



FREEDOM ISN'T FREE ! GET INVOLVED !

A.B.A.T.E. OF NORTHERN NEVADA



John Bland, President

Freedom Isn't Free
Join A.B.A.T.E of Northern Nevada Today

September 2006

are interested in starting an ABATE of Southern Nevada, we are scheduled to talk to them during the September 14-17 Bike Fest. Don't underestimate Ken, he is full of creative ideas and he is with us for the long haul.

The media continues to print and broadcast false or one sided information about motorcycle helmet use and safety. This is really beginning to piss me off! It is becoming apparent that we need to respond to each one. Responding to these would also accomplish our need to educate the public.

Dale and I rescheduled our August meeting with the Northern Confederation of Clubs, because it conflicted with the Sturgis Rally. We are now planning an October presentation. We will inform the Confederation of our past accomplishments and ask them to support the 2007 helmet bill. We will also ask them for contact numbers and e-mail addresses for our mass contact list.

MESSAGE FROM THE PRESIDENT

So here's the plan:

We will continue to set the stage for the 2007 legislative session. To do this we will:

1. Continue to work with the candidates and existing legislators. We need to continue to establish relationships with each one of them so that they know who we are and what our issues are. They will learn that we are responsible citizens that are concerned about losing personal freedoms.

2. Continue to educate the general public about the truths regarding helmet use.

3. Get the commitment of other Nevada motorcycle organizations to support our bill.

4. Continue to hammer the insurance companies

or any other organization that has lobbied against changing Nevada's helmet law in the past.

5. Develop a mass contact list. This list will be made up of everyone in the state that will write, call, and if possible, be present in Carson City during the hearing on the helmet bill. ABATE of Northern Nevada will send out bulletins to these individuals to notify them when they need to contact the legislators etc.

We have been successful in developing personal relationships with the candidates. Bob Beers lost the primary to Jim Gibbons, both these gentlemen know us on a first name basis. Bob will introduce our helmet bill again as a legislator. We will now focus our support to Jim Gib-

bons in the general election as governor. Jim does ride a Harley and told me he enjoys riding it without a helmet. Jim supports changing Nevada's helmet law and will sign our bill if we can get it through the house to his desk as governor. It was a defeat for ABATE that Ken Wellington lost in the primary for Elko Sheriff. Ken has become one of our most passionate freedom fighting ABATE members. Ken truly understands the value of personal freedoms, we are very lucky to have him as an ABATE member. Ken wanted to speak during the 07 legislative sessions as Elko Sheriff in favor of amending Nevada's helmet bill. Ken has talked to friends that ride motorcycles in Vegas and work for the fire department. They

Message from the President Continued.

We will have an ABATE booth at the Cashman Expo Center at Las Vegas Bike Fest, September 14-17. Our purpose is to make contacts in the Vegas area and let them know who we are and what our goals are. We need their support and involvement. Our booth will also be a sign-up location for the mass contact list. If you or anyone you know will be at the event please stop by.

We can change Nevada's helmet law. I know that there are enough individuals in the state of Nevada that despise this law. We must give these individuals the opportunity to voice their opinions at the appropriate time, timing is everything. The way I see it, the helmet law is a small piece of a much larger issue, the loss of personal freedoms. Our government is struggling with protecting the country from invasion and at the same time taking our personal freedoms away. The Patriot Act is of a great loss to American freedoms. Our legislators and government officials should make every effort to allow the American adult the right to retain every freedom possible, if not we will lose the thread that makes us great and unique to the world. To many the helmet issue is nothing to concern ourselves with, but to others it is a horrible infringement on an American adult. Motorcyclists being told they are not capable or smart enough to make a decision regarding their own safety. Mandatory helmet laws require the use of a safety device on our highways that is only designed for a 14 mph impact. Where is the government's wisdom in this?

John Bland, President- ABATE of Northern Nevada



John loves Antique Motorcycles.

Living on the Edge

By CJ

My favorite color is chrome, and motorcycle chrome will do. Friday Sept. 1st marked the start of the Labor Day weekend and me and my motorcycle are ready to go.

