

RIDERS FOR JUSTICE

VOLUME 20

ISSUE 6

<http://www.ridersforjustice.com/>

FEBRUAR



RIDERS FOR JUSTICE NEEDS YOUR MEMBERSHIP NOW!!

Do you want to get the news on what is happening in the Colorado Legislature that impacts bikers and the biker lifestyle? Want to keep up on nationwide news about states that are fighting for biker's rights? If so, check your mailing label on this page. If there is a date on your label and it is 2005/2006 you need to do nothing and you will continue to receive this newspaper. If there is a date other than 2005/2006, your membership has expired and this will be your last issue. If there is no date, this could be a complimentary copy and you are welcome to become a member if you agree with our principles (See page 2). Dues for RFJ are only \$20 per year and ALL of your money goes to print the newspaper and pay Kathy Oatis in Denver to lobby on behalf of the bikers of Colorado. There is no fluff in our group - no officers going on all expense paid trips like other groups. All of your money goes to the intended purpose. With Democrats possibly making significant gains in the legislature, we need to be vigilant now more than ever. Sign-up directions are on page 10.

DON'T MISS OUT ON THE NEWSPAPER AND DON'T LET YOUR FREEDOMS GO UNPROTECTED!! RE-JOIN NOW!!



If you don't plan to re-up with RFJ, please take the time to shoot a postcard to us and let us know what we are doing that you don't like. We can't fix problems if we don't know what they are. This is no guarantee you will get what you want, but we will listen!



RFJ maintains a service not only for our officers, but for you as members as well. On Kathy Oatis' website, www.cololegislativeinfo.com, under RFJ, you can find the latest action taken on a number of bills that were passed or postponed indefinitely last year. The 2006 Legislature has just convened and Kathy, our lobbyist, is again keeping track of actions taken. See inside this issue for the bills we will need to carefully watch and let our opinions be known to our Legislative Representatives. With our form of government, that's the best way our wishes will be heard, listened to and possibly acted upon.

**Riders For Justice
PO Box 1192
Clifton, CO 81520-1192**

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Stand
U.S. Po
Pai
Grand J
Permit N

RIDERS FOR JUSTICE MEETINGS

EASTERN SLO

SUNDAY, FEBRUARY 12, 2006

SUNDAY, MARCH 12, 2006

12:00 NOON

AMERICAN LEGION

WINDSOR, COLORADO

WESTERN SLO

WEDNESDAY, FEBRUARY 15, 2006

WEDNESDAY, MARCH 8, 2006

7:00 P.M.

EAGLES LODGE, ORCHAR

GRAND JUNCTION COLO

DENVER METI

SUNDAY, FEBRUARY 12, 2006

SUNDAY, MARCH 12, 2006

7:00 P.M.

THIS MEETING IS PRESENTLY

REORGANIZED. FOR INFORM

CALL

303-430-4053

Riders For Justice Bylaws

The organizations's purpose is to defend the rights of bikers, as well as, to associate for social reasons.

Persons speaking on behalf of RFJ must be the elected officers of a representative designated by the membership or officers.

All officers must be a registered voter and have a valid motorcycle license.

The membership can by a 3/4 majority, effect an election of officers at any regular meeting.

The membership can by a 3/4 majority vote, deny new membership, if any member questions the new membership.

In order for anyone to vote at the meetings, they must be a paid member.

Renewal of membership dues are from October to October.

Should this organization be dissolved, all funds shall be donated to a similar organization.

Purpose of Riders For Justice

We intend to support our current Constitution and keep as much of it intact as we can.

We also advise our membership of the best candidates for which to vote. When they are sometimes equally good or bad, we do not make a recommendation.

We DO NOT and WILL NOT receive money from any government entity.

Our officers are available through email and/or direct telephone.

None of our officers are paid for their work or reimbursed for food, travel or lodging.

We hire a lobbying firm to represent us at the state capitol.

The officers also lobby at the capitol and at town meetings with state and local congressmen.

We ARE NOT and DO NOT intend to be politically correct.

We print in our newsletter, articles of political and social interest for members, as well as, keeping them abreast of current and potential bills.

If a very adverse bill appears, we make every attempt to contact our members by phone and with an immediate news bulletin.

