



Notes from the Prez

by Lucky

I must say that I'm surprised that another year is upon us already! I am proud of the work RFJ accomplished last year. We gained allies in the legislature, and took care of problems before they reared up to become ugly battles. RFJ has gotten some well-deserved recognition as a serious organization. This coming year may be harder. We face new challenges, and a new legislature.

With that in mind, we need to consider working on acquiring new allies. Facing these new challenges with the same tenacity that will make us grow, and become stronger. As always, the membership needs to grow, and we need to continue to enhance our funds. All organizations need money, but who will use that money to fight for what we believe in? RFJ has always been committed to embrace our adversaries, and not with kid gloves.

Our attendance at meetings is something less than exiting. There are lotsa folks out there, I know! Our attempts at getting speakers, guests and making meetings more attractive to attend are to no avail? Let your regional officer know what, if anything we can do to get you in there! The dates and times are on the front page!

As January 12th approaches, (the deadline for all the bills) we will know more about what the agenda for the next general assembly is. One thing that is a sure bet, is a primary offense for seatbelts. This means that a cop can pull you over if he sees you are not wearing a seatbelt. The Dummocrats are in charge, and they want to look out for our safety from the cradle to the grave, whether we like it or not. So, I do expect some kind of helmet bill to arise. It may be for minors riding their bikes, and skates, just remember they can change the header to include motorcycles!

Helmets may also be brought up because of all of the kids and their crotch-rockets racing on the streets. This has become a major problem in Denver, especially on Federal; and Colfax, where they also perform tricks, and all the dangerous stuff kids do!

The homeland resolution has made it into law. I'd like to compliment Tancredo and Sensenbrenner for standing up for us. They tried to hold up the works, and get it right! This means that the National ID will be implemented. With no regards towards illegal immigrants getting drivers licenses, how can there be any safety in this? This measure is more than Draconian; it's downright Fascist to me.

Then, look what's coming down with the Patriot Act. It is supposed to protect us, but in the long run, all it does is take away our power as citizens! It allows more control for police to act on impulse without warrants! The founding fathers fought for this constitution, and many died, lost their families, and farms. They will be turning in their graves! Do we have to remind ourselves that we are Citizens, not Subjects? Enough on this!

One good note is the Health Care Parity bill. S.423 passed the senate, and will go back to the house. This will be good for motorcyclists, and make our insurance work better for us! Call on your federal representative, and lets git her done!

Of Pocket Bikes and Blue laws: Yes, pocket bikes are all the rage. And they're cute! But they're making a bad scene all over the U.S.! Many places, including municipalities, and in some cases whole states want them outlawed! Golden is one such municipality. We will have to watch how this pertains to us as the problem grows. Also there will be no bikes sold on Sundays. A bill will not be written to allow relief of the "Blue Law" for motorcycles. Rep Larson R-Cortez will not be writing a bill this session. He states that most MC shops would rather be closed on Sundays and be motorcycling themselves. The auto dealers would also be angered if they weren't included.

Tiger will undoubtedly have the scoop on the Right of Way bill in progress. So I won't bother to get into that. Other than thanks to the Confederation of Clubs for the help!

Well, that's my rant for the very first of the New Year! May we find our paths to be healthy and joyous, and without extreme legislation!

Quotes for a new year: "A man is not old until his regrets take place of dreams". -Yiddish Proverb

Resolution for a New Year: "I have made it a rule to never smoke more than one cigar at a time". -Mark Twain

RIDERS FOR JUSTICE MEETINGS

EASTERN SLOPE

SUNDAY, JANUARY 9, 2005

SUNDAY, FEBRUARY 13, 2005

11:00 A.M.

AMERICAN LEGION

WINDSOR, COLORADO

WESTERN SLOPE

WEDNESDAY, JANUARY 12, 2005

WEDNESDAY, FEBRUARY 9, 2005

7:00 P.M.

EAGLES LODGE, ORCHARD MESA,

GRAND JUNCTION COLORADO

DENVER METRO

THURSDAY, JANUARY 13, 2005

THURSDAY, FEBRUARY 10, 2005

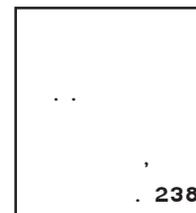
7:30 P.M.

