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What is Your Bike Worth?

Probably Less Than You Think.

May 14, 2014

We motorcyclists are a different breed. For most of us our motorcycles are more than a mode of transportation; they are literally an extension of us. Over time we modify and customize our bikes to make them unique. When a negligent driver damages or destroys our bike they have not just damaged or destroyed a vehicle, they have damaged or destroyed part of us. Our bikes can have value to us that are beyond market forces. That value can come from the rides we have taken on them, how long they have been in the family, or any number of things.

However, to an insurance company, a defendant or a court, your motorcycle is only worth what the market says it is worth. If your motorcycle is totaled the insurance company is only required to pay you the fair market value of your bike regardless of how much you owe on it or how much you think it is worth.

Fair market value is the amount that the motorcycle would sell for on the open market. This should not to be confused with what you would ask for if you were to sell it. It should also not be confused with what you owe on it or what you have invested in it. These things are unimportant and often irrelevant in determining what your bike is worth.

The insurance companies will often look to the NADA(National Automobile Dealership Association) guide to gauge the value of your motorcycle. They will also look to see what similar motorcycles are selling for in your geographic area. I often get complaints that the insurance company is

(Continued on page 7)

Alaska DMV Moves to Central Issuance of New Driver Licenses

May 7, 2014, Juneau, Alaska - In an effort to enhance the security of driver licenses and identification cards (ID), the Alaska Division of Motor Vehicles (AK DMV) is moving to a Central Issuance process starting June 2014. The phased approach begins with issuance and renewal of Alaskan driver license or ID and does not require customers to immediately obtain a new license. At that time of renewal Alaskans will receive a temporary card that acts as an official form of identification until a secured license or ID is mailed, a practice similar to credit cards or voter ID cards.



“Moving to Central Issuance makes a fake ID significantly more difficult to create due to updated security features in the new design that better protect Alaskans from license forgery and identity theft,” remarked Commissioner Curtis W. Thayer at the Department of Administration which houses AK DMV.

The temporary card is a sturdy paper replica of your ID valid for 60 days and will serve as your identification until the updated license or ID is processed and mailed to you in 2-4 weeks. AK DMV is working statewide with law enforcement, businesses and community leadership to spread the word on the updated process of using a temporary card until you receive the new license or ID in the mail.

“This will be a big step as you go into AK DMV and get a temporary license or ID before you receive the new one in the mail,” stated AK DMV Director Amy Erickson. “The practice of sending a secured license or ID from a secured central facility is a current best practice of 26 other states.” Attached to this release is a single page outlining the updates to the Alaska License and below we’ve provided FAQ information to assist with the most common questions.

[DMVflyerNewLicense-EMAILER.pdf](#)

Frequently Asked Questions (FAQ) for Central Issuance:

WHAT IS CENTRAL ISSUANCE?

Central Issuance is a process by which the DMV will provide you a temporary card at application then print and mail your permanent card from a secure centralized facility.

WHY DID DMV MAKE THIS CHANGE?

DMV made this change to protect the identities of Alaskans. The new card design and central issuance process is part of a nationwide effort to make it harder for criminals to obtain your identity.

WHO WILL THIS AFFECT?

All Alaskans who rely on or accept state-issued licenses or IDs.

THE TRAUB

In 1967, a plumber doing renovations of an apartment building outside Chicago tore down a brick wall and found what would prove to be a baffling mystery to vintage motorcycle enthusiasts - a one-of-a-kind motorcycle bearing 1917 plates and the name "Traub". The building's elderly owner admitted that his son

Don't think this unique motorcycle is merely a museum piece though. Walksler rides the Traub fairly regularly. When asked about the engine components, he enthusiastically replied, "Everything inside the engine is just magnificent. The pistons are handmade, and have gap-less cast iron rings, the engineering and



had stolen the bike before going off to WWI, never to return. But where the bike came from and who made it remains a unknown to this day. Currently residing in the Wheels Through Time Museum in Maggie Valley, North Carolina, the Traub is considered by many to not only be the rarest motorcycle in their collection, but in the world.

The Traub was sold to Torillo Tacchi, a bicycle shop owner in Chicago after its discovery who later sold it to Bud Ekins - famous as Steve McQueen's stuntman - while Ekins was on set of the Blues Brothers movie in the late 1970s. The Traub was later sold to collector and restorer, Richard Morris, who then sold it to Wheels Through Time Museum curator, Dale Walksler, in 1990. It has been on permanent display in the museum collection ever since.

machining being simply years ahead of their time." "When comparing other top motorcycle makes and models of the era, the Traub has no equal. Comprised of a sand-cast, hand-built, 80 cubic-inch "side valve" engine, the machine has the ability to reach speeds in excess of 85 mph with ease," says Walksler.