RIDERS FOR JUSTICE

**Western CO
P.O. Box 1192
Clifton, CO 81520-1192
970-434-4644**

Rademacher	Pres.	Grand Jct.	970-434-4644	rfjjay@ridersforjustice.com
Dodson	V.P. West	Grand Jct	970-874-3473	rfjcarl@ridersforjustice.com
Knucklehead	V.P. S.W.	Dolores	970-882-4312	rfjknuckle@ridersforjustice.com
John Philp	V.P. East	Ft. Collins	970-532-8282	rfjduncan@ridersforjustice.com
Christina Schleiger	Sec'y East	Windsor	970-686-2253	rfjchristina@ridersforjustice.com
Kendra Tavarone	Treasurer	Clifton	970-434-4847	rfjkendra@ridersforjustice.com
John Shelton	Sec'y West	Grand Jct	970-244-8830	rfjsonny@ridersforjustice.com
John/Ron Campbell	Editors	Grand Jct	970-241-1325	gwen@ridersforjustice.com
Ensign	Webmaster	Denver	303-430-4053	zipperwill@ridersforjustice.com

From the Desk of the Humble President of RFJ

Are we sheep/lemmings or are we a group of people that can make a difference if we want? It is time to make your own choice. As of January the Colorado 56th General Assembly has convened. Soon we will find out what course of action we will need to take, whether it is to support or oppose the fight for our rights. Sheep let things pass and follow the status quo as things are. We, bikers who care, are not followers but are leaders. I think it is time to push complacency out of our lives and vocabulary. Why? Because complacency is like a cancer, once it takes hold, it spreads, then bad things happen and it is too late to do anything about it. As leaders, we are ready for what needs to be done because we poise ourselves to be ready. There is a phrase that has come to my mind; Freedom is not free. How many different aspects of our lives are affected by this, does, this pertain to. Sheep are not free and frankly don't care. We care because we are bikers. On the federal and local levels, they try to keep a thumb on the scale. We are grown people who don't want this authority over us. The only way to keep our freedoms is to fight for what we know is right. We have made a difference in the past, but as I see the infectious disease of complacency creeping in, we make less of a difference and soon, no difference at all. Sheep make no difference. Bikers make a difference, so let us protect our heritage. We need the Bluebeards to stay focused, but more importantly, we need young bikers to sustain our freedom in the future. If the Bluebeards show no interest in the young that look up to them will do the same. Lead by example and show the young we care and show them how to fight for their own rights. Then, let it take its course. More and more will get involved instead of more sheep being created and trained. Okay, I hear you, enough ranting

RFJ has a fundraiser coming up in February at the Eagles in Grand Junction. We need all the support we can get because this is how we raise our funds to pay our lobbyist, newsletter, bills and etc.(See page 6)

I am writing this letter two weeks before the swap meet in Denver. The feedback I have received from any of the membership from the East is just about nonexistent for participation. If there is any less participation in our membership, then we will be forced to cancel our presence there. We need the exposure so it would be regrettable not to be there.

Abate and BikePac are having a bill introduced. On January 10th it has been introduced. Lois Tochtrop in the Senate is sponsoring the bill. The senate number is Senate bill 06-072. The bill's name is "Concerning Increasing Penalties for Careless Driving." There is no sponsor in the House as of yet. The summary of the bill is as follows; "Establishes minimum mandatory fines and mandatory license revocation for drivers convicted of careless driving, which is the proximate cause of unintentional serious bodily injury or unintentional death to another person. (See page 6 for text of this Senate Bill!)"

Takes away the discretion of the court to reduce, suspend, or waive the minimum fines for these offenses. Creates the highway safety sign for fund signs alerting motorists to share the road with other road users and potential road hazards."

This bill was assigned to the Judiciary Committee in the Senate. I think that this bill was introduced by BikePac to get a name for themselves in the Senate. All it does is increase the bureaucracy and is not needed. Write the people on the Judiciary Committee and let them know how you feel about this bill.

My next letter will have more information on bills introduced and which direction we will need to go.

Lets stay alert and watch our backs. I will see you at our fund raiser in February 18th..

Jay Rademacher, President, RFJ

vs from the West Side

Carl

here:

s that time of year and you will again be or reading about me harping on hips, YES , you will see it at the table of Meet or the table at our fundraiser trying v or old members to sign up.

this time it is more important because islation on the State level and on the level we have bills that will make or break bills, whatever they may be, are going end of us down the road if we don't get This comes down to members of any oing something about them.

is means MEMBERS. The more sending emails or phone calls or even st card to voice our views, the attention erate overflows and will get noticed over

s of the last article I wrote about the EPA at went to effect Jan. of 2006, I went ne on one crusading to get people in the Delta area. After some short ions the people I talked to said they ke the call and that they had not realized stance of the point that I was trying to s to them.

ow, how many of them did make their own I don't know. I can only hope all of e I talked to did what they said they If so, it should have been around 20

ow many of us out there can reach out lic as I did, or how many of us can take rt minutes of our time to do it? Its not or the rest of the Officers of your on to do the job of all of us. We are ll part of the action. We, as OFFICERS, s support to back us, WE CAN NOT DO E.

INCREASE MEMBERS?

u know a friend or friends that can be oin or you know of someone that used who might want to come back. Past have a vast knowledge as to what to en to do it.

hen I want to increase memberships, I gns that tip me off as to where some e coming from - for instance, - a lone tting to know someone to ride with or r association.