DENNY'S

I-25 & 38TH

**Riders For Justice
PO Box 1986
Loveland CO 80539-1986**

CURRENT RESIDENT OR



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.

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

By Tiger Chandler

Progress report on Statute 42-4-1701:

On November 20th a delegation from Riders for Justice and the Confederation of Clubs attended the ABATE State Board of Directors meeting in George Town to extend the invitation for ABATE to come on board with RFJ and COC on the "Proposal to amend Colorado Revised Statute 42-4-1701". To make a long story short it was decided that there should be a committee formed with ABATE, BikePac, Confederation of Clubs, RFJ. That this committee would jointly work on any other issues that could come up with this bill being passed, to help who ever would carry this bill for the motorcyclists of Colorado.

On December 6th Lucky and I attended the Fort Collins Republican Breakfast so that we could have a chance to speak to Representative Jim Welker about the Proposal. Both Lucky and I felt the conversation went well. I told Jim that there were concerns from ABATE and BikePac about the Proposal and would forward these on to him so that he could direct us on what we needed to do next to help him:

Sent: Monday, December 06, 2004 10:33 PM

Jim Welker,

As per our conversation this morning at the Republican breakfast here are some of the issues that have been presented to me by members of ABATE (see attachment, if you have trouble with this please let me know). As I stated to you this is my first bill to work on from the beginning and I would like to be as much help to you as I can be.

I will keep you informed about any meetings that happen between ABATE, RFJ, BikePac, and the Confederation of Clubs. I will also be sending a email to let ABATE, RFJ, BikePac, and the Confederation of Clubs know about our discussion this morning and where we are, that you have your people investigating other state statues, and that we are moving forward.

Thank you for all your hard work and I look forward to working with you on this issue.

Tiger Chandler

Metro Denver Vice President

Riders for Justice

In keeping up with our agreement with the others involved with this Proposal I sent the following email:

Sent: Monday, December 06, 2004 10:48 PM

ABATE, BikePac, Confederation of Clubs, RFJ,

Just to keep everyone informed - this morning Lucky and I attended the Republican breakfast in Fort Collins in order to talk to Rep Jim Welker about the impending bill that we have proposed.

Jim told us that he has his people working on getting information about other state statues that would be similar to what we either have or are proposing. He also stated that this bill has been titled, he believed as Right-of-Way (I will research this more and let you know). I also told him that there were concerns about other issues that may need addressing and that I would pass them along to him for his review (see follow up forwarding email).

So we are moving ahead with this and it seems like a go.

Continued on Page 3

RIDERS FOR JUSTICE

Congratulations

our choice car.
look forward to working with them this

STATE SENATE

District	County		Candidates
4	Park/Teller/Douglas/El Paso	R	Rep. Tom Weir
8	NW Colorado	R	Jack Taylor
10	El Paso	R	Ron May
12	El Paso	R	Andy McElhan
23	Weld	R	Shawn Mitchell
24	Adams	D	Alice Nichols
25	Adams	D	Stephanie Taki
26	Arapahoe	R	Jim Dyer
27	Arapahoe	R	Nancy Spence

STATE HOUSE

District	County		Candidates
1	Denver	D	Fran N. Coleman
10	Arapahoe/Denver	D	Alice Madden
12	Boulder	D	Paul Weissman
14	El Paso	R	Dave Schuthe
15	El Paso	R	Bill Cadman
17	El Paso	R	Mark Cloer
19	El Paso	R	Richard Decker
20	El Paso	R	Lynn Hefley
21	El Paso/Premont	R	Keith King - F
27	Jeffco	R	Bill Crane
28	Jefferson	R	Don Lee
32	Adams	D	Valentin "Val" V
34	Adams	D	Lois Tochtrop
37	Arapahoe	R	Lauri Clapp
39	Arapahoe	R	David Balmer
40	Arapahoe/Ebert	R	Debbie Staffor
43	Douglas	R	Ted Harvey

BikePac about a committee meeting at this time. But it looks like it is a GO for this piece of legislation. This is not to say that the work is behind us – more to the fact the work has just begun. I will keep everyone posted on the progress of this bill and what we need to do next. We also want to thank Representative Jim Welker and his great staff for all the work that they have done so far on this Proposal.

