

Riders For Justice Bylaws

1. The organizations's purpose is to defend and promote the rights of bikers, as well as, to associate for social reasons.
2. Persons speaking on behalf of RFJ must be the elected officers of a representative designated by the membership or officers.
3. All officers must be a registered voter and have a valid motorcycle license.
4. The membership can by a 3/4 majority, effect an election of officers at any regular meeting.
5. The membership can by a 3/4 majority vote, deny new membership, if any member questions the new membership.
6. In order for anyone to vote at the meetings, they must be a paid member.
7. Renewal of membership dues are from October to October.
8. Should this organization be dissolved, all funds shall be donated to a similar organization.

Purpose of Riders For Justice

1. We intend to support our current Constitution and keep as much of it intact as we can.
2. 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.
3. We DO NOT and WILL NOT receive money from any government entity.
4. Our officers are available through email and/or direct telephone.
5. None of our officers are paid for their work or reimbursed for food, travel or lodging.
6. We hire a lobbying firm to represent us at the state capitol.
7. The officers also lobby at the capitol and at town meetings with state and federal congressmen.
8. We ARE NOT and DO NOT intend to be politically correct.
9. We print in our newsletter, articles of political and social interest for members, as well as, keeping them abreast of current and potential bills.

NOTES FROM THE PREZ (Continued from Page 1)

3. A ban on having firearms within reach in automobiles traveling in the city. But a valid firearms permit is required.

Let's hope officials decide to appeal. To me this is just some more of the liberal, socialist crap that we have to look out for. We need to put our foot down on these Constitution killers!

I know that the rest of the state doesn't care about the northern Front Range, but the taxes we all pay go for the same things. Like the I-25 corridor. The EIS, or the Environmental Impact Study who were at our meet Nov 14, (which actually hasn't happened yet, cause I'm writing this before the meet!). I have been keeping a close watch on this, because it is a transportation matter, and it does concern us all in Colorado.

The meetings I have attended all summer, and fall on this subject have brought on one conclusion to me. The population is growing faster than the hiway's can keep up! Take this study for example. A three year study that's now in it's second year, has no conclusions as of yet. But it will cost us \$15 million. In Feb. they will have more public meetings to decide the outcome of our input to them.

I maintained that motorcycles are rapid transit for one, or two people. Also the implementation of Green Lanes. They would allow two, and three wheeled vehicles to pass at higher speed limits. We will see what they come up with.

I now would like to revert back to municipalities that are trying to take control of our rights. News Flash, Golden. It seems that the city of Golden has been trying to outlaw "pocket bikes", and other forms of motorized transportation. This includes all motorized scooters, and the like. 50cc's or less will now be required to have permits to operate on public streets. Kids can't have any fun, it seems.

Also in keeping up with the Left, Chicago wants to put lids on their subjects, I mean citizens. It seems that the death rate of motorcyclists has been climbing. They never take into account that motorcycle sales are rising too. Remember that Illinois, Iowa and Colorado are the only three states left in the nation that do not have helmet requirements. Why is it the politicians just don't listen?

Well, I expect that other things are going to rise up. We still have allies in the legislature, and hope to make many more. Just kick back, and enjoy these times. Remember, this is the time for family, and friends. From me to you, Happy Holidays!!

Quote for the month

"Ignorance is preferable to error, and he is less remote from the truth who believes nothing than he who believes what is wrong" Thomas Jefferson

ONE LINER BIKER JOKES

Stamp Out Crime - Abolish the IRS

Some call it a six pack, I call it group therapy

Warning: Driver only carries \$20 worth of ammunition

RIDERS FOR JUSTICE

Western CO
P.O. Box 1192
Clifton, CO 81520-1192
970-874-3473

Eastern CO
P.O. Box 1986
Loveland, CO 80539-1986
970-674-5043

Lucky Sugarman	Pres.	Windsor	970-674-5043	rfjlucky@ridersforjustice.com
Carl Dodson	V.P. West	Grand Junction	970-874-3473	rfjcarl@ridersforjustice.com
Knucklehead	V.P. S.W.	Dolores	970-882-4312	rfjknuckle@ridersforjustice.com
Tiger Chandler	V.P. Metro	Denver	303-637-9685	tiger@ridersforjustice.com
Gwen Campbell	Editor	Grand Junction	970-241-1325	gwen@ridersforjustice.com
Kendra Tavarone	Treasurer	Clifton	970-434-4847	rfjkendra@ridersforjustice.com
Jeri Vroman	Secretary	Grand Junction	970-434-2025	rfjjeri@ridersforjustice.com
Ann Genua	Sec/Tres E	Ault	970-834-9668	rfjann@ridersforjustice.com
Will Ensign	Webmaster	Denver	(970)430-4053	zipperwill@ridersforjustice.com



METRO DENVER NEWS

By Tiger Chandler

There are no words that one can say to a father, mother, sister, uncle or family that has lost yet another son to a careless driver. On October 30th the LaFore family lost their beloved Jason Malachi (11/19/74-10/30/04). Jason was the eldest son of Mike and Chris and their last son; they are blessed to still have a wonderful devoted daughter Sarah. Just a few years earlier they lost Christian to a careless driver while he was test driving one of the new motorcycles for the family shop. I remember the pain that I saw in both Mike and his lovely wife's face at that funeral as they said "see ya later" to Christian and just last Friday (November 5th) I again looked into those eyes to see pain. I can not even imagine what this family has gone through losing two fine young men to such **STUPIDNESS**. I was at Mike's shop (LaFore's Custom Motorcycle Shop at 155 Sheridan Blvd. Lakewood, CO) just the week before, spending time with him discussing the new "Proposal to amend Colorado Revised Statute 42-4-1701. Traffic offenses and infractions classified - penalties - penalty and surcharge schedule - repeal, section (H) Rights-of-way violations" (see text later in my article). While talking, we remembered Christian and all that should have been done legally when he was taken away from us. I sent Mike via email later that night, sending him all the text that we had presented to certain Senators and Representatives, so that he could help us with this proposal. Then only a few days later came the email that Jason had been taken away. I immediately made calls to find out more facts and to see what I could do for the family. Jason was riding his motorcycle from his home to the shop that morning like he did every morning, not knowing that he would become another victim of **STUPIDNESS**. Even now the some of the news is sketchy and from what I have read in the media it seems that there is controversy as to what Jason was doing at the time of the accident, not that there should be, but because there was a motorcycle involved the media seems to insist that the motorcyclist must have been doing something

wrong. The driver – Gregory Nester, 39 from Oklahoma has been ticketed for careless driving resulting in death, so we will see what becomes of this in our court system. I do not know how it feels to lose a child nordo I want to, but this is **OUTRAGIOUS** that this wonderful family has had to endure this again.

The morning of the funeral after gassing up my motorcycle, I too almost became another statistic, when here in the small town of Lochbuie, a man driving a work truck turned left in front of me. I was lucky tho that I had time to take evasive action so as not to hit the side of the truck, but being the person that I am and in the frame of mind that I was that day, I did have a few choice words with this **STUPID** driver, I believe that he will at least for a while look for motorcyclists on the road. I implore all of you who read this **PLEASE PLEASE** take care of yourself while riding — those who drive cars do not pay attention to us and will kill us if we are not careful — it is up to us to make ourselves known to the world. I would like to again say to my friend Mike LaFore and his wonderful family that my heart bleeds for you and I will keep Jason along with Christian and all the others that I have known who were taken from us too soon - in my heart

RFJ and the Confederation of Clubs have been working on a Proposal to amend Colorado Revised Statute 42-4-1701. Traffic offenses and infractions classified - penalties - penalty and surcharge schedule - repeal, section (H) Rights-of-way violations. What this entails is that we do not feel we need to change the right-of-way laws that are in place here in Colorado but to beef up the penalties. The way that it stands at this time when one does

get a ticket for a right-of-way violation it is either a class A or B penalty which means that the fine limits are between \$15.00 to \$100.00. There is no consideration for injury or death of the person that has been violated. We do not feel that a life is worth only \$15.00 to \$100.00, so we have proposed stiffer fines and considerations for these offenses. We have presented our proposal to 3 Representatives and a Senator for consideration in the next session, in fact we did this before the elections were final because we had faith that these candidates were going to be elected, we know that their time is valuable, and they are only allowed 5 titles per session. We have also given a copy of our proposal to ABATE and hope to hear from them after their State Board of Directors meeting on November 20th if they will get on board with us, to get this bill going. We realize that there

Continued on page 4

TATTOO
SKIBO'S
 FRONT RANGE STUDIO
 (b)
 ★ BODY PIERCING ★
 Ft. Collins Oldest and Finest
 ESTABLISHED 1982
224-5241
 1008 North College Avenue
 Ft. Collins, Co. 80524
 Major Credit Cards Accepted

is allot of work involved in a bill like this, that we are no way complete on all the issues that must be dealt with and that there is always the possibility that when it is finally put into wording for title it may not even look exactly like our proposal but you have to start somewhere. We really need to beef up this law, but one other thing to consider is if the officer at the scene will even write this ticket. There are so many variables with something like this, but we (RFJ and the Confederation of Clubs) feel that we need to proceed. We will keep you up to date on what is going on with this and if it does get titled we may be calling on everyone who has been violated to come with us to the capital to testify. We need to stand together on this issue since we all are at risk of someone taking our right-of-way away from us. Here is our initial proposal – if any of you want to comment or wish to help with this please email us, we are all in this together!

Proposal to Mend Colorado Revised Statute

42-4-1701. Traffic offenses and infractions classified - penalties - penalty and surcharge schedule – repeal, section (H) Rights-of-way violations

Providing for additional penalties for right-of-way violations causing injury or death.

