
Ed Rutledge
John Shipe

ABATE General Membership Meeting Places and general information:

October 18th – 7PM - Sea Galley Restaurant in the "Gamer" Room.

November 15th – 7PM - Sea Galley Restaurant in the "Section 13" Room.

No meetings held for December and January. January ABATE will hold another Meet and Greet, TBD.

Nomination forms will be going out and the form must be returned to ABATE by the 18th of October, either by mail or to the general membership meeting at the Sea Galley.

Marilee will has Freeze Up Sweatshirts for sale at \$35 each. Generally they run one size larger than you normally wear. There are no more smalls or extra smalls and they are unisex sized. If you cannot make the meeting and would like a sweatshirt, call 907-250-9919.

A.B.A.T.E. of Alaska



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US Postage
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P.O. Box 92213
Anchorage, Alaska 99509-2213

Rider Education 566-3334
www.abateofalaska.com

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The ABATE Advisor is the official publication of ABATE of Alaska. This publication is distributed to members, other motorcycle organizations and interested parties nationwide. ABATE of Alaska Inc. accepts no responsibility for the comments and/or opinions contained within. Opinions expressed are solely the author's and do not necessarily reflect those of ABATE; its Board, Officers, or other members. The information obtained within this newsletter has been obtained from a multitude of sources and believed to be reliable, as well; the Editor has exercised reasonable care to ensure its accuracy.

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

☐ VISA Card No: _____
☐ MC Exp. Date: ____/____/____
☐ AMEX Signature: _____

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:

ABATE of Alaska
P.O. Box 92213
Anchorage, AK 99509-2213

OFFICIAL USE ONLY
☐ Charge Card ☐ Cash ☐ Check # _____ ☐ M/O
☐ Computer Updated ☐ Card Sent Date: _____
Received by: _____
Member Card Number: _____