John and I left Elko on Friday and traveled north to Bruneau, Idaho and went into Hagerman the long way. Dale and Vicky Andrus left much later on Friday due to some unexpected mechanical problems with their motor home. Dale and Vicky hauled all the camping gear but arrived too late on Friday night at Banburys to set up camp. No problem though, John and I stayed with brother, Steve Bland for the night. Marvin and Jacque Orr also made the trip, but due to Jacque's recent foot surgery were not able to ride their motorcycle or camp. Instead Marvin helped a friend in Hagerman do some landscaping during the weekend.

There are some beautiful places to ride around in Southern Idaho especially the scenic by-way on Highway 30 and the best part of all is that in Idaho you can ride without a helmet if you choose. What a great concept.

Saturday was full of activity, shopping for fresh produce at the local farmers market, lunch at the Angler Bar and Restaurant, setting up camp and getting ready for the big b-b-q that night. We had a great group Saturday night. We met a couple fellows from ABATE of Oregon, Al and Mike, who camped out with us. Others attending the evening b-b-q were Rich & Brenda Kendall, former Elko residents, Steve Bland & Debbie Taylor, my brother Rob Wicklund and his wife Terri, also my good friend Cammie Garner and friend Debbie. Cammie's brother, Doug Kennison, was again the entertainment for the evening singing and playing guitar for the now traditional sing along. I think the only song we really knew all the words to was the theme song from the Beverly Hillbillies. Oh well after a couple bottles of homemade wine, who cares? We had a great evening of food and fun with friends and family.

Sunday started out with a great breakfast brunch at the Snake River Grill in Hagerman. We spent the afternoon at the Twin Falls County Fair. The highlight of the weekend was a concert by country singing star Trace Adkins. For those of you who don't know your country music, he is the 6'6" tight jean wearing, deep voiced, hunk of a man that sings, "Her Favorite Color is Chrome" and the "Badonkadonk" song among others. A big thank you to my friend Cammie for getting us girls tickets and great seats! We really enjoyed the show! Also on Sunday night we had another motorcyclists from Washington State share our campsite. His name was Patrick. The ABATE wooden nickels proved to be great conversation starters. The Labor Day campout was a great time as always and the 10%'s will be at it again in a week when we attend the Las Vegas Bike Fest. Don't forget Sept. 30, 2006 will be ABATE's First Frost Poker Run and B-B-Q. This event will end at the Ryndon RV Park and Bar, where we will have the b-b-q. This will be a fundraiser for the MRF Conference next summer. **Please try to participate!!!** "Save a Horse, Ride a Harley" and a "Badonkadonk" to you all.

Photos from Labor Day Weekend at Banbury's



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JOIN A.B.A.T.E. TODAY

MEMBERSHIP APPLICATION

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I understand that all benefits become effective upon receipt of my membership card. I agree to hold harmless A.B.A.T.E. of Northern Nevada for any accident that may occur at A.B.A.T.E. of Northern Nevada sanctioned events.

Signed _____

Date _____

Comments, Suggestions, Problems or any way you can help A.B.A.T.E. of Northern Nevada

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(M-A-D-D Ray very kindly gave me permission to reprint his article. Enjoy. It begins on Page 9)

From Ray to: Debbie Bonetti
Secretary, Abate of Northern Nevada

Dear Deb,

Thank you for your interest in reprinting my scientific review article on cell phone use while driving. The epidemic of driving under the influence of cell phones has crept up on us, a percentage point per year, from 4 percent in 2000 to 10 percent as of the end of 2005, and so I don't think people have yet realized fully how our dangers riding have multiplied with 1 out of 10 auto drivers now driving DUI impaired and 4 times more likely to cause motorcycle accidents.

I received the note from Bruce that you were interested in reprinting my synopsis of the review article as it appears on Bruce-n-Ray's Biker Forum. I am very pleased that you would consider spreading the word on this subject, and you have my permission to reprint the synopsis, with appropriate credit. I would hope that you would consider also referring your readers to the full review article, because this is where the evidence supporting the conclusions set forth in the synopsis are developed and where the supporting citations to the epidemiological, experimental, neurological and psychological literature are to be found.