- (a) When there is no great bodily injury or death resulting from the violation, the violator shall be fined from \$100.00 to \$300.00 and/or the violator’s driver’s license or commercial driver’s license shall be suspended for 30 days.
- (b) When there is great bodily injury but no death resulting from the violation, the violator shall be fined from \$300.00 to \$750.00, months, if the violator wants to reinstate their license within 90 days they must do the following: complete the written drivers test, complete a defensive driving course, and complete on road driving test.
- (c) When a death results from the violation, the violator shall be fined from \$750.00 to \$2000.00, the violator’s driver’s license or

or commercial driver’s license shall be suspended for 1 year, if the violator wants to reinstate their license within 6 months they must do the following: complete the written drivers test, complete a defensive driving test.

One last thing that is on my mind as I write this month – I do not know how many of you were taught about **RESPECT** of a funeral procession but I was taught that when you see a procession you pull your vehicle over to the side of the road and turn your lights on until the last vehicle has cleared the street. While riding with the crowd (I do not know exactly how many motorcyclist were there but there were ALLOT) of motorcyclists in the LaFore procession I think I only saw maybe 5 or 6 vehicles pull over to the side of the road. Most of the vehicles that were on the road that afternoon did not even seem to see that we were in a funeral procession. There were even people who wanted to turn left through the funeral procession. A couple of times when the escorts were trying to get to the next intersection the vehicles would not even get out of the way for them, making them ride the yellow line. I do not know what has happened to **RESPECT**. If it were not for the escort service, Bandido’s, Peligroso’s, and others (sorry I cannot remember all those who helped as I was concentrating on my riding) who blocked the intersections, we would still be on the road trying to get to the last stop. Even at the intersections when the road was blocked there were those in vehicles who were honking and wanting to continue driving. Are we in such a hurry to get where ever we are going that we forget those who have passed? I only hope that the next time you see a funeral procession you are one of the few who will be on the side of the road showing **RESPECT**.

NEWS FROM THE WEST SIDE

Carl

Just a short note as to what’s happening on the

the final plans on the Road Guard for the Toy Run, Dec 4, 2004 Joe Tavarone will take care of this one. We have enough riders to get the job done, but it would be OK to have a few more just for a backup. are going to have our Adopt a Family again for Christmas. Jill Rademacher will head this project. Her home phone number is 970.434.4644. She will be looking for some help, how about a few volunteers to help out?

There was some discussion brought up about looking for a Lobbist.

Noise Ordinance out of Colorado Springs.

The Colorado Springs PD and the motorcycling community have come to an agreement on the noise ordinance. The PD is still holding the argument that it’s the law and they are within their rights to enforce it. At the other end was a proposal that they develop a data base of measuring decibel levels from source of motor traffic noise.

The plan is to measure the sound output from thirty types of motorcycle exhaust systems. This is fine and great, but for all concerns they are going to find out that most of these factory exhausts are above the legal limits of decibel readings of the old ordinance. I will be keeping an eye on this one.

Both sides agreed that there is no place for drag pipes, that they are impractical for helping performance and they are just a way to make noise. I’m going to dispute this. I put a set of Vance and Hines longshots on my 96 Bagger and with a little carb work and on a din-o-meter came out with a 8.5 increase of HP, less of fouling the plugs and better gas mileage. Sometimes noisy, yes. That is the owner, not the pipes. They can BS each other, but don’t to try to BS me on this one. The next meeting is going to be the first week in November.

Miles France [MRF] put it rather nicely. You are going to have to change the law, before you try to change the people.

Now on the Fed side. That H.R. 10 bill, as of October 22, had passed the House by a two-to-one margin. Its is now in conference committee to iron out its difference with the Senate-passed version [S.2845]

On October 28, President Bush told both the House and the Senate that he would only sign the bill when there was an agreement between the two bills and they could show him that there were safety issues involved.

As of Nov. 2 election day was the target date to have it in law, it never made it

As of November10th, this bill was still in committee and had not yet made to the floor. So

NEWS FROM THE WEST SIDE

Continued from page 4

there is still time to pull the plug wires on this one.

I want to believe that from all the opposition from the MRF, Abate, and all the States rights organizations [like us] along with the NRA, Gun Owners of America, the Second Amendment Foundation and all the individuals will help to put it down. Maybe I'm being a little optimistic about this, but I believe in the system.

Now for the lighter side.

I have a poem that's right along the side of T'was the night before Christmas in my book.

SANTA'S A BIKER

from Ironhorse writer

His bright red suit sports fluffy white trim

Not quite obese but a far cry from slim

Calf high boots all shiny and black

Totes a world of toys in a custom made sack

He rides a custom sleigh scoot

Flames on each side

Not a hose-powered relic

It's a reindeer glide

Cause Santa's a Biker

"Big Daddy of cool"

First page, chapter one

in the Book of School

Got a curvy ol lady

Who supports the cause

On those North Pole nights

She supports the Clause

He hangs with a group called "Elves MC"

All bad to the bone

All three foot three

Fillin the order, loading the sleigh

MORE ONE LINER BIKER JOKES

Horn does not work - watch for finger!

If ignorance is bliss, why aren't you happy!

Zero to bitch in 10 seconds.

I have PMS and a handgun. Any Questions?

Hitting the eggnog while the Big Guy's away

There are those who would doubt

Say, Santa's not real

But, for we who ride

He's the genuine deal

Cause Santa's a biker

Big Daddy of cool

First page, chapter one

In the Book of Old School

Believe with your heart

Not with your head

See as the Child

In a hospital bed

For thunder on the street

Is their rooftop click, click, click

As each and every Toy Run

Affirms faith in Ol Saint Nick

Yes, Santa is a Biker

And should you not believe

Ask the child in the hospital bed

On any Christmas Eve

From all of us to all of you

MERRY CHRISTMAS and a SAFE NEW YEAR

One for the girls:

This biker lady has a heart attack and is taken to the hospital. While on the operating table, she had a near death experience. Seeing God, she asked, "Is my time up?" God said, "No, you have another 43 years, 2 months, and 8 days to live."

Upon recovery, the woman decided to stay in the hospital and have a facelift, liposuction, and tummy tuck. Since she had so much more time to live, new roads to ride, she figured she might as well look even nicer.

After her last operation, she was released from the hospital. While riding her motorcycle home, she was run into by a delivery truck and killed. Arriving in front of God, she demanded, "I thought you said I had another 40+ years? Home come you didn't pull me out of the path of that freakin' truck?"

God replied, "I didn't recognize you."

One for the guys:

A drunk biker is riding through the city and his bike is weaving violently all over the road. An Irish cop pulls him over. The cop says to the biker, "Where have you been?" "I've been to the pub," slurs the biker. "Well, says the cop, "It looks like you've had quite a few." "I did all right, "the biker says with a smile. "Did you know," says the cop, standing straight and folding his arms, "that a few intersections back, your wife fell off the bike?" "Oh, thank heavens" sighs the biker. "For a minute there, I thought I'd gone deaf."

JERRY'S LEATHER GOODS INC.

QUALITY SALES AND SERVICE SINCE 1948

303-781-0121



... MADE IN THE USA

MOTORCYCLE LEATHERS, JACKETS, CHAPS, VESTS, PANTS & SADDLEBAGS

MOTORCYCLE LEATHERS REPAIRED CLEANED, ZIPPERS REPLACED!

4965 S. BROADWAY, ENGLEWOOD, 80110

NCOM COAST TO COAST

BIKER NEWS

Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists

HELMET LAW PROPOSED IN CHICAGO

Motorcyclists would be required to wear helmets when they ride through the Windy City if local politicians get their way. A city-wide helmet law has been proposed by Alderman Edward Burke to combat a rise in fatal motorcycle accidents, and Mayor Richard Daley is backing the measure but wants to extend the requirement to include bicycle riders and skaters.

ABATE of Illinois has cautioned the Chicago City Council to think twice about enacting a helmet law within its city limits, citing a 1999 law that states; "No unit of local government, including a home-rule unit, may enact any ordinance requiring motorcycle users to wear protective head gear."

Ald. Burke said that if Chicago can mandate that bicycle messengers wear helmets and bright-colored safety vests, then the city can use its sweeping home-rule authority to mandate that motorcycle riders wear helmets.

Mayor Daley stated that the city should do what the state legislature has failed to do, and that it should not only be a law for motorcycle riders to wear a

helmet, but that a helmet requirement should be put in insurance policies. "You should not get an insurance policy unless you have it," Daley said. "How do you get insurance to ride a motorcycle without a helmet?"

"We understand that recent tragic events are spurring the city council to 'do something' about motorcycle safety," said ABATE spokesperson Cheryl Pearre. "However, we find it unfortunate that the council has chosen to antagonize the state's many thousands of responsible riders with this proposed ordinance. Excessive speed, reckless driving, and alcohol all factored into the incidents leading up to this proposed ordinance. ABATE of Illinois believes strongly that education and vigorous enforcement of existing traffic laws speaks more directly to the problem of irresponsible ridership than does a helmet law."

"In 1999, the General Assembly saw the wisdom in preempting local jurisdiction over helmet use," continued Pearre. "If the Chicago City Council ignores the preemption statute and passes a local helmet use ordinance, ABATE of Illinois will employ the legal and legislative means necessary to ensure that state law is enforced, and that the rights of responsible motorcyclists are preserved."

NUDE RIDER DIES DOING STUNT It's no wonder that motorcycle fatality statistics are on the increase when you consider the rising popularity of "extreme" street riding, with sport bike riders performing wheelies, stoppies and other high speed antics on public roadways, often hot-dogging for the camera. Holding It Big Entertainment specializes in filming such street stunts, but the company president is now facing charges of reckless endangerment and negligent driving stemming from a rider's fatal wheelie. On Sept 12, 21-year-old Shaun P. Matlock of Frederick, MD died when he was performing a wheelie, riding without pants, and crashed into a tow truck parked on US 340.

