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## How to Prepare your Motorcycle for Spring

Spring is officially here, and it's about time to get riding again. If you were able to get all your winterizing done when you were forced to hang up your riding boots for the cold season, your bike should be almost ready to ride; but if not, getting your bike road-ready might take just a bit more effort.

So here's a quick rundown of the 7-point plan to Winter recovery, in order of importance:

### Manual Labor

Whether you're still stuck indoors or if riding season has already begun, reading your owner's or service manual can help get you prepared for spring maintenance. This Spring Preparation guide will give you some great general pointers on how to be prepared, but your manual has all the specifics for your own bike.

### Fuel First

Stale gasoline is an often forgotten yet very problematic issue with stored vehicles, so we recommend addressing your fuel and fuel system first, before anything else. Gasoline is a very refined chemical composition, and it actually deteriorates very quickly.

With fresh fuel in the tank, we can move on to addressing the other most common storage issue - dead batteries.

### Battery Maintenance

We recommend getting a "smart" battery charger that automatically turns itself off so you don't overcharge and damage it. No matter what charger you pick up, it's still a good idea to check your battery fluid lev-

els before hooking it up, and top off any low cells.

If you have a lithium battery (which is a great upgrade) you'll need to treat it a little differently. You should still use a trickle charger, but you'll need one that is lithium battery-specific. Lithium batteries are solid-state, so you don't top off the cells with water either. Check out our complete guide on the for more information.

### Tires

When checking tires after storage, you should be conscious of potential flat-spotting on the tires from sitting for a long time (especially on soft compound tires), and bringing tire pressure up to spec, as air will have undoubtedly seeped out after months of not being used. Check the tire wear too; it may be a good time to go ahead and replace tires before spring hits, so you know you have good rubber for the whole riding season.

### Oil and Filter

You may have changed your oil as part of your winterizing process, but if not, it's a good idea to change it before starting a new riding season. Every motorcycle is different, so you'll need to consult an owner's manual for the exact procedure, but it's a good practice to change your oil and filter at the same time.

### Forgotten Fluids

One of the most neglected things on a motorcycle is the brake fluid. Even when your bike isn't being used, brake fluid is extremely hygroscopic, meaning, that it has a tendency to absorb moisture straight out

of the air.

At the very least, check and top off the fluid levels in your master cylinder, ensuring you use the correct brake fluid for your bike.

Another often forgotten fluid is coolant; check and make sure coolant levels are up to spec, especially after your bike's been sitting for several months. If you really want to go the extra mile, you can do a complete coolant flush also, clearing out all the used coolant with white vinegar and distilled water, and refilling your system with a fresh mix. If your bike tends to run hot or you ride especially hard.

### Spring Cleaning

That first time you hit the road again after a long hiatus, make sure your bike looks as good as you feel. Unless you're working on making a Rat Bike, give your bike a good scrub and wax it up to help protect it from riding season hazards such as dirt, rocks and even the sun.

With the battery charged, fresh fuel in the tank, all moving parts lubed up, and a paint job that sparkles in the springtime sunlight, there's only one thing left to do - go ride!

### 20. March 2015

Aaron Cortez

### How-To's

[https://www.bikebandit.com/blog/post/how-to-prepare-your-motorcycle-for-spring?roi=echo3-50195791319-46866125-3c99b9694c3b0e96d9956a828e295a87&utm\\_medium=email&utm\\_campaign=promo\\_products&utm\\_source=Sun\\_031818\\_BBNews](https://www.bikebandit.com/blog/post/how-to-prepare-your-motorcycle-for-spring?roi=echo3-50195791319-46866125-3c99b9694c3b0e96d9956a828e295a87&utm_medium=email&utm_campaign=promo_products&utm_source=Sun_031818_BBNews)

## Keep Your Bike Yours: How To Prevent Motorcycle Theft

### Are You A Potential Victim?

We don't want to scare you from riding or purchasing a motorcycle if you are considering one, but just know that there is a potential for it to happen. Key factors that determine if you're at higher risk are location and the type of motorcycle you may own. Of course the time of year can also determine how much you're at risk as well. You don't have to be a rocket scientist to know that more thefts occur during the summer vs. the winter. Let's face it.... Not a lot of burglars want to be out in the snow trying to steal a motorcycle.

When it comes to locations, cities and states with good year round weather and a high population density obviously will have higher risks. According to the NICB, the top 10 states with the most reported motorcycle thefts in 2016 are as follows:

California (7,506), Florida (4,482), Texas (3,692), South Carolina (2,057), North Carolina (1,847), New York (1,731), Indiana (1,397), Georgia (1,296), Missouri (1,195), and Nevada (1,177).

Getting even more specific with these figures, the top 10 cities for motorcycle thefts in 2016 are as follows:

New York (1,209), San Diego (849), Las Vegas (818), Los Angeles (760) San Francisco (616), Miami (610), Houston (607), San Antonio (411), Phoenix (347), and Austin, Texas, (343).

Maybe you're wondering if that new R6 will make you a target over a GSXR, Ninja or



CBR? According to the NCIB, there are machine manufactures that are higher in demand for thieves that want to ruin your next ride. Here is the list of the 10 most stolen motorcycle brands in 2016:

American Honda Motor Co., Inc. (9,052 thefts), Yamaha Motor Corporation (7,723), American Suzuki Motor Corporation (6,229), Kawasaki Motors Corp., U.S.A. (5,221), Harley Davidson, Inc. (4,953), Taotao Group Co. Ltd (2,673), KTM Sportmotorcycle AG (762), Ducati Motor Holding (521), Genuine Cycle (463), and Kymco U.S.A., Inc. (453).

### How Do You Protect Your Toys?

One of the best ways to prevent your 2 or 4 wheel toy from being stolen, is to keep it from public display as much as possible. If you've got a garage, then keep it inside and out of sight as much as possible. If you must park outside, be sure to use a motorcycle cover as the first measure of defense. The more you can keep a potential thief guessing, the less likely you are to become a target.

Steering head locks are a great measure of defense is built into almost every motorcycle on the road. While it's not the ultimate in bike security, it does add a

level of difficulty to would be thieves that are looking for a quick score. Let's face it. If you saw someone pushing around a motorcycle in a circle because they couldn't turn the handlebars any other direction, you'd think there was something fishy going on right?

Is parking outside of a garage your only option? We suggest you try to park under a light so anyone strolling near your bike won't go unnoticed in the shadows. Machines that are left in the dark present much more of an opportunity to be stolen since it's harder to see anyone mingling around. Carports are an easy target for motorcycle thieves, so you best be using multiple forms of security to keep your bike yours.

If you've got the mechanical know-how, a good trick is to wire some kind of kill-switch into your bikes electrical system to prevent it from running unless it's turned on. Think of it as a secondary key switch that only you know about. We do emphasize that you absolutely know what you're getting yourself into if you attempt to do this because if you start cutting into the wiring harness of your BMW R 1200 Gsa GS and mess something up, it could turn into a costly repair at your local dealer.

Cont. on pg. 3

The free guide includes a breakdown of what features matter most when purchasing coverage such as liability coverage and claims processing.  
<https://www.consumeraffairs.com/insurance/motorcycle-insurance/>



The 2015 ABATE of Alaska Break-Up Run to Sheep Creek Lodge.

## Keep Your Bike Yours: How To Prevent Motorcycle Theft Cont.

Of course the number one method of loss prevention is to lock it down. There are numerous Disc Locks, U-locks and hardened steel chains from popular brands like Abus, Master Lock, Bully Locks, Kryptonite, On Guard and more that are popular and work well. One thing we highly caution you against is the use of cable locks that can provide a false sense of security. While cables are light and convenient to carry around, they are also easy to cut through with a simple set of wire cutters. We're not talking about one single cut, but a would-be burglar can potentially get through the best rated cable in under 5 minutes with a bunch of small snips.

In my opinion, Disc Locks are one of the best anti-theft devices

you can get since they're convenient in both size and function. Disc locks prevent anything with a vented rotor from moving, but you also need to remember when you have it installed. We've heard plenty of stories where riders forgot one quick step before attempting to get on the road that can cause some damage and embarrassment. There are also disc locks, like the Xena XX14 Alarm Disc Lock, that emit an ear piercing sound when the alarm is triggered. This can serve as both a reminder for the bike owner to remove it and most importantly a theft-deterrent. One thing I highly recommend is that when you're in the market for locks is that you don't skimp. This is when it's ok to splurge and get the good stuff because a little

more cost is well worth the added security and peace of mind.

One thing I want to emphasize is that even if you did every one of the above recommendations, there is nothing that makes your motorcycle 100% theft proof. If a thief is determined enough, they'll do whatever it takes to get what doesn't belong to them. The best thing you can do is make them think twice about taking yours and looking for a potential easier target.

9. March 2018

Ell

How-To's

<https://www.bikebandit.com/blog/post/keep-your-bike-yours-how-to-prevent-motorcycle-theft>



**ABATE of Alaska is a 501(c)(3) nonprofit organization.**

**"First and foremost ABATE of Alaska is the Motorcycle Rights Organization for the state of Alaska."**

## Woman Rider: Give A Shift

OK, if you've been riding for one year or less, raise your hand! Oh wait...that won't work. Here's a better idea: there is a moto industry group called Give a Shift, a free initiative that started with the simple desire to have a public discussion about the state of motorcycling and how we can lean in to create a better future for riders of all genders, colors, backgrounds and interests. We at Woman Rider are contributing to Give a Shift, in part with a Women in Moto survey that we invite all of you to participate in. You can read more about it in the first story below. Make your mark and be heard!

