

# ABATE of Washington



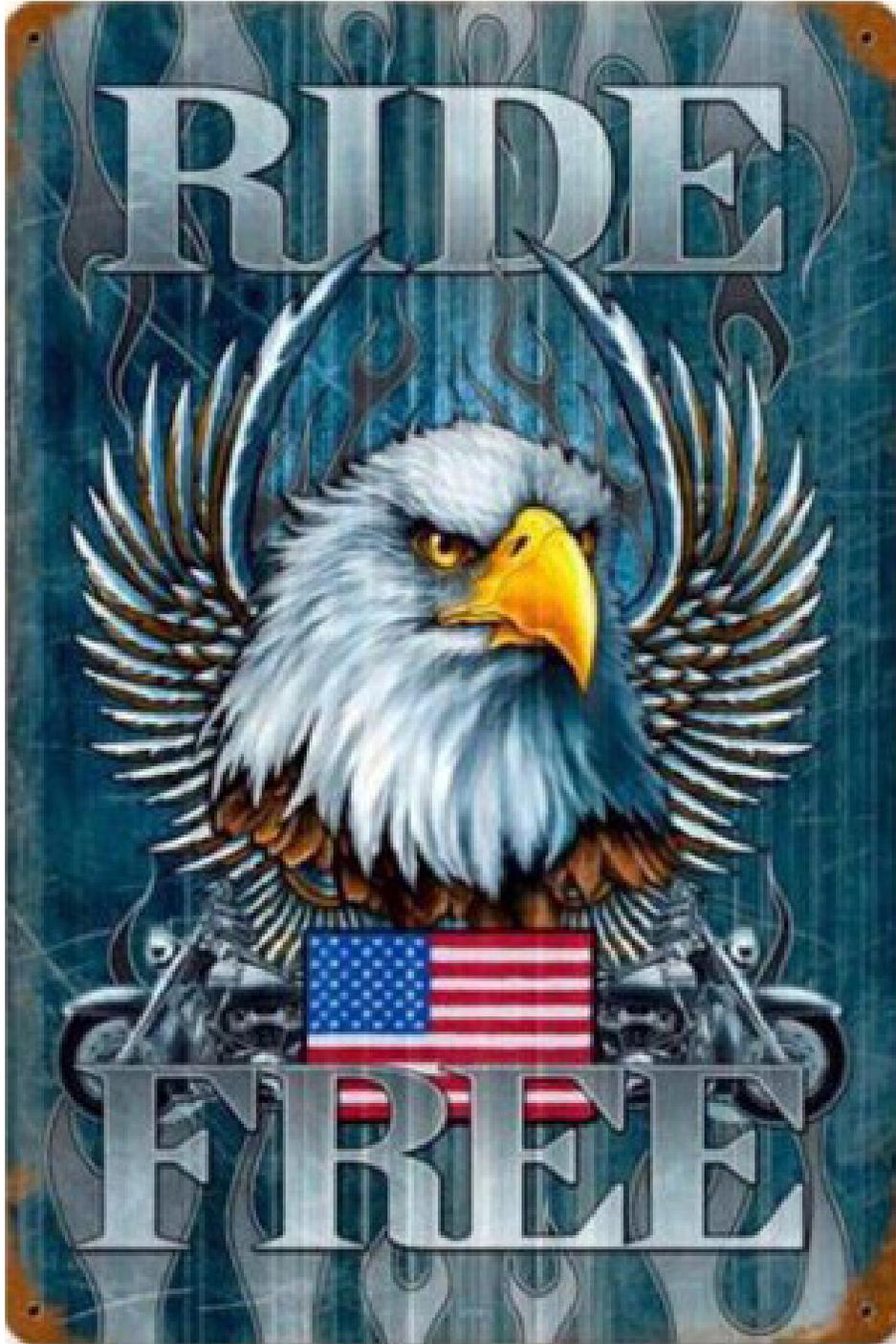
**A**  
**B**rotherhood  
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**E**nactments

*“Dedicated to Freedom of the Road”*

[www.ABATE-WA.org](http://www.ABATE-WA.org)

## Freedom

Let Those Who Ride Decide



ABATE is an organization dedicated to the Freedom of the Road, raising public awareness through education, political and community action and charitable deeds. Membership is open to anyone, 18 years or older, interested in promoting freedom, whether or not you own or ride a motorcycle.

Legislative information - Events - Cycle Tech - and More

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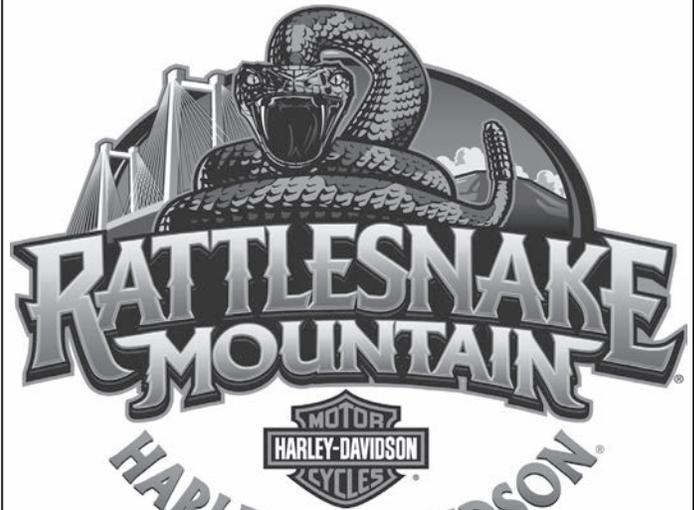
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## State Officers

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 tjw8638@yahoo.com

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 Independence  
 Inland Empire  
 Kittitas County  
 North East Washington  
 Tri-Cities Chapter

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 rcfryer@gmail.com

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 Rat City,  
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 Sky Valley,  
 chaprep4@abate-wa.org

Rep 5: OPEN  
 North Olympic,  
 North Kitsap,  
 Mason County,  
 Olympia  
 chaprep5@abate-wa.org

## Chapter Contacts

### Central Washington

P.O. Box 9022  
Yakima, WA 98909  
Meets: 1st & 3rd Thursday  
6:30 PM  
VFW Post 379  
118 S 5th Avenue  
Yakima WA 98902  
Contact: Rich Bright  
509-952-4504  
brightnot66@yahoo.com

### Clark County Freedom Riders

13023 NE Hwy 99  
Suite 7 Box 110  
Vancouver, WA 98686  
Meets:  
2nd Thursday @ 7:30 PM  
Peach Tree Restaurant  
6600 NE Highway 99  
Vancouver, WA 98665  
Contact:  
Ron Fryer  
360-574-8070  
rcfryer@gmail.com

### Columbia Gorge

PO Box 357  
Goldendale, WA 98620  
Meets:  
2nd Monday @ 7:00 PM  
American Legion  
108 North Grant  
Goldendale WA 98620  
Second Monday Contact:  
Lynal Grassman  
(509) 773-6011

### East Pierce County

PO Box 1348  
Sumner, WA. 98390  
Meets:  
1st Sunday @ 10 AM  
Schafer's Bar & Grill  
16202 64th Street E.  
Sumner, WA 98390  
Contact:  
Noel Ortiz  
206 218 4812  
noelortiz1@comcast.net

### Grays Harbor

PO Box 1032  
Aberdeen WA 98520  
Meets:  
40 et 8  
2313 Simpson Ave.  
Aberdeen WA 98520  
Second Wednesday 6:30 PM  
Contact:  
Don Florek  
360-533-8148  
gutterguy67@yahoo.com

### Independence Chapter

PO Box 41  
Zillah, WA 98953  
Meets:  
1st Wed @ 7 PM  
Eagles Toppenish  
515 S. Division St  
Toppenish, WA 98948  
Contact:  
Independence Chapter  
Iola Voss  
509-305-0644  
icoaow@yahoo.com

### Inland Empire

PO Box 40474  
Spokane, WA 99220  
Meets: 2nd Tuesday @ 6 PM  
Sweet Old Bob's  
3243 E Trent Avenue  
corner of Trent and Ralph  
Spokane WA  
Contact:  
contact: Seth McIntosh  
**509-991-5400**

### Kittitas County

Meets:  
5:30 pm social,  
6:00 pm business meeting  
Buzz Inn Steakhouse  
First Tuesday of the month.  
2202 South Canyon Road  
Ellensburg, WA 98926  
Contact: Joe Hill  
509 929 0729  
hillshutup\_66@hotmail.com

### Lewis County:

P.O. Box 1108  
Centralia, WA 98531  
Meets:  
2nd & 4th Wed @ 7 PM  
Moose Lodge  
Centralia, WA  
Contact:  
Terry Butler  
360 807 0179  
sherterbu@comcast.net

### Mason County Chapter

PO Box 213  
Shelton, WA 98584  
Meets:  
2nd Wednesday @ 7pm  
Taylor Station Restaurant  
62 SE Lynch Rd.  
Shelton, WA  
Contact:  
Dave "Bottles" Childers  
360-490-1399  
childers723@comcast.net

### NE Washington

PO Box 1886  
Newport, WA 99156  
Meets:  
2nd Sunday @ 4:30 PM  
Michael's  
208 S. Washington Ave  
Newport, WA 99156  
Contact:  
Milt Carvell  
503-713-8862  
miltcarvell69@gmail.com

### North Kitsap Chapter

PO Box 5831  
Bremerton, WA 98312  
Meets: 1st Wed. @ 7 PM  
Silverdale All Star Lanes &  
Restaurant  
10710 Silverdale Way  
Silverdale, WA 98383  
360-692-5760 x106  
meeting is in the Atrium.  
Contact:  
Chris Varner  
360-440-1344  
buellboybynight@aol.com

### North Olympic

P.O. Box 3745  
Sequim, WA 98382  
Meets:  
3rd Tuesday @ 7 PM  
Las Palomas  
1085 E. Washington St.  
Sequim, WA 98382  
Contact:  
Neil Eckerson  
360-683-8598  
eckersonc@olympen.com

### North Snohomish County

P.O. Box 1288  
Marysville, WA 98270  
Meets:  
3rd Sunday @ 10 AM  
Everett Eagles (F.O.E. #13)  
1216 Broadway  
Everett, WA  
Contact:  
Kevin A. Larson  
360-659-7010  
kal45@comcast.net

### Olympia

P.O. Box 7129  
Olympia, WA 98507-7129  
Meets:  
1st Thurs. @ 7 PM  
3rd Thurs. - see web  
Tea Leaf II  
4646 Pacific Ave SE  
Lacey, WA 98503  
360-459-3800  
Contact:  
Wayne Mugartgeui  
360-791-0010  
chromeagle04@gmail.com

# Not a member of ABATE? Join Now!

If there are errors in Contact information or Meeting dates, times or locations send emails with updated info to ALL of these addresses so we can be sure to update all records. [secretary@abate-wa.org](mailto:secretary@abate-wa.org) [webmaster@abate-wa.org](mailto:webmaster@abate-wa.org) [newsletter@abate-wa.org](mailto:newsletter@abate-wa.org)

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P.O. Box 203  
 Naselle, WA 98638  
 Meets:  
 1st Sunday @ 10 AM  
 Hunter's Inn  
 Naselle, WA  
 Contact:  
 Lenny Pletsch  
 360-484-7226  
 lenny@wwest.net