On a lighter note I just want to remind everyone that we do have meetings in the Denver area on the second Thursday of the month – we have a great group of people who attend every month so if you are not busy that night come on down and get involved!!!! Also please stop by the RFJ booth at the Denver swap meet at the end of the month – we (the officers of RFJ) will all be there and we would love to have a chance to talk to you about any issues that you may have. See ya on the road!!!!

News from the West Side

Carl

Well another month has gone by and during this past month some changes have been made for us. No more Road Guard, thanks to the Grand Junction political anti Christmas spirit trying to stop a 24 year tradition. But thanks to a local bank that made a commitment for paying for guards for the 2005 annual toy run, it will continue next year, just without us as road guard. As for us, we have a empty hole to fill in by the replacement of the Road Guards. So put on your thinking caps for some ideas.

We have set the date for our fund raiser and that is the 26th of February, 2005 at the Eagles Hall in Grand Junction. Ralph and the Dinosaurs will be the band.

Surprise from Me. The Western Slope will have a membership drive for January and February. The winners will be announced at our fundraiser on February 26th. First prize will be \$75.00 cash and the runner-up winner will receive a year's membership free.

Our adopted Family project is going forward and we are also looking for volunteers to work our Booth at the January 29 and 30th Denver Swap Meet. We will cover the tables for Riders on that Sat.. The Eastern Slope will cover the tables on Sunday.

As everybody knows by now that the National Intelligence Reform Act has passed and is waiting for President Bush to sign it into law.

I don't know how many hours that I have spent reading on this bill, but it was unread by most of the Members of the House and Senate who helped to past that bill which totaled 3000 pages. I only have made the first 123 pages and its getting scary.

Our forefathers wrote the Constitution some 200 years ago to give Joe Citizen certain rights and now Homeland Security will take away some of those same rights that protected Joe Citizen against tyranny from the Government. As of now the Federal Government can go after Joe Citizen, now guilty until and maybe never proven otherwise.

Most of the provisions are aimed against the American Citizen and not the illegal aliens. Why don't they tattoo a number on our left forearm and be done with it, the database would be a whole lot simpler and less complex.

With the databases now in effect with HUD, the Driver License Bureaus from the 10 states that caused this mess by issuing non-citizens driver's licenses and Social Security.databases all combined, the government has the tools to give everybody that is not a citizen a Special Driver License for a form of a special ID. That would save the thousands of jobs from all the states Driver License Bureaus that are now out of business. This would save our present way of life as we know of it as of yesterday.

BUT THAT IS THE SIMPLE WAY.

METRO DENVER NEWS (Continued from Page 2)

Please get in touch with me to set up a committee meeting so that we can discuss our next step and/or issues.

Thanks you,

Tiger Chandler

Metro Denver Vice President

Riders for Justice

Sent: Tuesday, December 07, 2004 9:36 AM

Tiger,

I spoke with a Capitol legislative staff person yesterday. He will let me know what he finds out by the end of the week. I will pass that information on to you.

Have a great day,

Rep. Jim Welker

Yesterday RFJ attended the COC meeting in Denver where we gave our progress report to the guys. We have not heard any more from ABATE or

News from the West Side (Continued from page 3)

It's not too late because as of now Congress will take on the Drivers, License, ID some time in the middle of Jan. of 2005. Call all your Friends, Relatives, and anybody you know and asked the new lawmakers to write in protective provisions in our behalf.

If not our way of living in the US is past history and welcome to the new world of Government Rule. Now at least you have been told. **GOODBYE TO WHAT THIS GREAT COUNTRY WAS FOUNDED ON.**

MRF LEADERS' REPORT

Motorcycle Riders Foundation

P.O. Box 1808

Washington, DC 20013-1808

202-546-0983 (voice)

202-546-0986 (fax)

jeff@mrf.org (e-mail)

http://www.mrf.org (website)

#04LR08 - MRF LEADERS' REPORT - Ride With The LeadersTM - December 7, 2004

TO: The Leaders of the American Motorcyclists' Rights Movement

FROM: Jeff Hennie, MRF Vice President - Government Relations

It has been almost exactly one month since the American people voted on the direction of our great country and the US Congress still has not gotten their job done. Nearly 2 months after the targeted adjournment both chambers of the US Congress will be back in Washington DC to vote on the final spending measures for the 108th congress. While this seems like a bad situation for the country it gives motorcyclists one more opportunity to clear some legislation off the calendar.