Matlock's bike and helmet bore logos reading "Holding It Big", and the president of the Baltimore-based company, Benjamin M. Meacham, 22, of Frederick, was allegedly driving in a nearby vehicle videotaping the fatal ride, and then later erased the tape before police could confiscate it. He was charged under a provision stating that anyone who induces, causes, coerces, permits or directs another person to commit a traffic violation also is guilty of the violation, Frederick County State's Attorney Scott Rolle said.

Another bare-bottomed rider, Brandon M. Edwards, 21, of Ijamsville, who also was allegedly doing wheelies for the camera, was charged Sept. 20 with reckless driving, negligent driving, driving on a learner's permit without the required supervision, and indecent exposure.

Trooper David Ward, who investigated the case, said the only explanation he has heard for the lack of pants was "they wanted to do something they didn't think anybody had done before."

MOTORCYCLE SALES ROARING ALONG The U.S. motorcycle industry, spurred by the impressive success of Harley-Davidson, has grown steadily in each of the last 11 years, according to the Motorcycle Industry Council. This year, it's booming. "Sales are at an all-time-record high, all brands, all styles," said John Wyckoff, a long-time industry consultant who regularly calls 60 dealers a week and says all are running 10 percent to 50 percent ahead of last year in sales. "It just took off like a flying goose," he told the Associated Press in a recent interview.

"I've been in the business all my life and I keep as close as I can to it," Wyckoff said. "It's a phenomenon I don't really understand. It's just amazing."

According to the Motorcycle Industry Council, a not-for-profit national trade association based in California, sales of new motorcycles rose 6.4 percent to 996,000 in 2003. Overall, the association's latest estimates show the industry generating more than \$20 billion in consumer sales and services, including around \$7.5 billion in retail sales of new motorcycles.

"This is a generation that refuses to age. That's at the core of this. I'm not an old man or woman and here's the proof," said Chick Hancock, a Harley-Davidson dealer in Albuquerque, N.M., who initially feared an oversupply when Harley announced it would increase production 8 percent this year. "Even with horrendous weather in the East, things are looking good."

Even for motorcycles that haven't been ridden in a while, the resale value is going up in the used-bike market, according to Frank Wal, who works at trade shows for BMW. "People are looking for cheap transportation, fuel economy, that type of thing. You're seeing a lot more motorcycles being sold that probably sat in the garage the last two or three years. It's putting a lot more bikes on the road."

MADE IN CHINA China is gearing up to become the world's largest manufacturer of sport bikes, with Chinese



AXEL

705 LINCOLN AVE.
NUNN CO. 80648
(970)-897-2221
WWW.USKUSTOMS.COM

Game meet Choppers
"Our Greater"

TOWN SPIRITS
Your one-stop shop for liquor

SAVE 10% WITH YOUR REF CARD

NOT A MEMBER ?
SAVE 5%
WHEN YOU MENTION THIS AD.
(EXCLUDES: KEGS, TOBACCO, SALE ITEMS)

SAFEWAY CENTER
WINDSOR, CO 674-0160

Continued from page 6

marque Jialing set to produce two million bikes per year! Jialing is the first Chinese company to work with a foreign motorcycle company, Honda, and has it's own town, Jialing Industrial Town, which covers two square miles and has a population of 30,000.

TRAINING FILM FREE WITH EVERY BIKE Now there's a great idea from across the pond, where the Motorcycle Industry Association (MCI) is planning to produce a rider training DVD that will be distributed with new motorcycles in England. The safety DVD will be issued with all new bikes purchased at franchised dealerships to educate newbie riders about safer motorcycling in a modern documentary format.

AMERICAN BIKER With all the biker reality shows, documentaries and travelogues on the air these days, it's refreshing to finally view a video that not only traces the beginnings of modern motorcycling but also explores the rich history of the motorcyclists' rights movement. "American Biker" is a 3 hour tour from past to present, chronicling the history, life style and culture of the American Biker.

This unique documentary features interviews with politicians, authors, law enforcement, celebrities, and motorcycle clubs from all over America, including; Senator Ben Nighthorse Campbell, Easyriders, NCOM, AMA, ABATE, MMA, the Confederation of Clubs, Peter Fonda, Arlen Ness, Jesse James, Chuck Zito and "a cast of hundreds".

American Biker also features original footage from Daytona, Sturgis, Hollister and Rolling Thunder.

VHS and DVD's are available for \$19.95 + \$2.95 shipping and handling from Guerrilladocs, 4804 Laurel Canyon Blvd. #513, Valley Village, CA 91607, or order online at www.guerrilladocs.com/site/html/american_biker.html.

WEIRD NEWS OF THE MONTH: OFFICER'S DISGUSTING DISGUISE It wasn't too difficult for protesters at the Republican National Convention to figure out that a group of bikers following them around were actually undercover cops, but in a misguided effort to conceal his identity, one officer wore a provocative sticker on his helmet that has led to an even louder protest. "Loud Wives Lose Lives," was the officer's choice of slogan, a play on a popular biker saying, but the crowd wasn't amused.

According to the New York Times, armed with a photo of the officer, the New York Civil Liberties Union has sent a letter to the police commissioner asking that "prompt action be taken" to address the matter, especially given several recent deadly episodes of domestic violence against women in the New York region.

But to the New York Police Department, wearing the sticker was a routine part of undercover work. "It's like saying that an undercover narcotics officer who wears a coke spoon is promoting cocaine use when just the opposite is true," said Paul J. Browne, the department's chief spokesman.

It is the latest episode in the back and forth between civil libertarians and the police as the courts wrestle with the handling of protesters before, during and after the convention.

"It's unfortunate that the Police Department is taking that position," said Donna Lieberman, the executive director of the New York Civil Liberties Union. "Whatever his function, there is no excuse for a police officer on official business to be a proponent of domestic violence or other violence against women. There are other ways to disguise yourself without this hateful message."

In their letter to the Police Department, the civil liberties lawyers asked that the message, and any similar ones, be removed from police equipment and that those responsible be disciplined.

Referring to the controversial sticker, Mr. Browne said, "Undercover officers often adopt personas to include garb that reflects neither their personal nor the department's sentiments but to reinforce the guise that they are not police officers." He added that "offensive as this saying is," it is not uncommon in "misogynistic biker slang emblazoned on clothing, jewelry and equipment."

In this case, though, the attempt to avoid being recognized as a police officer appears to have failed. According to one witness, a high school teacher named Mike Schwartz, the march "was followed by a group of undercover cops on motorcycles who looked like they belonged in a bad biker movie," highlighting the officer with the offensive sticker.

ROBOCOP ON WHEELS The Waukee, Iowa Police Department is looking to purchase a BikeBot. The BikeBot is a robotic motorcycle cop that can be operated by remote control and can speak in-sync with the operator. The BikeBot costs \$5,000 and would be used in demonstrations at area schools. A police spokesman said that students react well to the machine as it is used to give safety lessons and other information.

KRYPTONITE NOT SO SUPER, MAN The U-Shaped steel locks that bikers and bicyclists have relied upon for years to thwart thieves has been picked apart, quite literally, by an Internet video that shows how to pick the most secure locks known to cyclists with a Bic pen. Just stick the non-writing end into the cylinder-shaped keyhole and twist. The New York Daily News reported that lock maker Kryptonite is scrambling to reassure customers that it is working on a solution, and they said it will provide free product upgrades for certain locks purchased since September 2002 and urged consumers to visit its company's Website to learn how they can participate in the security upgrade program.

Although the trick apparently works on many locks with tubular cylinder technology including vending machines, some ignitions and other security products, it's the bike industry's best known locksmith, Kryptonite, that's feeling most of the heat. Industry experts say that a recall could cost tens of millions of dollars and would affect riders around the world.

QUOTABLE QUOTE:

"Thanksgiving Day comes, by statute, once a year; to the honest man it comes as frequently as the heart of gratitude will allow."

Edward Sandford Martin (1856-1939) American editor & writer, founder of Harvard Lampoon & Life Magazine

BIKER BITS

Muzzy To Drag Race Buells

by staff
Thursday, November 11, 2004

This just in from Rob Muzzy Racing:

News from Rob Muzzy Racing

Rob Muzzy Racing is pleased to announce the re-signing of Ryan Schnitz for the 2005 racing season. Ryan has ridden for RMR since 2002 and in that time has won three AMA Prostar Drag Racing Championships, two in 600 Supersport and one this year in the new 1000 Supersport class. Ryan has also been an invaluable asset in the development of the Kawasaki ZX-12R NHRA Prostock motorcycle.

Unfortunately, Kawasaki Motors Corp. has not chosen to continue their support of the ZX-12R Prostock Drag Racing program and therefore a further change is in order. Rob Muzzy Racing is also excited to be able to announce that, starting in 2005 Team Muzzy with Ryan Schnitz will run the full NHRA Pro Stock Motorcycle series with an S&S V-twin powered Buell Pro Stock Motorcycle.

Rob Muzzy is no stranger to V-Twins, having been instrumental in the development of the Honda 750 Dirt Track Twin that won three Grand National Championships for Honda with Rickey Graham and Bubba Shobert aboard in the 1980's. Testing for the new Pro Stock team will commence in January and the first race for the team will be at the Mac Tools NHRA Gatornationals, in Gainesville Florida, March 20, 2005.

Muzzys Performance Products will of course continue their thriving performance products business with continuing emphasis on components for Kawasaki, Honda Suzuki, and Yamaha sport and cruiser motorcycles. Also, Team Muzzy will continue to participate in selected drag racing events in 2005 with Ryan Schnitz aboard a Muzzy built turbocharged street bike.

Rob Muzzy and Team Muzzy would like to sincerely thank Kawasaki Motors Corp. in addition to all their current and past sponsors for their loyalty and support over the past 16 years, hundreds of races, and multiple championships. Racing is a sport of constant change and evolution and this move is significant in that process.