The page specific URL is: motorcyclists-against-dumb-drivers.com/cell-phones-and-dui-drunk-driving.html

Appropriate title/anchor text might read: "Scientific Review Article On Driving Under the Influence of Cell Phones and Motorcycle Specific Auto Driver Inattentive Blindness."

Again, than you for your interest in the article. I feel very strongly that we must come to see this as an important aspect of the dangers we face as bikers.

Ride safe, Deb,

"M-A-D-D Ray" (Thanks, M-A-D-D Ray, debo)

Check Out these Websites:

www.mrf.org

www.bikernation.us

www.ldrlongdistancerider.com

www.lets-ride.com

www.nevadagop.org

www.thereidworld.com

www.damnbikers.com (good jokes)

www.harleylovers.proboards56.com

www.CycleQuest.com

www.AMAdirectlink.com

If you have a favorite website, send it to me and I'll post it. Thanks, Deb

*Photos provided by Connie Campbell
Thanks Connie.*



Bruce on Bikers' Rights

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POSITION PAPER

Submitted to the NTSB Public Forum on Motorcycle Safety

September 2, 2006

Ms. Deborah A.P. Hersman

Forum Chairman

National Transportation Safety Board

Public Forum on Motorcycle Safety

NTSB Board Room and Conference Center

429 L'Enfant Plaza

Washington, D.C. 20024

Dear Ms. Hersman:

Your stated goal for the NTSB Public Forum on Motorcycle Safety ("NTSB Forum") scheduled for September 12-13, 2006 is "... to gather information about ongoing motorcycle safety research and initiatives, as well as safety countermeasures that may reduce the likelihood of motorcycle accidents and fatalities." This statement suggests a serious misunderstanding of the greatest single problem in the motorcycle safety arena, as well as a discriminatorily skewed vision of where and how to approach a solution.

"*Countermeasures?*" What happened to *measures*? Do you seriously expect to devise a winning strategy based solely on *defense*? What happened to *offense*? The most serious threat facing American motorcyclists today is a killer that can only be overcome by aggressive proactivity, not feeble reaction. **That killer is the negligence, distraction and inattentive blindness of automobile drivers.** Quoting Motorcycle-Accidents-Lawyers-Attorneys.com:

"Approximately three-fourths of all motorcycle accidents involve another motor vehicle. Two-thirds of these accidents were caused by the motorist failing to yield the right of way. The most common reason given by the motorist involved in these accidents is that they 'didn't see' the motorcycle. These types of accidents account for approximately 50 percent of ALL motorcycle accidents! Recent scientific studies focusing on a phenomenon known as 'inattentive blindness' may help us understand why car drivers often end up causing accidents with motorcycles they 'didn't see.'"

If you are interested in trends in safety statistics, here is one that NHTSA shows as remaining constant for ten years: **About 90% of all motorcycle fatalities occur on roads that are NOT DIVIDED** or have NO MEDIAN BARRIER (as opposed to exit/entry ramps, one-way streets, or roads with median barriers). Combining this with the above yields the following:

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? **90%** of all motorcycle fatalities occur on undivided roads, where automobile drivers can most easily violate the right-of-way of motorcyclists.

? **75%** of all motorcycle accidents involve another motor vehicle.

? **66%** of all multi-vehicular motorcycle accidents are caused by motorists failing to yield the right-of-way to motorcycles.

? **50%** of all motorcycle accidents are caused by the inattentive blindness of automobile drivers.