**Rat City**

PO Box 46033  
 Seattle WA 98146  
 Meets:  
 2nd Tues @ 7 PM  
 6 PM Social  
 The White Center Pizza  
 & Spaghetti House  
 10231 16th Ave SW  
 Seattle, WA 98146  
 Contact:  
 James Hemmingsen  
 206 450 6555  
 james.hemmingsen@gmail.  
 com

**Sky Valley**

P.O. Box 784  
 Snohomish, WA 98291  
 Meets:  
 Bike Show Meeting 1st Tuesday  
 Chapter Meeting 2nd Tuesday  
 @ 7 PM  
 Eagles FOE #195  
 606 Maple Ave.  
 Snohomish, WA 98290  
 Contact:  
 Rod Hobelman  
 360-563-9763  
 hreddog92@aol.com

**Spanaway Chapter**

PO Box 154  
 Spanaway WA. 98387  
 Meets: 2nd Tuesday at 7pm.  
 Uncle Sam's American  
 Bar & Grill  
 16003 Pacific Ave. S  
 Spanaway, WA 98387  
 Contact:  
 Dolly Barraugh  
 (253) 376-3732  
 softtail2004@live.com

**South King County**

P.O. Box 30  
 Milton, WA 98354  
 Meets:  
 1st Mon. @ 7 PM  
 Performance Grill  
 1525 A St. N.E.  
 Auburn, WA. 98002  
 Contact:  
 Sam Walker  
 253-632-5880  
 wishuhadmyvw@yahoo.com

**Tacoma Chapter**

PO Box 612  
 Graham, WA. 98338-0612  
 Meets:  
 1st Wed. @ 7 PM  
 VFW Post #969  
 3510McKinleyAve.  
 Tacoma, WA  
 Contact:  
 Tacoma Chapter  
 Donnie Ahola  
 253-376-8643  
 Cadhd67@yahoo.com

**Tri-Cities Chapter**

PO Box 2425  
 Richland, WA 99352  
 Meets: Meets:  
 1st Thursday at 6:30 PM  
 American Legion Post #34  
 1029 W. Sylvester  
 Pasco, WA  
 Contact: Jim Crume  
 (509) 628-1944  
 tricitiesabate@hotmail.com

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Today's Date	please print clearly
Chapter	check here if independent <input type="checkbox"/>
Membership number	
Last expiration date	
Original join date	
Name	
Address	
City, St. Zip	
Phone (       )	
eMail:	Voter? yes <input type="checkbox"/> no <input type="checkbox"/>

(Fight For Your) FREEDOM Volume 35—Issue 7

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State Coordinator: Lyle Coyle

Editor: Ron Fryer

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JPG files work, just keep the size manageable please tif, indd, and png, pdf, pub and doc files are fine as well.

Electronics to: newsletter@abate-wa.org or email to rcfryer@gmail.com

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Include: Contact Name, Phone, Address, E Mail.

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P. O. Box 8369, Tacoma, WA 98418-0369

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# ABATE of Washington

*“Dedicated to Freedom of the Road”*

## Editor’s Corner

Relationships. That’s what makes ABATE great. For instance, the relationship that ABATE has with the COC. Our own Irish McKinney has cemented a fine relationship with the COC. Together, the COC and ABATE have worked to help pass the anti-profiling bill, thanks in part to David Devereaux’s (Double D) excellent presentation. He is an eloquent and intelligent speaker who brings forth his points directly and without hesitation. We are fortunate to have him on our side. Thank you, Irish, for all the hard work that you do for ABATE.



Another great relationship we have is with our Representatives and Senators. This year, it was Senator Don Benton who sponsored the Helmet Modification Bill. While the bill did not go as far as I had hoped, it went farther than anything like it had gone in 20 years. Thanks, Senator Benton. You’re the best! I look forward to discussing with you how we can move this bill along next session.

There are many other Senators and Representatives who have helped us with our bills over the past few years. The way to thank them is to help them with their campaigns, attend their tea parties and public meetings and praise their good works. These are the relationships that are worth making and keeping. Our friends can help us understand the political process better and can teach us better ways to accomplish our goals. We should all get to know

those that represent us on the hill. And don’t forget the Legislative Aids. They are in the know about the bills and can alert us if one comes up that will affect motorcycles. They are also the ones who schedule the calendars for our Senators and Representatives. They are good people to know. Find out who your congressmen and their aids are and get to know them well. These relationships will be among the most important you will ever make.

On a different note, I hope everyone had a great time at Spring Opener. The weather was cooperative, and there was a lot to do and see. Apparently I did not win the bike, but I hope whoever won it will thoroughly enjoy it. Many thanks to Destination Harley Davidson for giving us such a super deal on it. If you have never been there, please make the trip. It is a phenomenal dealership and well worth the ride. The people are wonderful and the displays are awesome. And, you can have a great lunch right there in the dealership. Jimmy George did a terrific job with Spring Opener and deserves a great big “Thank You” for all his hard work. Thanks, Jimmy.

Keep the rubber side down.

Ron

*CLASSIC BRIT BIKE GOT AN ISSUE?*

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## From the State Coordinator



show and games were done very well, Tattoo contest, Scavenger hunt, and of course the bike raffle and I am sure that everyone is wondering why they have not received a call telling them they won the bike, well I will tell you why you haven't received that call. It is because Jason from Spanaway won it and the ticket was sold by Billy D from the Spanaway chapter. We will have a complete report for the spring opener next month.

Lyle Coyle  
State Coordinator  
ABATE of Washington

Hi Everyone,

Well it is 5:30 PM Sunday evening and I have just returned from Spring Opener 2013 and let me tell you that I am one happy and wore out individual. The first thing I should do is to thank some people, Jimmy George without whom we would still be in the fairgrounds with fifty thousand watt lights shining on us instead of stars, we would not be sitting around a campfire, I don't mean to take away from the other people that made this event a success. Mike Campbell who took care of the gate, Rona helping Jimmy with the vendors, Koeta who makes sure no one wastes ABATE of Washington's money, Roxy and Marge taking care of products, Christian Crusaders, Jason and his crew with security, there were a lot of people that helped but there are some that have helped a little more and deserve some special recognition Spanaway and Tacoma chapters, N. Kitsap doing the bike show, Mason County doing the Scavenger hunt, Greg and Mary Hansen who handled our medical emergencies, City Hall Saloon, and someone who does not belong to ABATE but was very instrumental in making this a successful event Shawn from Cascade Playtime Rentals, the amount of work, time and money that he has contributed is greatly appreciated. We increased the number of bands thanks to Spanaway Chapter and American Steel, the Bike

July 2013 Page 8

**Congratulations to:**

**Rona Smith**

**for winning the election to the  
office of Secretary for ABATE of  
Washington.**

### **ABATE of Washington 2013 Meeting Schedule**

**Board of Directors Meetings**

July 20 - Tri-Cities Chapter  
October 12 - Ellensburg (with STEAM)

**ECOM Meetings**

11:00 AM Johnnie's in Fife unless otherwise posted  
Aug 25

### **STATE BOD Meeting TRI CITIES, WA.**

July 20th, 2013 12 Noon  
Cousins Restaurant  
4605 N Road 68, Pasco, WA 99301  
Order off of menu choices for banquet room

FREE Camping and BBQ afterwards @ Jim & Joni's place  
102003 E. Badger Rd.  
Kenewick WA. 99338

Hotels available throughout the Tri Cities area.  
Holiday Inn Express Closest Hotel to Cousins  
Hotels all up and down Columbia Center Blvd, in  
Kenewick,

**ABATE OF WASHINGTON  
State Ambassador at Large**



**Dragoni, Promoting ABATE WASHINGTON**

Hello, ABATE of Washington!

I have been very busy with my State Position as the State Ambassador at large. My Job in ABATE of Washington Is to promote and build new chapters in the state of Washington as I travel to different Areas of the state meeting and greeting people!

When you see me at your chapters meeting say hello! If you think you are traveling to far to get to your Chapters meetings! When you find me 10 people that live in your area that what to build a new chapter

Just before Spring Opener 2013, I reported traveling back to Yelm Washington with My lady Virginia to Promote ABATE of Washington again at Jody's Restaurant and Lounge. It was a very hot and dusty Sunday afternoon! When we arrived at Jody's on the Bike the place was packed with elderly couples and families enjoying a typical Sunday with friends! I never meant to infer that Jody's was not a Biker Friendly Bar in my last report. I was trying say they are a Family Friendly Restaurant and Lounge! I have also found that Jody's has always been a Strong Supporter of ABATE of Washington.

Note there is a big sign at Jody's that says Family Friendly. This is something for you Coordinators to consider when you plan your Family Friendly Bike Runs! You can find more info about Jody's in Yelm, WA on: [www.bikerfriendlybar.com/Washington\\_State/Yelm/yelm.htm](http://www.bikerfriendlybar.com/Washington_State/Yelm/yelm.htm) "Give Support, Where Support Is Given!"

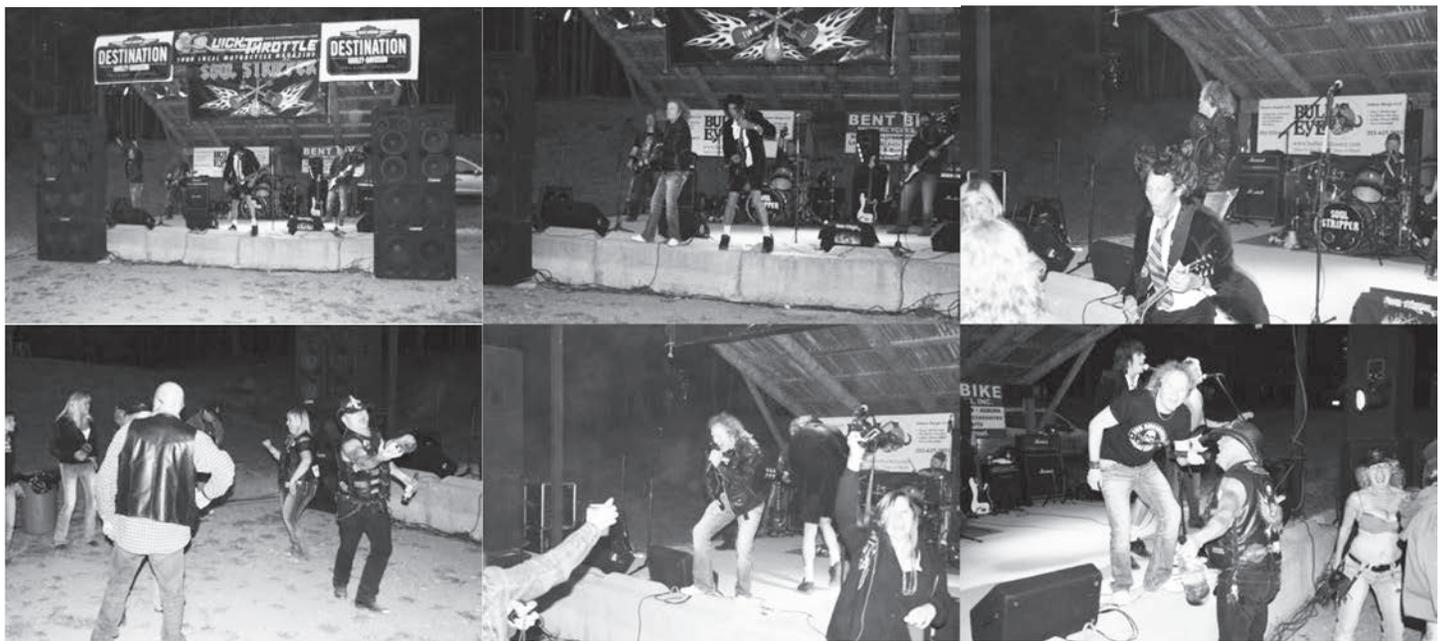
Now let's talk about the Spring Opener 2013, the turnout this year was great I was told we had over 1200 people thru the gate counting the Vendors. On Thursday night this year we had about as many people there as we had last year by Friday Night. The weather was good and the people just kept rolling in the gate for a good time in Easton, WA.