We've got lots of other sweet content this month as well, including some riding tips for

smoother shifting, an informative article on helmets including how to fit your helmet properly, a couple of new bike reviews and, the best part, a women only track day school with Reg Pridmore's CLASS!

Be sure to follow us on Facebook and Instagram (@womanrider) to keep up with our daily shenanigans and adventures, and post your own photos to share with other Woman Riders as well!

Happy riding!



Jenny

Smith, Editor

Woman Rider — February 16, 2018

<http://epgm-mail.com/portal/public/ViewCommInBrowser.jsp?Sv4%2BeOSSucz6qAnd5Zvt1hl%2FpBiOGsCla20KGF-MA7JDGZIDP%2F8yhIsVDIfMn5RcFX5NS%2BpwcKqYdNxdg%2B8MnA%3D%3DA>



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Boyd McFail helping road guard at the 2015 Eagle River Triathlon.

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**last 30 day's for a**  
**total of 45 new**  
**members.**  
**Feb 2018**



A volunteers bike parked during the 2015 Eagle River Triathlon.

## State of Alaska: Strategic Highway Safety Plan

The time has come to revamp Alaska's overarching plan to improve highway safety.

The Alaska Strategic Highway Safety Plan (SHSP) provides a framework of strategies and actions representing a comprehensive, multidisciplinary approach to reduce our most serious highway safety problems. The 2013 Revision of the SHSP reorganized the framework to clearly involve the 4 Es of safety - Engineering, Enforcement, Education, and Emergency Response. We also integrated guidance from the Federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP 21), to ensure Alaskan highway safety programs meet or exceed requirements, enhance our data systems, and strengthen performance metrics.

Today, we are updating the SHSP. While maintaining the strong framework established in 2013, we will incorporate new requirements from the federal FAST ACT law. We are

also gathering input from Alaskans on strategies to improve highway safety. Strategies must provide measurable improvements in highway safety. Meetings will be occurring March 6, 7, and 8 in Juneau, Anchorage, and Fairbanks respectively. If interested, you can register by March 1 by clicking here.

As Alaska continues its journey Toward Zero Deaths, I want to remind all Alaskans to continue your efforts to improve safety on our roads. Whether you are getting in your car to drive to work, riding your bicycle to school, or crossing the street to go to the movie, our goal is for everyone to journey safely because everyone counts on Alaska's roadways.



As of 3/28/2018

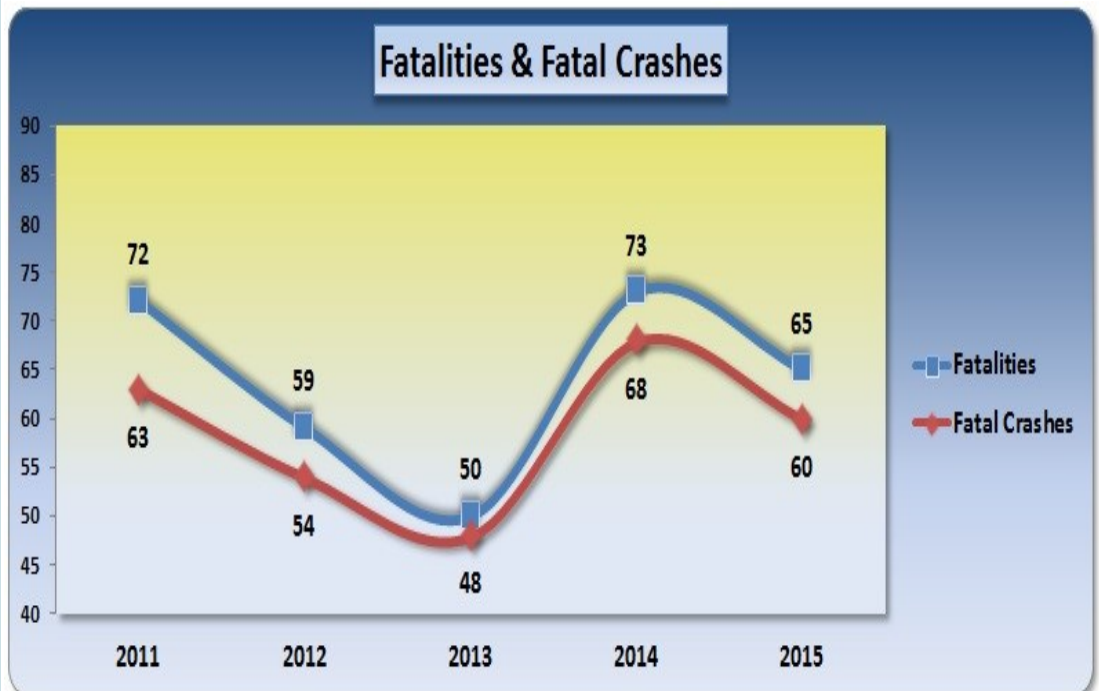
Let us continue this journey together.

Mike Vigue

Director, Program Development  
Alaska

Department of Transportation and  
Public Facilities

<http://dot.alaska.gov/stwdplng/shsp/index.shtml>



## Big Dave's Blog: Alaska State Highway Safety Plan

Earlier this year, ABATE of Alaska was honored to be invited to participate in the Alaska Strategic Highway Safety Planning Conference by the Alaska Department of Transportation & Public Facilities in March. Several members from ABATE of Alaska were able to attend. The event was also attended by stakeholders that included Alaska DOT, the troopers, Anchorage Municipality DOT, and several other agencies and non-profits invested in making the highways and roads within Alaska safer. Although our focus in being there was to make sure the motorcycle riders in Alaska had a voice in the design and planning going forward, there was much information to go over and we found that many attendees shared similar goals and viewpoints.

The Alaska Strategic Highway Safety Plan (ASHSP) was last updated in 2013. Although several recommendations were made at that time, but there was little follow-up to ensure that the plan was implemented or modified as needed. Beginning this year with a new updated ASHSP, there will also be ongoing quarterly meetings to check on the progress of the plan and its implementation by an ASHSP Steering Committee. Several members of ABATE of Alaska have asked to share a seat on this committee. This is great news for motorcycle riders in our state.

One of the glaring points made early in the conference was the high fatality and serious injury rate for drivers between 16 to 20 years of age statewide. That age group unfortunately led the field for this



awful statistic. This, along with other data supports one of ABATE of Alaska's long term goals of getting drivers education back in the high schools statewide. This endeavor was supported by the ASHSP group as a whole as the single most effective action the State of Alaska can take to reduce fatalities and serious injuries on Alaska highways statewide.

At the end of the meeting, the group had put together a long list of recommendations meeting several criteria. We look forward to the release of the most current Alaska Strategic Highway Safety Plan and also playing a part in its maintenance and development going forward.

David "Big Dave Grizzly" Monroe

ABATE of Alaska, Board Chairman  
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## Are You The Invisible Biker?

How can they not see the motorcyclist? Are they not looking? Are riders, somehow, invisible?

A lack of attention on the part of the driver does explain some of the car/bike collisions; the distracted driver, cell 'phones, unruly children, inattentive blindness, etc. All these can contribute BUT some responsibility may belong to the motorcyclist as well.

Before you go to get the rope to hang me for heresy, let me explain:

- Motorcycles make up about 3% of the "normal" traffic flow.
- People "see" what they expect to see; things like cars and trucks (97% of the traffic).
- Motorcycles ARE much harder to see than cars/trucks because of their smaller size. A motorcycle can easily be "lost" in the background even with the headlight on. This is especially true now with so many autos having Daytime Running Lights (DRLs).
- Many motorcycles are colors that lend themselves to blending into the environment.
- Many motorcyclists wear dark colored clothing.
- Riders often do not position themselves where they would be more easily seen.
- Due to their size, it's harder for a driver to determine the speed

of an oncoming motorcycle even if they do see and recognize it.

Okay, that's bad enough but in about 13% of the car/bike crashes, the rider made NO attempt to avoid the crash; didn't brake, didn't swerve, just rode right into it. Why? Well there are a couple of possible reasons:

- Complacency – He wasn't mentally prepared for the possibility.
- Lack of skill – When faced with the impending crash, the rider didn't know what to do. There're a lot of riders out there that have never had any kind of formal rider training. When you combine the items about visibility and perceptions I listed above with the fact that most motorcyclists are not skilled in emergency maneuvers (emergency stopping, swerving), you can see why the collisions occur.

So how can you NOT be the Invisible Biker?

- Stay alert! Keep your head in the game and pay attention.

•Position yourself so you can be seen and identified in the traffic stream.

•Wear bright colors; retro-reflective gear is helpful after dark.

•Consider getting a brightly colored bike or add items like additional lights to make it more conspicuous.

•Watch your speed, particularly in congested areas.

•PRACTICE your emergency maneuvers frequently.

Remember, even if you are doing everything "right," many times they truly don't see you. Perhaps you should consider the advice I got once from a very experienced rider. He told me, "Don't ride like you're invisible; ride like they do see you and they are planning how to take you out."