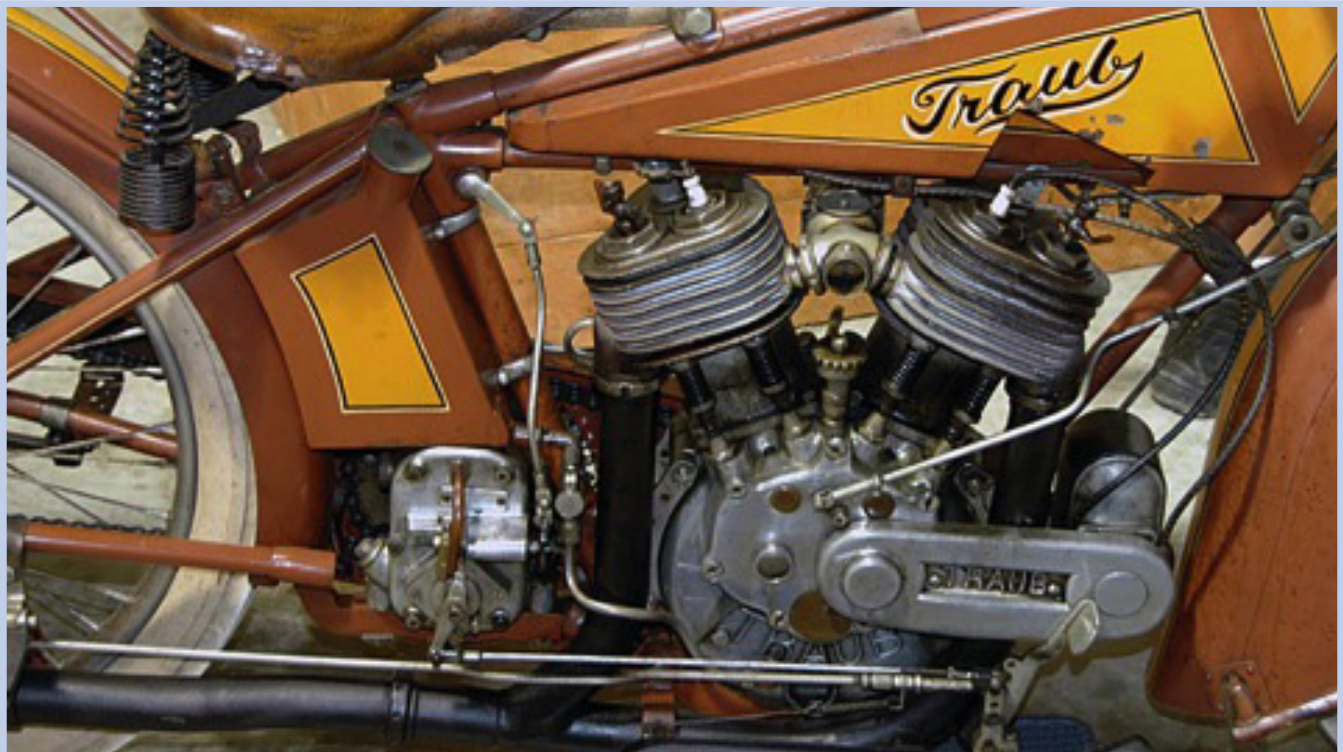
Aside from its few off-the-shelf components, the Traub has many unique handmade features. The three-speed transmission is thought to be one of the first of its kind and the rear brake, a dual-acting system that employs a single cam that is responsible for pushing an internal set of shoes, while pulling an external set, has never been seen on any other American motorcycle.

"For a machine to have such advanced features, unparalleled by other motorcycles of the same era, is truly outstanding," said Walksler. "It's my opinion

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that The Traub was an attempt at a new breed of motorcycle. But how on earth could a machine have been produced in such great form, with capabilities that far exceed that of any comparable machine, without the knowledge of the rest of the motorcycle industry during that time."

The hunt for the Traub's elusive origin hasn't stopped. "While we may never know why the machine was placed behind that wall, we do hope to one day find out more about its history and the genius that created it," said Walksler.



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From The Alaska Highway Safety Office

State of Alaska Highway Safety Annual Report FFY 2013

Chapter 2: Performance Data – Alaska, 2003 to 2013

2.1 Crash Statistics Summary

In Alaska, fatalities resulting from motor vehicle crashes dropped from 72 in 2011 to 59 in 2012. Details on Alaska's highway safety trends between 2003 and 2013 are provided in Table 6. Figures 1 through 14 illustrate select performance measures shown in Table 6. Year 2008 is considered as the baseline for all performance measures illustrated in the tables and figures of this section. Fatality data are complete through 2012 and major injury data are complete through 2010. Previous years' data have been revised where necessary.