Team Muzzy is actively seeking marketing partners to share this exciting new chapter in the Rob Muzzy Racing story.

MRF ALERTS

FOR IMMEDIATE RELEASE

Contact: Karen Bolin, MRF President
karen@mrf.org (e-mail)

November 11, 2004

#04NR42 - MRF Probes Georgia Lobbying Activity

The MRF (Motorcycle Riders Foundation) spent the past several months researching lobbying activity surrounding rider education in Georgia. What has emerged is disturbing. Reliable sources have verified that as a result of these efforts all state funding to the GMSP (Georgia Motorcycle Safety Program) has been stripped. The Georgia program had been continually funded since 1986. Lobbying efforts have also been used to mount an assault, by industry representatives, on the Georgia state administrator. Equally disturbing, until recently, no communication on the part of the lobbyists was attempted with ABATE of Georgia, the SMRO responsible for the initial lobbying effort creating the GMSP in 1984.

In June 2002 the Motorcycle Safety Foundation (MSF) retained the services of the Omni Resource Group, a lobbying firm based in Atlanta. Meetings began shortly thereafter between the Georgia Commissioner of Motor Vehicle Safety and representatives of MSF, Omni

Davidson and American Honda to address training concerns in Georgia. Neither ABATE of Georgia or the administrator of the GMSP were made aware that these meetings were taking place, or that MSF had concerns about training in Georgia. Additional meetings have been held since 2002, and in March of this year a ten-page letter of complaint was submitted by MSF, on behalf of their member companies, specifically targeting the Georgia state administrator. The MRF has also confirmed that over the past two years representatives of Harley-Davidson have actively lobbied both state and elected officials for the removal of the current state administrator.

The GMSP was at one time funded by an appropriation of a portion of the motorcycle license plate fee. This arrangement worked successfully for years. In November 2002, Sonny Perdue was elected Governor of Georgia, running partly on a platform of privatization of selected state services. Perdue assumed office in January 2003. During 2003, the training budget for rider education in Georgia went from \$884,400 to zero. ABATE of Georgia, and the Georgia Commissioner of the DMV were able to successfully lobby \$235,000 back into the 2003 budget. This year, 2004, the budget is again zero.

The MRF has confirmed that during the course of the 2003-2004 budget cycle representatives of the Omni Resource Group met with members of the Georgia State Senate Appropriations Committee. No effort was made by Omni to restore the funding. They did, however, explore the possibility with various state officials of MSF assuming administration of the GMSP. No representatives of the Omni Resource Group contacted ABATE of Georgia during this time.

At the present time, a working group has been formed within the GMSP Advisory Committee to address training issues in Georgia. ABATE of Georgia has a representative serving on the advisory committee. Furthermore ABATE of Georgia confirmed their first contact from the Omni Resource Group. Acting on behalf of MSF, Omni Resource Group has indicated MSF has no further interest in assuming administration of the GMSP. ABATE of Georgia has also confirmed recent meetings with industry representatives interested in assisting with the reestablishment of the rider training appropriation.

BIKER BITS

Golden, Colorado

City Council of Golden, CO is scheduled to update and revise the City's Model Traffic Code, based upon the 2003 Edition, Model Traffic Code for Colorado Local Governments, published by the Colorado Department of Transportation (CDOT). First reading of proposed revisions commences at the November 11 meeting of Council.

Golden seeks to revisit 21 sections of the Traffic Code, including revisions that would prohibit all unlicensed vehicles, including mopeds, and mini-motorcycles on City streets, highways, and sidewalks. The second reading of Ordinance, public hearing, and possible adoption will occur on December 9.

10.04.010 Adoption of the Model Traffic Code

10.04.020 Amendments, 4) Section 109 (13) Motorized bicycles, animals, skis, skates, toy vehicles and all terrain recreational vehicles on highways is enacted to provide:

(13)(1) Except as specifically provided herein, it shall be unlawful for any person to operate an unlicensed vehicle anywhere within the City.

(a) "Unlicensed vehicle" means any vehicle of any type required by state law to be licensed, and also includes mopeds, mini-motorcycles, motorized skateboards, go-karts, all-terrain vehicles, snowmobiles and any other vehicle or device powered by an electric motor or internal combustion engine, but does not include bicycles.

(b) "Children's play vehicle" shall mean any battery or electric powered vehicle designed for operation by children and which has a transmission which produces a maximum designed speed to not exceed ten miles per hour.

(2) (a) Unlicensed vehicles may be operated on private property where express permission has been given by the owner or owner's designee and may also be operated on City property where express permission has been granted by the City Manager or the City Manager's designated representative.

Persons wishing to comment on the proposal can e-mail City Council before December 9 at CityCouncil@ci.golden.co.us or speak during the public hearing Thursday, Dec. 9. Call 303-384-8132 for more info or with questions.

Secret Service Presidential Detail Opinions of Presidents

(message dated 10/1/2004 12:33:38 PM Central Standard Time)

WBFuher writes:

This is something not about missiles or planes, but interesting nonetheless.

These comments are from Dick Sprowl, Wesleyan AF Chaplain and teacher of Tuesday morning Bible study in Sun City .

We had a neighbor when I lived in DC who was part of the Secret Service Presidential

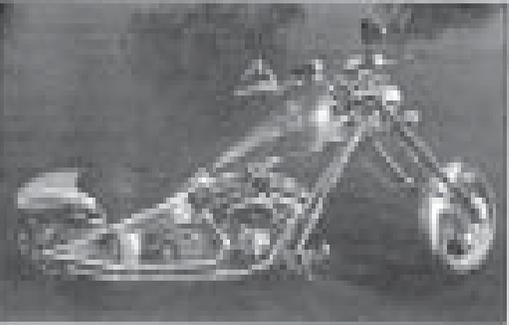


at
**INDIAN
MOTORCYCLE**
Fort Collins

• SALES • SERVICE • PARTS • ACCESSORIES

Financing Available

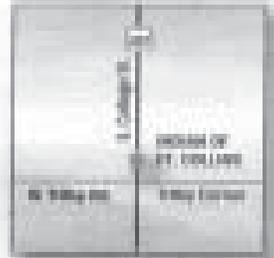
FREE SHIPPING AVAILABLE



- Show polished \$85
- 113 c.c. engine
- Massive 250 Series rear tire
- Custom paint & graphics
- Shop labor rate \$35.00
- Mini-Bikes \$99.00

COME VISIT OR
CALL US TO SEE OUR
NEW CUSTOM BIKES
\$28,000-\$35,000

Indian Motorcycle Fort Collins
6540 S. College
Fort Collins, CO 80525
E-mail: Tricia.montoya@Tynans.com
800.365.0470
970.282.1488
www.tynans.com



4 blocks south of Tynan's
Nissan on College at Trilley

CAPITOL REVIEW: Activist Denver judge 'interprets' gun bills

By State Senator Mark Hillman

In a decision largely unnoticed amid election coverage, Denver District Judge Joseph Meyer ruled on the constitutionality of two gun laws passed by the Legislature in 2003.

Senate Bill 24 established statewide uniformity for concealed carry permits. Senate Bill 25 called for uniformity of laws concerning ownership and possession of firearms and nullified local ordinances which were more restrictive than state law.

City and County of Denver filed suit claiming that those bills unconstitutionally infringed on Denver's authority as a home-rule city.

The relevant constitutional provisions are these:

Article II, Section 3, which lists ³defending their lives,² ³possessing and protecting property,² and ³seeking and obtain safety² as inalienable rights.

Article II, Section 13, which says the right to ³keep and bear arms² is a personal right which cannot ³be called in question² and excludes concealed carrying of weapons from that right.

Article XX, Section 6, which grants home-rule cities and towns ³the full right of self-government in both local and municipal matters² and authorizes city charters to supersede state statutes in such cases.

I voted for both SB 24 and SB 25 because an ³inalienable right² is just that - a right which cannot be pre-empted by government, whether state or local. Although Colorado's constitution gives home-rule cities broad authority, nowhere does the home rule amendment authorize cities to infringe on constitutional rights.

If I were deciding the case, that would be my decision. Period. Of course, I haven't been scarred by years of law school.

Instead of ruling on the plain language of the constitution, Judge Meyer issued a 16-page dissertation on legal precedent which essentially boils down to this: ³Based on the totality of the circumstances,² the concealed carry bill is constitutional, but much of the ownership and possession bill is not.

³Totality of the circumstances² is one of those convenient phrases - like ³compelling state interest² - that sounds quite erudite but really means, ³When I can't square my opinion with anything in the constitution, I will do what I darn well please.²

Judge Meyer produced some astonishing findings:

? ³Uniformity in itself is no virtue.² While this may have been a worthy argument in the Legislature, it has no constitutional relevance. There may be no clearer indication of Meyer's willingness to legislate from the bench.

? A gun carried under your jacket is a matter of statewide concern, but that same gun becomes a local matter when you take off your jacket.

? ³Unlike the legislation for concealed carry, Senate Bill 25 fails to set forth a comprehensive regulatory scheme that serves as uniform authority for open carry of firearms.²

In other words, Judge Meyer would likely have stricken down a concealed carry law that simply said, ³Any citizen who isn't a criminal, drug user or mental patient may legally carry a concealed weapon without obtaining a permit.² The merits of such a law can be argued, but the policy is no more or no less constitutional than existing law.

? ³Denver is by far the most densely populated area of Colorado. Denver also suffers rates of violent crime far in excess of statewide averages. These unique factors predominate over any need for statewide uniformity. Simply put, a bullet fired in Denver is more likely to hit something or somebody than a bullet fired in rural Colorado.¹²

Meyer seems oblivious to the fact that ³a bullet fired² describes use of a gun. SB 25 doesn't address use — only possession and ownership. Denver ordinances against flourishing, firing and discharging firearms were not even contested by the State's attorneys. Moreover, ³need for uniformity² is a legislative consideration, not a factor for determining constitutionality.

