

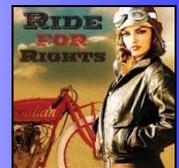
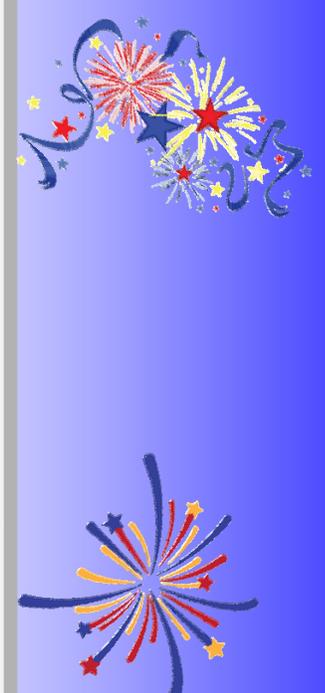
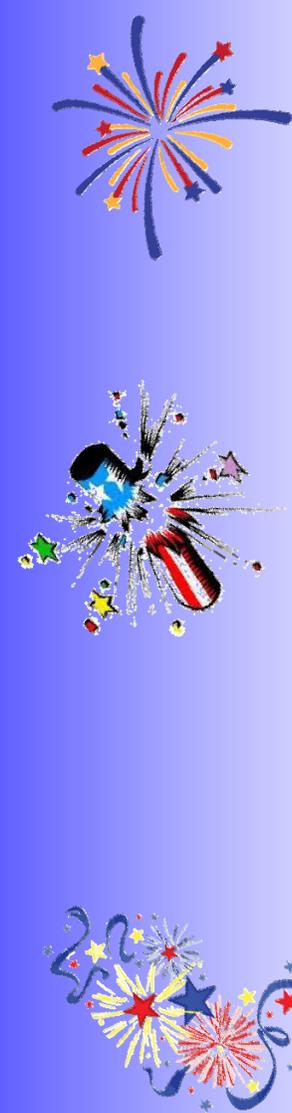
American Bikers Aiming Toward Education



Volume 20, Issue 6

July 2015

For a complete listing of ABATE of Montana Chapters and their events, please check our Facebook page at; A.B.A.T.E. of Montana



Visit an American Red Cross Blood Donation Center nearest you.
Give a little to save a life!



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NEWSLETTER

The **Deadline** for the next newsletter will be the 3rd week in the month.

Please submit all your articles, ads, run dates, chapter chatter, updates, ect... to the editor before this time.

The monthly cost for Business ads are as follows;
 Full page - \$90, Half page - \$50, Quarter page - \$30,
 Business card - \$10, Monthly fees

Classifieds - Free to members, \$5 for non-members.

Articles from any member are always appreciated and welcome.

PRODUCTS:

Year Pins:

- First to Ninth year - \$2.25
- Tenth year - \$3.00
- Eleventh to Nineteenth year - \$2.25
- Twentieth year - \$3.00
- Twenty First year - \$2.25
- 25th Anniversary pin - \$4.00

Patches:

- State Logo Patches - \$6.00
- DBBNF patch - \$ 3.00

Can Coozies:

- Blue or Black - \$2.00
- T-shirts - \$10.00

Purchase all of the above through the Products Coordinator.

Digital Flags (\$20, ONLY 2 left) and Embroidered Flags (\$25, ONLY 1 left) of the State Logo can be purchased through the State Treasurer.

(All contact information is above!)





WATCH FOR MOTORCYCLES: That Rider Could Be Friend Or Family

Posted: Tuesday, June 9, 2015 11:05 am



Editor's note: As you travel Montana's highways this summer, those of us who ride motorcycles urge you to be on the lookout for bikers. That person on two wheels may be a friend, a neighbor, or even a family member. To illustrate this, we have included photos of a few Fairfield riders with this story from the Montana Department of Transportation.