7. March 2018

Jim Culp

Lifestyle

Photo Courtesy: Colorado Department of Transportation

[https://www.bikebandit.com/blog/post/bikebandit-guest-blogger-series-are-you-the-invisible-biker?roi=echo3-50044978964-46764144-683ab772fb3d84c226b5cc76a68fb557&utm\\_medium=email&utm\\_campaign=pro-mo\\_products&utm\\_source=Sat\\_031018\\_Guest\\_Bloggers](https://www.bikebandit.com/blog/post/bikebandit-guest-blogger-series-are-you-the-invisible-biker?roi=echo3-50044978964-46764144-683ab772fb3d84c226b5cc76a68fb557&utm_medium=email&utm_campaign=pro-mo_products&utm_source=Sat_031018_Guest_Bloggers)



In 2018, it is expected that around 1.9 million motorbikes will be sold throughout North America





## Uber self-driving car kills pedestrian in first fatal autonomous crash

Uber has removed its self-driving cars from the roads following what is believed to be the first fatality involving a fully autonomous car.

A self-driving Uber SUV struck and killed 49-year-old Elaine Herzberg as she walked her bicycle across a street in Tempe, Arizona, Sunday night, according to the Tempe police. The department is investigating the crash.

Rafael Vasquez, a 44-year-old test driver from Uber, was behind the wheel of the Volvo XC90 SUV at the time, the police said.

Based on preliminary information, the car was going approximately 40 mph in a 35 mph zone, according to Tempe Police Detective Lily Duran.

Police say the investigation does not at this time show significant signs of the SUV slowing before the crash. The Maricopa County Attorney's Office will determine whether charges will be filed.

"The vehicle involved is one of Uber's self-driving vehicles," the Tempe police said in a statement. "It was in autonomous mode at the time of the collision, with a vehicle operator behind the wheel."

Autonomous mode means the car is driving on its own. During tests, a person sits behind the wheel as a safeguard.

Uber is conducting tests of autonomous vehicles in Arizona, Pittsburgh, Toronto and other areas. Uber said it has stopped testing the vehicles throughout the United States and Canada.

Uber said it is "fully cooperating" with local officials. "Our hearts go out to the victim's family," Uber said in a statement.

The National Transportation Safety Board said it is launching an investigation.

For self-driving cars, dealing with pedestrians and bicyclists is a challenging task. The self-driving industry has found quicker success with highway driving, which is a less complicated environment.

Uber has previously grounded its vehicles while investigating a crash. In 2017, Uber briefly pulled its vehicles from roads after

an Uber self-driving vehicle in Tempe landed on its side.

Arizona is a hotbed of self-driving car development. Earlier this month, Arizona Governor Doug Ducey updated an executive order to allow self-driving cars to drive on state roads without a test driver behind the wheel.

Meanwhile, Waymo, the self-driving arm of Google's parent company, is launching a public self-driving car service this year in the Phoenix, Arizona, area. Companies such as GM's Cruise and Intel are also testing in the state.

Arizona has little inclement weather.

This makes it more appealing for self-driving cars, which can struggle in rain or during snowfall.

This isn't the first futuristic car involved in a fatal crash. In 2016, a man driving a Tesla was killed while its autopilot system was activated. But Tesla Autopilot is partially autonomous. A human driver is required to handle much of the driving. However, Uber's system is designed to fully replace a human driver.

by Matt McFarland

March 19, 2018: 1:40 PM ET

<http://money.cnn.com/2018/03/19/technology/uber-autonomous-car-fatal-crash/index.html>



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## Highly automated vehicles and motorcycles: Tech moves faster than regulations

In the less than two months since my previous stories on automated vehicles ran, the U.S. House of Representatives has passed H.R.3388, aka the “Self-Drive Act.” The bill’s primary purpose is to override the patchwork of laws passed by various states over the last few years, and ensure that the federal government, in the guise of Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) will set national standards for Highly Automated Vehicles (HAV).

Mostly, the bill just lists a series of rules the feds promise to write later. Meanwhile, manufacturers can put from 25,000 vehicles (in 2018) to 100,000 (2020) on the road as long as they’re able to show that any automated feature offers safety comparable to the average of all vehicles currently operating.

So, for example, an automated turn system would have to turn left across the path of an oncoming motorcycle no more frequently than human drivers do it. (The bill mandates systems to warn drivers that they’re leaving a child in the back seat, which results in less than 40 fatalities a year in the United States, but makes no mention of motorcycle safety, which results in over 4,000.)

To be clear: According to H.R.3388, a manufacturer could put 75,000 autonomous vehicles on the road before NHTSA even finishes writing an applicable safety standard. Then there’s the fact that H.R. 3388 has been referred to a committee in the Senate, which must also pass it and then it must be signed by the president before it becomes law.

We (the United States and everyone else) are rushing forward into a brave new world of HAVs operating in Connected-Intelligent Transportation Systems (C-ITS), and the people writing the rules have pretty much told auto and truck makers, and tech companies like Google, Uber and Lyft, “You guys go ahead. We’ll write rules and standards as

fast as we can. Until then, promise us that your automated systems will be at least as safe as ordinary human drivers, OK?”

I’d feel better about that if ordinary human drivers didn’t kill a dozen motorcyclists every damn day in the United States alone.

I’d feel worse about that except that in the last few months I’ve interviewed several people working to ensure that motorcycles will be able to operate safely on the roads of the future. The motorcycle industry as a whole is still largely in reaction mode, but I’m still optimistic about a future in which we’ll safely share the roads with robot cars, based on a series of conversations with these people.

- Mark Gilbert, Electronics Engineer, and Francine Romine, Director of Communications, at University of Michigan’s Transportation Research Institute
- Yaniv Sulke, VP Marketing and head of motorcycle projects, with Autotalks
- Rok Upelj, COO, and Miha Ernstshneider, Director of Sales, at Smart Turn Systems
- João Barros, CEO, of Veniam
- Dr. Karl-Viktor Schaller, Head of Development at BMW Motorrad

They’re all actually testing and designing hardware and software, and building motorcycles that will function in a world where cars, trucks, and buses may not have drivers at all. While they’re not in complete agreement about exactly when and how we’ll safely interact with HAVs, they all agree on this much: Motorcyclists and motorcycle manufacturers should definitely not just rely on the ability of HAVs to passively detect us and avoid us. We need to proactively communicate with traffic around us using V2V systems.

The world’s largest V2V research project includes motorcycles

Building functional V2V safety systems — especially systems that will work in a traffic mix of ordinary human drivers, connected vehicles with Advanced Driver Assistance Systems,

and autonomous vehicles — first depends on understanding the way drivers interact with each other now, and how behaviors will change in C-ITS traffic, when drivers have better information about what other vehicles are doing around them and what road conditions prevail ahead.

The largest and longest-running real-world V2V research project was funded by the U.S. DOT, and run by the University of Michigan Transportation Research Institute, which Mark Gilbert and Francine Romine refer to by its initials, UMTRI (pronounced “Um-Tree”).

The program, Safety Pilot, equipped 3,000 vehicles in the Ann Arbor, Michigan area with Dedicated Short-Range Channel (DSRC) V2V communications systems, multi-channel data-logging including logging of all operator inputs, and multi-angle cameras. The fleet included a number of V2V-equipped motorcycles. The vehicles were loaned to Ann Arbor residents, who then drove them in daily use; the vehicles were kept deliberately unobtrusive, in order to ensure they were treated like ordinary traffic by other drivers.

Thanks to Safety Pilot, millions of real-world interactions between vehicles were logged, and that data’s available to car makers and other stakeholders. Gilbert reassured me that, despite the absence of references to motorcycles in government policy, the fact that they had motorcycles in the Safety Pilot fleet was proof that “There are people at the DOT who care about motorcycles as a part of the transportation system.”

There are already cars on the road (albeit only a few in the United States) that send and receive DSRC safety messages. So, when will motorcycles be communicating with other vehicles around them?

“Less than 10 years. And just like with cars, retrofit is going to be a big piece of it,” Gilbert told me. “If I’m a motorcyclist, and I know that I can spend fifty bucks or whatever it is, and mount a device on my motorcycle that broadcasts direction, speed, and heading, so that if there’s a guy up ahead looking at his phone, it will make his car aware of me, I’m going to spend that fifty bucks. Will everyone do it? No, but the potential is there to make bikes DSRC-capable. There’s no question that’s coming.”

Ready to build a V2V-capable motorcycle?



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There's a chip for that.

Until recently, auto makers were certain that critical safety messages would be transmitted between vehicles on the 5.9 Gigahertz DSRC channel reserved for that purpose by the Federal Communications Commission (in the United States) way back in 1999.

At least one company, Autotalks, based in Israel, has already developed a motorcycle specific chip that will enable motorcycles to send and receive Basic Safety Messages (BSMs) on the 5.9 GHz band. Yaniv Sulkes heads that company's motorcycle project, and like most of the people I've spoken to in the HAV/C-ITS field, he would much rather see the whole transportation industry standardize on that radio frequency. However, he told me, Qualcomm is one of the huge companies now pushing an alternative approach, often called Cellular-V2X (C-V2X). Rival providers from the mobile phone world see a new business opportunity in V2X and also covet that reserved bandwidth; they successfully lobbied against mandating DSRC in the recent House bill.