Listen to the questions that are being asked. What is RFJ? Explain our purposes to them and the rights we are trying to protect.

As to who we are and what we do - you will be surprised that a number of outsiders looking at our name, RIDERS FOR JUSTICE, might think it is the name of a Club. You can tell them that we are not a Club and have no mandatory meetings.

Then explain to them what we are about. You can inform them, for instance, of the many community projects that we are in such as the toy runs, sponsoring help for people in need, etc.

Membership is important. It's the lifeline of any organization. More members will give us a louder voice when we need to be heard. The more members we have the more fresh ideas we have, the more projects we will have and the more fun we will have doing them.

GET INVOLVED IF YOU GIVE A CRAP ABOUT US. YEP"" THERE, I SAID IT!

000000000000000000

A Message From the Treasurer

As this is coming out in the February issue of the newsletter I feel compelled to let you all know that if your dues are not current you will not receive any more newsletters. This is RFJ Bylaw # 7 (and always has been). Dues are Due in October!

All memberships this year have been mailed to the Clifton address to go through me to be deposited in the bank. It's been tough in past years to track memberships due to having bank accounts on the east and west sides of the state. This year we are trying really hard to get a handle on who has paid (and when) and who hasn't. So far I think we've done pretty well. But there comes a time when you have to say enough is enough. We can't afford to send newsletters to people who don't pay their dues. You can't just keep giving and get nothing back. So one more time....DUES ARE DUE NOW!!!!

For the folks that advertise with us your renewal is due one year after your last payment. The address to send your renewal to is:

**Riders For Justice
P.O.Box 1192
Clifton, CO 81520-1192**

Thanks to everyone,

Kendra Tavarone,

Treasurer, Riders For Justice

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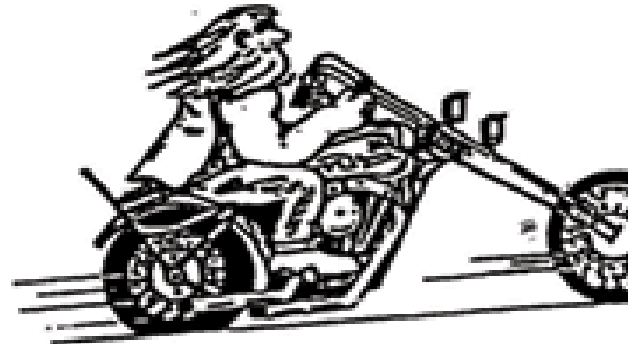
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**RIDERS FOR JUSTICE
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202-462-0986 (fax)

www.mrf.org/ (website)

IMMEDIATE RELEASE

By: **Jeff Hennie,**

Vice-President of Gov. Relations

[mrf.org](mailto:jeff@mrf.org) (e-mail)

July 18, 2006

NR01 - TOP SPOT AT NHTSA

The Motorcycle Riders Foundation (MRF) Vice President Bush has sent the nomination of Nicole R. Nason from Virginia to the President to assume the position of Administrator of the National Highway Traffic Safety Administration (NHTSA).

"I hope Ms. Nason has a better approach to motorcycle safety than her predecessor," said Jeff Hennie, Vice President of Government Relations for the Motorcycle Riders Foundation. "In all seriousness, the MRF does look forward to working with NHTSA when it comes to motorcycle safety," he continued. The formation of the NHTSA motorcycle safety network's quarterly meetings which include the involvement of the MRF, AMA, NHTSA, Davidson, Honda, Kawasaki, SMSA, MSF and enforcement is a positive sign NHTSA is taking input from the riding community," Hennie added.

NHTSA will be the lead agency in administration of the \$5 million motorcycle safety grant program established in SAFETEA-LU (PL 109-59). The funding of the grant program in the bill was due to the efforts of the Motorcycle Riders Foundation and its members.

Ms. Nason serves as Assistant Secretary of Transportation for Governmental Affairs. Previously, she served as Assistant Commissioner of the Office of Congressional Affairs for the United States Customs Service. Ms. Nason also served as Communications Director and Counsel for Representative Porter J. Goss. Earlier in her career she served as Governmental Affairs Counsel for Metropolitan Life Insurance Company. Ms. Nason received her bachelor's degree from the University of Virginia and her Juris Doctor from Eastern Reserve.

Mention.

the District of Columbia, to be an Assistant Secretary of Transportation. Karr will replace Nason.

<<30>>

Ride With The Leaders™ by joining the MRF at <http://www.mrf.org/join.php> or call 1-202-546-0983

Registration is easy and secure for MRF Regional and Meeting of the Minds conferences. Visit our website at <http://www.mrf.org/events.php> for further details and registration information.

Send in your nominations and donations for the MRF's Young Activist Scholarship fund today. For complete details, visit <http://www.mrf.org/yascholarship.php>.