Healthy HIPAA News

The Health Insurance Portability and Accountability Act (HIPAA) loophole legislative fix has been passed by the Senate putting the ball in the hands of House of Representatives. The House companion bill has 177 bipartisan co-sponsors, a tremendous showing of support. The bill has not been placed on the official House legislative calendar yet, but the MRF is working with several other groups, including the AMA, to get this done.

Highway Bill

The highway bill has been on life support for months, with the last official conference meeting occurring July 22. Some folks will argue that the bill was mired in too much controversy to have ever been in the running to actually make it into public law. The differences between the House and Senate bills as well as the very basic spending levels created a barren landscape for the transportation bill. The bill has not been pronounced dead, but that should happen soon.

The bill will need to be re-introduced in the 109th Congress. The need for this bill is huge for every

second in Lake George, NY. I was one of about sixty people in attendance at the two-day safety soiree. The make up of the attendees was riders, law enforcement, and safety beurocrats from NHTSA and the various state safety and highway administrators. The states that had representation were; New York, Massachusetts, Connecticut, Rhode Island, Maine, Vermont, New Hampshire and the island of Puerto Rico.

Many of our own MRF members were in attendance as well, Paul Cote and Sarge from Massachusetts and Prospector, Bill Cox and Scott Twitchell from ABATE New York. Here comes the odd part, the conference was a great exchange of information and a healthy dialogue ensued. I was prepared to hear all about the need for state helmet laws, NHTSA's usual song. Well much to my surprise the bulk of the dialogue focused on the need for greater motorcycle awareness programs, read share the road, and the necessity for more state motorcycle training courses. Most of the states represented all voiced a similar story; they need money to increase the availability and accessibility of quality motorcycle training programs.

Another issue was the need to get veteran riders into advanced courses mainly because according to NHTSA numbers the age group with the greatest numbers of fatal crashes in 40-49 year olds. Perhaps the most beneficial portion of the conference was the breakout session where all of the states met individually to discuss the particulars of the motorcycling safety arena. Not being from a state represented I sat in on the New York session. The back and forth between the safety officials and the riders was terrific. The focus was on what can all of us do to save the lives of our brothers and sisters on two wheels.

There was zero finger pointin the blame game. The sincerity to help shined like a halogen community, at least the ones educating drivers and motorc instead of dressing to crash s reported back to me, all the s tell.

A seemingly philosophical de normally hear from Dr. Rung optimistic about the future of perhaps what we have been te Probably not, until they do be continue to watch their agend

MRF E-MAIL NEWS

Motorcycle Riders Foundation

P.O. Box 1808

Washington, DC 20013-1808

202-546-0983 (voice)

202-546-0986 (fax)

http://www.mrf.org (website)

FOR IMMEDIATE RELEASE

Contact: Jeff Hennie, MRF Vice President - Government Relations jeff@mrf.org (e-mail)

November 18, 2004

#04NR43 - MRF Letter to Conferees Sent

The Motorcycle Riders Foundation would like to inform you that the letter to the conferees of the highway bill (HR 3550 and S 1072) will be sent to the entire conference committee this week during the lame duck session of Congress. The MRF would like to first thank every individual and Motorcycle Rights Organization who approached their member of Congress either in person or over the phone to request support for our motorcycle safety language. The letter was sent with 24 signatures, a great showing of support.

The following members who have agreed to sign on are: Mark Green (R-WI), Leonard Boswell (D-IA), Dennis Moore (D-KS), Tim Johnson (R-IL), Mark Kennedy (R-MN), Martin Sabo (D-MN), David Price (D-NC), Jim Moran (D-VA), Barney Frank (D-MA), Neil Abercrombie (D-HI), Mike McIntyre (D-NC), Jim Matheson (D-UT), Chris Shays (R-CT), Mike Rogers (R-AL), Jim McDermott (D-WA), Sam Graves (R-MO), Judy

arl Blumenauf (D-OH), Stephanie and Thaddeus

TO ALL READERS OF THIS NEWS

WE INVITE YOU TO MEET UP WITH US

GREATEST MOTORCYCLE SHOW & SWAP MEET IN
 January 29TH (9am TO 7pm) January 30TH (10am TO 5pm)
 NATIONAL WESTERN COMPLEX, DENVER COLORADO

COME ON OVER TO OUR RIDERS FOR JUSTICE
AND LETS TALK ABOUT CURRENT ISSUES
CONCERNING MOTORCYCLISTS

signed onto this r their unwavering some of the bill is ve load on the 1 session of he bill is still too ference committee ; to travel down clusion of the

Perhaps we will be doing this over with the new Congress. That, however, remains to be seen. Should it be necessary, the MRF is ready to navigate through the process once again. Thank you to every state motorcycle rights organization who helped bring their respective members of Congress on board. The MRF will keep you informed on the status of the motorcycle safety language in the highway bill as well as the condition of the bill as a whole.