Table 6: Alaska Traffic Safety Trends
2003 to 2013

Crash Data/Trends	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2011-2012 Percent Change	Average Change
Fatalities (Actual)	98	101	73	74	82	62	64	56	72	59	NA	-18.1%	-4.18
Fatalities per 100 MVMt	2.0	2.0	1.5	1.5	1.6	1.3	1.3	1.2	1.6	1.2	NA	-23.1%	-0.07
Serious Injuries	655	584	580	437	433	391	452	488	–	–	NA	–	-28.57
Alcohol-Impaired Fatalities (Driver with BAC 0.08 or Higher)	29	27	29	19	25	21	20	15	21	15	NA	-28.6%	-1.45
Unrestrained Passenger Vehicle Occupant Fatalities	30	34	22	17	28	23	12	12	20	19	NA	-5.0%	-1.62
Speeding-Related Fatalities	41	38	28	30	34	27	29	26	25	14	NA	-44.0%	-2.15
Motorcyclist Fatalities	12	8	4	9	6	8	7	9	10	9	NA	-10.0%	0.05
Unhelmeted Motorcyclist Fatalities	6	5	1	2	1	2	2	6	1	5	NA	400.0%	-0.07
Young Drivers (20 or under) Involved in Fatal Crashes	21	17	13	17	21	17	10	7	4	7	NA	75.0%	-1.65
Pedestrian Fatalities	9	10	7	9	13	3	10	6	9	8	NA	-11.1%	-0.17
Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants)	79%	77%	78%	83%	82%	85%	86%	87%	89%	88%	86%	-1.3%	0.01
Seatbelt Citations Issued During Grant-Funded Events	0	0	0	0	0	0	4,100	1,726	1,526	547	508		
DUI Arrests Made During Grant-Funded Events	0	0	0	0	0	0	1,896	1,474	1,330	783	250		
Speeding Citations Issued During Grant-Funded Events	0	0	0	0	0	0	3,376	1,985	2,067	1,089	712		

Source: Alaska Highway Safety Office, 2013; 2012 Fatality information, FARS, 2013.

Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

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Page 4 of the same report reads:

- Motorcycle Safety-Between 2004 and 2011, 61 motorcyclists representing 12% of all Alaskan roadway fatalities died in motor vehicle crashes. During this time period, 26 (42%) of the fatally injured riders were not wearing helmets (motorcycle helmets are not required in Alaska). In some years, the percentage of unhelmeted riders has been as high as 62% (five out of eight riders in 2004) and as low as 10% (1 out of 10 riders in 2011)

Table 9: FFY 2013 Motorcycle Safety Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status	
402 MC 2013-13-03-00	AHSO Motorcycle Safety Statewide Services	Motorcycle fatalities; unhelmeted motorcycle fatalities	Sec. 402	\$1,337	Complete	●
402 MC 2013-13-03-01	AHSO Motorcycle Safety Program Area Management		Sec. 402	\$0	Canceled	⊗
2010 K6 2013-13-03-00	AHSO 2010 Motorcycle Safety Statewide Services		Sec. 2010	\$0	Canceled	⊗
Total Funds Spent (Motorcycle Safety)				\$1,337		

From the FFY 2013 Highway Safety Performance Report

Table 3: FFY 2013 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2012 Target	2012 Actual	2012 Target Met	Percent Difference (Actual versus Target)	2013 Target
Core Outcome Measures	C-1	Fatalities	55	59	○	7%	53
	C-1a	Fatalities (three-year average)	64	62	●	-3%	62
	C-2	Serious Injuries	345	-	⊗	Missing Data	334
	C-3	Fatalities per 100 MVMT	1.14	-	⊗	Missing Data	1.10
	C-3a	Fatalities per 100 MVMT – Urban	0.50	-	⊗	Missing Data	0.49
	C-3b	Fatalities per 100 MVMT - Rural	1.77	-	⊗	Missing Data	1.72
	C-4	Unrestrained passenger vehicle occupant fatalities	20	19	●	-5%	20
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)	19	15	●	-21%	18
	C-6	Speeding-related fatalities	24	14	●	-42%	23
	C-7	Motorcycle fatalities	7	9	○	29%	7
Core Behavior Measure	C-8	Unhelmeted motorcycle fatalities	2	5	○	150%	2
	C-9	Young drivers (20 or under) involved in fatal crashes	15	7	●	-53%	15
	C-10	Pedestrian fatalities	3	8	○	167%	3
	B-1	Observed seat belt use	88.1%	86.1%	○	-2%	89.1%
	A-1	Seat belt citations	N/A	547	⊗	N/A	N/A
	A-2	Impaired driving arrests		783	⊗		
	A-3	Speeding citations during grant-funded activities		1,089	⊗		

Key: ○ = Did Not Meet Target; ● = Met or Exceeded Target; and ⊗ = Data Missing.

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(Continued from front page)

not taking into consideration aftermarket items such as additional chrome in computing the value of a client's motorcycle. While extras and modifications can increase the value of a motorcycle, fair market value is not computed by taking what you paid for the bike and adding up all that you have invested in it. If you add \$2,000 worth of chrome to your bike that does not necessarily mean the bike is worth \$2,000 more than before you added it. The question is how much will it cost a buyer to go out and purchase another bike like it. The answer to that question is usually less than the owner thinks. Try going on Craigslist or EBay and seeing how much bikes like yours are selling for. That is why I tell clients that if you want to put chrome on your motorcycle, do it because you like chrome, not because you want to add value to your bike.