Sulkes explained that "cellular" is a misnomer. "It's actually a peer-to-peer network using the same frequency as mobile phones. Yes, there's a preliminary standard for C-V2X, but that's all it is – there's not even a real standard," he said. "Meanwhile we've had a DSRC standard for 10 years; companies have spent a billion dollars in R&D. Cadillac already has vehicles on the road using it. Toyota's been selling cars equipped with it since 2015 and Volkswagen has promised a mass deployment of DSRC beginning in 2019." Autotalks feel that highly mobile vehicles like motorcycles place an even greater emphasis on latency in communications – basically the lag time between one vehicle sending a message and another nearby one receiving and processing it. The existing 5.9 GHz technology updates every tenth of a second, and processes BSMs almost instantly.

The thing is, companies pushing C-V2X are describing vaporware. All their systems would hinge on 5G ("Fifth Generation") technology that doesn't even exist yet. In case you're thinking, "Well my phone's a 4G phone, so 5G will be coming along any day," you should bear in mind that almost all so-called 4G phones and services are really only delivering 4G LTE ("Long-Term Evolu-

tion"). That's the telecom industry's way of saying, "We promise to upgrade it to 4G standards, soon."

One of the world's largest motorcycle makers recently approached this small Israeli start-up to ask how motorcycles can be made safer in traffic that, it knows, will come to be dominated by HAVs. Motorcycle companies and major aftermarket suppliers are evaluating Autotalks' chip. "Yes, motorcycle companies tend to be conservative," Sulkes told me. "But if I compare them to car makers it's not that motorcycle makers are less innovative, but they have less room to innovate. Car makers think in terms of systems, which are often independent of the driver. In motorcycles it's all about how it will affect the rider." It's reassuring that so many of the people working on this technology recognize that what matters to us is: What will it be like to ride with it?

One of Autotalks' key partners right now is Bosch, which has already used its motorcycle chip in a demonstration system. Bosch, of course, was one of the first companies to port automotive ABS over to the motorcycle industry, and they faced similar resistance from riders then, too.

At EICMA next month: An aftermarket system to upload data from your existing bike to the cloud

Not long after talking to Mark Gilbert, I had a conversation that proved his "less than 10 years" timeline was quite a bit too conservative. The first aftermarket V2X system will be shown – by a Slovenian start-up called Smart Turn System – at EICMA next month.

Smart Turn System was founded by a group of very tech-savvy motorcycle nuts. They initially set out to solve a single, seemingly simple motorcycle safety problem: Riders inadvertently leaving their turn signals on, which confuses drivers.

Rok Upelj – an engineer with the name of an action-film villain – told me that Smart Turn quickly realized there was a reason every major manufacturer has tried to make a self-canceling motorcycle turn signal, and they all suck: it's a daunting engineering



problem that they only managed to solve by developing a digital device that measures, among other things, motorcycle position, heading, speed, and inclination. That hardware was matched to software – a proprietary algorithm – that allows the system to correctly identify all the normal uses of turn signals, and turn them off appropriately.

What do self-canceling signals have to do with Connected-Intelligent Transportation Systems?

It's a two-part answer: First, the avid riders at Smart Turn System, being the tech and vehicle nerds they are, are well aware of that there will soon be a lot of HAVs in the traffic mix. They fear the day may come when motorcycles are prevented from using certain roads – or banned altogether – unless they have (at least) some kind of V2V "safety beacon." They especially want to ensure that the motorcycles they currently own and love can be retrofitted to ensure compatibility in future HAV/C-ITS traffic.

Then, they realized that their self-canceling turn signal could be turned into a safety beacon. After all, the hard part is determining the vector information. Broadcasting it to nearby vehicles with a low-power radio is easy. So, before they'd even taken their first product to market, they applied for an EU road-safety research grant, and set out to build a "black box" capable of communicating with compatible cars and trucks.

The product Smart Turn will show at EICMA will enable any modern motorcycle to connect to other equipped motorcycles and transfer data over the cellular network. The company will be ana-

“One of the big societal challenges we face,” Barros told me, “is that the pace of regulation is not as fast as the pace of technological development.”



lyzing data from those beta units to study the potential of systems that rely on mobile phone technology to transmit and receive critical safety messages. Like a lot of companies, Smart Turn's hoping that a critical mass of players will settle on one standard — basically choosing between DSRC in the 5.9 GHz band or C-VTX. Obviously, right now, when only a minute percentage of all vehicles are equipped to send and receive safety messages of any kind, there's little direct benefit safety-wise, and little incentive to pay extra for V2V capability in a new vehicle, or to retrofit an existing one.

Virtually everyone I spoke to had ideas about what value-added services could be packaged with enhanced safety. Most of the companies involved are honest about selling the sizzle of added features, and basically giving away the steak of added safety — at least until a critical mass of V2V-capable vehicles is reached. Smart Turn System has a bunch of ideas for functions they'll build into the black box, to make us want it right now. It could flash your brake light when you use the engine to slow down; have an alarm system, and if that doesn't prevent thefts, a "trace" function similar to LoJack; it could include a system that will allow you to share data with your friends so people on group rides can keep track of each other, and a function similar to BMW's "e-call" system that will call emergency services when it realizes you've had a crash.

Connecting cars, trucks, buses, and motorcycles into a smart network

The outgoing Obama administration suggested a mandated phase-in of V2V safety systems in automobiles, beginning in 2019 and including all cars and light trucks by the early 2020s. But, the current government's somewhat hamstrung by a promise to cut two existing regulations for every new one.

Even if all new vehicles do include the ability to broadcast and receive Basic Safety Messages — whether by regulation or some combination of corporate responsibility and consumer demand — the rate of fleet replacement ensures that it will be years before most vehicles are V2V-capable.

But people working in the field are confident that aftermarket systems to give existing vehicles V2V functionality will be very common.

Veniam is a Portuguese company that is a thought leader in the area of peer-to-peer "mesh networks" of vehicles. It has already developed and deployed V2X systems for a number of fleet users. It came to my attention because Yamaha was an early investor — presumably because Yamaha envisions a future in which motorcycles, too, are connected.

I reached the CEO, João Barros, in Singapore. He told me that a lot of road use there is tolled, and that all vehicles carry a device functionally similar to the E-ZPass familiar to Americans who commute over toll roads and bridges. Singapore's in the process of updating the specifications on those devices, and all the new ones have built-in V2V capability. Barros told me that company-owned fleet vehicles — everything from garbage trucks to UPS delivery vehicles to taxis — represent about a quarter of vehicles worldwide, but accumulate 50 percent of the total mileage.

His company is betting that fleet managers will realize that V2X capability, which connects fleet vehicles to each other, to infrastructure, the internet, vehicle manufacturers, etc., can deliver an immediate payoff in improved efficiency and cost savings. If you're UPS, you might not pay much for a safety feature that only interacted with a few of the vehicles on the road, but imagine the fuel savings if your trucks could communicate with traffic lights along their routes, allowing drivers to adjust their speeds to avoid stopping at red lights.

Like most (though not all) the people I've talked to in the HAV/C-ITS field, Barros would welcome a more pro-active government and a regulatory framework. Obviously, Veniam has a financial reason to want mandatory V2V rules, but that's not all of it; Barros also wants clarity on technical standards.

“One of the big societal challenges we face,” Barros told me, “is that the pace of regulation is not as fast as the pace of technological development.”

BMW envisions motorcycles that operate in an 'electronic safety cage'

Dr. Karl-Viktor Schaller, BMW Motorrad's head of R&D, is certainly qualified to talk about the history of technology like ABS and stability control being developed for cars and

then refined and adapted for motorcycles. Because it can swap engineers between automobile and motorcycle divisions, that cross pollination happens faster at BMW than most motorcycle-only companies.

In order to ensure that BMW's own HAVs are able to identify motorcycles, Motorrad gave the auto division a gift of motorcycle-shaped test targets for use when testing cars' robotic guidance systems. Schaller told me that he was personally confident that BMW's Advanced Driver Assistance Systems reliably spotted motorcycles. (He noted that BMW had also tested all the other German manufacturers' cars and they'd all worked well when it came to avoiding motorcycles.)

Since existing BMWs do a good job of "seeing" motorcycles, Schaller argues that V2V may not be essential for motorcycles in the medium term. However, BMW's long-term vision is of a future in which motorcycles operate in an 'electronic safety cage' that makes crashing obsolete. Even he admits that's going to take V2V capability.

When I asked him how long it would be before BMW sold a motorcycle with a built-in V2V system he paused (perhaps exchanging a glance with Motorrad's head of communications, who was sitting with him) before saying, "Not in the next two years, but I don't think you'll have to wait 10 years."

Schaller dropped a particularly interesting hint at the end of our chat, when I asked him about the extent to which V2V capability could be retrofit onto existing motorcycles, to allow them to operate seamlessly in autonomous, connected traffic.

"That could be a partial solution," he told me, "but you only get the full benefit if the system controls the engine and brakes, and maybe

even steers."

At that point I interrupted to ask, "Are you telling me you've built a self-riding motorcycle?"

Long pause: "Not as the prototype for a future product." Foresight is 2020

By 2020, many new cars and an increasing number of fleet vehicles will have V2X capability. Although there's not complete agreement on exactly how those vehicles will communicate with each other, it seems likely that the safety part of that communication – the part that matters most to motorcyclists – will rely on DSRC. At least one motorcycle-specific chip is already available, and Bosch is developing a system based on it, for OEM use. The first aftermarket version is only a couple of years away, too.