This ruling and Judge Meyer's far-fetched decision - moderated by the Supreme Court - in last year's school choice case make him the poster child for judicial activism.

Sen. Mark Hillman (R-Burlington) is the Majority Leader of the State Senate, until Jan. 12. His e-mail address is mail@markhillman.com.

Secret Service Presidential Detail

Continued from page 8

Detail for many years. His stories of Kennedy and Johnson were the same as those I heard from the guys who flew the presidents' plane— [yes, Kennedy did have Marilyn Monroe flown in for secret "dates", and LBJ was a typical Texas "good 'ole boy" womanizer. Nixon, Bush 41, and Carter never cheated on their wives. Clinton cheated, but couldn't match Kennedy or LBJ in style or variety.]

The information below is accurate. Bush 41 and the current president Bush make it a point to thank and take care of the aircrews who fly them around [When the president flies, there are several planes that also go—one carries the armored limo, another the security detail, plus usually a press aircraft] and both Bush's made it a point to stay home on holidays, so these Air Force and security people could have a day with their families.

Secret Service Viewpoints

WHAT WAS:

Hillary Clinton was arrogant and orally abusive to her security detail. She forbade her daughter, Chelsea, from exchanging pleasantries with them. Sometimes Chelsea, miffed at her mother's obvious conceit and mean spiritedness ignored her



Colorado
POWERSPORTS

Jack O'Neal
general manager

2865 north avenue
grand junction, co 81501
970.263.4600
fax 970.243.4638
www.copowersports.com

BIKER BITS

Harley Davidson Museum

The Milwaukee Common Council has approved the sale of 20 acres at South Sixth and West Canal streets in the Menomonee Valley to Harley-Davidson Inc. for the Milwaukee motorcycle manufacturer's long-awaited museum.

In a meeting Wednesday, the Common Council also approved property rezoning, site redevelopment guidelines and the creation of a tax incremental financing district for the \$95 million project.

Harley-Davidson will buy the land for \$150,000 an acre, or a total of \$3 million. That price was approved by the Milwaukee Redevelopment Authority in October.

Harley-Davidson said Wednesday that it plans to begin construction on the first phase of the project once the Milwaukee Department of Public Works Traser Yards facility now located on the site is relocated. The City of Milwaukee has committed to move the facility by Feb. 28, 2006.

Harley hopes to open the museum in 2008.

The \$60 million first phase of the project will consist of 110,000 square feet for the museum and related facilities including a retail store, meeting rooms, banquet space and a restaurant, Harley-Davidson said.

Subsequent phases include the addition of the Harley-Davidson corporate archives, a restoration shop, additional exhibit space and other future development, for a total of 230,000 square feet.

"Harley-Davidson is excited to be moving forward with its museum development in the Menomonee Valley," Lara Lee, Harley-Davidson vice president responsible for museum development, said in a press release.



Western Slope - Unity Toy Run

Do you recognize anyone? Answers on page 13

FACTS ABOUT MANDATORY SEAT BELT HARNESS LAWS

By William J. Holdorf

This information is not being provided to debate the value of using or not using a seat belt, nor to oppose or discredit voluntary seat belt use. Its main purpose is to oppose and discredit all seat belt laws and to protect our Constitutional rights to freely choose our own individual personal safety and health care standards without government interference or coercion.

The vast majority of the people have always opposed seat belt laws and further opposition has been growing across the U.S. as the police increase harassment of motorists using lucrative overtime pay supplied by federal funds (bribes) to enforce such laws.

Below are some facts about seat belt laws and why such laws are wrong for America.

1. Seat belt laws represent unabated tyranny on the march as each year law enforcement is expanded. Such laws infringe on a person's rights as guaranteed in the Fourth, Fifth, and the Ninth Amendments, and the Civil Rights section of the Fourteenth Amendment.
2. Seat belt laws are an unwarranted intrusion by government into the personal lives of citizens; they deny through prior restraint the right to determine a person's own safety and health standards for his own body, the ultimate private property. Not using a seat belt is a victimless, state-created crime that does not hurt or threaten anyone.
3. While the use of a seat belt has saved some people in some traffic accidents, there is ample proof that in other kinds, some people have been more seriously injured and even killed only because of forced seat belt use. In the latter case, that means the state is knowingly and willingly a party to random premeditated wrongful deaths, a criminal offence if committed by an individual in the private sector. Also, the injuries and deaths caused by forced seat belt use are not given the same degree of publicity, if any, as given when people are supposedly saved by seat belt use, thus in compiling traffic accident data, that exaggerates the so-called benefit of seat belt laws, which misleads the public into thinking seat belt use automatically means safety; non-use automatically means death in all kinds of accidents, which is false.
4. In spite of the fact the government is forcing the use of a device that can be injurious and even lethal in certain situations, the government refuses to be held financially responsible for such injuries or deaths. Instead, the government expects the injured or survivors of those killed to obtain financial satisfaction from their own savings, or insurance, or by suing the auto makers.
5. There is also ample proof that some people have survived a traffic accident only because a seat belt was not used - injured, perhaps, but not dead. Such persons, by law, are subject to a citation and a fine for not dying in the accident using a so-called safety device arbitrarily chosen by politicians. Traffic accident data on

such traffic accidents only reflect one more injury without using a seat belt, which, again, exaggerates the so-called benefit of seat belt laws.

6. If a person is killed while using a seat belt, law supporters claim the accident was so severe not even a seat belt could save the person. That might be true in some cases, but the severity of an accident is never mentioned in compiling a list of persons killed while not using a seat belt, which adds to the bias and misrepresentation in compiling traffic accident data in favor of seat belt laws.
7. Evidence of seat belt use increasing injuries or causing a person's death is well documented in the hundreds of successful lawsuits filed against the auto makers since the advent of seat belt laws in 1985. Court ordered settlements and punitive damage awards forced the auto makers to pay hundreds of millions of dollars to the injured or survivors of those killed as a result of the failure of the seat belt to save as promised. Some lawsuits were settled out of court which sealed the evidence of seat belt design defects from the public, including other lawyers with similar cases.
8. Hundreds of thousands of autos, vans and light trucks have been recalled as a result of discovering defects in certain seat belt designs after the fact, which means the motoring public has been forced by law to become unwilling guinea pigs, unlike how all other products in the marketplace are treated. In a letter published in the September/October 1990 edition of AAA World, a publication of the Chicago Motor Club, Jerry Curry, NHTSA Administrator, said: We opened 213 new defect investigations in 1989, the highest one-year figure in the agency's history. A total of 6.8 million vehicles were recalled that year, a million more than the national average. While Mr. Curry did not say how many such recalls involved seat belt defects, such recalls, again, reflect how the public is being used as guinea pigs for automotive products.
9. By law, a sane person has the right to refuse any personal health care device, drug, treatment, or surgery, even if such refusal might result in an earlier death or an increase in medical expenses. Seat belt laws violate that right, that is, to freely choose to use or not to use a "health care" seat belt. Any medical professional attempting to do the same would be prosecuted, yet politicians claim they can ignore the law while demanding strict compliance from the private sector.
10. In 1991 the U.S. Supreme Court confirmed the right to determine one's individual personal health care standard in the Johnson Controls case. Also, a federal appeals court upheld a \$100,000 award in 1993 to a 320 pound woman who sued the state of Rhode Island for refusing to hire her back to work unless she lost weight. The Federal Equal Opportunity Commission had earlier ruled obesity a protected right under the Act, and the court agreed even though obesity is not mentioned in the Act and is a self-inflicted serious health hazard causing more medical expenses and premature deaths each year than highway fatalities. Further, on June 10, 2002, the U.S. Supreme Court ruled in the Echazabal v. Chevron case that Chevron could not refuse to hire Echazabal who had a liver ailment for a position in its refinery where the job environment would, according to medical experts,

exacerbate his liver ailment. The court's ruling in such cases clearly proves that each person has a right to make his/her own individual personal health care decisions even if such is hazardous to one's health and even if such will increase medical expenses.

11. While there is extensive and widespread national news media publicity always given information in support of seat belt laws, research and studies published in trade journals by independent professionals, that is, those not on the federal payroll, which challenges the so-called benefit of such laws, is never printed in the national news media, thus the public is denied the right to know there is a legitimate and well documented contrary side to the seat belt law controversy.

12. At one time, it was the same with air bags until one investigative reporter decided to start printing the truth about air bag dangers in certain kinds of traffic accidents. The bureaucrats in the U.S. Dept. of Transportation were so adamant against telling the public about such dangers, which the public had a right to know, the reporter had to use the Freedom of Information Act to force the government to release its own records of air bag injuries and deaths.

Primary enforcement states

The insidious nature of seat belt laws is shown even further in states with primary enforcement of the law. The following is what can happen in states with primary enforcement:

1. Your vehicle can be stopped anytime, day or night, by the police merely under suspicion a seat belt is not being used. And even if mistaken, once the vehicle is stopped the officer can begin routine interrogation and testing - force occupants to exit - visually check out the contents of the inside of the vehicle looking for any kind of a violation of the law, all without the right of legal counsel; all under the pretense of not using a seat belt.
2. Primary enforcement encourages the use of random roadblocks. In a 1994 statewide campaign, North Carolina conducted 2,038 roadblocks in just two weeks under the pretext of checking for seat belt use. In spite of further use of random roadblocks that year, which the governor boasted increased seat belt use to 80%, total highway fatalities actually increased in the state for 1994 over the record of each of the preceding 3 years.
3. If not using a seat belt, you could be stopped for a minor traffic violation that otherwise would be ignored if using a seat belt. You may also be targeted because of a bumper sticker, your license plate, your age, race, or gender. Primary enforcement opens the door for police harassment, stalking, intimidation and profiling. Young people, women, and minorities are vulnerable, especially when traveling alone and at night, or in certain neighborhoods.
4. You are subject to an officer's misinterpretation of your answers, your attitude, or what the officer sees in your vehicle. You could become the victim of a corrupt act, such as planting drugs in your vehicle by an officer. You could be accused of using drugs because the cash in your possession has the odor of drugs. Officers can

Continued on page 13

Secret Service Presidential Detail

Continued from page 9

demands and exchanged pleasantries regardless, but never in her mother's presence. Chelsea really was a nice, kindhearted, and lovely young lady. The consensus opinion was that Chelsea loved her mom but did not like her.