So what can you do to protect your bike? First and foremost, if you are financing your motorcycle consider gap insurance. Gap insurance pays the difference of what the motorcycle is worth, and what you owe. It keeps you from being "upside down" on your loan if your bike is totaled. By way of example, let's say that you buy a bike for \$15,000. Two years down the road you owe \$13,500 but the fair market value is now \$11,000. If you are in an accident and your bike is totaled, the insurance company is going to pay you \$11,000. That takes care of the defendant's obligations with regard to your bike. You will still owe \$2,500 on a motorcycle that you do not own. Trust me; those are painful payments to make. However, if you bought gap insurance it would make up that \$2,500 difference so that you would not owe further on the bike.

You can also insure your motorcycle for a certain amount, often called scheduled or stated value. If you do that and your bike is totaled, the insurance company will pay that pre-set amount. Take that \$15,000 bike that you bought in the previous scenario. You schedule the bike at \$15,000. The same two years go by and it is worth \$11,000. If you are in an accident and your bike is totaled the insurance company will pay you \$15,000. If you do not want to pay for a scheduled or stated value, many policies will offer specific protection for accessories, which guarantees that you will receive value for your accessories. It does not protect you from the natural depreciation in value that all bikes experience

over time. If you do purchase coverage for accessories, make sure to save the receipts for any accessories that you purchase.

The bottom line is that the vast majority of us are riding with what is called an "actual cash value" policy (ACV). If our motorcycle is totaled we will get the actual cash value of that motorcycle. If you, as many of us do, see your motorcycle as something that you have a personal investment in and you want to protect that investment, then you need to make sure that you purchase more than just an ACV policy. Otherwise, your investment is at mercy of the free market, and the free market will almost always determine that your motorcycle is worth less than what you think it is.

If you would like to see a video on this topic you may go to the following link:

<http://www.youtube.com/watch?v=PCO2D6-VWOY>

If you have any further questions or comments concerning this article or any other matters concerning your rights as a motorcyclist, please feel free to contact me at 1-800-321-8968 or at matt@motorcyclelawgroup.com.

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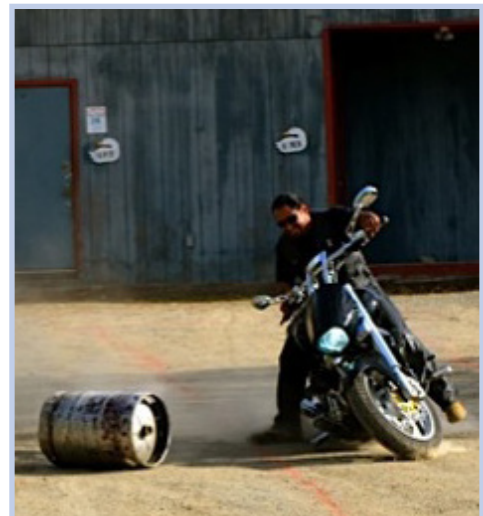
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April 17-18 ABATE Break-up Run 2014



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July 2014

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		1 HAMC Event TBA. Poker Run or Pot Luck etc When: 630pm every Tuesday all month Where: Anch. City Church Who: Black sheep Event: Ride	2 When: 6PM every Wednesday all month Where: HOH Who: HOG Event: ride	3 Run With the Wolves. Run around the state depart time 6pm Open to all When: 6pm every Thursday all month Where NL professional bldg Who: Random (not a sanctioned group) Event: open ride	4 Run With the Wolves. Run around the state need to provide your own lodging open to all Hogs in 4 th of July Parade All bikes invited!	5 Run With the Wolves. Run around the state need to provide your lodging open to all Open to all anchorage to Pt. Mackenzie Where: LB4LB club house When: 9 pm Who: LB4LB Event 10 th anniversary When: all day Where: all three Harley houses Who: HOG Event: Military appreciation day.
6	7	8	9	10	11	12 When: 10:00 am Where: Centennial park Who: Combat Vets Event: Annul Poker Run
13	14	15	16	17 Sea Galley: Abate General membership meeting @7pm Open to membership	18	19 Iron Wolves motorcycle Appreciation party @ tug bar start 1 pm open to all Live Ride for MDA Anchorage- Willow HoH 10am
20 Iron Wolves motorcycle Appreciation party @ tug bar start 1 pm open to all When: all day Where: victory bible camp Sutton Who: CMA Event: CMA state rally	21	22	23	24	25 meet up people. Time TBA riding to kenicott mine Open to all	26 When: tba Where: HOH Who: hog Event: over nighters in homer
27 Xmas in July	28	29	30	31		