Although the thought of some future BMW with Advanced Rider Assistance Systems that will take over steering in order to avoid an accident sends a chill through old-school bikers, BMW's Schaller told me that in Europe, 51 percent of all motorcycle accidents are the fault of car drivers. The most common driver excuse is the usual, "I didn't see him."

Some time around 2020 – if not sooner – this will happen.

A distracted car driver will attempt to turn left directly into the path of an oncoming motorcyclist. But, the car itself will know that the motorcyclist is coming – even around a bend or if, for some other reason, there's no line of sight – because the car will process a constant stream of data from the motorcycle.

The rider will get a warning, but even if the car driver attempts to cross the rider's path, the car will simply not obey.

The crash won't happen. I think we can all agree that's a good thing

Mark Gardiner  
Oct 20, 2017  
<https://www.revzilla.com/common-tread/highly-automated-vehicles-and-motorcycles-tech-moves-faster-than-regulations?>



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The bill mandates systems to warn drivers that they're leaving a child in the back seat, which results in less than 40 fatalities a year in the United States, but makes no mention of motorcycle safety, which results in over 4,000.)



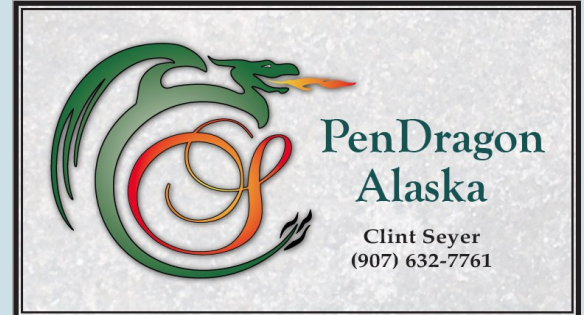
## BIKERS IN THE BELTWAY

The week of May 13th, 2018, I head back to Washington, D.C. to meet with our Federal Legislators as I did last year. I had the opportunity to meet with Don Young, Lisa Murkowski, and Dan Sullivan on issues concerning Motorcycle Riders here in Alaska and all over the US. I felt like we've gotten excellent support from all three this last year and I am looking forward to another productive trip in May.

We'll spend the first two days conducting MRF business, board meetings, and planning sessions for the Legislative Day on May 15th. Representing all of you with the MRF as your State Rep and on the MRF Board has been a very great honor and I hope I can continue to be productive.

In addition to attacking the MRF agenda, please let me know if you have any issues important to you as well so I can be your effective voice in D.C. Your support in responding to the MRF and ABATE of Alaska Call-To-Actions is essential to giving my voice the power and strength needed for them to respond.

Thank you,  
David "Big Dave Grizzly" Monroe  
ABATE of Alaska, Board Chairman  
BigDave@abateofalaska.com  
907-360-0517  
MRF State Rep—Alaska  
MRF Reps Rep, MRF Board of Directors  
BigDave@mrf.org



## Motorcycle Riders Foundation Responds to NHTSA Document on Motorcycle Fatalities

WASHINGTON, DC – Today, the Motorcycle Riders Foundation released its latest iteration of “Fact or Fiction” a document that takes a closer look at a government fact sheet concerning motorcycle injuries and fatalities.

In February, the National Highway Traffic Safety Administration released a Traffic Safety Facts document specific to motorcycles. The information is extrapolated from the Fatality Analysis Reporting System (FARS) which is a census of fatal crashes in all 50 States. Though the information in the fact sheet is contained in a larger agency document, motorcycle-specific information is collated into its own publication.

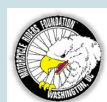
After reviewing and analyzing the document, the Motorcycle Riders Foundation (MRF) quickly issued a statement and updated its “Fact or Fiction” paper, reacting to the NHTSA publication. Since 2010, the group has made a conscious effort to understand, analyze and provide additional context to government-issued statistics. According to the MRF’s Director of Motorcycle Safety and Vice-President of the Board of Directors Jay Jackson, this effort helps set the record straight and gives the broader motorcycle community a better understanding of where potential concerns may be identified.

The latest iteration of Fact or Fiction drills down on the data itself, raising concerns that the statistics also include mopeds, scooters and off-road bikes and therefore is not necessarily indicative of a factual problem. Further, that data should not be used in any serious discussion on ways to reduce motorcycle traffic fatalities because its bringing in very different classes of motorbikes, some of which are not even used for street riding. Another interesting statement from the publication takes a deeper dive on alcohol impairment and motorcycles. Though NHTSA cites that 25% of motorcyclists were killed in a crash involving alcohol, it does not mention that in passenger vehicles this figure was 28% in comparison. By not including this, it suggests to the reader that impaired driving is unique to motorcycles when in fact, it’s a broader passenger vehicle problem.

When asked for comment, President and Chairman of the Board for the Motorcycle Riders Foundation Kirk ‘Hardtail’ Willard explained, “We think its important for the public to understand the full context of these kinds of government publications. I view it as a knowledge versus wisdom argument: knowledge is knowing that a tomato is a fruit. Wisdom is not putting it in a fruit salad.”

The NHTSA publication can be viewed here:  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812492>  
The MRF’s 2018 Fact or Fiction document can be viewed here:  
<https://www.mrf.org/fact-or-fiction/>

**Megan J. Ekstrom**  
**Vice-President, Government Affairs & Public Relations**  
**Motorcycle Riders Foundation**  
**1325 G Street N.W. Suite 500**  
**Washington, D.C. 20005**  
**Phone: (202) 725-5471**  
**Fax: (202) 546-0986**



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## Let Me Break it Down for You: BIKERS INSIDE THE BELTWAY

Hey, you, yeah, YOU reading this. Are you coming to Bikers Inside the Beltway on May 14 & 15? If not then you can skip this article, but you also should reevaluate your decision making because Bikers Inside the Beltway (aka BITB) is one the MRF's best events and is a good time for all.

Okay, if you are still reading this and you are confirmed to attend BITB or thinking about attending then you are going to want to absorb the following. Even if you are a long-time attendee – there is some good stuff you need to know. I am going to offer you a roadmap of what to do and how to do it as you prepare for BITB. Play along....

### 1. Register to attend! WHEN? ASAP!!!!

There's no cost to you, but you do need to let us know you are coming because we need to make sure we have enough materials/ space/etc. You can register at <https://mrf.org/events/> or by calling 202-546-0983

### 2. Book Your Hotel WHEN? By April 15

We have 2 options for you – The Best Western in Falls Church for \$125/night OR the Governor's House Inn at \$89/night. They are across the street from each other and a quick ride into the Capitol. Also, we'll hold our prep session here on Monday night, May 14.

### 3. SCHEDULE Appointments with your Elected Officials WHEN? Start on April 16!

Upon registering for the event (see item #1!) we will provide you with a list of contact information for your state's delegation. It has very useful information like their phone number, email address, and location. USE THIS

- Email the contact person for the office you want to meet with – don't know what to say? Don't worry, the contact information sheet includes language you can simply COPY & PASTE into an email. Easy peasy.

- Rather call instead? No problem. Call the phone number listed for the office you want to meet with and say, "I am going to be in Washington, DC on May 15 and would like to schedule a meeting with the Congressman (or Senator) related to motorcycling." The receptionist will take it from there which may be sending an email (see above) or by connecting you to the SCHEUDLER (that's basically the secretary) who will either give you a time for a meeting or connect you to the appropriate staff person. If they direct you to a staff meeting you'll want to say: "If the Congressman (or Senator) is unavailable, I would be willing to meet with the staffer that handles transportation issues." Then pick a time. Write it down. Carry on.

- One helpful hint – try to group your meetings in the same building. For SENATORS, that's going to be Russell, Hart or Dirksen. For REPRESENTATIVES that's going to be Cannon, Longworth or Rayburn. If you try to group your meetings by building, its going to save you a LOT of walking

- One more helpful hint – for those of you with large delegations for which you can't possibly see all in one day, pick those Representatives where a constituent (that's someone that lives in their district) will be present for the meeting. Still have time to see more folks? Ask me who you think you should make an appointment to see. I can steer you towards the Representatives or Senators where you're more likely to make headway on the issues.

### 4. Find a Way to Get to Washington, D.C.

Fly, train, walk or RIDE – we need you here by Monday, May 14 at 7:00pm. We'll gather together, go over the issues, provide you with handouts to distribute during your meetings and answer any questions. The early Tuesday morning, we'll be KSU and headed to the Capitol.

This year we're also hosting a "debrief" session at the local American Legion just a couple blocks from the Capitol. Starting at 3pm you can drop by, download on your meetings, have a drink and some food courtesy of our BITB sponsors and compare notes and any follow-up that's necessary.

SEE YOU IN WASHINGTON, D.C.!

**Megan J. Ekstrom**  
**Vice-President, Government Affairs & Public Relations**  
**Motorcycle Riders Foundation**  
**1325 G Street N.W. Suite 500**  
**Washington, D.C. 20005**  
**Phone: (202) 725-5471**  
**Fax: (202) 546-0986**  
**[www.mrf.org](http://www.mrf.org)**







The poster features a large, stylized cross graphic in the background. The top right corner displays the ABATE of Alaska logo, which includes an eagle and the text "ABATE OF ALASKA" and "BROTHERS OF THE OPEN ROAD". The main title "2018 GATHERING AND THE BIKE BLESSING" is prominently displayed in a distressed, black font. Below the title, the date and time "May 5th 9am-4pm" are written in a blue, cursive font. The location "DOWNTOWN ANCHORAGE PARKSTRIP BETWEEN L ST. & I ST." is listed in a bold, black font. A photograph of a motorcycle rally with many riders and American flags is shown. At the bottom, a list of activities is provided, followed by contact information for questions, vendor contact, and ministry contact.