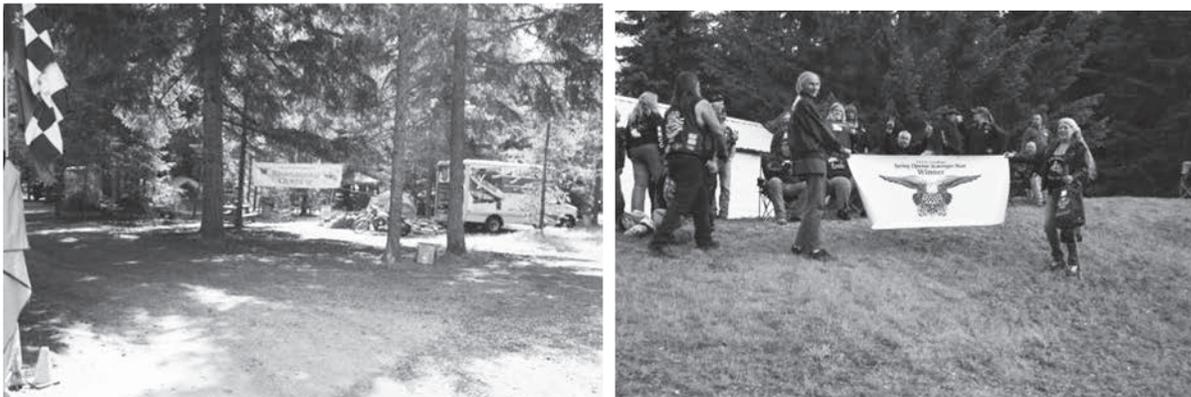
The Entertainment was again provided by **Arrowood Productions** the people were dancing in the bowl on Friday with the opening band **Dixon Boots**.



Later that night the crowd went wild with the headliner band **Soul Stripper!**



This year ABATE of Washington **Mason County Chapter** Hosted a **Spring Opener Scavenger Hunt!** Our newest ABATE of Washington chapter the **Spanaway, WA Chapter** won the Banner.



Way to go **Spanaway Chapter**, this new Chapter has been growing with every meeting they have had.

Then Saturday morning it was time for the annual Spring Opener Bike Show and Bike Games and a Wedding!

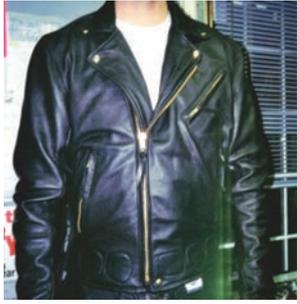


Saturday night the entertainment was another great band **Sub-Vinyl Jukebox**.



*continued on page 16*

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**July Events**

Live Music, BBQ & BIKES! July 6, 2013  
12:00 - 4:00 PM  
Biker Bash  
Ride out for Live Music, BBQ Grubbin', & BIKES BIKES BIKES!!  
Bikini Babes, Band, BBQ, BIKES!  
July 13, 2013 12:00 - 4:00 PM  
Ride  
Ride out for our NW Bikini Babes washin' rides, Live Music, BBQ Grubbin', & BIKES BIKES BIKES!!  
Warrior Brotherhood Bike Show  
July 13, 2013 9:00 AM  
Biker Bash  
Warrior Brotherhood MC is hosting a ride-in bike show, prizes, raffles, bikini bike wash, live band and killer BBQ!! 9AM-3PM

**STATE OFFICERS**

Get to know your State Officers.  
When you see them at an event or a meeting, shake their hand and thank them for their hard work.  
These pictures will help you recognize them and put a face with a name.  
More pictures next month.



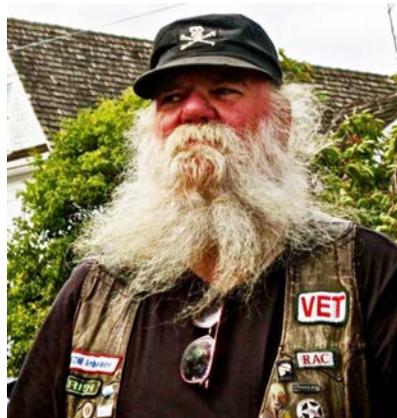
State Coordinator Lyle Coyle



Deputy Coordinator Mike Campbell



Deputy Coordinator Scott Robinson  
July 2013 Page 12



NCOM Ambassador Irish McKenney



Ambassador at Large Dutch Phillips



"I'm selling it because it's old and needs a lot of improvements. I already have one husband, I don't need another one."

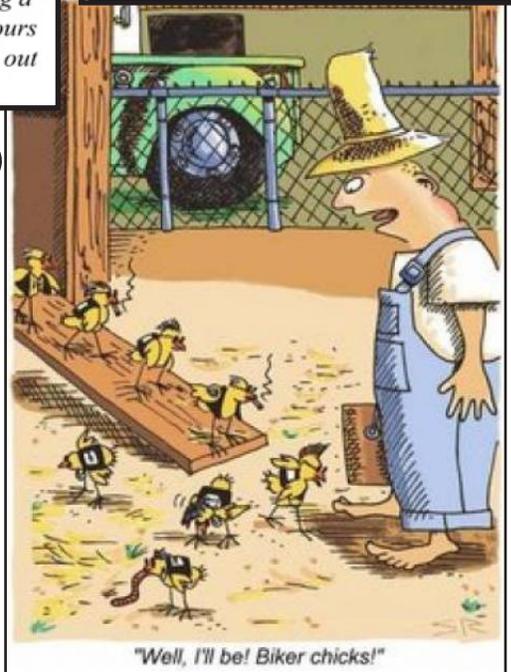


"This is a video of me restoring a vintage Harley. It's about 9 hours long, but don't worry, I edited out all the boring parts."



# LAUGHS

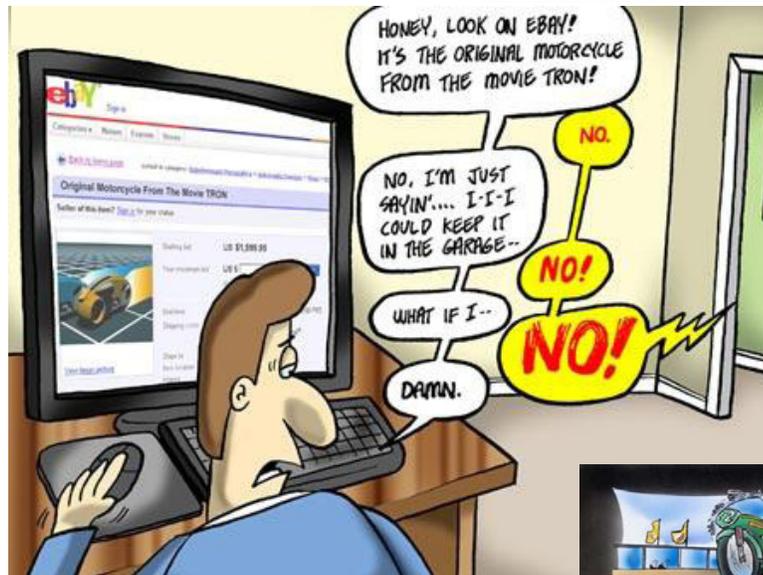
# BIKER



"Well, I'll be! Biker chicks!"



"Honestly, boss, I'm home sick in bed. That noise? That's the TV, I'm watching a show about motorcycles."



HONEY, LOOK ON EBAY! IT'S THE ORIGINAL MOTORCYCLE FROM THE MOVIE TRON!

NO.

NO, I'M JUST SAYIN'... I-I-I COULD KEEP IT IN THE GARAGE--

NO!

WHAT IF I--

NO!

DAMN.



"HONEST, HOW'D I KNOW WHEN I BOUGHT HIM A HARLEY LAST CHRISTMAS THAT WE'D BE OUT OF A JOB THIS YEAR?!"



### Sky Valley

Meets 2nd Tuesday -7 PM  
Snohomish Eagles FOE195  
606 Maple Ave.  
Snohomish WA 98290

### South King County

Meets 1st Mon. @ 7 PM  
Performance Grill  
1525 A St. N.E.  
Auburn, WA. 98002

Well never thought I would be writing this at the spring opener....but I am!!! The weather has been great and so are the bands so far. Last night was the AC/DC copy band and if your a fan of the boys from down under (as I am) you would have loved it! It's now around 5 pm on Sat. The main band is setting up in the "Pit" and everyone is ridding around having a blast! People are still coming in!! It's the biggest opener I have seen since Eagle Park years ago. Very well put together and the only complaint I have is the water truck needs to come around more often. It's a little dusty but not unlike Sturgis South Dakota when your trying to cook something on the coleman stove. Hope this can be the place for this next year also.

As for our chapter news the only thing coming up this month is the Delta run at it's end. If you have't come to Delta house for this event you should. The folks there are head trauma victims that are very excited to see us ride into the building and share story's of the road. Then they all come out to the parking lot to see the rest of the bikes and talk to you about your bike. This is the 29th of this month so bye the reading of this we will have done the run there and to the barb-b-que at my house. Other then that I don't know much (as usual) So I will keep it short and say "see you in the wind"

Highwayman

Good day Members! As I write this, I am also looking at photos everyone is posting on Facebook from Spring Opener, looks like it was a BLAST! Unfortunately I wasn't able to attend but don't be sad, I will be in Leavenworth on a 1,000 car cruise with my wife and kids from Bellevue to Leavenworth benefitting Seattle Children's Hospital. All in all I would say everyone had a great weekend!!!

July 13th is coming up QUICK! SKCC is putting on our 6th annual Round The Mountain ride benefitting Gloria's Angels, a Must ride to go on if you haven't. Also coming up is the Fun Run August 10th keep an eye out for the flyer for that on the SKCC website along with the state website.

I hope that everyone has been having a great 1st half of the year, I know I have been blessed with such great family and friends that it's hard not to have a smile on my face everyday. It's the people in your life that can make the world a better place, I hope to see all of you soon! Thanks again to Doug for handling the meeting for me last month as my sore throat was not really up to it, and thanks to all our members for making it out it was great to see you all!!!

Sam Walker  
SKCC coordinator

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Long Beach, WA 98631

### Tri-Cities Chapter

Meets: 1st Thursday at 6:30 PM  
American Legion Post #34  
1029 W. Sylvester  
Pasco, WA

At our June meeting we made plans to attend the state Spring Opener and other rides this summer, throughout the states. We signed up two new members and discussed plans for our next Freedom Ride event on August 3rd. ( see flyer in this issue) We had a great potluck dinner and the meeting was completed in just one hour. We plan to do our best to keep the meetings to be less time than, they typically were in the past.

On the weekend of June 14th, many chapter members headed to Easton for our Spring Opener. Much thanks to Jim and Joni for hauling our camping gear, and getting there early to save us a good place to camp. We had plenty of chairs, coolers, and equipment to be comfortable all weekend. All of us who were there had a great time and can't wait till our next fun outing in two weeks, at the Boogy in Colfax, WA!