Sign up today for the MRF's new roadside assistance program by visiting <http://www.mrf.org/mrfroadside.php>. The program is available to MRF members and non-MRF members.

(c)All Information contained in this release is copyrighted. Reproduction permitted with attribution. The Motorcycle Riders Foundation, incorporated in 1987, is a membership-based, national motorcyclists' rights organization headquartered in Washington, DC. The first motorcyclists' rights organization to establish a full-time presence in Washington, DC, the Motorcycle Riders Foundation is the only Washington voice devoted exclusively to the street rider. The MRF established MRFPAC in the early 1990s to advocate the election of candidates who would champion the cause of rider safety and rider freedom.

The MRF proudly claims state motorcyclists' rights organizations and the very founders of the American riders' rights movement among its leading members. The MRF is involved in federal and state legislation and regulations, motorcycling safety education, training, and public awareness. The MRF provides members and state motorcyclists' rights organizations with direction and information, and sponsors annual regional and national educational seminars for motorcyclists rights activists, as well as publishing a bi-monthly newsletter, THE MRF REPORTS.

WORDS OF MOTORCYCLE WISDOM

Sometimes it takes a whole tank of fuel before you can get going straight.

Riding faster than everyone else only guarantees you'll ride faster.

A cold hamburger can be re-heated quite nicely by strapping it to the exhaust pipe and riding forty miles.

Never do less than forty miles before breakfast.

If you don't ride in the rain, you don't ride.

A bike on the road is worth more than the shed.

Respect the person who has seen the dark side of motorcycling and still lives.

Young riders pick a destination and go... Old riders pick a direction and go.

A good mechanic will let you work without charging you for it.

From the Book: "Sit Down, Stand Up and Hang On" Written by Jeff Powers and Chuck Hays

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What's Happening in Our Colorado Congress

From time to time we will print excerpts from our website on important legislation affecting all of us. Here are a couple as we go on January 23, 2006 along with places to contact the Chairpeople of the Appropriate Committees (or any other Committee members if you know them)

125

the enforcement of an offense involving failure to use an appropriate motor vehicle restraining device

Primary offense, punishable as a class B traffic offense for a driver to operate a motor vehicle without certain children, and all front-seat passengers to wear safety belts. Specifies that it is the intent of the assembly that the statutory prohibition against the offense be strictly observed by each law enforcement officer who stops or contemplates the stop of a motor vehicle for an alleged restraining device violation.

6-1125

Coleman - Failure to Use Motor Vehicle Restraint Device

6: Introduced In House - Assigned to

House Transportation & Energy Committee

11 Members: Representative Pommer, Chairman;

Pommer, Jack Cap Tel: 303-866-2780

E-mail: jack.pommer.house@state.co.us

Others Members on Committee: Representative McFadyen, Vice-Chairman; Borodkin, Green, Hefley, Knoedler, Larson, Lindstrom, Ragsdale, Sullivan, Welker

SB06-072

Concerning increasing penalties for careless driving

Establishes minimum mandatory fines and provides for mandatory license revocation for drivers convicted of careless driving when it is the proximate cause of unintentional serious bodily injury or unintentional death to another person. Takes away the discretion of the court to reduce, suspend, or waive the minimum fines for these offenses. Creates the highway safety sign account to fund signs alerting motorists to share the road with other road users and beware of potential road hazards.

Status SB06-072

Sponsor: Tochtrop - Penalties for Careless Driving

January 11 Introduced In Senate - Assigned to Judiciary

Judiciary Committee:

7 Members: Senator Grossman, Chairman;

Grossman, Dan Cap. Tel: 303-866-4852

E-mail: dan@dangrossman.net

Other members on Committee: Senator Shaffer, Vice-Chairman; Bacon, Dyer, Gordon, Mitchell, Traylor

AMA NEWS:

February 2006 Former US Representative and Governor, and current convicted felon Janklow's law license will be reinstated on February 15, 2006 the South Dakota Supreme Court ruled recently. Janklow, who resigned from Congress in the wake of a deadly traffic accident that killed a motorcyclist, was automatically suspended as a lawyer. A jury found Janklow guilty in December 2003 of second degree manslaughter for killing Randy Scott of Minneapolis; Scott was on a motorcycle that Janklow drove into the side of a car Janklow drove past a Rapid City County stop sign in August 2003. Janklow spent 100 days in jail, was put on probation and was not to drive for three years. The court's decision agrees with a recommendation by the South Dakota Disciplinary Board. Circuit Judge Rodney Smith, who sentenced Janklow after his manslaughter trial, had recommended that Janklow's law license not be returned until his probation was finished in January of 2007.