**2018**

**GATHERING AND THE BIKE BLESSING**

*May 5th 9am-4pm*

**DOWNTOWN ANCHORAGE  
PARKSTRIP  
BETWEEN L ST. & I ST.**

*Prayer for a safe season for ALL Motorcyclists  
Vendor Booths | Raffle Drawing | Food Carts  
Proclamations by local dignitaries & Rolling Thunder Ceremony  
Activities & Demonstrations Throughout the Day*

QUESTIONS? EMAIL: [BLESSING@ABATEOFALASKA.COM](mailto:BLESSING@ABATEOFALASKA.COM)  
VENDOR CONTACT: Ed Ruffledge 907-307-1436 | MINISTRY CONTACT: Greg Porter 907-382-7772



call  
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for more info

**Cinco De Mayo Party**  
**4PM-7PM AT THE**  
**HOUSE OF HARLEY-DAVIDSON**

Following the Bike Blessing - All are welcome!





# Christmas in July TOY RUN

Sunday July 22, 2018

9:00am-3:00pm

start from AVMC clubhouse

**DEPARTURE**

**10:00AM**

**SNAX!**

**BBQ!**

**Bike Games**

***DONATIONS:***

*Can be dropped*

**Alaska Leather**

or ALASKA VETS MC Clubhouse  
7500 East 4th Avenue

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2018 ALASKA'S LARGEST LOCAL TATTOO EVENT

# CHROME & INK 18

## TATTOO PARTY

APRIL 12-14

**THURS 4/12 FRI 4/13  
& SAT 4/14 10AM-6PM**  
POP-UP TATTOO PARLOR GET A TATTOO AT THE HOUSE OF HARLEY-DAVIDSON!

**SATURDAY 4/14  
5PM-10PM**  
MAIN EVENT TATTOO PARTY  
21+ NO COVER CHARGE  
BEER | ENTERTAINMENT | PRIZE DRAWINGS  
ADULT-CATEGORY TATTOO CONTEST  
\$10 TO ENTER REGISTRATION STARTS AT 5PM  
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DENALI HARLEY-DAVIDSON PRESENTS

# ANIMAL ADOPTION DAY

APRIL 21<sup>st</sup> 12PM-6PM

VISIT WITH THESE AND OTHER GREAT LOCAL ANIMAL RESCUE ORGANIZATIONS  
PETS AVAILABLE FOR ADOPTION WILL BE AT THE EVENT  
POKER WALK AROUND THE STORE | WIN COOL PRIZES  
FIRST 50 PEOPLE THROUGH THE DOOR GET A FREE 115TH ANNIVERSARY PIN  
& SWEEPSTAKES DRAWING EVENT!

CALL (907)373-3366 FOR MORE DETAILS!

To enter to win a FREE Harley-Davidson Street 750, stop by any day before this event, (up to once a day per person) during regular hours, then make sure you are present on April 21st at Animal Adoption Day to see your name in drawn as a finalist for the grand prize drawing in August!

## 6TH ANNUAL BUILD-A-BUDDY FOR FOSTER CARE CHILDREN IN ALASKA

Come out and join us for a fun filled afternoon of building a special friend for the foster kids in our community!

**SUNDAY APRIL 22ND  
12:00-5:00PM**

**AT THE ANCHORAGE BILLIARD PALACE  
903 W NORTHERN LIGHTS BLVD**



All proceeds will be donated to



Alaska Youth Advancement Inc.  
Helping Kids That Are Unable To Help Themselves

A local 501(c)3 charity that benefits Alaska's Kids



For more information contact : Elena Ellis ~ Ascendants~ #360-9422

IF YOU DIDN'T BUILD A BEAR LAST YEAR, DON'T MISS THE FUN THIS YEAR!

# BREAK OUT

at the *party* **Burger Den** North Pole AK

# ASYLUM

Live Music  
50/50  
Poker run  
kickstand up a 4pm

Door Prizes  
food

4/28/18  
Doors open at:  
7:00 PM

# ASYLUM RC






Badger Den  
1447 Old Badger Rd  
North Pole  
3:30 – 6 Pm



**28 April 2018**

Kick Stands up at 4 Pm

**SOUTHCENTRAL ALASKA HARLEY-DAVIDSON PRESENTS**

**MAY 16TH, 17TH & 19TH**

**BLOOD SWEAT & BEERS!**

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**3rd Annual  
Ride AWAIC  
May 19, 2018**

Alaskan Women's Aid in Crisis

**Who:** Everyone can join! Whether you're a rider or volunteer, all community members are welcome.

**What:** Poker run motorcycle ride to benefit AWAIC with food, prizes, raffle drawings, and giveaways throughout the day.

**When:** May 19th registration at 10am and kickstands up at 11am.

**Where:** Brown Jug parking lot on Muldoon Road and ending at Denali Harley Davidson in Wasilla.

**Why:** All proceeds benefit AWAIC, Alaska's largest domestic violence safe shelter and resource center. Learn more here: [www.facebook.com/RideAWAIC/](http://www.facebook.com/RideAWAIC/)

For more information or to chat about sponsorship opportunities please contact Caitlin at 907-743-5727



**COMA 43  
2018  
RIDES & EVENTS**



#####

05MAY- ANC bike blessing (H.O.H cinco De mayo)

16May- 43-3 Bike Night (DHD)

19MAY- 43-1 KENAI POKER RUN

#####

28MAY- Memorial Day Veterans Wall Ceremony

#####

09Jun- 43-2 Poker Run (FBX Area)

10JUN- BULLDOGS RUN

15-17JUN- AK Bike Rally (Valley Speedway)

20JUN- 43-3 BIKE NIGHT (D.H.D)

#####

18JUL- BIKE NIGHT (D.H.D)

22Jul- 22Ride/ AK Vets MC xmas in July

BROTHERHOOD RUN TO VALDEZ (END OF JULY)

Aug- 43-1 Poker Run (Date t.b.d)

15AUG- 43-3 BIKE NIGHT (D.H.D)

#####

22SEP- 43-3 POKER RUN/ 22RIDE

06OCT- Frozen Nipple Run



# Ride to Lend a Hand We Rise by Lifting Others

## \$25 per person includes:

T-shirt  
Lunch with youth  
Games & fun  
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300 N. Willow  
Wasilla

## After Party & Dessert

The Tug Bar  
Mile 18.5  
KGB Road Wasilla  
5pm Live Band  
"Jerry's Situation"  
8pm "Karaoke"



June 2nd, 2018

## Meet up 1030am

Whaler Bar  
171 Muldoon Road  
Anchorage

## Kick Stands Up 11am

Ride to Denali HD  
Pick up Valley Riders  
Depart for MyHouse  
12:15pm

Proceeds to:



Give a Hand Up!  
not a Hand Out  
Alaska Homeless Youth



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SECOND TO NONE MC

POKER RUN and BREAKFAST

COME ENJOY BREAKFAST AND  
RIDE WITH FRIENDS

STNMC CLUB HOUSE TO GIRDWOOD  
FINAL HAND AT STNMC CLUB HOUSE

SAVE THE DATE

Saturday June, 9th

\$10 Per Hand

\$5 Breakfast at 8:30am

Kickstands Up @

10:30am

Help us continue to support local  
Drug & Alcohol treatment centers

Muzak by DJ Geoff

CLEAN & SOBER



## JUNE 2 5th ANNUAL RALLY 2 THE RANCH

Nugen's Ranch adult long-term recovery center will be having its "open house" FAMILY FUN DAY- food, fun, and prizes all day long. This is a great way to show support for the ranch, and have some fun while doing it.

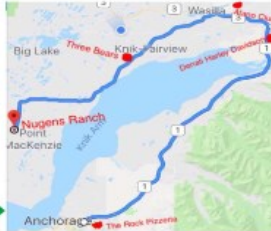
So get your bike ready - even your car, and come out to The Rock pizzeria behind Northway Mall to ride with us. We will be stopping at three locations along the way out, making it a poker run start to finish. There will be run T-shirts sold along the way to support the Rally 2 the Ranch run, and make others aware of our great cause - to bring awareness of the growing drug and alcohol epidemic.

Meet at 10am at The Rock pizzeria behind Northway Mall, kick stands up at 10:30.

A special thanks to Second To None MC for leading the pack out to Nugen's Ranch.



SUBWAY



Arctic Ink

Clean State

TATTOO

KALADI BROTHERS COFFEE

PREPARED BY ALASKA

CARRS

SAFeway

Ingredients for life...

Start The Rock pizzeria behind Northway Mall  
1st stop Denali Harley Davidson  
2nd stop Matsu ALANO Club  
3rd stop Three Bears, Knik rd  
Ending at Nugen's Ranch

Arrive	Depart
10am	10:30
11am	11:30
11:45	12noon
12:15	12:30
1:00	Stay and enjoy the food and fun.