August 2014

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					1 HAMC Event TBA. Poker Run or Pot Luck etc When: TBA Where: HOH Who: HOG Event: hoka hey party @kphd then overnight in homer	2 When: TBA Where: Homer Elks lodge Who: HOG Event: hoka hey finally party. When: all day Where: all three Harley houses Who: HOG Event: Military appreciation day.
3 When 12-6pm Where: TBA Who CMA Event ak corrections ministries	4	5 When: 630pm every Tuesday all month Where: Anch. City Church Who: Black sheep Event: Ride	6 When: 6PM every Wednesday all month Where: HOH Who: HOG Event: ride	7 When: 6pm every Thursday all month Where NL professional bldg Who: Random (not a sanctioned group) Event: open ride	8 Where: Stugis in Alaska When: 1pm Who HAMC Event: Stugis in AK open to all	9 Where: Stugis in Alaska When: 1pm Who HAMC Event: Stugis in AK open to all When: 10AM Where: HOH Who: Sarcoma Cancer society Event: ride to turnagain and back for lunch
10 Where: Stugis in Alaska When: 1pm Who HAMC Event: Stugis in AK open to all	11	12	13	14	15	16 CoC Poker Run to Seward Carrs on Huffman @ 10am open to all When: tba Where: HOH Who: HOG Event: day ride to Talkeetna
17	18	19	20	21 Sea Galley: Abate General membership meeting @7pm open to membership	22 meet up people Denali hwy ride TBA Open to all	23 HangMen MC: Tug bar party @ 1pm Open to all
24	25	26	27	28	29	30
31						

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September 2014

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1 HAMC Event TBA. Poker Run or Pot Luck etc	2 When: TBA Where: Anch. City Church Who: Black sheep Event: Ride	3 When: 6PM every Wednesday all month Where: HOH Who: HOG Event: ride	4 When: 6pm Where NLights professional bldg Who: Random (not a sanctioned group) Event: open ride	5	6 Dawgs Freeze up run Time and meet and destination TBA open to all When: all day Where: all three harley houses Who: HOG Event: Military appreciation day.
7	8	9 When: TBA Where: Anch. City Church Who: Black sheep Event: Ride	10	11 When: 6pm Where NLights professional bldg Who: Random (not a sanctioned group) Event: open ride	12	13
14	15	16	17	18 Sea Galley: Abate General membership meeting @7pm Open to membership	19	20 Abate Freeze up run @ whaler on muldoon 12pm Destination TBA Open to all
21	22	23	24	25 Last Thursday Ascendants ride Weather permitting.	26	27 Ascendants 3 rd annul End of the season party @ Al's Alaskan Inn at 6pm open to all and then some
28	29	30				



Look at this!

Certified **100,000** miles on a 2001 Road King FLHRC (Road King classic injected) that MY BIG SISTER, Alana, (Alana Polega of St. Lucie, Florida) bought new in 2001!

NEW, with ZERO, nada, nil, nyet, goose egg, none, no, empty, nothing miles on it!

WAY TO GO LANA! 100,000 more!

-by Bobbe Reilly



ONE GUY'S STORY

By Mike P, ABATE of AK Sgt. at Arms, STNMC, Treasurer

I have been riding motorcycles since I was old enough to hold my head up and my dad would zip me in his coat. When I was old enough to ride on my own I had a mini bike. What kid didn't love those in the 70s??? Man "I was in the wind"! Dad was an Indian man and there were Harleys in the neighborhood and the sound of several together was like a fine orchestra, to me anyways. I could not go anywhere or do anything without being drawn like a magnet to this lifestyle.

I am a Harley guy through and through. Raised as a patriot I am loyal in more ways than one. For a kid who grew up in the height of the cold war with a War Veteran father who was wounded in battle while furthering liberty was interesting to say the least. To even think of riding a Russian motorcycle is not something that would have ever crossed my mind.

Fast forward to today. I have ridden just about every brand of motorcycle, both street and dirt. I love motorcycling and off-roading and so

do my kids. My oldest, who is 24, was raised by the code and is a good man who also rides his custom soft tail daily. The youngest boy will be five in July. This little guy has been raised the same as my oldest and me. He was put on the gas tank in front of me as soon as he could hold his head up. From there we made longer and longer trips until we were venturing out of the neighborhood. He even has his own mini-bike! Well as he got bigger, he was at that awkward stage between the tank and the back seat and was left grounded, staring down from his bedroom window screaming and crying every time I left.

My neighbor had a Ural which I had tried. But whatever, It was not quite what I wanted so I got a Harley Franken-trike for winter. But my son's eyes told a story of motorcycle envy and neglect. I started a relationship with Micky Sherfield our local Ural dealer. The poor guy, I humped his leg and bugged the hell out of him for quite a long while. True to form he educated me, took me for a drive in the sidecar and I started to look at Urals differently. They are the Jeep, Hummer or Unimog of the riding world. What other sidecar in the world is capable of locking the rear end in for 2wd off-road fun. By the way, you drive a sidecar, rig or hack you do not ride them. There is no counter steer. You drive it like an ATV. I asked him to help me find a good reliable used hack. It was quite a while until he did but wow, when he came through it was awesome. He had found my Maroon 2002 Anniversary Edition Ural Tourist. While it was a one wheel wonder I didn't care and Colt was "In the wind" again!