Virginia Governor Mark R. Warner Executive Order 104, has created the Governor's Motorcycle Advisory Council. There are currently a quarter million licensed motorcyclists in Virginia and over nine million motorcyclists nationwide, many of whom travel to Virginia to enjoy the Commonwealth. Over 9,000 Virginians have participated in motorcycle safety training classes since

In 2004 the Commonwealth's Secretary of Commerce and Trade, Public Safety and Transportation initiated the Motorcycle Safety Initiative to explore ways to promote motorcycle safety. (Continued)

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ANDERSON CO. 610 100

Membership is due in October for the coming year. Please check and see if you need to renew your membership. There is a form on page 10 that can be used to mail in your check. Please fill it out clearly so we can send newspapers and ballots, etc. to the right place.

Checked your membership lately? Maybe it's time for your

...urism, business development, and
 ne Commonwealth. The working group
 his effort has been composed of
 cretariats and stakeholders in the
 usiness, and motorcycle communities.
 ng group has produced and distributed
 00 "Watch for Motorcycles" awareness
 tickers and has launched a website,
motorcycleva.com, to promote the
 The Governor's Motorcycle Advisory
 created to perpetuate and expand upon
 ss of the working group. The Council
 e a representative from several state
 as well as representatives from among
 sheriffs, police chiefs, and one member
 ng the Board of Transportation Safety.
 be sixteen citizen members, reflecting
 ality and tourism industry, motorcycle
 usiness, motorcycle safety training
 ons, and motorcycling advocacy groups
 the states rights organizations and the

...AMIA Community Councils. The Secretaries of
 Commerce and Trade, Public Safety, and
 Transportation will serve as ex officio members.

The coming of tougher emissions standards on
 vehicles sold in Pennsylvania has ignited a battle
 between Republican lawmakers and Governor
 Ed Rendell's administration. The state's
 independent Environmental Quality Board in
 October set a 2008 deadline for all new vehicles
 in Pennsylvania to meet emissions standards set
 by California - which are more stringent than the
 more widely used federal standards.
 Republican lawmakers, concerned about the
 potential higher cost of low-emission vehicles and
 angry about essentially ceding authority to
 another state, quickly drafted bills to revoke the
 Pennsylvania board's authority to adopt the
 standards. Transportation Secretary Allen
 Biehler told Senate Environmental Resources
 and Energy Committee members that the state
 could face federal sanctions, specifically the
 reduction of highway funds, if it does not meet
 clean-air regulations. In 2004, New Jersey

...adopted the California standards. Six other
 including New York, have either ad
 California standards or are considering

US Senate Bill 2069 "The ATV Safety Act"
 introduced by Senators Coleman (R - MN),
 Dayton (D - MN), and DeWine (R - OH) for
 the safety of **all-terrain vehicles** in the
 States makes it unlawful, until the effective
 of any Consumer Product Safety Commission
 mandatory rule applicable to all-terrain
 (ATVs), for a manufacturer or distributor to
 distribute in commerce certain new or
 or unassembled ATVs unless they comply with
 certain ATV product safety standards. The Act
 also deems a violation of this Act to be a
 to comply with a consumer product safety
 under the Consumer Product Safety Act. The
 to all of the penalties and remedies of the
 S2069 has been referred to the Committee on
 Commerce, Science, and Transportation

(Continued on page 10)

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LETTERS TO THE EDITOR

We continue this column for the purposes of
 membership write to the editors and express their
 viewpoints on issues that matter to them. It is
 all members of Riders for Justice in good standing
 paid up members). Letters should be dated and
 and can be typed or handwritten, sent by mail or
 mailed.

Mail to: Riders for Justice
P.O. Box 1192
 Clifton, CO 81520-1192, or
 E-mail to: Editor@ridersforjustice.com

The editorial staff is available for help with
 spelling and grammar should they be requested.
 changes will be made in the content of what you
 We are aware that some people communicate
 person but prefer to have some help with spelling
 grammar when it comes to putting thoughts on

@@@@@@@@@@@@

Note from the Editor: For those of you that
 vote against the helmet laws, here is a link that
 gives you that opportunity:

<http://www.baynews9.com/ViewerCenter>

Please click this link, and then right under
 says "Should motorcyclists in Florida be required
 to wear helmets by law?" click the "No" radio
 button and then click "Cast Vote".

Then forward this email to everyone you know
 who will do the same thing.

This is IMPORTANT. We need your help
 to do it now! Ride FREE!

Bruce Arnold :-)

Bruce@LdrLongDistanceRider.com
www.ldrlongdistancerider.com/



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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 Office of Richard M. Lester. For more information, call 1-(800) ON-A-BIKE or visit us on our website at <http://www.on-a-bike.com/>

NEWS BYTES

& Edited by Bill Bish, National Coalition of Motorcyclists

VA HELMET LAW DECLARED CONSTITUTIONALLY VAGUE

Portions of the Virginia motorcycle helmet law were declared unconstitutional on Friday, December 9, 2005 by a judge in the Newport News Circuit Court. In a ten page opinion, Hon. H. Vincent Conway, Jr. struck down the portions of Va. Code subsection 46.2-363.1 that defined the standards that a protective helmet must meet or exceed were unconstitutionally vague and denied due process and were unenforceable. This decision marked another victory in the battle by the Virginia Offices of Tom McGrath to challenge the helmet law.