Biker Bits

ARIZONA:

<http://sfgate.com/cgi-bin/article.cgi?file=/news/archive/2004/12/02/national1318EST0558.DTL&type=printable>

Thursday, December 2, 2004
(12-02) 10:18 PST PHOENIX (AP) —

A judge threw out key evidence against a man accused of assaulting a police officer during a drug raid on an alleged Hells Angels clubhouse, noting the raiders waited only a few seconds to move in after an early-morning knock on the door.

Judge Michael Wilkinson chastised members of a multiagency crime task force and ruled they illegally entered the building on July 8, 2003, violating search-and-seizure laws.

Wilkinson said it was understandable that Michael Wayne Coffelt, 42, came to the door carrying a handgun. The knock on the door came around 4:45 a.m., and officers then waited just six seconds before using a diversionary grenade and breaking a window to enter the building.

Carrying the handgun “would appear to be reasonable behavior, given the hour and the fact that the house was under attack,” he said in an order issued Monday.

Coffelt is scheduled to stand trial Jan. 5 on charges of aggravated assault against a police officer.

Officer Laura Beeler wounded Coffelt with a rifle, saying that he had fired his weapon at her first. Investigators later concluded Coffelt never fired.

Defense attorney Richard Schonfeld said Wednesday that the judge’s order effectively gutted the prosecution’s case. A spokesman for the county attorney’s office said no decision had been made on whether to appeal.

Coffelt has sued Beeler, the Glendale Police Department and others in federal court, seeking unspecified damages.

OHIO:

<http://www.wcpo.com/wcpo/localshows/dontwasteyourmoney/a63d37.html>

MINI MOTORCYCLES

Reported and Web Produced by: John Matarese
Updated: 12/03/04 11:38:58

Have you seen the hottest new item for teenagers?

They’re mini motorcycles... You can buy them for just a few hundred dollars.

But before you bring one home, beware!

This is what many young people want to find under the tree this December: Mini-Motorcycles or Pocket Bikes.

“Pocket bikes are cool. They’re the coolest things.”

But our partner, Consumer Reports magazine, calls them the most dangerous holiday gift you can buy this year.

They may look cool, but Consumer Reports engineers found the faster they go the less stable the bikes feel.

At 20 miles-per-hour, it’s hard to hold a straight course.

And once you put on the brakes, it takes 20 feet to come to a stop.

Making tight turns is another problem.

“Yeah, as you can see, you don’t have a very large turning radius.”

As a result, you have to pick up the bike to turn it around.

You’re not supposed to ride mini-motorcycles on the road, but people do. And compared to other vehicles, these bikes sit very low to the ground.

That makes them tough to spot from a car or truck.

Bottom line: Consumer Reports, says they’re too dangerous to give as holiday gifts.

If your teen wants a mini motorcycle for the holidays, try talking about electric scooters instead.

They’re fast and fun, too, but lower to the ground and safer.

As for the bikes, you decide if you want to tell the kids: Dont waste your money.

I’m John Matarese.

CALIFORNIA:

Only in California:

<http://www.modbee.com/opinion/letters/story/9556097p-10446052c.html>

It’s legal for motorcycles to split lanes

Last Updated: December 6, 2004, 07:40:28 AM PST

We have some uninformed motorists in Modesto who need a safety education.

If cars are stopped in traffic with two lanes in each direction, it is permissible for motorcycles to share the lane (lane splitting). That means if you are stopped at a light, and a motorcycle slowly moves to the front by straddling the two lanes, that’s OK. Don’t honk, shout or wave with your middle finger. However, it is unsafe for this if traffic is moving.

And by the way, cars and trucks may not share lanes with motorcycles. In Europe, drivers get angry if motorcycles don’t split lanes (they take up the space of a car, adding to congestion).

So, now you know the truth. Next time you see a motorcyclist do this, be happy that he is helping relieve holiday congestion.