The ABATE of Washington BOD meeting is being held here in Tri Cities, at 'Cousins' in Pasco, WA. on July 20th at noon. There will be 27 chapter reps here from all over the state, along with our state officers and committee chairs. This is a good opportunity for you to meet and greet other ABATE members from all over Washington State. Camping is available at Jim and Joni's for those who want to spend the night. Contact Jim for more info.

We had to change our July 4th meeting day for obvious reasons. Our July meeting will be held on Friday the 12th, over at Jim and Joni's place in Kennewick WA. followed by a chapter appreciation party, with dinner barbeque. Please BYOB. Camping welcome. Contact Jim for details. (509) 545-4982. We will send out email notice with address info. Feel free to bring a friend!

Respectfully Submitted;  
Catherine 'Chatty' Salomone  
Tri Cities Chapter Secretary  
tricitiasabate@hotmail.com

### Spanaway Chapter

Meets: 2nd Tuesday at 7pm.  
Uncle Sam's American Bar & Grill  
16003 Pacific Ave. S  
Spanaway, WA 98387

Well, first of all a big thanks to all who participated in the swap meet in May! In spite of the rain we had fun and made a few bucks. Now let's get ready for the next one scheduled for later this summer. Start saving up those extra treasures, trinkets and what nots to make the next one an even bigger success!

As I am writing this many of our members are heading over to set up for a great Abate Spring Opener!! We are proud to announce that our Chapter sold 200 Spring Opener Motorcycle raffle tickets! Let me be the first to send a big Congrats to this year's bike winner, Happy Riding!

On August 17th we will be having our membership drive which will consist of a Run to Mt. Rainier with an awesome Luau back at Uncle Sam's after the Run. Yes, you heard right, a Hawaiian Luau with Kahlua Pig, shrimp noodle salad, BBQ pork, fried rice, teriyaki chicken and more! So come on down and get lei'd at Uncle Sam's Bar and Grill! Details soon!

Rubber side down and look twice!

Dolly



Tri-Cities Chapter at Spring Opener

Then after there first set it was time for the First Annual **Spring Opener** Bike Raffle Drawing for **2009 HD Crossbones**



**The Big Winner was Jason Waldrop from, Yes Spanaway Washington Chapter**

After the Bike Drawing and the 50/50 I went for a walk around the Ranch talking with all the people! I meet a lot of new people and Yes I gave them ABATE of Washington applications. Virginia and I meet a New Group called **Rolling Asylum**; they seemed like a great group of people!



I think they could have a strong ABATE of Washington chapter, yes I gave them applications. I am sure we will be talking again real soon. Good meeting you people!

Everyone I talked with said they were having a great time at Spring Opener 2013

I would like to say a big thanks to the **Spring Opener Committee** for all of there hard work with this Event!

And special Thanks To our **Spring Opener 2013 Sponsors** for there Support of **ABATE of Washington**.

**If you see me "Dragoni" sitting at a table with my Laptop computer stop by and shake my hand. Then other people might do the same!**

**This will grow interest and conversation about ABATE of Washington and who we are.**

**Let's all ride safe and pray for good riding weather!**

**Working hard fighting for our rights and freedoms by building ABATE of Washington Chapters!**

**"Dragoni" Dutch Phillips  
ABATE OF WASHINGTON  
State Ambassador at Large  
253-301-7727 [Dragoni@BFBUS.com](mailto:Dragoni@BFBUS.com)**

## Black Thursday (Paperback)

Two things happened this morning. I finished reading "Black Thursday" and I just discovered through RT News (because lamestream media certainly wasn't going to inform me) that the US House of Representatives voted 388-to-3 in favor of H.R. 347, a bill which is being dubbed the Federal Restricted Buildings and Grounds Improvement Act. This is not the place to get into it, but basically it destroys our first amendment rights to free speech and freedom of assembly.

The Bill of Rights and US Constitution have been under serious attack since 9/11, especially under the current administration. One only has to look at the drone policies and the quiet passing of the NDAA on New Year's Eve going into 2012, to understand that our very rights are being dismantled systematically and methodically. Most people are unaware, and this is where Black Thursday comes into play. One of my favorite quotes from the book, 'It is undeniable that the mainstream media currently controls general public perception. This seems so obvious and is also confirmed by research. Experts argue that the media is currently "framing our experience and forming public consciousness of the here and now."' This is so true that I now only take in lamestream news as an intelligence analyst deciphering the propaganda being spoon-fed to the sleeping American public in general.

This is the story about how a group of men (with author David Devereaux as their spokesman) worked tenaciously to correct the prevalent motorcycle profiling policies that have plagued Washington State for a number of years. Through dedication and grassroots efforts, these men accomplished the passing of Washington State ESB 5242, 'designed to condemn and prevent motorcycle profiling' into law, an amazing

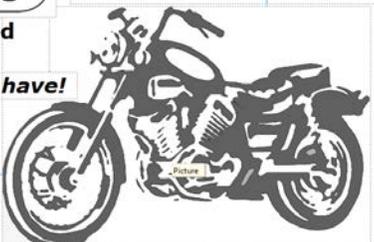
and historical achievement - an accomplishment which other states' motorcycle communities are looking at very seriously right now.

This book inspired me. It proves we still have a chance to turn things around, with some hard work, grassroots organizational planning, tenacity, and above all, love of country. Have we become so unaware, so asleep, so out-of-touch with reality that unwarranted surveillance or assassination from a drone strike, indefinite detention without representation, or simply being pulled over on the highway because you're on a bike wearing a vest, can be insanely looked as acceptable or tolerable in the USA. Ben Franklin once said, "They who can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety." Remember that as we head into these uncharted waters. Are you one of the people asking, "Yeah, but what can anyone do about it?" If you are, you need to read Black Thursday. This is not just about the motorcycle community. It's a blueprint for every citizen in the country.

Randy Vanadisson (Seattle, Washington)

Book can be purchased on Amazon.

[http://www.amazon.com/Black-Thursday-David-Devereaux/dp/1484800184/ref=cm\\_cr\\_pr\\_product\\_top](http://www.amazon.com/Black-Thursday-David-Devereaux/dp/1484800184/ref=cm_cr_pr_product_top)

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**ABATE OF WASHINGTON**



**PACIFIC COUNTY CHAPTER**

**5TH ANNUAL**

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**ABATE of Washington  
Columbia Gorge Chapter**

**You're Invited...  
Community Days  
July 4-7th**



**POKER RUN**

**JULY 6, 2013**

Saturday

Only \$15.00 First Hand  
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Best & Worst Hand... 50/50 Raffle

Fundraiser for  
Columbia Gorge Chapter of ABATE

PRIZES!

Goldendale, Washington

All ages...Family fun!

9:30-10:30am Sign in @ Top Hat on Main Street

10:35am Kickstands up

3--11pm Community Days Beer Garden 3

3:30pm Show & Shine Car Show 9am-

7-11pm Don't miss the "Live music"

Raffle contest "Engine Run till it blows!", Carnival, Vendors...

Further Information... Call Scott Robinson  
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ABATE of Washington

SWAP



MEET

SPANAWAY Chapter

July 20 - 21

Red Hog Leathers will be sewing and selling Patches

We will have a Tattooist

Great Food

Great People

*RAY RAY's Pulled Pork  
at 11am*

*Southern Justice  
Plays at 8pm*

Come on down and get in on the ROCK BOTTOM deals on everything from bicycles to motorcycles and everything in between, that you need.

Sell your items to make some money and some new friends

**Seller Spaces are \$15 each (set up 9-10am)**

Reserve your space soon as space is limited,

**\$1 a head or a can of food for BASH to shop**

**Shopping Starts at 10am**

All at Uncle Sam's... Call (253) 507-7808 to make reservation

Located at 16003 Pacific Ave, Spanaway 98387

This is an adults only event, no kids, no pets



# TEDDY BEAR RUN

**August  
23th & 24th**

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**Prices:**

New Teddy Bear or  
School Supplies Required

**Weekend:**

Couple	Single
\$40	\$30

**Day Pass**

Couple	Single
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- Pig Roast**
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- Auction**
- Raffle**
- Beverage**
- Bands**  
\$15



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14TH ANNUAL

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ED SHAW  
ENTERTAINMENT



# LET'S RIDE



**Sunday, August 11**

**93 Mile Poker Run with Prizes**

**Ends with a Patrick Lamb Concert at Bethany Vineyards**

**A Fundraiser for Doernbecher Children's Hospital**

**[www.curideandrock.org](http://www.curideandrock.org)  [facebook.com/curideandrock](https://facebook.com/curideandrock)**



# 10th Annual Dennis Essary Memorial July 20th. 2013

# Huckleberry Pancake Run

**breakfast is \$10 at 10am at the Huckleberry INN (all you can eat buffet) Breakfast tickets available at the church.**

**Donations of \$10.00 per bike to benefit Options 360 at [www.options360partners.org](http://www.options360partners.org)**

**Time: 8am, kickstands up at 8:45**

**50/50 DRAWING**



**please RSVP Chaplain Rich for breakfast at 360-256-7151 or [richbfc777@comcast.net](mailto:richbfc777@comcast.net)**



# ABATE of Washington



## Tri-Cities Chapter

# FREEDOM RIDE



**Saturday, August 3, 2013**

Registration - 10 am  
Kick Stands Up 11:30 am  
@ Kimo's -  
2696 N Columbia Center Blvd  
Richland, WA 99352

\$20.00 Registration Fee - Includes Ride / BBQ / Live  
Rock Band / Hilarious Games! / 50/50 / Door Prizes  
& MORE!

5 stop ride ends up @ Three Cities Sports Bar  
900 W Columbia Dr, Kennewick, WA 99336



### Taurus Judge 410 / 45 Pistol Raffle!

200 ticket limit! **GREAT ODDS!**  
All proceeds to benefit the Tri Cities Chapter  
of ABATE of Washington  
Help us, to help you, keep your  
rights & freedoms on the road!

### BIKINI BIKE WASH

"Let me clean up your act!"



### FROZEN T-SHIRT CONTEST

For More info call Jim  
(509) 545-4982

# MRF Report

by:  
Ron Fryer

speakers was Matt Danielson from Michigan. Here is what he spoke about:

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

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

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

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

"Helmets are the only safety measure proven to save lives." (Emphasis added).

Is it the contention of the CDC that rider education is not a safety measure proven to save lives? Can any

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

The study goes on to point out the rise in motorcycle fatalities over the years and suggests that relaxed motorcycle helmet laws are to blame. It uses Florida as an example. This is not a new argument; however it does ignore some important facts. First it is important to note that upon modification of Florida's helmet law to allow adults to choose, motorcycle registrations in Florida increased dramatically. According to Florida's Department of Highway Safety & Motor Vehicles' report Traffic Safety Facts, October 2010: Motorcycles, between 2000 and 2009 motorcycle fatalities have increased by 63.4% and motorcycle injuries have increased by 62.3%. However during that time motorcycle registrations increased by 102.4%. Injuries and fatalities have not kept pace with motorcycle registrations. Secondly, using states such as Florida is very misleading. It is one of the top motorcycle tourist destinations in the United States. It also has a much longer riding season. Additionally, it hosts one of the largest motorcycle events in the country drawing half a million motorcyclists a year from all over the country. (Wikipedia.com) Clearly that number of motorcyclists is going to throw the numbers off.