Each year an average of 28 motorcyclists die in crashes on Montana roads. In addition to 281 deaths in the last ten years, 1,583 riders suffered serious injuries.

Last month was Motorcycle Safety Awareness Month, reminding motorists motorcycle traffic is increasing as summer approaches and urging motorcyclists to take precautions that will prevent their death or injury.

"Drivers need to actively watch for smaller profile vehicles," says Jim Morrow, director of Montana Motorcycle Rider Safety (MMRS). "Check more than once and use your mirrors before you enter traffic or change lanes," Morrow recommends.

Most collisions involving a motorcycle and another vehicle occur at intersections or during a lane change, often when the other vehicle pulls out in front of the motorcycle.

"Your brain can be fooled because you see what you expect to see, and it's easy to misjudge the speed of smaller vehicle that looks farther away than it really is," says Morrow. "Extra vigilance can help you prevent a tragic mistake, because a motorcyclist has very little protection in the event of a crash."

Motorcyclists also have fewer options when it comes to maneuvers to avoid a crash, according to Morrow.

"Inappropriate braking or swerving also put the cyclist in danger of death and injury," explains Morrow, who oversees a motorcycle rider safety program that graduates about 1,300 riders per year.

"Riders have a responsibility to keep themselves safe with the right riding gear and safe riding skills," says Morrow, "but they don't have a chance against a two- or three-ton vehicle in a collision."

The primary motorcycle-riding season extends from about May through October. Elimination of motor vehicle crash deaths and serious injuries in Montana falls under #VisionZeroMT, an overall strategic goal shared by the Montana Department of Transportation and its partners.

Montana Motorcycle Rider Safety and the Montana Department of Transportation offer these tips for drivers.

- Respect all other vehicles on the road.
- Keep your full attention on driving and avoid distractions.
- Allow a motorcyclist the full lane width—never try to share a lane.
- Perform a visual check for motorcycles by checking mirrors and blind spots at intersections and before entering or exiting a lane of traffic.
- Always signal your intentions before changing lanes or merging with traffic.
- Allow more following distance behind a motorcycle so the motorcyclist has enough time to maneuver or stop in an emergency.

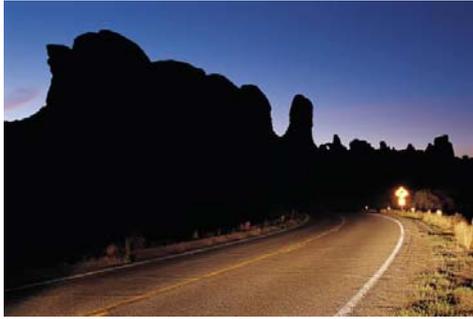
If you are a motorcycle rider, take steps to be safe on Montana roads:

- Take a motorcycle safety course (<http://motorcycle.msun.edu>).
- Be highly visible; wear brightly colored or reflective protective gear and turn on your headlight.
- Wear a DOT-compliant helmet.
- Strategically use your lane position to see and be seen.
- Stay alert—and slow down when approaching left turns or intersections in anticipation of other drivers' actions.
- Use turn signals in advance when changing lanes or make a turning.
- Never ride impaired.
- Observe speed limits—over half of fatal motorcycle crashes are speed-related.





Top 10 Tips for Night Motorcycle Riding



Motorcycle riding is a great sport or hobby, depending on how a person wants to view it. There is nothing better than the freedom that is felt with the wind rushing past out on the open road, without the enclosure of a vehicle surrounding your body. However, motorcycle safety is a very real concern for anyone who decides to ride, especially at night when you are less visible to other vehicles.

Here are our ten tips for riding a motorcycle at night that will provide better visibility for you and the other drivers around you:

1. Make sure your helmet or goggles are clean and free of scratches, which can limit your vision and make it much harder to see.

2. Wear bright, light-colored or reflective clothing – or a combination of all three. Dressing up in dark leather may look good, but it makes for an almost invisible rider when it comes to night driving.