We drove that rig everywhere and the comments were great from everyone, everywhere we went. I began to learn more and more about this motorcycle and the local company, the history of Ural the manufacturing and importation and basic maintenance. I was slowly turning from a Ural Pilot to



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becoming a full-fledged Uralista. Well as things go, I heard the 2014 model would bring fuel injection and three wheel disc brakes. To most people that seems like a godsend, but not to me. I like the utilitarian aspects of these rigs and the ability to fix them and hold them together like Siberian peasants with nothing more than the basic tool kit and bailing wire. New was out for me. I had to get a pre-2014 or be stuck with on board computers and fuel injection. I could not pay cash for one and refused to finance. I would have to wait and get a used 2013 the epitome of pre-tech Ural in a few years.

Colt started to have problems with his legs and was getting sick. We had no idea what was wrong. After several visits we were told he may have Leukemia. To any parent this was a nightmare; to me it was devastating as he is my whole world, my life. I freaked out thinking this was it and bought the 2013 on credit and AKUSA gave me a great rate. I was going to get some travelers checks; a nice kids riding suit and helmet for Colt, and we were going on a six week ride down the coast to hit Disneyland, Sea World, Magic Mountain, and ride down the California coast to Baja.

I inventoried the camping gear, check. Prepared my boss at the office, check. And then we got the news. We have good news and we have bad news Mr. Paquette. While your son doesn't have cancer we do not know what is wrong with him...ok we dodged that bullet.

He is slowly getting better, a bit anemic, and still having problems with his legs. Every now and again he says, "My legs are tired daddy." But he doesn't have cancer. The last minute trip with my son was canceled and we could not be more thankful for his health.

Because of my son, Colt, I got into sidecars. Because of my love for off-roading and winter riding and a friendship with Mick, I got into Urals, (Sorry dad, I can actually hear him bitching about commies from his grave at the National Cemetery). I have said to my friends and brothers, and they think I am crazy for it, "If I had to only have one vehicle, car, truck, motorcycle, ATV, whatever, it would be a Ural Gear Up. It may be slow. It may be heavy, but it will go anywhere. And did I mention it is fun as all get out??!!

The Burgundy one is the 2002 Anniversary edition I sold to a nice couple in the Valley, and the Forest fog (green) is my 2013 Gear Up. And of course that is Colt in the car.



A Rider's Opinion

The Airhawk R model. Found a sale price on eBay (don't pay retail—way overpriced).

Positive review: Well made. Outer materials do not slip when placed on seat. Straps under the seat are easy to connect. Much easier on scrotum/prostate -- no minor issue for guys over 50. Feels good on ass -- definitely made for distance riders.

Negative review: Pricey. Inflated air pockets under ass roll around like marbles when weight shifts during speed, braking, and curving -- VERY disconcerting! -- can be a large issue for sport bikers -- these things are better suited for cruiser types. Best to use as little inflation as needed.

Neutral review: This is a thick pad even when minimally inflated. Seated height is up approx a half-inch to an inch. This little amount makes a rider's entire geometry change enough to be very alarming until he/she gets used to it.

In all, considering the squirmly nature of this thing, I think sheep skins or gel seats might be a better way. Especially for sport or sport-touring riders.

db

WHAT WE HAVE HERE IS A MEANS TO COMMUNICATE!

Well, thanks to the great work of Big Dave Grizzly, what we have here is a means to communicate! Thanks Dave for moving ABATE of Alaska into the 21st century with the following social sites! Below is Dave's e mail so send him your posting or info request! Be sure and like our pages and check out what's posted. Remember, for updates on events, runs, etc. you can find everything at the Alaska Combined Run Schedule: www.akbikerruns.com

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Also: www.abateofalaska.com/ for class schedules, photos and all kinds of information.

Send your contact information to: Big Dave, www.bigdavegrizzly.com

ATTENTION

All business members:

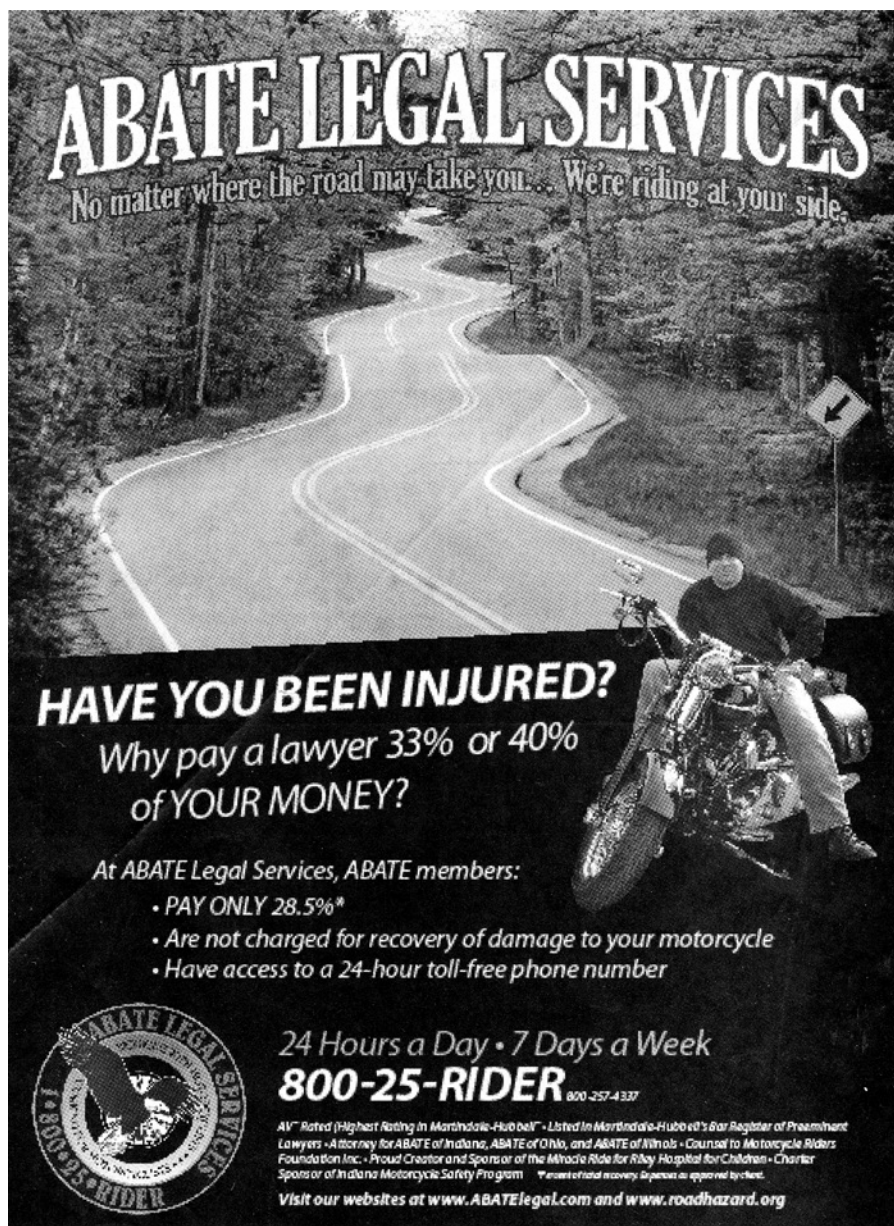
Send your business cards so you are represented in the newsletters!!!

All members:

You can advertise non-business sale items for free in the newsletter!!!

All members:

Send your thoughts to the editor; write an article; send pictures!!!



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Visit our websites at www.ABATElegal.com and www.roadhazard.org

A Note from Your Editor

Thank you for your support of ABATE. Since the Meet N Greet held at La Cabaña in late January, 2014, 91 of you have joined or renewed your membership in ABATE of Alaska, Inc. ABATE Officers and Board of Directors thank you for your support and interest. We represent you and the rider's choice to decide.

This riding season began tragically. In this issue excerpts from the State of Alaska Highway Safety Annual Report Federal Fiscal 2013 are presented for your edification and inspection. Immediately below is an excerpt from the cited report:

- **Teen Drivers** – Nationally novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While risk-taking is involved in many teen crashes, most crashes occur because the teen behind the wheel doesn't have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition and decision errors topping the list. The encouraging news is the number of Alaskan teen drivers involved in fatal crashes has decreased rapidly from 21 in 2007 to 7 in 2012.

Certainly, we are thrilled that fewer teenage drivers are involved in fatal crashes, but this decrease in teen driver fatalities does not reduce the number of motorcyclists killed on our highway by inexperienced, untrained, distracted, text messaging, cell phone talking, impaired teenagers and other poor drivers who don't pay attention and make poor decisions.

I am urging the return of Drivers Education to public schools in order to reduce the bloody carnage on our highways of motorcyclists, bicyclists, pedestrians by untrained, inexperienced, distracted drivers. Alarming also is the number of hit and runs. When has it become acceptable to smash into a motorcyclist or pedestrian and leave them in a puddle of blood, broken bones and pulp tissue on the side of the highway? ABATE offers training classes in basic riding, experienced riding, experienced riding with passengers', private tutoring, and advanced riding skills but we can do nothing about training drivers of cars. Or, can we?