The CDC study also fails to take into consideration national motorcycle registrations in presenting its statistics. Jeff Hennie, Vice President of Government Relations and Public Affairs with the Motorcycle Riders Foundation did some great work debunking similar claims of motorcycle fatality rates in a recent

article. The numbers used by the article are taken from the National Highway Traffic Safety Administration (NHTSA). In 1997 there were 2,116 motorcycle fatalities nationwide. In 2010 there were 4,502. The article argued that the rise in fatality rates was greatly due to relaxed motorcycle helmet laws. Jeff pulled the motorcycle registrations nationwide. When applying the motorcycle registration numbers, here is what Jeff discovered. In 1997, there were 2,116 fatalities for 3,826,000 motorcycles registered. That means 0.055% of registered motorcycles were involved in a fatal accident. In 2010, there were 4,502 fatalities for 8,368,000 motorcycles registered. That means 0.053% of registered motorcycles were involved in a fatal accident. Registration rates increased more than fatality rates. Those numbers paint a completely different (and more accurate) picture.

The last thing I will point out is on page six of the study. It reads as follows:

“People who do not wear helmets are more likely to be killed in a crash. Forty-one percent of motorcycle operators and 51% of motorcycle passengers who died in 2008 were not wearing a helmet.”

Not to state the obvious but that would mean that 59% of motorcycle operators and 49% of motorcycle passengers who died in 2008 were wearing a helmet. It would appear that the majority of motorcycle fatality victims were wearing a helmet. Additionally, this statistic does not identify the cause of death in each of these fatalities. For the non-helmeted fatalities that died of trauma to internal organs, the fact that they were not wearing a helmet is irrelevant. For that matter, it is an irrelevant statistic for some who died of a head injury unless you are willing to jump to the conclusion that helmeted riders never die of head injuries. We know that is not the case. In the end this statistic tells us nothing.

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

So how do we test the validity of these statements? I

would suggest that one way is to look at our friends in the insurance industry. For those of you who have received my prior emails forgive me for plowing old ground here.

If states that allow adults to make their own choice have higher costs we would expect to see that reflected in motor vehicle insurance rates since we know that the costs borne by the insurance industry are passed on to the consumer by way of insurance rates. However, a study of motor vehicle insurance rates do not support the argument that states that allow adult choice incur higher costs as a result. The top five most expensive jurisdictions for motor vehicle insurance in 2012 are Louisiana, Oklahoma, Michigan, West Virginia and Washington DC. (Insure.com) Out of that list only Oklahoma allows riders to choose (Michigan had a mandatory helmet law when the study was conducted so we count them as a universal helmet law state). The other four require the operators and passengers of motorcycles to wear helmets. The five cheapest states are Maine, Iowa, Wisconsin, Idaho and North Carolina. Of those only North Carolina requires riders to wear a helmet. To take it even further, only 2 of the ten cheapest states for motor vehicle insurance have mandatory helmet laws. The other eight either allow adults to choose for themselves or, as in the case of Iowa, simply have no law what so ever.

As for health care costs, in 2010, the Kaiser Family Foundation conducted a study of daily inpatient hospital expenses by state. Of the twelve most expensive states for daily inpatient hospital expenses, seven had mandatory helmet laws. Of the twelve least expensive for daily inpatient hospital expenses, only four had mandatory helmet laws. The other eight states allow adults to choose for themselves. (<http://statehealthfacts.org/comparemaptable.jsp?ind=273&cat=5>)

If you look at the entire list there is no correlation between motor vehicle insurance rates and universal helmet laws. How can that be if the majority of states allow riders to make their own choice and that choice is creating such a public cost? It is because the public cost argument is a myth. According to the US Census Bureau there were 2,035,474 injuries and deaths resulting from motor vehicle crashes 2009. 94,462 of those were related to motorcycle crashes. (<http://www.census.gov/compendia/statab/2012/tables/12s1107>)

pdf). That means that in 2009, only 4.7% of the motor vehicle crash related deaths and injuries involved motorcycles. Statistically, we are not a large enough segment of the population to contribute to the overall cost of motor vehicle related deaths and injuries.

The last point I would make is that we should all beware when the government attempts to restrict people's freedom to choose for themselves by using the public cost argument. Such an argument must ultimately lead to the conclusion that it is proper for the government to make choices for us in any area where there is a possible public cost. Let's take head injuries and think it out to its logical conclusion. We will even use the numbers from those who would deny us choice.

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

In May of 2011 the CDC issued a study on traumatic brain injury related deaths from 1997-2007. ([http://www.cdc.gov/mmwr/preview/mmwrhtml/ss6005a1.htm?s\\_cid=ss6005a1\\_w](http://www.cdc.gov/mmwr/preview/mmwrhtml/ss6005a1.htm?s_cid=ss6005a1_w)) According to that study, from 1997 to 2007 the fatality rate due to traumatic brain injuries for motorcyclists was 14,972 per every 100,000 members of the total population. The number for occupants enclosed in a motor vehicle was 87,510 per every 100,000 members of the total population. I recognize that there are more auto drivers than motorcyclists, but if we are merely looking at costs it should not matter. A head injury sustained in a motorcycle accident does not cost any more than the same head injury sustained in an automobile accident. Additionally if you think the head injuries in automobile accidents were due to the victim not wearing a seatbelt, I would challenge you to sit in your car, put on your seatbelt and start knocking your head against the driver side door post. It is very easy to do.

Now let's take the 1.3 billion that, according to the CDC, the United States could have saved in 2008 had all motorcyclists worn a helmet. Does that mean that since the number of traumatic brain injury deaths is almost 6 times higher in automobile crashes than motorcycle

crashes that the United States could have saved almost 7.8 billion dollars a year if all automobile occupants wore helmets? That is a pretty good argument for having the government require that all motor vehicle occupants to wear a helmet. Why should the public be forced to carry the financial burden caused by the automobile driver who carelessly chooses to drive his car without a helmet? Will the public ever accept that argument? Of course they won't. However many of them want to apply that very logic to us.

I am sure that some would point out that the above argument only applies to deaths. Injuries are what drive costs. The Brain Injury Association of Indiana did a study on the causes of traumatic brain injuries. (<http://biausa.fyrian.com/Default.aspx?SiteSearchID=1192&ID=/search-results.htm>) Part of the study focused on transportation related brain injuries. The study looked at injuries during 1995-1996 in 14 different states, about half of which allowed freedom of choice at the time of the study. Keep in mind that this association is not friendly to freedom of choice. They also support mandatory helmet laws. That being said, their study showed that 6% of transportation related brain injuries involved motorcyclists. 62% involved standard motor vehicles. That means that 10 times more traumatic brain injuries were caused in automobile accidents than in motorcycle accidents. Using the CDC's numbers the United States could have saved 13 billion had every occupant in automobiles worn a helmet. The bottom line is that if you are willing to regulate motorcyclists based upon the public cost theory, then you are being hypocritical if you refuse to do the same thing to automobile occupants.

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

"The leading causes of death in 2000 were tobacco (435 000 deaths; 18.1% of total US deaths), poor diet and physical inactivity (400 000 deaths; 16.6%), and alcohol consumption (85 000 deaths; 3.5%). Other actual causes of death were microbial agents (75 000), toxic agents (55 000), motor vehicle crashes (43 000), incidents involving firearms (29 000), sexual behaviors (20 000), and illicit use of drugs (17 000)."

[http://www.doctorslounge.com/primary/articles/obesity\\_death/](http://www.doctorslounge.com/primary/articles/obesity_death/)

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

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

“The nine most terrifying words in the English language are: ‘I’m from the government and I’m here to help.’”

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## Study of the Effects of Michigan's Helmet Law on Insurance Claims

By now everyone has read articles about the study done by the Highway Loss Data Institute on the effects of Michigan's modified motorcycle helmet use law on insurance losses. Both the summary released on the study and the articles published about it indicate that the change in the helmet law has resulted in an increase in medical payment claims.

Since it is always best to go to the source rather than someone's interpretation I obtained the actual study. You can find the study at the following link:

[http://www.iihs.org/research/topics/pdf/hldi\\_bulletin\\_30.09.pdf](http://www.iihs.org/research/topics/pdf/hldi_bulletin_30.09.pdf)

What I found is that the actual study does not fully support the conclusions made by the summary and the subsequent news articles. In fact, the actual study cautions that their data is incomplete.

Here are a few excerpts from the actual study:

The increase in collision claim frequency merits further discussion. Those who argue against helmet laws often state that requiring helmet use discourages people from riding. It is possible that the increase in collision claim frequency was caused by people traveling more miles on motorcycles. (The effects of Michigan's weakened motorcycle helmet use law on insurance losses, pg. 15)

Information about the type of injury associated with a medical payment claim is not available in the HLDI database. Helmets are designed to reduce head injuries, and knowing if a head injury occurred could greatly improve the analysis. (The effects of Michigan's weakened motorcycle helmet use law on insurance losses, pg. 16)

It is also unknown whether a rider was wearing a helmet at the time of the crash. Observational studies  
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indicate about half of motorcyclists wear helmets even when not required. (The effects of Michigan's weakened motorcycle helmet use law on insurance losses, pg. 16)

The actual study itself makes it clear that it lacked critical data necessary to give a complete and accurate assessment of the true effect of Michigan's modified helmet law.

In addition to lacking critical information, one could argue that the study's analysis of rising medical payment claims actually indicates that the modified helmet law is not the culprit. Page 8 of the study compares med pay claims in 2011 (before the modification) to those in 2012 (the year after the modification). They break the claims down into seven different sub-groups. They are as follows; 1) \$0-\$4,999, 2) \$5,000 - \$9,999, 3) \$10,000 - \$14,999, 4) \$15,000 - \$19,999, 5) \$20,000 - \$24,999, 6) \$25,000 - \$29,999, and 7) \$30,000 and above.

In analyzing the data, it is important to know how medical payment claims work (which I am sure most do). If I have \$3,000 of medical payment benefits on my bike policy and I get injured, I can claim up to \$3,000 from my insurance company to reimburse me for my medical bills. If I have \$2,000 worth of bills I can claim \$2,000. If I have \$3,000 worth of bills I can claim \$3,000. If I have \$500,000 worth of bills I can only claim \$3,000. Therefore, an insured who has a \$3,000 policy would be counted in the \$0 - \$4,999 group of this study regardless of the actual amount of medical bills.

It is further important to note that under Michigan's modified helmet law, riders who chose to ride without a helmet must carry at least \$20,000 in medical payments coverage. Keeping these two things in mind let's look at the comparison made by the study in each category. Please keep in mind that the study's comparisons are made on a graph which I could not copy. The graph uses bars on a scale broken up in 10% increments. Therefore, these percentages are my estimate erring on the side of the insurance industry.

\$0 - \$4,999 decreased by approximately 5% between 2011 and 2012

\$5,000 - \$9,999 decreased by approximately 7% between 2011 and 2012

\$10,000 - \$14,999 decreased by approximately 4% between 2011 and 2012

\$15,000 - \$19,999 decreased by approximately 1% between 2011 and 2012

\$20,000 - \$24,999 increased by approximately 16% between 2011 and 2012 (they actually gave us this number and it was 15.6% but as I said I erred on their side)

\$25,000 - \$29,999 had no change between 2011 and 2012

\$30,000 and over increased by less than 1% between 2011 and 2012

Knowing that the modified law requires those that wish to ride without a helmet to carry at least \$20,000 in medical payments coverage, we would expect that most of those who wished to do so and had less than \$20,000 in coverage had to increase their coverage. Likewise, those who carried more than \$20,000 in coverage and wished to ride without a helmet had no need to make any changes to their coverage.

