



ABATE of North Idaho, Inc.



Eagle

Dedicated to Education, Awareness and Freedom of the Road

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Reminders!

- *State and Chapter meeting minutes can be downloaded and printed from our web site!*
- *Next State meeting is January 8th, 2006 hosted by St. Joe chapter. Time & location TBA.*



National Coalition of Motorcyclists
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AS ANOTHER NEW YEAR APPROACHES...

A letter from your Deputy Coordinator

It's hard to believe that winter is upon us already and the riding season here has come to a close. Oh, we might get a day or two that road conditions will allow us to take a short ride but for the most part, we reluctantly retire our *trusty steeds* until next springtime. Now that we all have some *extra time*, let's reflect on what useful goals may be accomplished between now and the next riding season.

First of all, the next session of the Idaho Legislature begins on January 9th and much work has already been done in preparation for that event. The nature of this work for the most part tends to go unnoticed unless it is discussed at meetings or the membership reads about it in this publication. After my *10 year hiatus* from participating actively in ANI, I am back in the *full swing of things*. As from the beginning, my major area of concerns and priorities in this organization are of a political nature. After all, we are a *Motorcyclist's Rights Organization*. ABATE was first born in Southern California around 1969. Its roots began with *Easyrider's Magazine* and many others to counteract California's mandatory helmet laws. I first heard about ABATE around 1970 while still living in Chicago, Illinois. We had a helmet law passed on us about that time but it was defeated shortly after or in the next legislative session and that state has remained *free* since. We in Idaho have also remained *free* for many years and have only had to deal once with an *actual* adult helmet law bill in recent times in our state. HB301 was introduced and withdrawn by its sponsor in 1991. That *feat to defeat* was not accomplished without consider-

able work and involvement by many of us in the biker's rights arena. Without a *constant and active* participatory role in the legislative process, we certainly can be facing attempts to take away our *right to choose!*

BEHIND THE SCENES...AND THEN SOME

As mentioned in the last paragraph, much preparatory work has been accomplished and is currently in process regarding Idaho's next Legislative Session. So far, ANI has established contact with *two* Senators and *two* House Representatives, all of which serve on their respective Transportation Committees. With the help of some other *old timers*, Willie Stephenson and Karen Hunley, we had a productive meeting with *Senator Skip Brandt* last September. I invited *House Representative Bob Nonini* to speak at the last Kootenai Chapter meeting and Willie and I have met with *House Representative Phil Hart* and *Senator Mike Jorgenson* recently.. In fact, it has been arranged for *Senator Mike Jorgenson* and *Representative Phil Hart* to meet with members of *Hoo Doo Chapter* on December 3rd in Spirit Lake. Hoo Doo Chapter has graciously agreed to sponsor this event at a local restaurant in town.

LEGISLATIVE UPDATE...

We certainly are not aware at this time if someone plans to sponsor an Adult Helmet Law Bill in the upcoming session

— con't page2



"America is all about personal freedom and Idaho needs a representative who will stand against the constant attempts to chip away our rights and liberties."

Idaho State Senator
Skip Brandt

Avid motorcyclist and ANI, Inc. member Senator Skip Brandt is seeking to represent you in Washington D. C. as Idaho's first district U.S. Congressman and is asking for your vote and support.

- 3 Term State Senator
- Rural Idaho Mayor
- Trusted Leader
- 4th Generation Idahoan
- NRA Member
- Volunteer Fireman



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but ANI's personal contact and relationship with these aforementioned Legislators will be of great help if that becomes the case. Also, I have drafted a *Letter to our Legislators* in behalf of ANI, welcoming them back to the next session. They will receive it early January and along with ANI's tri-fold handout, they will be made aware that there is an active state MRO focusing on legislative activities. This letter and handout will be mailed to all the Senators and House Representatives in Districts 1 thru 8 on the legislative map, which is where the bulk of our membership resides.

ON A DISTURBING NOTE...WHO IS WATCHING THE HELM, ANYWAY?

In meeting with *Representative Phil Hart* recently, we have found out some rather disturbing facts. During the last legislative session, an *RS-Routing Slip*, was introduced into the House Transportation Committee. An *RS* is a *proposed bill* that has not yet been assigned a number until a vote by committee. This proposed legislation was an *Adult Helmet Law* bill. The House Transportation Committee voted to send it back to the sponsor by a narrow vote of 7-5...a close call indeed which effectively killed it. If this had been assigned a bill number, then it would have been made public and certainly could have been defeated *but not without an organized effort* of this State's MRO's being called to

"During the last legislative session... This proposed legislation was an *Adult Helmet Law* bill."

action. We can personally thank *Representative Phil Hart* for speaking and voting against this proposed bill. Ironically, he did that with *absolutely no help... no contact... and no knowledge* of any organized MRO's in Idaho. At present time, I am *totally* unaware of anyone else being privy to this proposed legislation but certainly hope to find out soon and possibly if this has been attempted in recent years while I was inactive.