3. Always follow the speed limit. If you are speeding, it gives you a decreased reaction time in which to navigate road obstacles or maneuver around things in your path. (It can also get you a hefty ticket!)



4. Increase the distance between yourself and other vehicles.



5. Make sure your headlight is aimed correctly.

6. Add reflective tape to your motorcycle helmet and your motorcycle. Along with reflective clothing, this will guarantee that you can be seen by other drivers.

7. Add night-time running lights to the front of your motorcycle to improve your visibility and increase the likelihood that you are visible to oncoming traffic.

8. Practice stopping quickly and safely, in case you do encounter animals in the road. Quick stops are safer than trying to swerve around the animals.

9. Make sure all your lights are working properly, from front to back.



10. Never ride at night (or any time of day) if you are exhausted or intoxicated!

These tips for night riding will keep you safe on the road and not only help you see what is in front of you, but help other drivers see you more easily. Always practice safe habits when on the road so you can continue to experience the thrill of motorcycle riding!





When You're Hot, You're HOT!

by David L. Hough



The ride south over the Siskiyou Mountains from Oregon to California started out cool enough. Up at 4,000 feet, it was chilly enough that I was glad I had added the jacket liner and neck warmer. But a hundred miles later, as I descend down into the Sacramento Valley, the temperature begins to soar. By the time I reach Oroville, the temperature signs are flashing 118 F. It's another hundred and fifty miles to the rally site at Mariposa in triple-digit temperatures.

A rider passes by in the opposite lane, jacket bungeed on the back, bare chest exposed to the hot blast. I wave, but there is no response. His exposed skin is red, and he doesn't even appear to have noticed me, a bad sign that he's on the fringe of heat exhaustion. I don't wish any problems on a fellow motorcyclist, but there are lots of riders who have to contribute to the statistics before they crack the code.

To continue the ride, I go into hot weather survival mode. Full riding gear, including riding pants, leather boots, and gloves, and a knit neck "cooler" saturated with water. As quickly as the fabric dries out in the blast-furnace wind, I flip the faceshield open, squeeze a gusher of water down my chin, and slam the faceshield shut again. The water dribbles down to wet the neck cooler and my shirt inside the jacket. About 10 seconds after the water penetrates the neck cooler, it cools from evaporation in the hot air, and sucks some heat out of my neck.

I stop at a fast-food outlet every few miles to replenish the water bottle with ice and water. Whether riding or stopping for water, other people stare at me in disbelief. Peering out of their air-conditioned cars, or sitting in an air-conditioned restaurant, they just can't understand how anyone could tolerate being outside during a heat wave, bundled up in heavy riding gear.

Your body has automatic "thermostats" to protect the core organs from heat stress, including sweating, vasodilation, increase in heart rate and reduction of blood pressure. If these tactics don't keep core temperature within the redline, the body gives you warnings such as heat cramps. If you don't take care of the problem, it gets more serious, including heat exhaustion and heat stroke.

Sweating

The body has sweat glands to keep the skin damp. The evaporating sweat sucks heat from the skin, and transfers it to the air. Of course sweat is primarily water, so it's critical to keep replenishing the supply. That's one reason why we need to drink about a pint of water every hour during hot, dry conditions. One problem for motorcyclists is that at highway speed, the sweat glands may not keep up with the evaporation. Or, if the sweating uses up too much water, your body temperature regulating system goes on the fritz, like a dry battery.

Vasodilatation

To help cool down the core, blood vessels enlarge to circulate more blood (and therefore body heat) towards the skin. If ambient air temperature is lower than body temperature, excess heat can be absorbed by the air. But if the air gets hotter than the skin, the increased blood flow simply soaks up more heat from the air and pumps it back to the core.