As previously stated, and as the foregoing and other statistics support, **the greatest single problem in the motorcycle safety arena today is the negligence, distraction and inattentive blindness of automobile drivers.** If it is truly the goal of the NTSB Forum to

Bruce on Bikers' Rights, Continued

"...reduce the likelihood of motorcycle accidents and fatalities," then this should be the focus of the forum and the first and foremost issue to be addressed. From that perspective, let's evaluate your published panel agenda:

- ? Trends and Safety Statistics
- ? Vehicle Design (Part 1)
- ? Vehicle Design (Part 2)
- ? Rider Protective Equipment
- ? Training and Licensing
- ? Public Education/Awareness
- ? Rider Impairment
- ? Future Directions

Where is the session on "Mitigating Inattentive Blindness"? Where is the session on "Eliminating Cell Phones as a Source of Driver Distraction"? Where is the session on "Severe and Specific Penalties for Right-of-Way Violations"? Where is the session on "Mandating Motorcycle Awareness Training and Drivers License Testing"? And why look at "Rider Impairment" rather than "Motorist Impairment"?

As does its stated goal, the published panel agenda for the NTSB Forum suggests a serious misunderstanding of the greatest single problem in the motorcycle safety arena, as well as a discriminatorily skewed vision of where and how to approach a solution. **The primary directive of any motorcycle safety initiative should be to reduce the probability of a motorcyclist being involved in an accident, i.e., crash prevention.** The objective should be to develop and apply remedies which mitigate the major causal factors. **Your published panel agenda suggests a near complete abrogation of this directive, as if you are conceding the probability of crash occurrence and focusing merely on crash survival:**

? If motorcycle accidents are a sickness, then your agenda treats the symptoms rather than the disease. If the NTSB were charged with treating a gunshot wound, would you remove the bullet, or just put a band-aid over the hole?

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? If motorcycle accidents are a crime, then your agenda blames the victim. If the NTSB were charged with reducing the number of people shot in downtown Detroit, would you round up the shooters, or simply mandate Kevlar vests?

America may be democratically governed, but it is celebrity driven. Every day, hard-working tax-paying citizens riding motorcycles are maimed and killed by inattentive and negligent automobile drivers, while calls for increased measures to mitigate inattentive blindness go unheeded. But let that injured rider be a star football player, and everything changes: The media reports he wasn't wearing a helmet--as if wearing a helmet would have prevented the guilty driver from turning in front of him--fueling a public frenzy that compels politicians and bureaucrats alike to act or risk losing position and paycheck.

Despite your statement to the contrary, many believe that the NTSB Forum was triggered by the recent accident involving Pittsburgh Steelers quarterback Ben Roethlisberger ... and no one will be surprised if at your forum the helmet *law* issue takes center stage. And more's the pity: Over the years, an appalling amount of time, money and energy has been wasted by parties on both sides of the helmet *law* debate. On one side, we have biker advocates who have difficulty differentiating safety factors from rights issues, and who consequently and erroneously assail the

Bruce on Bikers' Rights, Continued

effectiveness of helmets rather than the (in)equity of the laws mandating their use. To these well-meaning but ill-advised activists, I offer the following challenge:

I will tie you in a chair, then stand in front of you with a 22-ounce framing hammer in one hand, and a helmet in the other. Before I bring the hammer down claws first, aimed squarely at your coronal suture, I will offer you the helmet. If you accept the helmet, I

expect you to go home and never spew anti-helmet hogwash again. If you don't accept the helmet, I'll make certain your conviction to your beliefs is noted in your eulogy. One the other side, we have expedience-minded politicians, profit-seeking charlatans and a myopic media trying to convince the populace that helmets and helmet laws are the motorcycle safety cure-all, when in fact neither wearing a helmet nor mandatory helmet laws do anything to prevent motorcycle accidents. To this quick-blame, quick-fix, quick-buck consortium I ask the following questions:

If Big Ben had been wearing a helmet, would that have prevented the negligent driver of the car he hit from turning in front of him? When has the wearing of a helmet by a motorcyclist ever kept a weaving SUV driven by a soccer mom on a cell phone from

running the biker off the road? And how often has a mandatory helmet law deterred a distracted driver from plowing through a motorcyclist waiting for a light change? Specious helmet arguments and ceaseless helmet law debates drain us of precious resources better spent on motorcycle awareness ... better spent on addressing the fact that two-thirds of all multi-vehicle motorcycle accidents are caused by the negligence, distraction and inattentive blindness of automobile drivers.