Keeping that in mind and looking at these numbers we can see the following:

Medical payment claims between \$0 and \$19,999 (all claims that can be made within coverage limits that would not allow one to ride without a helmet) decreased by approximately 17% between 2011 and 2012.

Medical payment claims between \$20,000 and \$24,999 (the minimum range that one would have to have in order to ride without a helmet) increased by approximately 16% between 2011 and 2012.

Medical payment claims at \$25,000 and above (ranges above which any changes would be required and should therefore be relatively static between 2011 and 2012) remained statistically unchanged between 2011 and 2012.

So what does this actually tell us? It tells us little. Some have argued that it means that Michigan's modified helmet law is causing increased medical payment claims due to head injuries. I could as easily argue that these numbers represent a shift from lower policy limits to the higher \$20,000 limits required to legally ride without a helmet. The fact that claims above \$25,000 have remained unchanged would seem to back that up given that 1) those policies should have been relatively constant between 2011 and 2012, and, 2) serious head injuries generally carry medical bills in excess of \$25,000.

In the end people will use this study to see what they want to see. Those who oppose adult choice will see proof that adult choice is costly to the public. Those who support adult choice will see the opposite. I would argue that it is all much ado about nothing. The study itself admits that it was done without the critical information necessary to make an accurate assessment of the true effects of Michigan's modified helmet law on insurance losses – if there are any to begin with.

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### More on Michigan's Motorcycle Helmet Law

While none of us likes to beat the proverbial dead horse, we are sometimes forced to do just that. The insurance industry and our friends at the National Highway Traffic Safety Administration (NHTSA) are horrified that, as of April of 2012, Michigan lawmakers saw fit to allow adult motorcyclists to choose whether or not to wear a helmet. To read the reports one would think that as a result of that decision motorcycle fatalities and injuries are at an all-time high and continue to climb.

Instead of simply accepting what we are hearing as truth, let's look at the actual relevant data provided by the Michigan State Police/Criminal Justice Information Center. The information was requested and obtained by our good friends at ABATE of Michigan and I thank them for their hard work and vigilance.

The relevant data identifies motorcycle fatalities and incapacitating injuries from January 1 to June 7 in the years 2009 to 2013. In no particular order and in no way corresponding by year those numbers are as follows:

Fatalities	Incapacitating Injuries
25	158
21	228
35	186
21	107
28	193

If I asked you to take those numbers and play a matching game, placing each number with the correct year, do you think you could do it? After reading the recent articles you might think that they would look like this:

Year	Fatalities	Incapacitating Injuries
2009	21	107
2010	21	158
2011	25	186
2012	28	193
2013	35	228

That would be a good guess given what you were working with, but it would be incorrect. Here is the correct breakdown:

Year	Fatalities	Incapacitating Injuries
2009	28	228
2010	25	186
2011	21	158
2012	35	193
2013	21	107

Those who oppose individual choice have focused on the elevated numbers in 2012 and concluded that allowing adult choice is causing serious injuries and death. However that conclusion begs several questions. Why are the 2013 fatalities down to 2011 levels? Why are the 2013 injury numbers the lowest in five years? If the 193 incapacitating injuries in 2012 are due in large part to Michigan's modified helmet law, why is that number still less than the 228 in 2009? Michigan had a mandatory helmet law in 2009.

There is one last bit of information provided by the Michigan State Police/Criminal information Center that helps shed light on these numbers and Michigan's helmet law. Of the thirty-five fatalities in 2012, twenty-four (68.57%) were wearing a helmet. Ten (28.57%)

were not wearing a helmet. It could not be determined whether the remaining fatality was or was not wearing a helmet. Of the one hundred ninety-three incapacitating injuries in 2012, one hundred forty-six (75.65%) were wearing a helmet. Forty-one (21.24%) were not wearing a helmet. Nothing could be determined as to the remaining six.

Once again, when we look at the actual data as opposed to the interpretation of the data we get a more accurate picture. Finally, I want to be clear. No one is arguing that riders should or should not wear a helmet. Each person needs to make that decision for his or herself. The argument is that there is simply no justification for taking that decision away from the individual. Michigan lawmakers certainly did not think so, and there is no objective data to indicate that they were wrong.

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(continued next page)

There were other great speakers as well, and several "break out" seminars to attend Saturday afternoon. One seminar, "What's All The Noise About Noise" was cancelled and replaced with "How to get Your State Legislature's Attention (and help). This seminar answered questions like "How do you get your legislature's office walls to help you get his/her attention?" and "Would you like to earn the undying gratitude of your state legislator?" Of course, on the other end of the spectrum is "When is the time to rise up in revolt against your legislator?" John Pierce of Oklahoma stepped up at the last minute to conduct this one. Great job, John. Thanks.

Matt Danielson also did a seminar on "Motorcycle Checkpoints and the Fourth Amendment" which I did not attend. He did have the following in the packet:

For the past several years, motorcyclists across the country have been hearing about motorcycle only checkpoints. Let me now go on record as being

vehemently opposed to such checkpoints as I believe that they serve no purpose. Motorcycle only checkpoints are checkpoints where only motorcycles are stopped in order to check for operating licenses, safety equipment, etc. In New York, motorcyclists have challenged the legality of such checkpoints due to the method in which they are being conducted (we will come back to New York later in this article). Georgia announced that they will begin conducting motorcycle only checkpoints in March to coincide with Daytona Bike week.

For the past year and a half I have been traveling throughout various states speaking about "Your Rights During a Traffic Stop." The issue of motorcycle only checkpoints always comes up. Are these legal? Isn't it discrimination? How can we fight these? The answer to those questions in order is probably but it depends, yes but discrimination is not illegal, and vigilance. Now that I have given you the short answers let's dig a little deeper into the Fourth Amendment and discuss how the United States Constitution addresses traffic stops and more specifically checkpoints. That will give us a better understanding of these motorcycle only checkpoints.

The Fourth Amendment to the United States Constitution, among other things, prohibits unreasonable searches and seizures. When you are riding down the road and all of the sudden those blue lights come on behind you, you are being seized. The officer behind you is not extending to you an invitation to stop and chat. He is commanding you to cease your movement and submit to his authority under penalty of law. That is a seizure. As such, the officer must have reasonable suspicion of criminal activity before he can stop a person in that manner. In the 1979 U.S. Supreme Court Case of *Delaware v. Prouse*, the Supreme Court held that a random stop of a motorist in order to verify that the motorist was licensed was unconstitutional. The court concluded that "except in those situations in which there is at least articulable and reasonable suspicion that a motorist is unlicensed or that an automobile is not registered, or that either the vehicle or an occupant is otherwise subject to seizure for violation of law, stopping an automobile and detaining the driver in order to check his driver's license and the registration of the automobile are unreasonable under the Fourth Amendment." However, interestingly the court went on as follows;

This holding does not preclude the State of Delaware or other States from developing methods for spot checks that involve less intrusion or that do not involve the unconstrained exercise of discretion. Questioning of all oncoming traffic at roadblock-type stops is one possible alternative.

These roadblock-type stops (checkpoints) are an exception to the reasonable suspicion requirement of the Fourth Amendment. At a checkpoint, the officers stop everyone who comes through. Each stop lacks any suspicion of criminal activity, yet under certain circumstances the United States Supreme Court has said that the lack of reasonable suspicion does not violate the Fourth Amendment because the stop is still reasonable. When the program is designed to serve special needs, beyond the normal need for law enforcement, checkpoints have been held to be valid provided that the detention is brief and the officers conducting the checkpoint do not have discretion over whom they stop. For instance, the checkpoint plan may call for stopping every vehicle or every third vehicle but it may not allow the officers to stop only those motorists that are deemed suspicious. Checkpoints which comply with these standards have been upheld when the purpose was to intercept illegal aliens near the border due to the unique problem and interest in securing our borders. *United States v. Martinez-Fuerte*, 426 U.S. 543 (1976). Sobriety checkpoints have been allowed due to the immediate hazard posed by drunk drivers and the State's interest in getting drunk drivers off of the roads. *Michigan Dept. of State Police v. Sitz*, 496 U.S. 444 (1990). In *Delaware v. Prouse* The U.S. Supreme Court suggested that such checkpoints would be appropriate to spot check for motorist's drivers license and vehicle registration due to the State's interest in ensuring that only those qualified to do so are permitted to operate motor vehicles and that such motor vehicles are fit for safe operation. 440 U.S. 648 (1979). However, checkpoints have never been allowed in order to detect evidence of general criminal wrongdoing. In 2000 the United States Supreme Court struck down an Indianapolis Indiana program which used checkpoints to detect narcotics violations. *City of Indianapolis v. Edmond*, 531 U.S. 32 (2000). In that case the court pointed out that in most of the cases which allowed checkpoints, the thread of highway safety

was present. They stated that there was a difference in the significance of highway safety interests and the general interest in crime control.

This brings us to the motorcycle only checkpoints. The National Highway Traffic Safety Administration (NHTSA) has offered law enforcement agencies grant money in order to set up checkpoints aimed solely at motorcyclists. NHTSA argues that such checkpoints are needed due to the problem of motorcycle fatalities and injuries. When I first started receiving calls about these checkpoints the argument I heard most often was that the checkpoints were a form of discrimination. They unfairly discriminated against motorcyclists. That may be true but discrimination is not illegal. WHAT?!? Darnetson has lost his mind you say. No I have not. Discrimination is generally not illegal unless it is aimed at certain protected classes. The Equal Protection Clause of the Fourteenth Amendment has never meant that all people must be treated the same. That is a myth that we as a society have come to believe. Justice Kennedy pointed this out in the 1996 case of *Romer v. Evans*. He stated as follows:

Yet, from the very beginning the meaning of "equal protection" has at times been confusing, perhaps because the framers of the Fourteenth Amendment left us no explanation of exactly what they meant. On the other hand, the phrase could be read to mean that any law, no matter what common sense suggests, will be applied rigidly to all people. Such an extreme notion that laws cannot in any way, shape or manner discriminate among individuals or groups, can become silly. Passing a vision test as a requirement for securing a driver's license clearly discriminates against people who are blind or have sight impediments, yet this is an appropriate form of distinction.

The bottom line is that when it comes to discrimination, it is illegal to discriminate against a protected class. The government cannot discriminate based upon race, religion, etc. It is not illegal to discriminate due to the clothes a person is wearing or the vehicle that he or she operates. In short, motorcyclists are not a protected class for the purposes of the Equal Protection Clause. (This is where I stress that you can hate the message but

don't hate the messenger).

So then how do we fight these checkpoints? I think we look to what New York has done. The New York State Police instituted a checkpoint system. It was done in the name of highway safety. However when the motorcycles were pulled over they were checked for more than licenses. They had members of their gang and auto theft units searching VIN numbers in order to detect stolen motorcycles. Some motorcyclists were detained for up to 45 minutes. In the end, the majority of tickets written were for equipment violations -such as illegal exhausts and the so called non-approved helmet. A law suit has been filed challenging these stops and I believe that it will be successful. Not because the checkpoints are discriminatory but because they do not confirm to the ridged guidelines set out by the United States Supreme Court.