Tom McGrath is the Aid to Injured Motorcyclists Attorney for Virginia, and his Newport News law firm, Matt Danielson concentrate their practice on representing injured motorcyclists. In addition, they provide legislative lobbying services and traffic law defense for the motorcycling community.

In the five years they have successfully defended motorcyclists charged with violation of Virginia's helmet statute. Although the constitutional arguments were raised many times before, the courts have consistently ruled that the Commonwealth could not justify the violation of the statute and thereby avoided a ruling on the constitutional issues. Judge Conway did not follow this course and instead found at least some of the state's arguments to be persuasive.

The effect of Judge Conway's decision is that any helmet statute enacted by a motorcyclist in Newport News is unconstitutional. It lies with the statute since the standards that have been used have been invalidated," explained McGrath.

PROTEST DISCRIMINATION BY "COLORS"

Almost all Southern California motorcycle clubs put their differences aside and gathered together to fight outright discrimination on December 4, 2005 at the Veterans Stadium for a monthly motorcycle swap meet that bars African Americans from attending.

Johnnie Bate is a board member of the Confederation of Clubs in California and member of the Vietnam Veterans of America. He attended to help organize the rally with Gill Bate, a public relations officer.

that said, "Stop Discrimination Against Patcholders," "Together We Stand," and other such slogans.

"As people and vendors rolled up they were told not to go in if they wanted to stand up for equal rights and that the same people they were banning were the ones who made the swap meet great," wrote Karyn Chassman in Quick Throttle magazine. "A few vendors and lots of patrons turned around and left, which we applauded and cheered as they did."

The protesters hoped to resolve the problems between the patchholders and the swap meet and to make bikers aware of the injustice and prejudice going on around them that they may one day face.

All in all, the protest accomplished its goals, as all parties involved, from the swap meet management to the Confederation of Clubs, are in communication and hope to resolve this matter positively and for the good of the entire motorcycling community.

POKER RUNS RULED ILLEGAL IN TEXAS

While some nonprofit organizations raise money by hosting games of bingo and selling raffle tickets, motorcycle riders have had their own strategy to make giving fun - the poker run.

Although they can be organized differently, poker runs typically involve motorcycle riders paying a fee to participate and then they draw their cards at stops along a designated route. When they reach their destination, cash prizes are awarded for the best hands and sometimes the worst hand.

It's a traditional way among bikers to have fun while raising money for a good cause, according to Sputnik, the state chairman of the Texas Motorcycle Rights Association, but Texas Attorney General Greg Abbott recently ruled that poker runs are illegal when participants must make a charitable donation to ride and have a chance to win cash prizes at the end.

"It's just a way of life for us," said Sputnik, who also serves on the National Coalition of Motorcyclists (NCOM) Legislative Task Force. "It's a way to get together, have fun and compete against each other. It's not so much about the money."

Abbott, however, has frustrated the bikers by recently declaring that poker runs constitute illegal gambling. "Even if the contribution goes to a charitable cause and the nonprofit organization will pay prizes from other money, a participant pays money for the chance to win a prize," Abbott said in the opinion. "Thus we conclude ... the nonprofit organization would become a custodian of a bet in violation of Texas law."

Such a violation is a Class A misdemeanor and punishable by either fine of up to \$4,000, up to a year in jail, or both.

The motorcycle community will appeal to legislators for a statute to allow poker runs and challenge the attorney general's opinion in court, if necessary, Sputnik said. In the meantime, the motorcycle rights

association will consult its attorneys to find ways around the ruling, he said.

"We're going to look at getting around it on the basis of not being a game of chance, but a game of skill," Sputnik said. "If that doesn't work, we'll look at doing something legislatively in the next session. It is really going to affect who we elect in the election this time."

GOVERNATOR INJURED IN MOTORCYCLE ACCIDENT

California Governor Arnold Schwarzenegger and his 12 year old son received minor injuries in a recent motorcycle accident near their Brentwood home when a neighbor's car drove into the street in front of the governor's Davidson motorcycle equipped with sidecar.

Schwarzenegger received 15 stitches to his forehead, but may have skidded into more trouble when it was discovered that the big screen action hero was riding motorcycles for years without a proper license endorsement.

The governor has the Class C license which technically covers the operation of a sidecar on a motor vehicle law; but Schwarzenegger said he "never thought about" getting his motorcycle license when he had a motorcycle license when he lived in Europe, but never considered obtaining a license after he immigrated to the United States in 1983.

But now after all the brouhaha over his near fatal accident, he has promised to get his license to continue to ride. In December 2004, Schwarzenegger broke six ribs and was hospitalized for four days after a motorcycle crash in Los Angeles when a car stopped in front of him and he had to change lanes to avoid the vehicle.