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Helmets may save lives, but focusing on **crash survival** (by mandating helmets for motorcyclists only), rather than **crash prevention** (through severe, specific right-of-way violation penalties, restricting the use of cell phones while driving, mandatory driver education and testing, and motorcycle awareness programs to mitigate inattentive blindness), is not only an ineffective public policy and a waste of public resources, but also blatantly discriminatory. Few rational people will argue that in most situations a helmet offers some degree of protection to the head it covers. And since ALL Americans are entitled to equal protection under the law, a case could be made for mandating helmets for ALL motor vehicle operators and passengers. That line of reasoning might easily be extended to include bicyclists and pedestrians, and from there it is a short leap to the addition of boxers, bladders, boaters, bathers and babies. There can be no logical argument to the assertion that the best way to reduce the probability of motorcycle injuries and fatalities is to reduce the probability of motorcycle accidents. But even a sweeping reversal of years of discrimination against motorcyclists by mandating a helmet for the head of every man, woman and child in America would have no impact on that statistic. In 25 words or less, the position this paper is intended to convey is this:

Helmets and other defensive measures cannot prevent or lower the probability of motorcycle accidents. Proactive ABATEment of negligent, distracted, impaired and inattentive motorists can.

Speaking strictly for myself and no other individuals or organizations,

Bruce Arnold

Bruce@LdrLongDistanceRider.com

Author and Publisher, LdrLongDistanceRider.com

Co-Moderator, Bruce-n-Ray's Biker Forum

Premiere Member, Iron Butt Association

Sustaining Member, Motorcycle Riders Foundation

Member and Elite Legislative Supporter, American Motorcyclist Association

(Thanks Bruce for letting me share this with ABATE of Northern Nevada Members. debo)

HERE IS AN IMPORTANT MESSAGE FROM MADD RAY HENKE:

Dear Two-Wheeled Friends

I have prepared an original scientific review article on the subject of cell phone use while driving, substantiating the huge safety implications for all motorists, and the even greater safety implications for motorcyclists. I reviewed the landmark epidemiological studies and the controlled experimental studies, as well as converging studies from other disciplines of science, such as neurology and psychology.

I have reprinted the "Introduction" to the review article below, but I would urge those of you who are interested in motorcyclist safety issues to consider the full article, which is amply supported by references to the scientific studies, also liberally quoting from the supporting text of the scientific literature. The Review Article appears at:

<http://motorcyclists-against-dumb-drivers.com/cell-phones-and-dui-drunk-driving.htm>

We believe the article is also important for the "freedom fight," in particular to undermine the efforts of NHTSA to "create evidence" to support their failed "motorcycle safety" policies focusing so myopically on "what bikers wear." Most importantly perhaps, the information presented in the article effectively undercuts NHTSA's comparisons of raw fatality data "before" and "after" the repeal of helmet laws. Very quickly, the escalation of cell phone use while driving has been literally epidemic over the past 10 years. During the past 6 years rising from 4 percent of all American drivers on the road at any given daylight moment in time actively engaged in cell phone conversation as of the year 2000, rising to 6 percent in 2002, then to 8 percent in 2004 and then to 10 percent by 2005. To make the implications plain, in the year 2000, four percent of all the drivers on the road at any given moment were driving as impaired as a DUI drunk driver, four times more likely to cause an accident than those who were not involved in cell phone conversation. The percentage has risen steadily over the past 6 years so now when we ride, one out of every ten of the cars we encounter on the road is being operated by a DUI level impaired driver. These cell phone impaired drivers are actually substantially more dangerous to motorcyclists, as we make the case in the review article. But the inescapable fact is that there has been a huge increase in the incidence of accidents generally and motorcycle accidents in particular, which is what scientists would call an very powerful "independent variable" which NHTSA and the states failed to control for in their rush to blame the rise in motorcycle fatalities on the repeal of helmet laws. This line of reasoning is more elaborately explained in the M-A-D-D article. Below I have reprinted the somewhat terse Introduction.