First and foremost, looking for stolen motorcycles is clearly not related to highway safety. That falls under the general interest in crime control. The same can be said for exhaust tickets. I am unaware of any exhaust system that caused an accident or injury. You cannot claim that checking motorcycle exhausts is a matter of highway safety. I would make the same argument for the helmet citations. No helmet has ever caused an accident. Additionally, for many reasons it is impossible to determine the safety of a helmet by merely visually inspecting it. One would have to conduct a test to determine how the helmet dissipates energy in a crash. Even if one could do that I would find it hard to believe that the statistics concerning people injured in crashes while wearing a so called non-approved helmet would justify this assault on the motorcyclists right to travel free of arbitrary governmental intrusion. For these reasons I believe that motorcyclists in New York will prevail. I further believe that all motorcyclists owe them a debt of gratitude for standing up for the rights of motorcyclists everywhere. We will all continue to monitor this law suit.

This brings us to Georgia and the other states who want to attempt to utilize motorcycle only checkpoints. Under past U.S. Supreme Court decisions, I do not believe that all motorcycle only checkpoints would be automatically illegal. If the detention were brief and the officers conducting the checkpoints were afforded no

discretion in who they stopped then such checkpoints would be, in my opinion, legal so long as they were aimed solely at highway safety.

That last part is the Achilles heel of these programs. They are not aimed at highway safety. They are aimed at general crime control. They are aimed at equipment violations that have nothing to do with highway safety. They are aimed at curbing the problem associated with stolen motorcycles. This too has nothing to do with highway safety.

I believe that these programs are highly vulnerable to attack. If you or someone you know are involved in one of these checkpoints make sure to be polite but pay attention to the actions of the officers. You may ask the officer the purpose of the checkpoint. This is a good start to finding out if it is a constitutionally permissible stop. Make note of who is being stopped. Are the officers exercising discretion or are they stopping everyone? Make note as to how long the stops last. The detention is supposed to be brief. Finally, do not make any statements other than your name etc. If you are asked about the equipment on your bike you are not required to answer that question. You are not required to tell the Officer where you are coming from or where you are going to. My suggested response is to politely tell the officer that if he or she is going to issue a ticket please do so otherwise you would like to continue. You are not required to engage in a conversation on the side of the road and doing so merely prolongs your stop and encourages these types of stops. Additionally do not consent to a search of you or your bike. I hope that goes without saying.

After the stop it is important to send a freedom of Information Act letter to the jurisdiction(s) that conducted the stop. Send it to the Chief and request the operating plan for that checkpoint. Identify the checkpoint by date, time and location. Specifically ask for the following information:

- Who created the plan?
- What was the duration of the checkpoint?
- Who were the officers involved?
- How was it determined which vehicles would be stopped?

- How many and what type of citations were issued?
- What was the purpose of the checkpoint?

These questions are designed to test the constitutionality of the checkpoint.

We as motorcyclists need to keep track of these checkpoints and challenge them whenever possible. We cannot allow them to go unchallenged as they threaten our right to travel the roads free from unwarranted governmental intrusion.

As always if you have any questions or comments concerning this article or any other matters of interest to motorcyclists, please feel free to contact me.

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Bruce Downs held a very interesting seminar on "What Do You See When You Ride?" This consisted of a video presentation and a test and was in two parts. The video flashed a street sign on the screen for a split second and we had to identify the sign from a multiple choice list. To say the least, it was quite a rude awakening for most of us. The point was that a lot of the time we have just a split second to see something, identify what it was, and then react. The second portion was a six second look at a photograph, then we had to identify things that we saw, like a parked car, a guard rail, a signal, a pedestrian, a curve in the road, a hill, or a potential hazard. It was very interesting to hear what people saw, or thought they saw. I did much better on this test than the first one. The conclusion was that just about all of us need to work on our observation skills.

Another presentation was the MRF Awareness & Education 3 R's Program hosted by Wayne Wierson. Basically the 3 R's are Be **R**esponsible, Ride **R**esponsible and Take **R**esponsibility. The Be Responsible part was **Know Your Limit**. 1. Set yourself guidelines and stick to them. 2. Don't let your friends change the place where you've drawn the line. 3. Remember, you are in

charge, they're your limits. 4. If you say I'm only going to drink so much, just one more is too many. 4. Don't get caught in that trap of just one more.

Ride Responsible is about **You are in Charge**. 1. Riding responsible means not riding impaired. 2. If you're going to party, go ahead and have a good time, just don't make a bad choice and ride. 3. Find someone to take you home. 4. Call a friend with a truck or trailer or stay put.

Take Responsibility. Be the person that says: "Man you're wasted. Let's get someone to lock up your bike, and you can come back tomorrow and get it." "I'll call home and let them you're with me and we'll get a room and sleep it off." How you do it is up to you but just take responsibility and don't let this be the last time you see your friend alive.

The MRF Awareness and Education has taken the position that individual responsibility is the ultimate way to reduce fatalities. Through outreach campaigns of the risks associated with riding impaired; using education and awareness of the various ways one can become impaired; and promoting and increasing efforts to watch out for fellow riders, we can make a difference and prevent these needless crashes and fatalities.

Dave Dwyer did a presentation on "How Can the MRF Best Work With Your SMRO?" and Jesse McDugal had a presentation on "A Biker's View of the Constitution."

Following the break-out sessions there were two additional meetings; one for State Reps and another for Sustaining Member Motorcycle Clubs.

Later that night there was a cocktail hour and a review of the silent auction followed by the dinner and auction. The dinner speaker was Glen Fengstad.

I left the dinner early and went to sleep. I left Billings before the Bike Blessing to ride back to Vancouver.

Thanks to ABATE of Montana for hosting the conference.

Respectfully Submitted,  
 Ron Fryer



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July 6th 12:00pm-4:00pm Band Kenny Lee and the Sundowners. Polish Sausage lunch for \$5.00

July 13th 12.00pm-4:00pm Band Abbey Roadsters– Tribute Band to the Beatles. Hamburger lunch for \$5.00

July 20th 12:00pm-4:00pm Band The Headhunters. Polish Sausage Lunch for \$5.00.

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- Michael C.



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# Helmet law ruled Unconstitutional !

Well! It would appear that there is a gigantic difference between a right and a privilege. While a privilege can be granted or revoked at the whim of the Legislature, it appears that a right is guaranteed against being limited in any way (save through the process required by the 5th and 14th Amendments). What we have lost is substantial; particularly since our right to the “public highways” (out of the thousands of examples available) is one of two examples used in Black’s to define basic “inalienable” rights. WOW!! On the one hand, the bureaucrats are trying to convince us that driving a motor vehicle is a privilege, not a right; while on the other, according to these legal definitions, reported from a myriad of court decisions, the use of the roadways for all purposes of travel or transportation to which they are adapted is among our most inalienable rights! “The streets of a city belong to the people and the use thereof is an ‘inalienable right’ of every citizen . . .” *Escobedo v. State Dept. of Motor Vehicles (1950)*; “The right to drive an automobile is integrally bound up in the right to travel guaranteed by the Supreme Court’s interpretation of the U.S. Constitution.” *U.S. v. Guest (1966)*, *Miller v. Depuy (1969)*; “The right of the citizen to travel upon the public highway and transport his property thereon, by horse-drawn carriage, wagon, or automobile, is not a mere privilege which

may be permitted or prohibited at will, but a common right which he has under the right to life, liberty and the pursuit of happiness.” (11 Am Jur [1st], Const. Law, Sec. 329 at page 1135); “Where rights secured by the constitution are involved, there can be no rule making or legislation which would abrogate them.” *Miranda v. Arizona (1966)*; *Hurtado v. California (1884)*; *Boyd v. U.S. (1866)*; *Miller v. U.S. (1956)* Therefore, as soon as possible, a lawsuit will be filed in Federal Court as a means to re-establish that our right to use our streets and highways is a protected fundamental right which cannot be relegated to the status of privilege by the Legislature. “In order to comply with the statute and the state regulations, an ordinary citizen would have to know where to find the Federal Motor Vehicle Safety Standards, or Standard 218. Counsel and the court found it because we are aware of the Code of Federal Regulation; the index therein cites us to chapter 49, section 571.218. The regulation itself consists of sections 1 through 7.3.4 and covers 16 pages. Within those sections are topics such as scope -- purpose -- application -- definitions -- requirements -- impact attenuation -- penetration -- retention system -- configuration -- projections -- labeling -- helmet positioning -- index -- selection of appropriate head form -- reference marking -- helmet positioning -- conditioning -- impact attenuation test -- penetration test -- and retention system test. Also included are 7 1/2 pages of diagrams and 4 pages of charts. “*The regulation fails to inform the average citizen of the location or legal citation of the federal standard it adopts. We have not been*

*advised how a citizen of common intelligence should discover this information” RCW 46.37.530, as implemented through WAC 204-10-040, fails to provide citizens with the fair notice required for due process. “A statute is unconstitutional if it fails to define the offense so that ordinary people can understand what it proscribes.” The standard is whether persons of common intelligence and understanding have ascertainable standards by which to guide their conduct. “The federal regulation has numerous sections relating to the qualities and tests to be supplied by the manufacturer.” Ordinary citizens would not be able to tell which protective helmet met those requirements, even if they could find the regulation. In adopting the entire regulation, the state patrol has made it impossible for ordinary citizens to understand what is required to comply with the Washington statute. “The trial court did not err in finding the statute and regulation failed to provide the fair notice and ascertainable standards required by the due process clause. “That should have been the end of it, but no! First, Washington State Patrol Chief Roger Bruett issued an all-points bulletin asking all police agencies to keep ticketing riders without helmets. In some areas of Washington the*

traffic courts immediately reacted by finding riders not guilty. Some of these courts even went so far as to warn the police to either stop writing such tickets or be prepared to go to jail for contempt of court. The Superior Appellate Court had little patience with this argument. The court explained, again, -- this time in terms bordering on charging the State Patrol and Attorney General with contempt of court -- that Washington’s helmet law had been found to be unconstitutional and that until such time as the Washington Legislature enacts new, and different, legislation, the police were to cease harassing motorcyclists over the issue. While riders continue to suffer ongoing harassment from the State Patrol in Western Washington, the established motorcyclists’ rights organizations insist that the only relief will ultimately come from a “repeal bill” which is currently before the Washington Legislature. The ramifications of this myopic thinking is that if riders do not adjust their approach (their use of their resources), and adjust it soon, the Washington Legislature may very well use that opportunity to reinstate the language of their current helmet law such that the court challenges will actually have to start all over again.