BIKE THEFTS SURGE

It's no secret that in the last five years, the motorcycle market has experienced phenomenal growth. Sales have doubled and reached their highest levels in three decades. Unfortunately, going hand in hand with that is an alarming increase in the instances of bike theft.

The National Insurance Crime Bureau (NICB) reports that motorcycle theft increased more than 50% from 2002 to 2003 in the U.S. and Canada. That's one stolen every 9.5 minutes. Of these stolen bikes, only 25-30% were recovered.

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the most effective means of protecting your survey conducted last spring by Opinion Corporation indicated what bike owners are doing: 88% always keep their bikes in a garage or storage area when parked at remove their keys from their parked bikes; locks; 62% park in a well-lit area and 47% in an attempt to prevent theft. Only arms.

MISSISSIPPI MOTORCYCLE OWNERS TO BE TAXED The Mississippi State Tax Commission recently decided to double and in some cases triple the ad valorem tax on motorcycles, and the collection of more tax on new motorcycles than on cars and trucks that cost twice as much. Riding motorcyclists shoulder an unfair share of the burden.

Under the current system, the state taxed motorcycles from value based on the displacement of the engine. In 2001, the Tax Commission began using a program purchased from R.L. Polk & Co. to assess the assessed value of each motorcycle.

Four problems with what is now going on: 1. The tax on new motorcycles is 7 percent. 2. Cars and trucks are charged only 5

percent of the current system for collecting ad valorem taxes on cars and trucks, the tax is based on a figure 10 percent of Manufacturers' Suggested Retail Price. The calculation of the tax on motorcycles uses the true value."

Cars and trucks receive a "legislative tax credit" which significantly reduces the ad valorem tax when they purchase and renew their tags, but motorcycles were specifically exempted.

Information on motorcycles is done in secret, out of the Public Records Act requests for access to information have been denied.

To assuage this inequity, Mississippi State Representatives Beckett and Bounds have introduced House Bill 55; "AN ACT TO AMEND SECTION 27-1-1, MISSISSIPPI CODE OF 1972, TO AMEND THE DEFINITION OF MOTORCYCLES IN THE DEFINITION OF MOTORCYCLES TO BE A MOTORCYCLE OR A MOTORCYCLE CARRIER OF PASSENGERS" FOR PURPOSES OF BEING ELIGIBLE FOR A TAX CREDIT AGAINST MOTOR VEHICLE AD VALOREM TAXES; AND FOR RELATED PURPOSES."

In the case of ABATE of Mississippi, the motorcycle industry is not looking for any special treatment, but rather asking for equality.

WHAT WOULD MAKE STOP LIGHTS SAFE FOR BIKERS With 44 years of riding experience, Billy Richardson knows what it's like - "You're out in the open a lot more, it's more dangerous" - and what he doesn't. "I get upset

says.

It's a problem that not only irritated him, but it prompted him to write a bill. A piece of legislation that - if passed - would turn sensorized stop lights into stop signs for motorcycle riders.

Richardson proposed the legislation because he says most bikes aren't heavy enough to set off sensors, so unless a car pulled up, the light wouldn't change.

"We want the freedom to go if the road is clear. We're not going to pull out. Trust me, ain't no motorcycle gonna pull out in front of nobody," he says.

They would, though, get to go straight, go left, whatever, when drivers of cars couldn't.

He says he has a lot of support and hopes to soon get the green light to go on red.

"We've got good positive feedback about it and I feel good. I won't lie about it, I feel good," he says with a grin.

Richardson says Minnesota, Tennessee and Arkansas already have similar laws in effect.

QUOTABLE QUOTE: "Courage doesn't always roar. Sometimes courage is the quiet voice at the end of the day saying, I will try again tomorrow."

Mary Anne Radmacher-Hershey, American Poet & Inspirational Writer

THE AIM/NCOM MOTORCYCLE 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>>

From The GUNNY'S SACK

Now that the Holiday season is past us we can settle down and do the things we need to do to get ready to ride this new year. Many of us are looking forward to showing off those new saddlebags and all the other goodies we got from Santa

The rest of us are busy getting our scooters ready to ride. New tires where needed

and all the maintenance we let go during the winter because riding was more

important than a wax job or fresh oil. Done during the winter months so

you will be ready when the sun comes out and the snow thaws out.

Have ya got all those "Honey do's" done? It's time to get that stuff outta the way too. You know that woman that puts up with ya all summer when you're out every weekend on some run or another destination. Well, now that things are cold outside. She's the one that feeds ya and keeps ya warm at night, and you know you WOMEN out there, you can just put that stuff in reverse and apply all that to your old man

Enough of my foolishness.