Heart rate and blood pressure

The heart responds to increasing heat ("hyperthermia") by increasing the heart rate to pump more blood into those enlarged blood vessels. As the air temperature rises, heart rate (pulse) can increase 50% to 70% faster than the normal resting rate. The increased flow causes blood pressure to drop, and blood flow is shunted away from muscles and brain, towards the skin. Consider the implications of those changes on a motorcyclist. The lowered blood pressure reduces muscle control and brain activity, and more blood is pumped towards the skin--where it is vulnerable to road rash

Symptoms of trouble

The human body won't take much of an increase in core temperature without complaining. The symptoms of overheating are leg cramps, tired muscles, headaches, dizziness, and even fainting. The various symptoms are trying to tell you how overcooked you're getting.

Heat Cramps

Muscle cramps caused by heat usually effect the legs and lower abdomen first, then the arms. Heat cramps are a symptom that the body's electrolytes are running low. It's not smart to ignore muscle cramps. Find some shade and take a break. Sip water or an "exercise" drink. Exert firm pressure or massage the cramped muscles to relieve the spasms. If you're still in pain, the recommended first aid dose is 1/2 teaspoon of table salt per half glass of water every 15 minutes.

Continued on next page...



Heat Exhaustion

Heat exhaustion occurs as the body continues to shunt blood away from the brain and muscles. Symptoms of heat exhaustion include:

1. Headaches, dizziness, nausea, momentary fainting
2. Cramps
3. Tiredness, weakness
4. Profuse sweating
5. Pale, clammy skin
6. Approximately normal body temperature

If you begin to feel these symptoms during a desert ride, take immediate action before you pass out. 1. Get into some shade, preferably into an air-conditioned room.

2. Loosen clothing and wet down skin or undershirt to increase evaporative cooling.
3. Slowly sip water, or salt water solution, same dose as for heat cramps. Avoid alcohol or caffeine.
4. If you feel faint, lie down and get feet raised above head level.
5. If you can't keep the salt water down, get emergency medical aid. You may need an intravenous salt solution.
6. Even after you begin to feel normal again, consider staying out of the heat for a day or two. Your body needs some time to recuperate. If you are on a long trip, consider a 24 hour layover in the next air-conditioned motel.

Heat Stroke

If you experience heat exhaustion and just try to "tough out" the heat without getting cooled down and rehydrated, the body thermostats will begin to fail. Core temperature continues to rise (may go as high as 106 or 107 degrees F.), sweating stops, the heart beats even faster, and you may pass out. If you are coherent enough to recognize the symptoms, immediately get medical aid while you are still mobile. And watch your riding buddies for any of the following heat stroke symptoms.

1. Victim incoherent, staring vacantly, blanking out, or unresponsive
2. Skin hot, red, dry (no perspiration)
3. Rapid pulse
4. Body temperature elevated

Yes, heat stroke is life threatening. It's a medical emergency. Don't be bashful about calling 911 for assistance. In the meanwhile,

1. Get the victim into some shade, out of riding gear, and cooled down by any means available. If possible, get the victim into an air-conditioned room, or use fans to help provide evaporative cooling.
2. Repeatedly sponge skin with cool water or rubbing alcohol. Apply cold packs or ice cubes if you can get them. The goal is to get body temperature below 102 degrees F.
3. Don't give the victim any stimulants, especially not any alcoholic beverages.
4. If the victim's temperature begins to rise again, repeat the cooling process.
5. As soon as possible, get the victim to emergency treatment.

Avoiding the Ugliness

Even after a heat stroke victim has been cooled down and rested, the ugliness isn't over. It's not uncommon to have intestinal upset for a week or so, with food coming out both ends of the pipe. I know you'd rather avoid that sort of ugliness.

People from cooler climates often react to hot weather by removing clothing. That helps cool the skin--providing air temperature is less than body temperature. Heat transfers from a hot object to a cold object. Pick up an ice cube, and it feels cold. What's happening is that the ice is rapidly absorbing heat from your skin. Even if the air is 89F, the air will absorb heat from your skin (assuming your body is around 99F). Now, consider what happens when you curl your fingers around a hot cup of coffee. Your skin rapidly absorbs heat from the cup, because the cup is hotter than your hand. The same thing occurs when the air temperature is hotter than your body temperature. You may think your body is hot at 99 F, but it's "cold" compared to air at 118 F. If you expose your skin to air that's hotter than you are, your body just soaks up more heat.