Editor’s note: There is a small group of motorcyclists in Washington State that are planning on challenging the helmet law in the Washington Supreme Court within the next year. If you are interested in helping with this project, please contact Paul Arnold at 360-581-6392

# ABATE OF WASHINGTON

SOUTH KING

COUNTY CHAPTER



## 6TH Annual Round the Mountain Ride

# JULY 13TH, 2013



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# Hot Links

ABATE of Washington	<a href="http://www.abate-wa.org">www.abate-wa.org</a>
WA State Legislature	<a href="http://www.leg.wa.gov/wsladm/ses.htm">www.leg.wa.gov/wsladm/ses.htm</a>
WA State R.C.W.	<a href="http://www.search.leg.wa.gov/pub/textsearch/default.as">www.search.leg.wa.gov/pub/textsearch/default.as</a>
American Motorcyclist Association (AMA)	<a href="http://www.amadirectlink.com">www.amadirectlink.com</a>
Biker Friendly Bar	<a href="http://www.BikerFriendlyBar.com">www.BikerFriendlyBar.com</a>
Central Washington Chapter	<a href="http://www.cwc-abate.com">www.cwc-abate.com</a>
Cowlitz County ABATE	<a href="http://www.cowlitzabate.org">www.cowlitzabate.org</a>
East Pierce County Chapter	<a href="http://www.abate-epcc.org">www.abate-epcc.org</a>
Kittitas Chapter	<a href="http://www.kittitasabate.org">www.kittitasabate.org</a>
Kitsap Chapter	<a href="http://www.kitsap.abate-wa.org">www.kitsap.abate-wa.org</a>
Mason County	<a href="http://www.abate-wa-masonco.org">www.abate-wa-masonco.org</a>
North Kitsap Chapter	<a href="http://www.abate-wa.org/northkitsap">www.abate-wa.org/northkitsap</a>
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South King County Chapter	<a href="http://www.abate-wa-skcc.org">www.abate-wa-skcc.org</a>
Tacoma Chapter	<a href="http://www.tacomaabate.org">www.tacomaabate.org</a>
Thomas - Info on Federal Bills	<a href="http://thomas.loc.gov">http://thomas.loc.gov</a>
Christian Crusaders	<a href="http://www.goccm.org">www.goccm.org</a>
Motorcycle Riders Foundation (MRF)	<a href="http://www.mrf.org">www.mrf.org</a>
National Coalition of Motorcyclists (NCOM)	<a href="http://www.aimncom.com">www.aimncom.com</a>
DOL-WMSP Board Minutes	<a href="http://www.wa.gov/dol/drivers/wmspmin.htm">www.wa.gov/dol/drivers/wmspmin.htm</a>
Museum of Motorcycling	<a href="http://www.micapeak.com/VME">www.micapeak.com/VME</a>
BC Coalition of Motorcyclists	<a href="http://www.bccom-bc.com">www.bccom-bc.com</a>
Olympia Toy Run Coalition	<a href="http://www.olytoyrun.com">www.olytoyrun.com</a>
Love Leathers Outpost	<a href="http://www.lovesoutpost.com">www.lovesoutpost.com</a>
Sons of Liberty Riders	<a href="http://sonsoflibertyriders.com">http://sonsoflibertyriders.com</a>
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[www.abate-wa.org](http://www.abate-wa.org)

## Policies for the ABATE Newsletter

The deadline for submissions to the ABATE Newsletter is the 15th of the month prior to publication.

Chapter reports must be submitted by the Chapter Coordinator, Deputy Coordinator or a person authorized by the Chapter Coordinator in writing.

Chapter announcements and flyers are free with the following restrictions:

Chapters are limited to one full page ad per month

If the event is during the first week of the month, then a full page ad is allowed in the previous month's issue.

If the event is not in the first week of the month, the full page ad is limited to the issue published in the month of the event.

Chapters may place ¼ page ads for up to two months prior to the event except for the issue that the full page ad is inserted. Chapters may not have a ¼ page ad and a full page ad for the same event in the same issue. Full page ads may be allowed if there is space available in months prior to the month of the event at the sole discretion of the Newsletter Team.

All flyers submitted for publication for Chapter events must have "ABATE of Washington" and the Chapter name at the top of the flyer. Use of the ABATE logo is optional. Any flyers submitted without this information will not be considered Chapter events and will be subject to policies contained in these rules. This may require payment before the flyer can be published.

Charities with 501 (c) (3) status must submit a copy of their IRS status letter to the Newsletter Team before their ad can be published. All events must be motorcycle related. There is no charge for charities to place ads under these conditions on a space available basis. If there is no space available, the charity has the option to pay for the ad at current published rates.

No other discounts or free ads will be allowed.

Commissions: Any ABATE member or Chapter may earn 10% on any ads sold for the newsletter.



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### Escort The Wall

**Wednesday, July 3rd**

**2:30 pm:** Line up, Heading out at 3 pm from I-5 & Ground Mound to Grays Harbor County Fair Grounds in Elma. 2:30 pm Line Up at "I-5 Truck Wash" east side of I-5 on Ivan St SW & Hwy-99/SR-12 in Ground Mound. For more details call Rob 360-482-0515 or 360-470-0735 or at [www.rollingthunderwa1.org](http://www.rollingthunderwa1.org).  
Departure Address: 19530 Ivan Street SW, Rochester, WA 98579  
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Contact Info: Rob Horton (360) 482-0515/(360) 470-0735 [www.rollingthunderwa1.org](http://www.rollingthunderwa1.org)

**Thursday, July 4th**

**Dawn** - Posting of the Colors with Reveille

**7 am to 11 am** - Breakfast available at the Grays Harbor Fairgrounds in the pavilion.

**8 am to 8 pm daily.** Computerized Name Locator services, Food and Vendors

**Noon** - Opening Ceremony, Speakers, Reading of KIAs, 21 Gun Salute

**Dusk** - Taps

**Friday, July 5th**

**Dawn** - Posting of the Colors with Reveille

**7 am to 11 am** - Breakfast available at the Grays Harbor Fairgrounds in the pavilion.

**8 am to 8 pm daily.** Computerized Name Locator services, Food and Vendors

**Noon** - Pledge of Allegiance, National Anthem, DVA Speaker, Gold Star Mothers Laying of Wreaths, Military Band performance.

**5 pm** - Emergency Responders Tribute - Fire, Police, EMS

**8 pm to midnight.** Live Band & Dance

**Dusk** - Taps

**Saturday, July 6th**

**Dawn** - Posting of the Colors with Reveille

**7 am to 11 am** - Breakfast available at the Grays Harbor Fairgrounds in the pavilion.

**8 am to 8 pm daily.** Computerized Name Locator services, Food and Vendors

**9:30 am** - Staging line up for Ride To The Wall at McCleary VFW & Beerbower Park at 3rd Street & W Simpson Ave, McCleary.

**10:30 am** - Kick-Stands up & roll out w/Local Law Enforcement Escort. From McCleary west past Elma, past the Field of Flags, and to The Wall at Grays Harbor County Fairgrounds. For more details call Rob 360-470-0735.

**11:40 am** - Estimated time last bike arrives at Wall to begin "Ride of Honor" Ceremony.

**1 pm** - Pledge of Allegiance, National Anthem, Dignitaries and POW/MIA Speakers.

**6 pm** - Car Races at Grays Harbor Raceway next to fairgrounds. "Fireworks" at the end.

**8 pm to midnight.** Live Band & Dance

**Dusk** - **Candlelight Vigil at the Field of Honor** located on east side of Harbor Pacific (Pepsi distributor) 50 Schouweiler Tracts Road W., Elma.

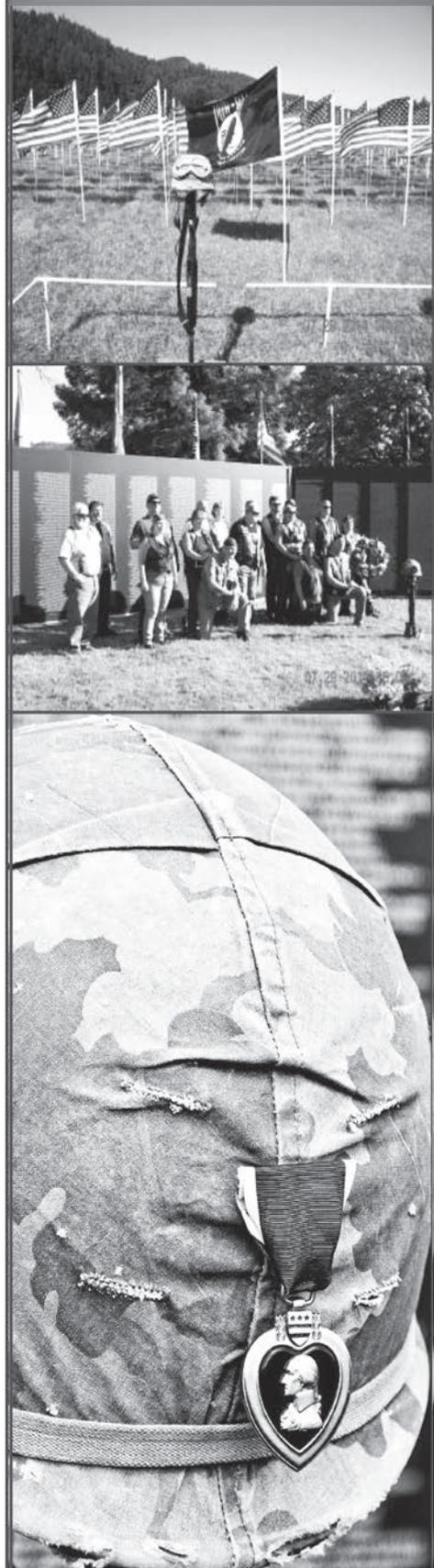
**Dusk** - Taps

**Sunday, July 7th**

**Dawn** - Posting of the Colors with Reveille

**10 am** - Church Service & a big Thank you to AVTT and all the Volunteers

**3 pm** - Closed



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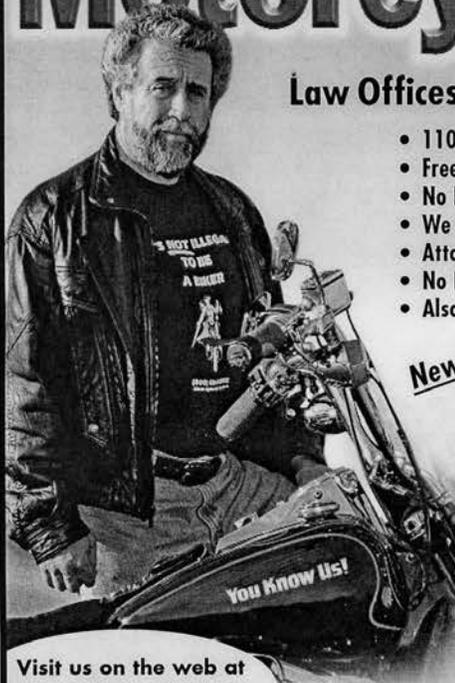
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BREAKDOWN? GREAT DEALS!

# Rides and Events

## July 3-7 Travelling Wall

Rolling Thunder (see page 45)

## July 6 Community Days Poker Run

(See page 19)

## July 12-13 Republic Motorcycle Rally

(See page 41)

## July 13 Round the Mountain Ride

SKCC (See page 40)

## July 12-14 Wildwood Rally

Pacific County (see page 18)

## July 19-20 Run 21

ABATE of Oregon (see page 22)

## July 20 Huckleberry Run

(See page 24)

## July 20-21 Motorcycle Swap Meet

Spanaway Chapter (See page 20)

## August 3 Freedom Ride

Tri-Cities Chapter (See page 25)

## Aug 11 Ride & Rock

(See page 23)

## August 16-17 Rainforest Run

(See page 43)

## August 16-18 Kickback Campout

Lewis (see page 42)

## August 23-24 Teddy Bear Run

EPCC (see page 21)

Is your event not listed? email Ron at [rcfryer@gmail.com](mailto:rcfryer@gmail.com) with your information.

**Disclaimer:** We make every effort to provide correct information in this publication. However, opinions and articles are for informational purposes only. The opinions of those that submit articles may or may not reflect the official position of ABATE of Washington. The legal landscape surrounding the subject matter has MANY political and personal influences. Therefore, any and all information you LEARN from this publication should be independently verified. Nothing found throughout this ABATE of Washington publication is meant to be construed as legal advice.



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

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Are you a member of a state motorcyclists' rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No    If yes, name:			

Mail with remittance to: Motorcycle Riders Foundation, Inc., 236 Massachusetts Ave. NE, Suite 204, Washington, DC 20002  
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