Hillary Clinton was continuously rude and abrasive to those who were charged to protect her life. Her security detail dutifully did its job, as professionals should, but they all "loathed" her and wanted to be on a different detail. She was hard work because she was so nasty and mean toward her detail. Hillary Clinton was uniformly despised by the Secret Service as a whole.

Former President Bill Clinton was much more amiable than his wife Hillary. Often the Secret Service would cringe at the verbal attack antics that Hillary would use against her husband, the then President. They were embarrassed for his sake by the manner and frequency in which she verbally insulted him, sometimes in the presence of the Secret Service, and sometimes behind closed doors. Even behind closed doors Hillary Clinton would scream and holler so loudly that everyone could hear what she was saying.

Many felt sorry for President Clinton and most wondered why he tolerated it instead of just divorcing his "attack dog" wife. It was crystal clear that the Clintons neither liked nor respected each other and this was true long before the Monica Lewinsky scandal. Theirs was genuinely a "marriage of convenience."

Chelsea was much closer to her father than her mother, even after the Lewinsky scandal which hurt her gravely. Bill Clinton did in fact have "charisma," and occasionally would smile at or shake hands with his security detail. Still, he always displayed an obvious air of superiority towards them. His security detail uniformly believed him to be disingenuous, false, and that he did nothing without a motive that in some way would enhance his image and political career. They did respect him, unlike his wife, but they did not particularly like him and nobody trusted him. He was polite, but not kind.

WHAT COULD HAVE BEEN:

Al Gore was the male version of Hillary Clinton. Al and Tipper Gore were friendlier toward each other than either of them was towards former President Clinton. They were not intimate, so please don't read that in.

They were very close in a political way. Tipper Gore was generally nice and pleasant. She initially liked Hillary but soon after the election she had her "pegged" and no longer liked her or associated with her except for events that were politically obligatory.

Al Gore was far more left wing and very hateful, not just politically opposed, to Republicans than Bill Clinton. Al Gore resented Bill Clinton and thought he was too "centrist." He despised all Republicans. His hatred was bitter and this was long before he announced for the Presidency. This bitter hatred was something that he and

Hillary had very much in common. They often said as much, even in the presence of their security detail. Neither of them trusted Bill Clinton, and the Secret Service opined neither of them even liked Bill Clinton. Bill Clinton did have some good qualities where Al Gore and Hillary had none in the view of their security details.

Al Gore, like Hillary, was very rude and arrogant toward his security detail. He was extremely unappreciative and would not hesitate to scold them in the presence of their peers for minor details over which they had no control. Al Gore also looked down on them in disgust as they finally observed and learned with certainty on one occasion when Al Gore got angry at his offspring and loudly, in their presence, pointed at his security detail and said, "Do you want to grow up and be like them?"

Word of this insulting and demeaning verbiage by the former Vice President quickly spread and he became as despised and disliked by the Secret Service as Hillary. Most of them prayed that Al Gore would not be elected President and they really did have private small celebrations in a few of their homes after President Bush won. This was not necessarily to celebrate President Bush's election, but to celebrate Al Gore's defeat. He was much disliked.

Al Gore was not a good and kind person. That he could have been our President may suggest that God was "answering prayers" and looking out for the country with Al Gore's defeat.

WHAT IS:

Everyone in the Secret Service wants to be on First Lady Laura Bush's detail. Without exception, they uniformly concede that she is perhaps the nicest, most kind, and genuinely good person they have ever had the privilege of serving. Where Hillary patently refused to allow her picture to be taken with her security detail, Laura Bush doesn't even have to be asked, she offers. She doesn't just shake their hand and say, "Thank you." Very often, she will give members of her detail a kind-hearted hug to express her appreciation. There is nothing false about her. This is her genuine nature. Laura Bush really is this kind of a person and her security detail considers her to be a "breath of fresh air." They actually love her as a human being. They joke that comparing Laura Bush with Hillary Clinton is like comparing "Mother Teresa" with the "Wicked Witch of the North."

Likewise, the Secret Service considers President Bush to be a gem of a man to work for. He always treats them with genuine respect and he always trusts and listens to their expert advice. They really like the Crawford, Texas detail. Every time the president goes to Crawford he has a Bar-B-Q for his security detail and he helps in serving them their meals. He eats with them, sits with them, and talks with them. He always asks about their family, the names of which he always remembers, and he, of course, knows each of them by their first name, and calls them by their first name as a show of affection.

They believe that he actually loves his security detail and that he is deeply and genuinely appreciative of their service. They could not like, love, or respect anyone more than President Bush, and most of them did not

know they would feel this way until they had an opportunity to work for him and learn that his manner was genuine and consistent. It has never changed in the three years that he has been President. He always treats them with the utmost respect, kindness, and compassion.

{Please pass this on to everyone you know. It is important for every-day Americans to have a true inside understanding of their President, versus those who would be President. Finally, the Secret Service still is forming their opinion of John Kerry. They have nothing positive or negative to say that anyone is willing to share as yet. This notwithstanding, they already know what they have in President Bush and they don't want to lose a good thing.}

No surprises here!

(I cannot verify the accuracy of this information, but I have read very similar information in books and articles that have been published)

%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%

The Heart Surgeon and the Motorcycle Mechanic

A mechanic was removing a cylinder head from the motor of a motorcycle when he spotted a well-known heart surgeon in his shop. The surgeon was there waiting for the service manager to come take a look at his bike. The mechanic shouted across the garage, "Hey Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over and whispered to the mechanic ... "Try doing it with the engine running!"

-Anite Imondi for Hawg Heaven Biker Joke Page

#####

A ten year old boy was walking down the street when a big man on a black motorcycle pulls up beside him and asked, "Hey kid, wanna go for a ride?"

"No!", said the boy and he kept walking.

The motorcyclist pulls up to him again and says "Hey kid, I'll give you \$10 if you hop on the back."

"No!" said the boy and he proceeded down the street a little quicker.

The motorcyclist pulls up to the boy again and says, "Ok kid, I'll give you \$20 and a BIG bag of candy if you hop on the back for a ride."

At this point, the buy turns around to him and screams angrily, "Look Dad, YOU bought the Honda, so YOU ride it!"

-From WIDE OPEN's 2004 Bike Show issue

#####

Facts about Seat Belt Harness Laws

Continued from page 11

confiscate your cash and vehicle if there is some drug residue without proving you knew about or caused the residue to be there. Courts have recognized most currency in circulation has some discernible drug residue. It is reported that 80% of the assets confiscated by law enforcement do not lead to a criminal charge, but only a small percent is ever returned. Confiscation of assets has become a lucrative business for some police agencies and offers big incentives to increase roadblocks and speed traps.

5. Some states issue a seat belt violation fine against the driver even if the driver is using a seat belt but a passenger is not, and even if the driver did not know about it. Drivers, therefore, could easily become distracted while driving by a constant watch of passengers, both adults and children in the rear seat.

6. Primary enforcement is an easy way to enhance state revenue through fines. Also, additional income comes from the federal government in the form of grants (bribes) to pay the police to enforce the seat belt law. Such grants are used by the police as lucrative overtime pay while enforcing the seat belt law, which is why the police support primary enforcement laws. Such lucrative overtime pay helps relieve pressure for a police salary increase. And in some areas where job performance standards include a citation quota, seat belt violations offer easy compliance.

7. Some insurance companies target seat belt law violations as an excuse to increase rates even for drivers without an accident or moving violation record. In fact, even if you habitually use a seat belt but forget just once, that might be the time an officer stops your vehicle, thus your driving record is unjustly marred.

8. Some states level points against a driver's license for not using a seat belt in addition to a fine, which means a person is being punished twice for the same offense. Also, it means a driver's license could eventually be suspended for repeated offenses even if the driver has been a careful driver for years with no accident or moving traffic violation.

9. If you are medically exempted from seat belt use, your vehicle could still be stopped since an officer cannot know until you are stopped. This applies to drivers who are using a seat belt but a passenger is not using one because of an exemption. Even with a medical exemption, once the vehicle is stopped, the officer can begin routine interrogation, testing and visually looking for any kind of a violation of the law. Persons with medical exemptions are also subject to being stopped repeatedly during any travel route by other officers along the way. Also, providing an officer with your confidential medical records and exemption is a violation of your right of privacy.

10. Primary enforcement is promoted as saving lives, however, stopping vehicles for non-seat belt use is only an excuse to arbitrarily and capriciously accuse people of traffic violations of one kind or another, thus issuing citations as a means of easily increasing revenue,

as well as providing easy lucrative overtime income for the police. Primary enforcement has nothing to do with saving lives; has all to do with revenue enhancement at the expense of fleeing the motoring public.

11. While seat belt law supporters want the public to believe that passing a primary enforcement law will reduce highway fatalities, the government's own 1998 report documented just the opposite. In the federal publication "Traffic Safety Facts 1998," under the heading "Occupant Protection," is the following information:

"A 1995 NHTSA study, Safety Belts Use Laws: An Evaluation of Primary Enforcement and Other Provisions, indicates that states with primary enforcement safety belt laws achieved significantly higher belt use than did those with secondary enforcement laws. The analysis suggests that belt use among fatality injured occupants was at least 15 percent higher in states with primary enforcement laws."