The lesson here is that if air temperature is in the 80s or 90s, it helps to open up the jacket vents, or wear a mesh jacket. But once air temperature climbs above 99 F, the best way to keep from getting cooked is to keep your insulation on, and the vents closed. Desert nomads wear long, loose wool garments, both to keep the sweating skin in the shade, and to insulate the body from the hot air.

With the temperature in triple digits, I wear my leather gloves and insulated riding. My feet are down in the air stream that's first been heated up by the pavement, and then heated some more by the engine. Are my feet hot? Sure, but not as hot as if I were wearing thin boots or shoes that exposed my ankles.

Same for the helmet. Wouldn't it make sense to crack my visor when it's really hot, or at least open up the helmet vents? Nope. Any hot air allowed to reach my skin will heat up the skin, not cool it down. Inside my helmet at 118F, I'm sweltering, but the temperature is probably under 100 F. That crushable helmet liner inside the shell is there to cushion my brain against impacts, but it's the same expanded polystyrene foam they use to make insulated picnic coolers. So, the helmet actually provides insulation against the hot air.

One additional concern about exposed skin is sun and wind burn. Even if you wear heavy duty sunscreen to protect against a nasty sunburn, the wind at motorcycling speeds can also irritate the skin. If you're riding more than a few miles, it's best to keep your skin covered.

Continued on next page...



Evaporative Cooling

More physics now. When water evaporates, it cools down. Blow hot air through a wet bandana, and the bandana cools down. Cooling the skin cools the blood, which cools down the whole body. Evaporative cooling works best on areas of the body where there are large blood vessels close to the skin: the groin and the neck. A motorcyclist's groin is too close to the engine and too far out of the air stream. That's why wearing something wet around your neck is so important.

The bad news is that evaporative cooling only works well in dry climates. When the humidity is already high, (you're 99/99 in Missouri in August--99 degrees and 99 percent) neither perspiration nor the water in your neckband evaporate very well. Limited evaporation; limited cooling. But of course there is shade in Missouri, so the best tactic may be to simply take more breaks in humid climates. Or, you can ride early in the morning when it's cool, and rest in the shade in the afternoon.

For those of us riding in the deserts of Washington, Oregon, and California, the air is relatively dry, so evaporative cooling works very well. A wet bandana around your chin will cool you for a few minutes, but the hot wind blast will quickly evaporate all the water. You need to keep replenishing the water every few minutes. Better yet, wear thicker fabric that holds a lot more water.

For instance, Aerostich makes an "Evapodanna" made of the same fuzzy material used in camp towels. ("evaporative bandana", get it?) You just saturate it with water, and wrap it around your neck. Occasionally dribble some water on it and it will continue to cool all day. There are also some tubular neckties containing special polymer crystals that soak up a huge quantity of water. They are an advantage for slow speed activities such as golf, but the crystals release the water very slowly, and can't give off enough water at motorcycling speeds to provide much evaporative cooling.

Keep Your Tummy Tank Full

The other important tactic for hot weather is to drink lots of water, to replenish your electrolytes and refill your sweat glands. We're talking at least a pint per hour. Exercise drinks containing "electrolytes" (salts) are acceptable, unless you have high blood pressure. And flavored drinks may be very high in sugar, too. Carbonated soft drinks are better than nothing, although it would be best to get the water without large doses of salt, sugar and chemicals. Almost all grocery stores and convenience markets have chilled filtered water in plastic bottles, handy for both drinking and wetting down your bandana.