WINTER SAFETY: It IS the time to do the SAFETY CHORES DONE on your ride. Don't want a breakdown on the first ride of the season, or any other time for that matter. Check your tires, change the oil, and other fluids. Give your bike a good cleaning, and a coat of wax won't hurt. Maybe even sign up and take a riding course. You never knows, ya might just learn something or be the one to show ya of a trick that will save your bacon this year.

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NEWSBITS 'N' PIECES

(Continued from Page 9)

RECALL! RECALL! MILWAUKEE: Harley-Davidson Motor Company has issued a safety recall on 2006 model year Dyna series motorcycles built between June 9 and October 19, 2006. Approximately 13,400 motorcycles are included in the recall. The transmissions in the affected motorcycles have a defect which under certain circumstances may allow them to go into a false neutral even though the neutral indicator light is illuminated. As part of its Initial Care Program for affected motorcycles, the Company will provide free pick-up and delivery, if desired. This program will commence and recall kits will be available to dealers beginning the week of December 12, 2006.

Harley-Davidson Motor Company estimates that the costs associated with this recall will be less than \$5.0 million over the next four quarters this year. The company also expects to meet its previously-announced wholesale shipment target for 2005.

LOVIN' NEED FOR SPEED Speeding is not necessarily reckless, even at 128 mph, a judge told a motorcyclist who tried to flee from a trooper. County Judge John Steinheider ruled that the motorcyclist, 20, was not guilty of reckless driving after he was spotted by a trooper who then chased him. The trooper's speedometer - 128

as much as it pains me to do it, speed and reckless driving is not sufficient to establish reckless driving. He did say that if he had a passenger he'd have taken the book at him. Nevertheless, Carmen was fined \$300.00 for trying to elude the cop and for reckless driving. I'm sorry folks, but running because your speedometer is out of date is foolish any way ya look at it.

WISCONSIN: Supreme Court Allows Hells Angels Lawsuit: According to the Associated Press, the Wisconsin Supreme Court refused to muscle into a dispute between the Hells Angels and California law enforcement agencies over the shooting of three family members during a police search. That means the Hells Angels Motorcycle Club can sue the police for the shooting. The court said that an appeals court said went too far. "THE VIOLATION WAS SEVERE," the 9th U.S. Circuit Court of Appeals said in allowing the Hells Angels to sue. During a raid, the police shot and killed three people. The Hells Angels are suing the police for negligence to plaintiffs that are members of the Hells Angels Motorcycle Club.

Although many items were seized, NONE were returned. It's about time that justice is for all people, not just for everybody EXCEPT members of the Hells Angels Motorcycle Club. They are clubs, not criminal gangs. It's about time they were recognized as such.

BIKE STAMPS: On Aug. 7, during the Sturgis Motorcycle Rally, the role of motorcycles in American culture will be recognized on four "American Motorcycles" stamps, with digital illustrations of a 1918 Cleveland, a 1940 Indian Four, a 1965 Harley-Davidson Electra-Glide, and a circa 1970 chopper. The Cleveland, Indian and Harley-Davidson stamps are based on motorcycles in existence today. After next August 7th, you'll see this Gunny at the local post office. I think I'll buy those suckers up, and put 'em on my mail!

WASHINGTON STATE PATROL: These minions of the law are using a new approach to seatbelt cheaters. In Spanaway, WA a State Trooper, in plain clothes with a cardboard sign around his neck that read "Happy Holidays - Buckle Up," stood on a corner and helped bust 30 people for not wearing their seat belts. When he spotted someone who wasn't wearing a seat belt he radioed fellow troopers parked nearby who pulled over the offender. I guess most people thought he was a panhandler, and I would have too, and some even offered him money. I call that entrapment

GUNNY AGAIN: As always, I remind everyone that the Aid to Injured motorcyclists attorneys are the best source for redress when we find ourselves in a pickle. AIM now has criminal attorneys at our disposal so we don't find ourselves left behind if we're in a jam. Call your nearest AIM attorney if you have any questions about the law as it affects you. They will advise you. It's not just about accidents anymore, but if you have one, you damn well want to TALK to an AIM lawyer. It's FREE to talk. Call 800-ON-A-BIKE, or use the old number, 1-800-531-2424. Doesn't cost ya any money up front, and

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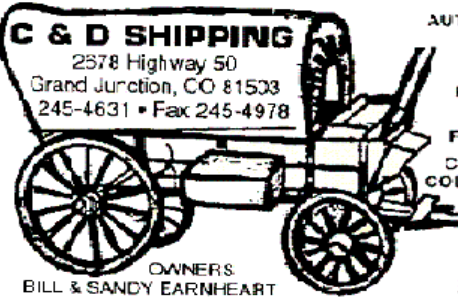
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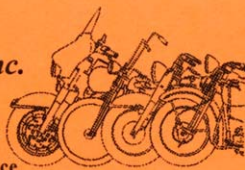


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