In other words, while primary enforcement does increase forced seat belt use, there is also a 15 percent increase in fatalities as compared with states with secondary enforcement laws. That is, the very purpose of forcing seat belt use is defeated by an increase in highway fatalities in states with primary enforcement laws according to this study.

Conclusion

Politicians have no authority to willingly and knowingly force some people to maim or kill themselves in some traffic accidents just because they hope others will be saved in other accidents merely by chance. The Constitution forbids the government from taking chances with a person's body, the ultimate private property. The government has no right to play Russian roulette with a person's life.

Also, the fact is, not one penny of the hundreds of millions of tax dollars spent in support of seat belt laws since 1985 has ever prevented even one accident. Conversely, because we feel safer wearing our seat belts, studies have shown that we tend to drive more recklessly. This is known as "risk compensation,.." which is covered in more details in the 1995 book, "Risk" by Dr. John Adams, University College London, England. The book also gives other reasons against seat belt laws. The book is available through www.amazon.com

The hundreds of millions of tax dollars spent on seat belt law support and enforcement would be better spent on road improvements and repairs. "The Road Information Program" (TRIP), a Washington, D.C. non-profit organization, estimated that every \$100 million invested in highway safety improvements will result in approximately 145 fewer traffic fatalities over a 10 year period. Their 9-19-04 website, www.tripnet.org, list 12 kinds of road and bridge improvements along with the resulting percentages of reduction in fatality rates. Seat belt laws or seat belt law enforcement were not listed.

In a free society, if a person is injured or killed in a traffic accident because he/she freely choose to use or not to use a seat belt, that is a personal tragedy, as it is with all other kinds of freely chosen risks in a person's employment, recreation and daily life. That is freedom

working. However, if a person is injured or killed in a traffic accident because the government forced that person to use a seat belt, that is tyranny working, and reflects injury and death by government.

The insidious nature of seat belt laws is further shown in the April 2001 decision by the U.S. Supreme Court which foolishly ruled that it is legal for a police officer to arrest, handcuff and jail a woman for not using a seat belt in the Atwater/Lago Vista (Texas) case, including impounding her vehicle.

You are free to make copies of this information to spread support for seat belt law repeal efforts. Send copies to your governor, state legislators, the U.S. president and members of Congress, as well as local newspaper editors. Contact any local radio talk-show host and bring up the question of repeal. Also, only vote for candidates for elected office who promise to support repeal if elected and vote out elected officials who refuse to support repeal efforts.

Dr. Robert S. Hattner, M.D., Internal Medicine & Neurology, a licensed California medical doctor is offering to review a person's medical conditions outlined in an application he prepared for a possible medical exemption. All seat belt laws allow a medical exemption and if granted it is a legal means for a person to freely choose not to use a seat belt. Some states might have special requirements so it is important to first read your state requirements for a medical exemption before investigating the possibility of obtaining a medical exemption from your own doctor or from Dr. Hattner.

© 2004 - William J. Holdorf - All Rights Reserved

BIKER BITS

Continued from page 9

Harley Davidson Museum

The Metropolitan Milwaukee Association of Commerce has estimated that the museum will generate \$78 million in annual spending to help grow the local economy and \$12.3 million in annual state and local tax revenue. The museum is estimated to draw 350,000 annual visitors.

Do you recognize anyone?

The critter in the antlers is Western Slope Vice President Carl Dodson

The first picture is your editors, Ron and Gwen Campbell and, of course, the critter in the antlers again.

On Carl's bike getting his picture taken along with the stuffed critter (Randolph), is Cody English, of Clifton.

Picture four is part of the loot collected to benefit Parners Christmas Toy Run.

BIKER BITS**Veteran's ID Cards**

November 4, 2004

WASHINGTON – With identity theft as the major fraud reported by Americans in 2003, the Department of Veterans Affairs (VA) has designed a new identity card for veterans that will safeguard confidential information. “The new identification card ensures veterans’ personal information is protected,” said Secretary of Veterans Affairs Anthony J. Principi. “It also helps prevent the theft of important benefits and services from veterans that they earned by their service to our country.” The card, formally known as the Veterans Identity Card (VIC), will have veterans’ photos on the front and identify them as enrollees in the VA’s health care system. Encrypted on a magnetic tape on the back of the card will be the veteran’s Social Security number, date of birth and a control number. The magnetic strip also records whether the veteran has a service-connected disability. Identity theft is one of the fastest growing crimes in the nation. The Federal Trade Commission listed identity theft as the number one fraud reported by consumers in 2003. Requests from veterans and their congressional representatives were instrumental in bringing about these latest changes.

The new VIC ensures the security of veterans’ personal information as well as ensuring that only eligible veterans receive the benefits and services they’ve earned,” said Kristin Cunningham of the business office for VA’s health care system. Veterans should request the new card at their local medical center. Processing will take five to seven days once eligibility is verified. VA hopes to complete the conversion to the new, safer card by mid-November. The existing cards will remain valid until veterans receive their new cards. The conversion to the new, safer card by mid-November. The existing cards will remain valid until veterans receive their new cards.

Editor's Note:

Ron is the e-mail guru of our team and an avid sidecarist. The following is an e-mail he received off the SCT list about a motorcyclist who was in an accident and who could use encouragement from all of us.

This is Meandering Mary (mary_wiedl@pngc.com) out in Portland Oregon. Recently there was a bad accident on the Coast Highway (101) that involved a motorcycle sidecarist and his wife from Minnesota. Someone turned left right in front of the rig and he hit the side of the vehicle. Both he and his wife were thrown from the rig and she died at the site. He was life-flighted to a hospital herein Portland. He

is a long way from home and has no family here. His son has come out from Minnesota and an update from him is available below. Bill was in intensive care with a lot of injuries as well as dealing with his wife’s death. If any of you would be so kind as to write a card or send flowers, etc., it would be so welcome as the man is essentially alone here.

We all need a little boost now and again, so drop a line and wish Bill continued recovery and let him know the motorcycle community is thinking of him.

Here is the address for sending cards, etc:

William (Bill) Shirk
c/o Legacy Emanuel Hospital
2801 North Gantenbein Avenue
Portland, Oregon, 97227

Received this off another board on Bill’s condition:

Topic: Bill & Sandra...an update
From: Tom Wells tomwellsis@juno.com
Date: Wednesday, November 17, 2004 12:26 PM

I received the following from Tom Shirk.
Posted here with his permission:

I just saw your posting and thought I would let you know about Bill. He is out of ICU and finally off the respirator. His son is there with him. He is fighting pneumonia but that is improved. Hopefully, he will be able to start speaking tomorrow or the day after. I think he is out of the woods, but has a long hospital stay (2 weeks +) left and a longer rehab after. Thanks for your concern,

Tom Shirk

He is still in our thoughts and prayers.

Felicia D Landes, co owner
Wagner’s Cycle Shop
IMZ-URAL Dealer since 1996
<http://www.wagnerscycle.us>

I would like to join **RIDERS FOR JUSTICE**, a Colorado based organization working for **BIKER’S RIGHTS** nationwide.

Membership is **\$20.00** per year (October thru September) and includes 9 issues (1 year) of our newsletter. Add **\$5.00** for an RFJ patch! RFJ is a 501(c)(4) organization. Donations and dues are not deductible. Mail fee and form to:

Riders for Justice

Eastern Colorado
P. O. Box 1986
Loveland CO 80539-1986

Riders for Justice

Western Colorado
P. O. Box 1192
Clifton, CO 81520-1192

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____
E-MAIL _____
NEW _____ RENEW _____ DATE _____

Riders For Justice Newspapers can be found at the following locations:**CLIFTON**

Engine-Newty Ent.
Triple Tree Tavern

COLORADO SPRINGS

Dragon Precision Machine
High Country Custom Cycles
Pikes Peak Harley Davidson

CORTEZ

Mario’s Leather
Shooter’s World

DENVER

2 Wheeler’s Motorcycle Shop
American Custom Cycles
Black Widow Cams
Freedom Harley Davidson
Gunslinger’s Emporium
Howell’s Inc
Jerry’s Leather Goods
LaFore’s MC
Mile High Harley Davidson
Piper Inn
Rocky Mtn Harley Davidson
Shuffle Inn
Sun Harley Davidson

GRAND JUNCTION

Creative Tattooing
Grand Junction HD
Any Auto Wrecking

GREELEY

A Righteous Ride
Franklin Cycle Sales
Greeley Harley-Davidson
Quality Machine
Skibo’s Tattooing Studio
Tainted Hearts
The Plantation
The Real Leather Co

FORT COLLINS

A Classic Touch
American Cycle Performance
Precision Knife & Tool
Ray’s Motorcycle
Rebel Choppers
Sangers Cycles
Skibo’s Front Range Tattoo
Thunder Mountain HD
Young’s Liquors

FRUITA

Chasers Dancehall

LONGMONT

Frontline Cycles
High Country Harley Davidson
Rocky Mountain Saloon

LOVELAND

Cycle Central
Hawg Wild Custom Choppers
Loveland Cycle Supply
Loveland Motorsports
Tri-City Cycle

NUNN

US Kustoms Motorsport

PUEBLO

Outpost Harley Davidson
Waterhole #1

RIFLE

Rifle Creek Vintage MC

TIMNATH

CF&G Roadhouse

WEST MACK

Colorado Club

WOODLAND PARK

Tres Hombres



SUPPORT RFJ ADVERTISERS!!!!

THEY SUPPORT US!!!!



Advertising Rates: One Quarter Page \$25 Per Issue One Half Page \$50 Per Issue
Full Page \$100 Per Issue Business Card \$10 Per Issue or \$65 Per Year (Includes Membership)

Note: Camera ready or computer generated artwork required for ads.