More than a few riders carry a water bladder, such as a "Platypus" carried on the back in a fabric holster, or in a jacket pocket. Some water bladders can be pressurized with small pumps, and evaporative cooling wrappers are available to help chill the bladder. Aerostich is a good source of serious hot weather hydration devices. Aerostich: (800) 222-1994 or www.aerostich.com. You can also find water bladders at sporting goods stores such as REI in Seattle.

In hot weather, avoid alcoholic drinks. Obviously, alcohol reduces judgment. What's not so obvious is that alcohol stimulates abnormal heartbeats, depresses the pump function of the heart, and actually dehydrates the body. Alcohol does all the wrong things for a motorcyclist in the desert.

So, when it's really hot, keep your jacket on, and soak down your T-shirt. Wear a wet neck cooler, and keep dribbling water on it. If you're getting too hot, or start feeling any hints of muscle cramps or heat exhaustion, don't just keep riding. Take steps to cool down while you're still thinking clearly. Take a break in the shade, or stop at a convenience store and buy a bag of crushed ice to stuff inside your jacket. The melting ice water will soak your gear and provide evaporative cooling even after the ice is gone.

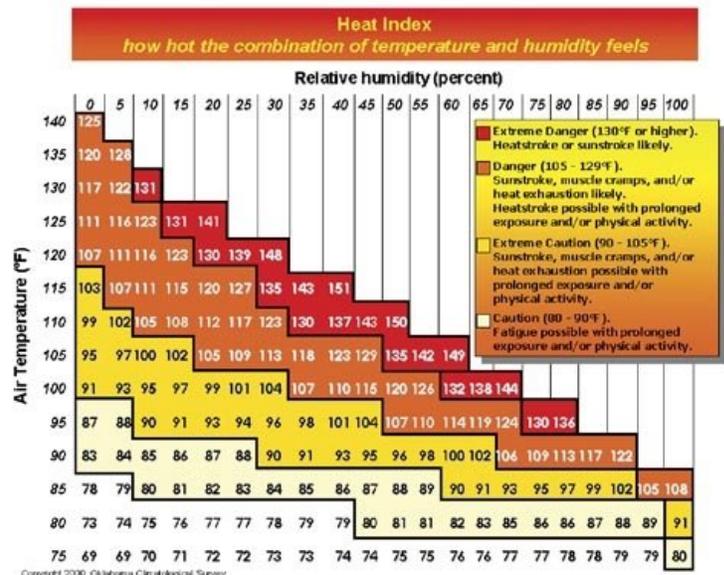
Route Planning

In general, higher elevations are cooler. If it's really hot down on the valley floor, consider an alternate road with a higher (cooler) elevation. Sometimes you don't have any alternative other than crossing a desert. But you can adjust your schedule. One tactic is to hibernate at a cool motel during the heat of the day, and head out after dark, when the temperature is lower.

Adjust your thinking

If you live in a temperate area where the thermometer seldom rises above 90F, you need to readjust your thinking for those forays into hotter territory. Remember, insulate your skin from the sun and hot air, use evaporative cooling around your neck, and drink lots of water. Oh yeh, learn to ignore the stares of other motorists and dehydrated bikers who think you're crazy to wear heavy gear on a hot day.

David Hough is a long-time motorcyclist and journalist. His work has appeared in numerous motorcycle publications, but he is best known for the monthly skills series "Proficient Motorcycling" in Motorcycle Consumer News, which has been honored by special awards from the Motorcycle Safety Foundation. Selected columns were edited into a book "Proficient Motorcycling" published by Bowtie Press. He is also the author of "Driving A Sidecar Outfit". A pocket handbook, "Street Strategies" is also on the market as is More Proficient Motorcycling.





July Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4th of July  Happy Independence Day
5	6	7	8	9	10 Lincoln Bike Rally	11 Lincoln Bike Rally
12	13	14	15	16	17	18
19	20	21	22	23	24 Tuffy's Biker Bash and Rodeo Sun Prarie, MT Camping avail 406-964-8527	25 Tuffy's Biker Bash and Rodeo Sun Prarie, MT Camping avail 406-964-8527
26 Tuffy's Biker Bash and Rodeo Sun Prarie, MT Camping avail 406-964-8527	27	28	29	30	31	
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August Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 MOM Road to Sturgis Event More info to come
2 S	3 T	4 U	5 R	6 G	7 I	8 S
9	10	11	12	13	14	15 Shit House Run 
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

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ABATE CHATTER Send it in and let your voice be heard!

Newsletter Editor

Hellooooo out there.....

I'm putting together the newsletter for August, does anyone have anything they would like to send in; articles, pictures, stories, events, poker runs, crap for sale or trade, jokes, whatever... HIT ME UP! I need your submissions asap, I would like to send the newsletter out on the 1st of the month. Thanks everyone in advance for your contributions, support and dedication to ABATE and our newsletter... :o)

HAPPY INDEPENDENCE DAY AMERICA!



Ttfn,
Connie Anderson
ABATE of Montana
Newsletter Editor

Jim Horner, with the Lower Yellowstone Chapter of ABATE, We had an amazing turnout of riders, and had our highest number of poker hands yet...I believe something around 121 hands. June 20th, this was our 26th Annual Event. Great weather, NO accidents, NO breakdowns, Great BBQ - potluck, and great dancing. Thanks for your talents with the State Newsletter. I sure enjoy what you put together.



AMERICAN BIKERS AIMING TOWARD EDUCATION



Help support ABATE of Montana by;

Sponsorship; which includes, your business listed in every Montana ABATE State Newsletter, a business ink on our website and a ¼ page ad, valued at \$40.00, for you to use once per year, in the newsletter issue of your choice. And with your annual support, you will be providing our members and readers with your valued business information in every ABATE of Montana Newsletter. You get all of this for only \$100.00 per year; advertising at this cost is Priceless!! Contact the Newsletter Editor today for details (Contact info on pg2).

Membership; motorcycle enthusiasts from ALL walks of life are encouraged to participate and support ABATE of Montana. When ABATE fights to maintain your rights to choose as motorcyclist, it is our numbers that speak loudest. When ABATE wins, **YOU** win! Join Montana ABATE and help us maintain our freedom of the road! If you would like to learn more about ABATE, visit our website at; www.mtabate.com

ABATE NEEDS YOU!

Join at the State level or a Chapter nearest you. (Membership info on last pg).

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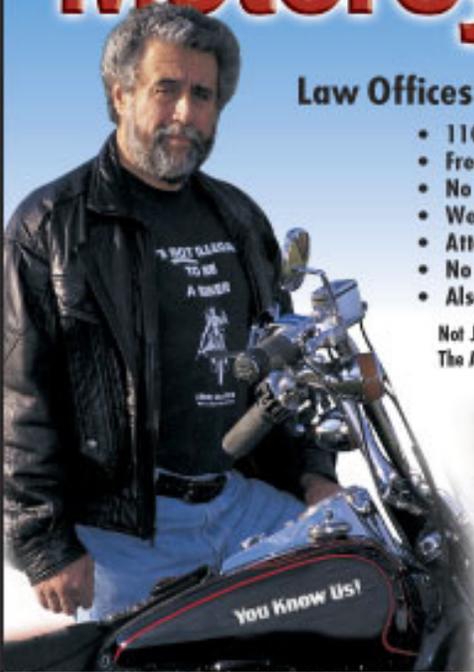
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ATTENTION ABATE OF MONTANA MEMBERS: Our nationwide network of A.I.M. Attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling, by being the sole financial sponsor of the **National Coalition of Motorcyclists**.








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Lower Yellowstone, P.O. Box 722, Glendive MT 59330
Northern, Send to State Chapter
Prairie Riders, 517 N. Stacy Miles City, MT 59301
State Chapter: 517 N. Stacy, Miles City, MT 59301

(Parent or Guardian please sign below)

Youth Authorization (Adult Signature) _____