You can acquire driver training on the street corner, from Mom and Dad, or in school. If you are trained by Mom and she runs yellow lights, that's what you learn. If you are taught by Dad and he doesn't use his turn signal, neither do you. If you learn to drive from your big brother who texts and talks on the phone all the time while driving, then so do you. I hear that Drivers Education in school costs parents \$500-\$1100.00. I would hazard a guess that most parents can't afford this cost for their one, two or three children. Lets get Drivers Education back into schools as a required curriculum.

For these reasons, please ride aware. Watch out for the drivers. Expect the unexpected. Read the Highway Safety report and see how the State of Alaska canceled two out of three motorcycle safety projects and spent a whopping \$1,337 on motorcycle safety programs. That's why ABATE exists. That's why ABATE thanks you for your support.



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ABATE

General Membership Meeting
is at Sea Galley, C St.
on the 3rd Thursday
of every month, 7:00 PM

Dial 511

to get the latest on road information from the State of Alaska. Topics include public transit, the Alaska Marine Highway System, national weather service reports, and highway reports for specific highways throughout Alaska to the Canadian border. Highway reports include information such as, incidents, road conditions, weather reports for the specific highways and a number for border information.

MOTORCYCLE RIDERS FOUNDATION



It's time you did something more to protect your rights!

JOIN AND SUPPORT **Motorcycle Riders Foundation** REGISTER, VOTE, WRITE AND RIDE!

☐ Annual Individual Membership \$30 ☐ 3-Year Individual Membership \$80 ☐ Annual Sustaining Membership \$100

☐ Annual Joint Membership \$50 ☐ 3-Year Joint Membership \$130 ☐ New Member ☐ Renewal Member # _____

Freedom Fighter Donation: ☐ \$10 ☐ \$25 ☐ \$ _____

FOR OFFICE USE ONLY
(All information treated confidentially)

Referred by _____

Date _____

MRF# _____

Exp. Date _____

Member was given:

☐ Pin

☐ Patch

☐ Year Rocker

☐ Newsletter

What issue? _____

PLEASE PRINT OR TYPE YOUR INFORMATION

Name _____ Phone () - _____

Address _____

City _____ State _____ Zip _____

E-mail Address _____

Are you a member of a state motorcyclists' rights organization? ☐ Yes ☐ No If yes, name: _____

Mail with remittance to: Motorcycle Riders Foundation, Inc., 236 Massachusetts Ave. NE, Suite 204, Washington, DC 20002
(202) 546-0983 • FAX (202) 546-0986 • <http://www.mrf.org> • mrfoffice@mrf.org

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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

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ABATE of Alaska, Inc is a nonprofit organization dedicated to preserving the rights and promoting the safe riding practices of Alaskan motorcycle enthusiasts.

ABATE of Alaska is a freedom of choice organization. We embrace the maxim "Let Those Who Ride Decide." We believe that the rider is best able to decide the type of motorcycle to ride, and the type and extent of safety gear worn. Our objectives include monitoring motorcycle related legislation locally and nationally; offering affordable rider safety courses as prescribed by the Motorcycle Safety Foundation; and demonstrating our commitment to civic affairs through charitable measures.

ABATE of Alaska offers activities and the brotherhood of fellow motorcyclists. We stand for the rights of ALL motorcyclists to ensure that we and our children will be able to enjoy the freedoms we hold so dear. Membership is open to everyone interested in preserving personal freedoms.

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



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

Rider Education 562-2324
www.abateofalaska.com

June 2014

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

www.abateofalaska.com

- | | | |
|-------------------------------------------------|-----------------------------------------|---------------------------------|
| <input type="checkbox"/> 1 Year Membership \$20 | <input type="checkbox"/> New Membership | <input type="checkbox"/> Update |
| <input type="checkbox"/> 3 Year Membership \$50 | <input type="checkbox"/> Renewal _____ | (Previous Member Number) |

By signing this application, I agree to waive any and all claims against ABATE of Alaska, Inc., its officers, board of directors, and general members for any personal or property loss or damage which may occur as a result of my participation in ABATE of Alaska, Inc. functions. I understand that ABATE of Alaska, Inc. cannot and will not assume responsibility for my safety and that if I participate in any ABATE of Alaska, Inc. sponsored ride or event I do so voluntarily, and I assume all risks. I release and hold ABATE of Alaska, Inc. harmless for any personal injury or property loss, which may result therefrom. I agree not to sue ABATE of Alaska, Inc. or any property owner for any injury or damage that may occur as a result of my own or my guests participation in any ABATE of Alaska, Inc. sponsored event. I agree to reimburse ABATE of Alaska, Inc. for any and all losses it may suffer as a result therefrom. PLEASE READ AND UNDERSTAND THE ABOVE AGREEMENT AND SIGN BELOW.

Member Signature and Date

Please mail payment with this application to: ABATE of Alaska, Inc PO Box 92213 Anchorage, AK 99509-2213

NAME: _____ PHONE: _____

ADDRESS: _____

EMAIL: _____

____ VISA	Card # _____
____ MC	Exp. Date _____
____ AX	Signature _____

Suggestions for ABATE: _____

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