Q99.7  
VALLEY RADIO

DENALI  
HARLEY-DAVIDSON



# ALASKA STATE MOTORCYCLE RALLY

JUNE 15-17 2018

CAMPING  
ENTERTAINMENT

RACES  
MUSIC  
BIKE GAMES  
RIDES

ALL BIKES - NO TYPES

Alaska State Fairgrounds

**Q99.7 VALLEY RADIO**

**CARRS SAFEWAY**

**TUB HOUSE**

**EUREKA LODGE**

**MS National Multiple Sclerosis Society**

**9th Annual Ride for a Cure**

**THE MOOSE 96.3**

**Arctic Ink**

**Espresso Cafe**

**FIGHTING MS**

**When: Sunday, June 24**  
**Where: Alaska State Fairgrounds 9:30am, meet and greet with coffee and doughnuts "LEAVING @ 10 AM".**  
**To: Eureka Lodge to have a BBQ & MUSIC, with Fun for the entire family.**  
**Plus did we mention .... "Door Prizes" .... \$25 (or more) per person entry fee for a ticket into festivities.**  
**Hosting: KMBQ Q99.7- Valley Radio, KXLW 96.3- The Moose**  
**For more information Contact: Eddie Maxwell@ KMQB Valley Radio 373-0222**

**CHRISTINE BAILES NEUROLOGY**

**DAD'S ROOT BEER**

**Bill's DISTRIBUTING**

**Clean State TATTOO**

**EXTREME FUN CENTER**

**The Shirt Lady**

**SUBWAY**

**NEXT GENERATION VA**

**DIRECTOR'S CHOICE BIKE COMPETITION!**

**OPEN TO ALL MOTORCYCLE RIDERS (VETERANS AND NON-VETERANS)**

**JOIN US FOR OUR ANNUAL NAV RUN**

**"LOWEST PIPE" CONTEST + MOTORCYCLE MANUEVER CONTEST**

**LOCATION OF EVENT:** Alaska VA Healthcare Muldoon Clinic  
1201 North Muldoon Road  
Anchorage AK

**JULY 28, 2018**

**ALASKA VA HEALTHCARE SCREENINGS, VBA CLAIMS CLINIC**  
**MOTORCYCLE RALLY: 10AM - 2PM**  
**MOTORCYCLE RALLY: 10AM - 1PM (KICKSTANDS UP AT 1 PM.)**

★ HEALTHCARE SCREENINGS

★ VBA CLAIMS CLINIC

★ ENROLLMENT AND ELIGIBILITY (ENROLLMENT AND VA IDS)

★ VETERANS SERVICE OFFICERS WILL BE ON-HAND

**FOOD WILL BE AVAILABLE**

**VENDORS WILL BE ON-HAND**

**ENTERTAINMENT (DJ FOR MUSIC)**

**ALL VOLUNTARY MONETARY DONATIONS OF \$10 PER RIDER WILL BE GRACIOUSLY ACCEPTED TO HELP OUR VETERANS IN NEED.**

**FOR MORE INFORMATION CONTACT**  
 Samuel Hudson: 907-257-5490 or Samuel.Hudson@va.gov  
 Jamie Carlson: 907-257-4802 or Jamie.Carlson@va.gov



## Help Support ABATE of Alaska By Purchasing Advertising in This Newsletter

Did you know that you can purchase advertising space in future editions of this newsletter?

You can reach out to our members with your unique message.

ABATE of Alaska publishes our very own newsletter up to four times a year and emails or prints out 350 to 500 copies to distribute directly to our members,

display at our Business Member locations, and also to hand out the motorcycle community events that our members attend.

Running your advertisements in our newsletter is a great way to not only support ABATE of Alaska, but also show our members that you support ABATE as well.

ABATE of Alaska always encourages our membership to frequent the businesses that support our freedom to ride and rights.

For more information, please contact us at: [pr@abateofalaska.com](mailto:pr@abateofalaska.com)

**Ken Coston**  
**ABATE of Alaska**  
**Membership Coordinator**  
**Public Relations Coordinator**

Ad Size	Approx. Dimension	Member Price	Full Price
Business Card	1.7" x 3.0"	Free	\$15.00
1/4 Page	4.75" X 3.5"	\$20.00	\$25.00
1/2 Page	9.5" x 7.2"	\$35.00	\$45.00
Full Page	9.5" x 3.5"	\$75.00	\$100.00

## Motorcyclist Advisory Council Update

You'll recall that the MRF and its congressional champions raised concerns over the makeup of participants as there was only 1 seat dedicated to a motorcycle rights organization and the rest of the seats were slotted for experts in engineering, safety, construction and roadway design.

Below is the list of the 10 individuals that were selected. Not surprisingly, no one from the MRF is represented. This is disappointing to say the least. The American Motorcyclist Association (AMA) will serve as the 1 motorcycle association on the Council:

- Mr. James Baron: American Traffic Safety Services Association
- Mr. Michael Crow: Kansas Asphalt Pavement Association
- Dr. Chanyoung Lee: Center for Urban Transportation Research at University of South Florida
- Mr. Eric Line: Michigan Department of Transportation
- Ms. Jane Lundquist: Texas Department of Transportation

- Dr. Shane McLaughlin: Center for Automated Vehicle Systems at Virginia Tech Transportation Institute
- Mr. Joel Provenzano: Florida Department of Transportation
- Mr. Michael Sayre: American Motorcyclist Association
- Dr. Craig Shankwitz: Western Transportation Institute at Montana State University
- Ms. Fay Taylor: Retired, Ohio Department of Transportation

Please note that the MRF will be following up to convey its disappointment to the FHWA as well as inquiring about the selection process. Further, the Council will meet in a public forum and the MRF WILL BE REPRESENTED AT EVERY MEETING. We will not be silenced. Our voices will be heard.

Lastly, if you have a personal relationship with any of the individuals that will serve on the Council, please contact me asap. This fight isn't over.

**Megan J. Ekstrom**  
Vice-President, Government Affairs & Public Relations  
Motorcycle Riders Foundation  
1325 G Street N.W. Suite 500  
Washington, D.C. 20005  
Phone: (202) 725-5471  
Fax: (202) 546-0986

**GOT VESTS?? GOT PATCHES??**

**Julie "Birdy" Forsyth**

907-351-4132  
minipets@gci.net  
or on Facebook  
Anchorage, AK

**ONLY \$3.00 CASH OR  
\$3.25 IF YOU USE SQUARE**

**ANY SIZE OR SHAPE  
STAY OFF THE YELLOW PANT**



## Donate to ABATE of Alaska When You Shop at Online at Amazon

**YOU CAN HELP ABATE OF ALASKA EARN DONATIONS JUST BY SHOPPING ON AMAZON!**



### Did you know you can shop on Amazon as you normally do and donate to ABATE of Alaska?

Please go to <https://smile.amazon.com/ch/92-0095913> to select ABATE of Alaska and then shop using <http://smile.amazon.com>.

### What is AmazonSmile?

AmazonSmile is a simple and automatic

way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support but we hope that you'll choose us.

### How do I shop at AmazonSmile?

To shop at AmazonSmile simply go to [smile.amazon.com](https://smile.amazon.com) from the web browser on your computer or mobile device. You may also want to add a bookmark to [smile.amazon.com](https://smile.amazon.com) to make it even easier to return and start your shopping at AmazonSmile.

### Can I use my existing Amazon.com account on AmazonSmile?

Yes, you use the same account on Amazon.com and AmazonSmile. Your shopping cart, Wish List, wedding or baby registry, and other account settings are also the same.

### Can I change my charity?

Yes, you can change your charity any time. Your AmazonSmile purchases after the change count towards your newly selected charity.

### Can you use AmazonSmile through your mobile Amazon app?

Not at this time. You'll need to shop using your web browser to access <https://smile.amazon.com>.

### I have more questions. Where can I get more info about AmazonSmile?

Just click here to learn even more about AmazonSmile: <https://smile.amazon.com/go/chpf/about>



## Donate to ABATE of Alaska When You Shop at Fred Meyer



**YOU CAN HELP ABATE OF ALASKA EARN DONATIONS JUST BY SHOPPING WITH YOUR FRED MEYER REWARDS CARD!**

Fred Meyer is donating \$2.5 million per year to non-profits in Alaska, Idaho, Oregon and Washington, based on where their customers tell them to give. Here's how the program works:

- Sign up for the Community Rewards program by linking your Fred Meyer Rewards Card to ABATE of Alaska at [www.fredmeyer.com/communityrewards](http://www.fredmeyer.com/communityrewards). You can search for us by our name or by our non-profit number **92866**.
- Every time you shop and use your Rewards Card, you are helping ABATE of Alaska earn a donation!
- You still earn your Rewards Points, Fuel Points, and Rebates, just as you do today.
- If you do not have a Rewards Card, they are available at the Customer Service desk of any Fred Meyer store.
- For more information, please visit [www.fredmeyer.com/communityrewards](http://www.fredmeyer.com/communityrewards).