INTRODUCTION

The convergence of epidemiological studies, controlled experimental studies, psychological and neurological studies demonstrate that driving under the influence of a cell phone is as dangerous as DUI drunk driving. The number of drivers actively using cell phones on our street at any given daylight moment is epidemic and rising by more than a percentage point per year for the past 5 years, from 4 percent of all drivers at any given daylight moment as of the year 2000, to 10 percent as of the end of 2005. The dangers posed by cell phone impaired drivers also escalates multiplicatively as there are fewer unimpaired drivers every year capable of using evasive action adequate to avoid the hazards created by those driving under the influence of their cell phones.

The mechanism of cell phone driving impairment is demonstrated in the controlled experimental literature to be a form of "inattention blindness" a constriction of what cell phone users consciously "see," deriving from

HERE IS AN IMPORTANT MESSAGE FROM MADD RAY HENKE:, continued

the shifting of limited conscious capacity for attention to the internal-cognitive tasks associated with the give and take of the cell phone conversation away from the external-visual tasks essential for safe driving.

We suggest that the dangers posed by auto drivers who drive under the influence of cell phone conversation are even greater for the motorcyclists whom they fail to "see.". One reason is that motorcyclists are more vulnerable to serious injury and death resulting from accidents generally and hence from the increased general incidence of accidents caused by the DUI level cell phone impaired. Additionally, auto drivers have a profound preexisting inattentive blindness specific for motorcyclists, as demonstrated by the pre-cell-phone-age studies demonstrating a disproportionate incidence of motorcycle accidents resulting from auto driver inattention specifically at intersections, after the auto driver enters the intersection or turns left at the intersection into the motorcyclist's right of way. The fact that the auto drivers claim that they don't "see" the motorcyclist derives from visual/visual inattentive blindness. The cell phone impaired contribute an additional, different form of auditory-internal-cognitive distraction resulting in external-visual inattentive blindness. We suggest that the combination of the two forms of inattentive blindness leads at least to an additive and possibly a synergistic effect to disproportionately increase the dangers for motorcyclists.

We conclude that all cell phone use while driving should be outlawed. Thus far the states which have considered the issue have either rejected bans on cell phone use or have banned only to use of handheld cell phones while driving. It will become more and more obvious that cell phone use needs to be prohibited while driving as the death toll continues to mount. Because cell phone impairment is an intentional blindness resulting from the cell phone conversation, not from "holding" the cell phone, legislation banning only handheld cell phone use can be expected only to be completely ineffective in reducing the human carnage left in the trail of the cell phone impaired. Only comprehensive bans on all cell phone use while driving will be effective.

Cell phone use while driving must be severely penalized, by lengthy drivers license suspension for first time offenders and jail time for repeat offenders, equivalent to the penalties for DUI drunk driving. Fines have proven ineffective in curtailing handheld cell phone use even where drivers had the option to use hands-free cell phones while driving.

There is no economic risk/benefit analysis which recommends permitting cell phone use while driving. To the extent that productive or semi-productive work is accomplished while driving, employers beware, if the employee causes an accident while engaged in business related cell phone conversation you will be held liable for the resulting injuries. The use of cell phones by the commuting work force also results in an impediment to traffic flow, traffic delays and longer commutes for all workers. Cell phone users take 19 percent more time to regain flow-of-traffic speed after each braking episode. With one in ten drivers on our streets and highways actively involved in cell phone conversation at any given daylight moment, indeed the effect on traffic flow and city congestion is enormous. The societal costs of driver cell phone use is measured by broken bodies, the loss of our loved ones, medical expense, increased length of driver commutes and city congestion, increased fuel consumption, and the environmental impact. No colorable benefit of cell phone use while driving can justify the costs.