SUPERIOR
BODY SHOP

Mark A. Munoz
Owner

564 25 Road
Grand Junction, CO
81505
970 245 6303

GREELEY

HONDA HARLEY-DAVIDSON YAMAHA

3010 West 29th Street
Greeley, CO 80634

970-351-8150
Fax: 970-356-7723
www.greeleyhd.com

Motor Cycle Center, Inc.

**WHITWATER
BUILDING MATERIALS**

Ready-Mixed Concrete
(970) 242-4843
Sand and Gravel
(970) 242-7537
Fax: (970) 242-1851



P.O. Box 1769 • 940 South 10th St. • Grand Junction, CO 81502

DICK'S TAVERN
NANCI RACHAK
BIKERS WELCOME

123 HWY 85
AULT, CO 80610
970-834-9400

Military Discount
With a valid Military ID
Active or Reserves

FUN 24/7 Local Service

Bargains a Mile High... Always

www.SierraWestMileHighBargains.com
www.SierraWestMileHighMall.com

Sally Ensign SierraWestCompany@yahoo.com

**Good Times
Liquor**

Sam Sawaged
Manager

Store Hours
Mon. Thur. 9am 10pm
Fri. Sat. 8am 11pm

1540 Main St. unit 264
Windsor CO 80550
970-686-6314

R.F.J. members get 10% discount on wine and liquor
Kegs available

Titan Engineering Works

A Division of Motere Int'l
EVERYTHING SIDECARS

Ronald Campbell
747 Gunnison Ave. #1
Grand Junction, CO 81501
970-241-1325
titanengwrks@acsol.net



**HAWG WILD
CUSTOM CHOPPERS**
ED, DOC AND FROG

PHONE: (970) 669-5589 FAX: (970) 669-5572
4315 S. LINCOLN, LOVELAND CO 80537

BUY, SELL, CONSIGN & TRADE PRE-OWNED HARLEYS
CUSTOM PAINT & CUSTOM BUILDING-FULL SERVICE CENTER
*****FROM EL'S TO EVO'S***** (INCLUDING ENGINE REBUILDING)*****

Tues - Fri 9:00 am - 5:30 pm FINANCING AVAILABLE Saturday 9:00 am - 5:00 pm

VISIT OUR WEB SITE AT WWW.HAWGWILDCC.COM
"IF YOUR BIKE IS NOT BECOMING TO YOU, IT SHOULD BE COMING TO US!"

We Pay Cash For Cycles We Pawn Cycles And More

Something For Everyone
BUY • SELL • TRADE

CYCLE CENTRAL

JUSTIN CRAN
Loveland, CO
(970) 461-WINN
Fax (970) 461-9731

Discount Parts & Accessories

Ed McQuillan



High Desert Concrete

Office (970) 858-7837
Fax (970) 858-9424
Cell (970) 234-0278

465 Amelia Rose Court
Fruita, CO 81521



OWNERS
BILL & SANDY EARNHEART

KTM
SPORTSMOTORCYCLES

**Elite
MOTORSPORTS**

1400 East Eisenhower
Loveland, CO 80537

Motorcycle sales, service, parts and accessories

ROGER DOWDEN
DAN MOEN

(970) 461-1022

A drunken man walks into a biker bar, sits down at the bar and orders a drink. Looking around, he sees 3 men sitting at a corner table. He gets up, staggers to the table, leans over, looks the biggest, meanest, biker in the face and says: "I went by your grandma's house today and I saw her in the hallway buck naked. Man, she is one fine looking woman!"

The biker looks at him and doesn't say a word. His buddies are confused, because he is one bad biker and would fight at the drop of a hat.

The drunk leans on the table again and says: "I got it on with your grandma and she is good, the best I ever had!"

The biker's buddies are starting to get really mad but the biker still says nothing.

The drunk leans on the table one more time and says, "I'll tell you something else, boy, your grandma liked it!"

At this point the biker stands up, takes the drunk by the shoulders looks him square in the eyes and says, "Grandpa, Go home, you're drunk....."

SUPPORT RFJ ADVERTISERS!!!!

THEY SUPPORT US!!!!

Advertising Rates: One Quarter Page \$25 Per Issue One Half Page \$50 Per Issue
Full Page \$100 Per Issue Business Card \$10 Per Issue or \$65 Per Year (Includes Membership)

Note: Camera ready or computer generated artwork required for ads.



Ken Banks SHOOTER'S WORLD

Firearms - Accessories - Repairs

P.O. Box 1240
1220 East North Street
Cortez, Colorado 81321

KEN BANKS
(970) 565-8960
(800) 565-8961

970 484-4889 309 S. Summitview Dr.
970 484-3154 Unit #12
Matt & Cindy Ft. Collins, CO 80524

Show your RFJ card for 10% off all parts and accessories purchased at the counter!

AMERICAN CYCLE PERFORMANCE

SPECIALIZING IN HARLEY DAVIDSON MOTORCYCLES

PARTS ACCESSORIES SERVICE

CHROME - CUSTOM MOTORCYCLE PARTS - WELDING
FRAMES - MACHINING - REPAIR - FRONT ENDS
CUSTOM ENGRAVING
CUSTOMIZING FOR ALL BIKES

QUALITY MACHINE

IF YOU CAN'T BUY IT, I CAN MAKE IT
AXLES, BUSHINGS, NUTS, BOLTS, ETC.

The Most Equipped Shop in the Tri-State Area

Since 1978
970-352-6699

1543 1st Avenue
Greeley, Colorado 80631



COLORADO'S LARGEST SELECTION OF USED:

Harleys • Touring Bikes
Cruisers • Dirt Bikes
4-Wheelers • Snowmobiles
Water Craft

BUY • SELL • TRADE

2028 E. Jeffers Frontage Rd. • Loveland, CO
(970) 667-8697 • Toll Free: (877) 365-1500



A RIGHTEOUS RIDE V-TWIN MOTORS

3118 State St., Evans, CO 80620, (970) 339-5781
HARLEY-DAVIDSON SPECIALISTS
Engine, Transmission & Generator Rebuilders
Machine Shop • Complete Fabrication • Parts & Accessories
Randy Haag Willie Spaedt



Custom Grinding Service • Cylinder Head Porting & Polishing
Stock - Vintage - Racing

Craig E. "Abe" Lockwood

3736 Norwood Dr • Littleton, CO 80125
(303) 814-1709 • Fax (303) 814-1732



Mark Souter
Len Havens
Marla Souter

(303) 684-0362
Fax (303) 684-6803

1336 Sherman Dr., Unit-A
Longmont, CO 80501

Specializing in Harley-Davidson Parts and Service
www.frontlinecycles.com



Gunslingers Emporium Arms / Armament

Western Wear for the Cowboy Action Shooter
Gunsmithing & Firearms Instruction

5550 N. PEARL ST., THORNTON, CO

S.A.S.S. Members

Clay Kreider - Gunsmith • aka Cajun Joe #46712
Alyssa Kreider • aka Queen of the South # 46713
Personal Safety Associates Inc. • www.thunder2K.com
303-429-3335

Enginuity Enterprises, Inc.

For Harley Davidsons

• Speed Equipment
• Parts • Service
Engine Rebuilding & Machining

Joe Tavarone Craig Cardelucci
3263 F. Road • Clifton, CO (970) 523-6300



Sun Enterprises

8858 Pearl St.
Thornton, CO 80229

303-287-7567

www.sunharleydavidson.com • E-mail sun@sunent.com



EMBROIDERY UNLIMITED

BRUCE A. PINO

P.O. BOX 2

4124 MAIN ST.

TIMNATH, CO 80547

Phone: (970) 493-1123

DOC@GON@FRII.COM

Cell: (970) 217-6848



Exclusively Harley Davidson!
Factory Authorized Sales & Service & Parts & Accessories

• Factory trained service dept.
• Small town service that doesn't stop when you walk out the door.

NOW SPECIALIZING IN
BUILDING HIGH PERFORMANCE
HARLEY DAVIDSON ENGINES

METRO

LONGMONT

442-2115

772-5252

772-4430

800 S. Main, Longmont

Rebel Choppers Inc.

Parts - Service - Accessories - L.E.D. Lights
Quality Service - all work guaranteed.
Specializing in two Wheels

Jay & Beth Tamlin
Owners

www.rebelchoppers.net

6740 S. College Ave. 970-226-1744
Ft. Collins CO 80525 970-226-1753 Fax



SALES

SERVICE

TIM LANCASTER, OWNER

200 COMMERCE DR., SUITE B • FT. COLLINS, CO 80524
PHONE/FAX: (970) 419-3327 • CELL: (970) 689-0330



YATES STUDIO OF ART
L. L. C.

(970) 454-2194

William E. "Bill" Yates

William E. "Bill" Yates
28 Elm Avenue
Eaton, Colorado 80615-3419
Sculptures • Paintings • Murals



• Harley-Davidson Factory Trained
• All Work Guaranteed
• Over 28 Years Experience
• Specializing in Harley Davidson

Kevin & Kay Sanger
Owners

2649 E. Mulberry
Unit #6

Fort Collins, CO 80524
www.sangerscycles.com

(970) 419-5500
Fax: (970) 419-5522



549 Island Ave
Grand Junction, Co.
242-0131

Toll Free 1-877-768-2886

M - F 8 - 5

SAT 9 - 2

Free Shop Delivery

Dave & Verna Murphy

RAY'S MOTORCYCLE SERVICE

Repairs on most brands

Cylinder Boring • Crankshaft Rebuilding
Exhaust Analyzer • Snowmobile & ATV Repairs



RAY ARNDT
223-2707



2411 W. Drake Rd. • Fort Collins, Colorado 80526