*THIS IS NOT AT ALL ACCEPTABLE...*and is just one of the reasons that *I do what I do!* Without a full-fledged *State Legislative Committee Chairman and corresponding members* at the Chapter levels responsible for monitoring this very thing...I ask the very important question once again...*Who is watching the helm?* We in ANI are at the *grass roots level* in affecting all legislation pertaining to motorcyclists' in our state. On the *Federal level*, we have organizations like MRF, NCOM and AMA. Each of these, in their own right, operates to protect the rights' of motorcyclists across the nation and membership in them certainly has benefits. They also offer assistance to *SMRO's* but without those state organizations remaining politically active and *in touch* with their own state's legislators, their help might come too late! MRF and NCOM in particular were formed to bring together and unite *ALL SMRO's* to help defeat legislation that would have a negative impact upon us. *Their existence is directly tied to our existence...they need us as much as we need them!*

ADDRESSING RESPECT AND COMMUNICATION...

One important thing that ANI requires to be an effective SMRO is respect of all its officers and members alike. As individuals, we differ in opinions at times but that should never become an obstacle to hinder ANI's goals and mission statement. Many may have joined for different reasons but no one's own *personal agenda* should override the main reason that this organization exists. Whatever petty differences there are between us should be put aside for the good of ANI. We cannot benefit and *will fail* to accomplish our goals unless we put forth a unified effort to work together. If I can accomplish anything in my tenure, besides my involvement at the political level, is to further a positive rewarding and working relationship between all.



Some members have been around since the inception of ANI in 1991 and even before that and have given much of themselves to this organization and still do today! That in itself deserves respect, recognition and congratulations for their efforts in keeping ANI alive and a viable organization.

Communication has become much easier than when I was active 10 years ago. We now have the benefit of the internet and many of us own computers and use e-mail regularly. *These tools are no longer an option for all officers and chapters.* We have an excellent website, *thank you Willie for your efforts*, where information is readily available for the computer literate. The members that don't have these tools need to *team up* with those members or friends that do have them. Of course, there is always the telephone...so do not hesitate to call State or Chapter Officers with any and all concerns. In regard to State meetings, being conducted only four times a year, we need to maintain order and subscribe to a regimented and organized fashion to keep those meetings moving along quickly but still

accomplish *taking care of business.* No one wants to sit through a long meeting and come away dissatisfied with the results. Committees are essential in doing the *hard work* prior to our State Meetings and there should be no excuse that issues are not addressed satisfactorily when we have *all the tools* necessary to do the job. All officers, State and Chapters alike, need to maintain constant communication with their members and each other regarding pertinent issues so only *positive results* can occur.

IN CLOSING...

I look forward to seeing many of you at the next State Meeting in January and will ask the membership present to *pledge to help* make this meeting and meetings hereafter to be productive, rewarding and a positive experience for all.

TIM (TJ) HERZOG

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Kootenai Chapter is looking for volunteers to do some Christmas Toy shopping at Walmart Thursday evening, Dec 15th, 2005. These toys will be going to area children for Christmas. For time and more info call: 208-762-3943



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Happy Holidays

NCOM NEWS BYTES

Compiled & Edited by Bill Bish

GAS HIKES FUEL BIKE SALES If you think you're seeing more bikes on the road these days, you're right! As gasoline prices escalate, so have sales of motorcycles, as consumers opt for a more economic mode of transportation, and more fun too!

*"... dealers nationwide
have reported double
digit increases in
sales..."*

Motorcycles get 50.1 mpg on average, while passenger cars get 22.3 mpg and light trucks and SUVs get only 17.7 mpg.

A motorcycle with a 5-gallon tank can go 200-250 miles between fill-

ups, which cost less than \$15, while a luxury car or light truck/SUV can cost \$40-\$50 to travel the same distance.

It's numbers like these that have cost-conscious motorists driving less, trading in their gas-guzzling SUVs for compact cars or hybrids, or going whole hog and buying a motorcycle.

Motorcycle dealers nationwide have reported double-digit increases in sales since Hurricane Katrina drove gas prices over \$3.00 a gallon, and even now that the price at the pump has come down slightly, motorcycle sales are still brisk. And most new buyers are citing gas prices and fuel economy

as a major factor in their decision to start riding, or to ride again.

Sales of on-highway motorcycles are up 16% compared to the same period last year (July through September), according to the Motorcycle Industry Council, and the purchase of new motorcycles is on track to exceed the one-million mark for the third straight year, marking the 13th consecutive year of record sales.

And while cooler weather typically signals the end of motorcycling in many regions of the country, the high cost of fuel has many motorcyclists considering a longer riding season.

Reprinted from: THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by **Aid to Injured Motorcyclists (A.I.M.)** and the **National Coalition of Motorcyclists (NCOM)**, and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at 1-(800) ON-A-BIKE or visit us on our website at <<<http://www.ON-A-BIKE.com>>>