Again, we would hope that you would consider the full M-A-D-D article, at <http://motorcyclists-against-dumb-drivers.com/cell-phones-and-dui-drunk-driving.html>

Ride safe, my friends,

And keep an eye out for the cell phone impaired,

because you can be sure that they won't be keeping an "eye" out for you,

"M-A-D-D Ray" Henke

NEVADA'S PUBLIC SERVANTS

Gov. Kenny Guinn
 State Capitol Building
 Carson City, NV 89710
 Phone: 775-684-5670

Sen. John Ensign
 U. S. Senate
 Washington, D.C. 20510
 Phone: 202-224-6244
 Fax: 202-228-2193

Sen. Harry Reid
 U. S. Senate
 Washington, D.C. 20510
 Toll-Free Phone:
 1 (866) SEN-REID (736-7343)
 Fax: 202-224-7327

State Sen. Dean Rhoads
 P. O. Box 8
 Tuscarora, NV 89834
 Phone 756-6582
 Fax: 775-756-5544
 Drhoads@sen.state.nv.us

Rep. Jim Gibbons
 100 Cannon House Office Building
 Washington, D. C. 20515
 Phone: 202-225-6155
 Fax: 202-225-5679
 Elko: 491 Fourth St.
 Elko Phone: 777-7920
www.house.gov/gibbons/contactjim.htm

Assemblyman John Carpenter
 1091 Dotta Drive
 Elko, NV 89801
 Phone: 738-9861
 Fax: 775-738-4593
jcarpenter@asm.state.nv.us

Assemblyman John Marvel
 P. O. Box 1270
 Battle Mountain, NV 89802
 Phone: 635-2538
 Fax: 775-635-9144
jmarvel@asm.state.nv.us

Assemblyman Pete Goicoechea
 P. O. Box 97
 Eureka, NV 89316
 Phone: 775-237-5300
 Fax: 775-237-5100
pgoicoechea@asm.state.nv.us

ELKO COUNTY COMMISSIONERS

Elko County Courthouse
 571 Idaho Street
 Elko, NV 89801

Charlie Myers
 934-8118 or 738-4746
charlesmyers@citlink.net

Sheri Eklund-Brown
 738-5612 or 738-4773

John Ellison
 738-6284

Mike Nannini
 752-3748 or 738-4078

Warren Russell
 753-4723

2006 Elko County Election Dates

May 1 First day to file declaration of candidacy
 May 12 Last day to file declaration of candidacy
 May 23 Last day candidate can withdraw name from ballot
 July 15 Last day to register to vote by mail or at an agency
 July 25 Last day to register to vote in county clerk's office
 July 29 Early voting for primary election begins
 Aug 11 Last day of early voting for primary
 Aug 15 Primary election
 Oct 7 Last day to register by mail or at an agency
 Oct 17 Last day to register in the County Clerk's Office
 Oct 21 Early voting begins
 Oct 27 Nevada Day, no early voting
 Nov 3 Last day of early voting
 Nov 7 GENERAL ELECTION

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A.B.A.T.E. of Northern Nevada
P. O. Box 1566
Elko, NV 89803

John Bland and Connie Campbell 744-4570
E-mail historicleenv@frontiernet.net
Dale Andrus 738-5568
E-mail hddude98@hotmail.com
Lesli Andrus 777-7955
E-mail: leslide@msn.com

Webmaster: Bud Jacobsen

Membership Coordinator: Trudy Whetton

Newsletter Editor: Debbie Bonetti
debodyna@frontiernet.net

A.B.A.T.E.'s Website: www.abatennv.org

Christmas for Kids, Inc.

Vicky Andrus – President 777-7955

Jacque Orr – Vice President

Trudy Whetton – Secretary

Jenn Hobbs – Treasurer

**Freedom Isn't Free
Join A.B.A.T.E. Today**

**ABATE of Northern Nevada
will have a Booth at
Las Vegas Bike Fest
September 14 – 17**

UPCOMING EVENTS

- A.B.A.T.E. Meeting October 12, 2006

(A.B.A.T.E. Meetings are held on the second Thursday of every month at 7:00 P.M. at the Round Table by Raley's.)

- Bike Nite is Every Non-ABATE meeting Thursday at 6:00 P.M. Everyone is Welcome.

Unless you receive an e-mail otherwise, we will be at the Elko City Park by the Museum.

Bring your own food.

- September 15 – 16 Middlegate Run
- September 14 – 17 Las Vegas Bike Fest
- September 20-24 Street Vibrations
- September First Frost Poker Run –

Call Deb at 738-6015 if you'd like to list your event here.

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