Please check the Alaska Biker Runs calendar for the most up-to-date info:

<http://www.akbikerruns.com>



## Alaska Biker Runs

### April 2018 Biker Runs

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Apr 1 6:30pm Planning - The 2018 Gathering at	2 5pm HOG 1836 Mat-Su Officer Meeting 7:30pm HOG Chapter 66 Anchorage - L&D	3	4 7pm ABATE Board Meeting	5	6 8am HOG 66 Anchorage LOH Breakfast 10:30am HOG 1836 Mat-Su Safety/Group I 12pm Kenai Peninsula H-D 115th Annivers	7
8 Accident Scene Management Class - House 12pm HOG 1836 Mat-Su Chapter LOH Bru	9	10	11 Chrome and Ink Tattoo Party - House of Harley-Davidson, 4334 Spenard Rd, Anchorage, AK 99517, USA	12	13 5pm HOG 8150 Kenai Membership Meetin	14
15 6:30pm Planning - The 2018 Gathering at	16	17 6:30pm HOG 66 Anchorage Membership D	18 Valley Abate general membership - Awa 7pm Abate General Membership Meeting	19	20 12pm Pet Adoption Day at Denali Harley- 12pm Free Lunch at House of Harley 3pm HOG 66 Anchorage Road Captain Clu	21
22 12pm Build-A-Buddy for Foster Care 1pm Beauty & the Bike - Anchorage	23	24 5pm HOG 8150 Kenai FIRST Wed Night Ri	25	26	27 10am Alaska Leather Swap Meet 2:30pm Aylum Poker Run (Fairbanks)	28
29 1pm Girls Garage Party - Women's Intro t	30 6:30pm Planning - The 2018 Gathering at	May 1 5pm HOG 1836 Mat-Su Officer Meeting 6pm HOG 1836 Mat-Su Season Opener Fr 6:45pm CMA Matsu Tuesday Night Rides	2 5pm Hog Chapter 66 Wednesday Night Ri	3 7pm ABATE Board Meeting	4	5 8am The 2018 ABATE of Alaska Gathering 10:30am HOG 1836 Mat-Su Safety/Group I 2pm Bike Blessing After Party at House of

### May 2018 Biker Runs

Sun	Mon	Tue	Wed	Thu	Fri	Sat
May 1 1pm Girls Garage Party - Women's Intro t	2 6:30pm Planning - The 2018 Gathering at	3 5pm HOG 1836 Mat-Su Officer Meeting 6pm HOG 1836 Mat-Su Season Opener Fr 6:45pm CMA Matsu Tuesday Night Rides	4 5pm Hog Chapter 66 Wednesday Night Ri	5 7pm ABATE Board Meeting	6	7 8am The 2018 ABATE of Alaska Gathering 10:30am HOG 1836 Mat-Su Safety/Group I 2pm Bike Blessing After Party at House of
8 8am HOG 1836 Mat-Su LOH Brunch 8am Kenai Peninsula Biker Blessing 10:30am HOG 8150 Kenai Sunday Ride	9	10 6:45pm CMA Matsu Membership Meeting	11 5pm HOG 1836 Mat-Su Weekly Ride 5pm Hog Chapter 66 Wednesday Night Ri	12 Soldotna Ryth 5pm Harley-Davidson 101	13 10am ABATE Annual Break-Up Poker Run 2pm HOG 8150 Kenai Saturday Ride 5pm HOG 8150 Kenai Membership Meeting	14
15 Ready and the Bike Women's Intro to R	16 5pm HOG 1836 Mat-Su Weekly Ride 6:45pm CMA Matsu Tuesday Night Rides	17 5pm CIMA 43-3 Valley Crew Bike Night 5pm HOG 8150 Kenai Wed Night Ride 5pm Hog Chapter 66 Wednesday Night Ri	18 Valley Abate general membership - Awa 7pm Abate General Membership Meeting	19 HOG 66 Anchorage Saturday Ride Ride AWAIC Valley Bike Blessing 10:30am HOG Kenai LOH Highway Cleanu	20	21 HOG Meet-in-the-Middle - Denali Group
22	23 6:45pm CMA Matsu Tuesday Night Rides	24 5pm HOG 8150 Kenai Wed Night Ride 5pm HOG 1836 Mat-Su Weekly Ride 5pm Hog Chapter 66 Wednesday Night Ri	25	26 Hog Meet-in-the-Middle - Denali Group	27	28
29 Hog Meet-in-the-Middle - Denali Group Alaska Vets MC Byers Lake Memorial Ri	30 5pm HOG 1836 Mat-Su Weekly Ride 6:45pm CMA Matsu Tuesday Night Rides	31 5pm Hog Chapter 66 Wednesday Night Ri	1 Jun 5pm HOG 8150 Kenai Peninsula Relay for	2 ABATE of Alaska Eagle River Trailblaz 10am Rally 2 The Ranch 10am Wind & Fire MC Ride to Land a Hand 10:30am HOG 1836 Mat-Su Safety/Group I	3	4

### June 2018 Biker Runs

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jun 1 Hog Meet-in-the-Middle - Denali Group Alaska Vets MC Byers Lake Memorial Ri	2 5pm HOG 1836 Mat-Su Weekly Ride 6:45pm CMA Matsu Tuesday Night Rides	3 5pm Hog Chapter 66 Wednesday Night Ri	4 5pm HOG 1836 Mat-Su Weekly Ride 5pm Hog Chapter 66 Wednesday Night Ri	5 7pm ABATE Board Meeting	6	7 HOG 66 Anchorage Sat Ride 8:30am STNMC Poker Run 2pm HOG 8150 Kenai Sat Ride 5pm HOG 8150 Kenai Membership Meeting
8 8am HOG 1836 Mat-Su LOH Ride to Hope 10am HOG 8150 Kenai SUN Ride & LOH H	9 5pm HOG 1836 Mat-Su Officer Meeting 6:30pm LFMCC Rides 6:45pm CMA Matsu Membership Meeting	10 5pm HOG 1836 Mat-Su Weekly Ride 6:30pm LFMCC Rides 6:45pm CMA Matsu Tuesday Night Rides	11 5pm Hog Chapter 66 Wednesday Night Ri	12 Alaska State Motorcycle Rally - Alaska Raceway Park, 5599 Race Way, Palmer, AK 99567	13	14 HOG 8150 Kenai Sat Ride - Kenai Penins
15 Bulldog Memorial Ride	16 5pm HOG 1836 Mat-Su Weekly Ride 6:30pm LFMCC Rides 6:45pm CMA Matsu Tuesday Night Rides	17 5pm Hog Chapter 66 Wednesday Night Ri	18 5pm CIMA 43-3 Valley Crew Bike Night 5:30pm HOG 8150 Kenai Wed Night Ride 5pm HOG 1836 Mat-Su Weekly Ride 5pm Hog Chapter 66 Wednesday Night Ri	19 Valley Abate general membership - Awa 7pm Abate General Membership Meeting	20 HOG 1836 Mat-Su Soldiers Overnighter - Soldotna / Seward	21 HOG 8150 Kenai Sat Ride - Kenai Penins
22 Alaska State Motorcycle Rally - Alaska Valley Tattoo Party - Seward Harley-Davidson (7:30am) HOG 8150 Kenai Sunday Ride - Kenai Peninsula Harley-Davidson, 41600 Seward	23 5pm HOG 1836 Mat-Su Weekly Ride 6:30pm LFMCC Rides 6:45pm CMA Matsu Tuesday Night Rides	24 5pm Hog Chapter 66 Wednesday Night Ri	25 5pm HOG 1836 Mat-Su Weekly Ride 6:30pm LFMCC Rides 6:45pm CMA Matsu Tuesday Night Rides	26 HOG 66 Anchorage Valdes Overnighter Sulbuta Shore and Shine at Kenai Penins	27	28
29 10am NE (Motorcycle Enthusiasts) Party at	30	31	1 Jul	2	3	4

**Meet and  
Greet  
tentatively  
scheduled for  
January 27th  
2018**

ABATE of Alaska 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.

## ABATE of Alaska Business Member Listings

Support these businesses who support your freedom to ride!

[Alaska Leather](#)

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[House of Harley Davidson](#)

[Pen Dragon Alaska](#)

[Foster & Co. LLC](#)

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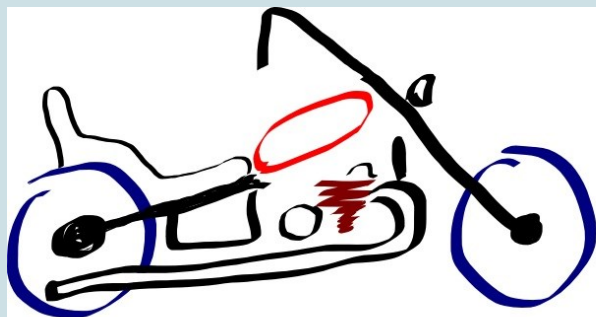
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**A.B.A.T.E. of Alaska, Inc**  
**"Riders of the Last Frontier"**

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

**Rider Education**  
**Phone: 907-562-2324**  
<http://www.learnforidealaska.com>



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## ABATE OF ALASKA APPLICATION FOR MEMBERSHIP

You may also JOIN US online at [www.abateofalaska.com](http://www.abateofalaska.com)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> 1 Year Membership \$20 | <input type="checkbox"/> Sustaining Membership \$100 | <input type="checkbox"/> New Membership                |
| <input type="checkbox"/> 3 Year Membership \$50 | <input type="checkbox"/> Update Info                 | <input type="checkbox"/> Renewal _____ (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: \_\_\_\_\_

<input type="checkbox"/> VISA	Card # _____
<input type="checkbox"/> MC	Exp. Date _____
<input type="checkbox"/> AX	Signature _____

Suggestions for ABATE: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Charge Card \_\_\_\_\_ Cash \_\_\_\_\_ Credit (#) \_\_\_\_\_  
Card Sent \_\_\_\_\_ Date Sent \_\_\_\_\_  
ABATE of Alaska Contact \_\_\_\_\_

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