G.A. GARCIA

MBA Holdings Signs Agreement with AON Corporation

SCOTTSDALE, Ariz.—(BUSINESS WIRE)—Dec. 6, 2004—MBA Holdings (OTCBB:MBAH) has signed an agency agreement with AON Corporation (NYSE:AOC) to market and sell motorcycle vehicle service contracts. The sales channels of MBA and its subsidiary, the National Motorcycle Dealers Association (NMDA), will be deployed to market the Outdoor Advantage Plan administered by Automotive Warranty Services Incorporated, a motorcycle vehicle service contract program underwritten by Virginia Surety Incorporated, an A+ rated subsidiary of the AON corporation. As an AON agent authorized to sell in all 50 states, MBA is prepared to market AON’s highly rated insurance products to the NMDA client base nationwide.

Headquartered in Chicago, AON Corporation is a leading provider of risk management services, insurance and reinsurance brokerage, human capital and management consulting, and specialty insurance underwriting. With an employee base of 51,000 people working in 600 offices in more than 120 countries, AON services many market sectors while leveraging their expertise across hundreds of disciplines around the world.

AON Corporation
<http://www.aon.com>

MBA
<http://www.mbadirect.com>

NMDA
<http://www.nmda.us>

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

COAST TO COAST BIKER NEWS

compiled and edited by Bill Bish

KILLERS AMONG US New motorcycle registrations have continuously increased since 1990, which means more riders on the road, but at the same time motorcycle crashes are down. This good news is compounded by a 47% drop in injury involvement from 1990 through 1998 when it began to rise, though even in 2001 the rate was still 30% lower than in 1990. However, now for the bad news; motorcycle fatalities are way up, and have doubled in the past five years to now equal the 1990 fatality rate. The reason for this dramatic increase goes far beyond the simple formula: more motorcycles = more fatalities. In a recent Special Report written by Wendy Moon for Motorcycle Consumer News, the author looks deep into the numbers and explains that this epidemic is more than just a function of the numbers. In 1990 there was 1 fatality in 37 crashes, but now it's 1 fatality in 22 crashes – a rise in crash-to-fatality rate of 40.5%. While safetycrats insist that this is a result of more states easing helmet requirements, NHTSA's "Recent Trends in Motorcycle Fatalities" states that helmet use in all motorcycle fatalities has increased from 43% to 53% from 1998-2001, even though more states did not require adult helmet usage. Speed and engine size are also not to blame for the increased motorcyclist fatality rate. Speed-related motorcycle fatalities have dropped from 41% in 1998 to 38% in 2002, and states with higher posted limits have the lowest percentage of motorcycle fatalities. Booze-blaming also doesn't hold water, because alcohol-involved rider fa-

talities have fallen from 40% in 1990 to 28% in 1999. All in all, considering the decline in crashes despite the increase in ridership demonstrates that today's motorcyclists are more educated, better trained and safer than ever before! So, what's the answer? What has changed since 1990 to account for such a dramatic increase in motorcyclist fatalities? According to MCN, the one thing that explains why more die while less are injured is the radical change in the traffic mix. Specifically, since 1990, the light truck vehicle (LTV) market, which includes Sport Utility Vehicles (SUVs), has increased 200 times and now represents approximately 50% of new passenger vehicle sales! In 2002, car vs. motorcycle accidents claimed the lives of 662 motorcyclists, but that same year LTV vs. motorcycle accidents killed 645 bikers. Now, to put this in perspective, passenger cars outnumber SUVs by a margin of 3-1! Therefore, LTVs are enormously over-represented in fatal motorcycle accidents. These LTV-related accidents are referred to as "mismatch crashes" and explains why more of those collisions are fatal. This mismatch has been well documented in terms of the danger to passenger car occupants involved in collisions with LTVs, as size, bumper height, frontal geometry, frame stiffness and mass contribute to a lethal combination. So it's not just that there are more LTVs on the road today, but that it's their design that creates the ultimate mismatch with motorcycles. So, the next time legislators call for a mandatory helmet law, ask 'em what they drive!

HELMET REPEAL PASSES MICHIGAN HOUSE A bill to amend Michigan's 38-year old mandatory helmet law was passed by the House, but the leader of the Senate has stated that the bill will not be taken up before the end of session. HB-4325, sponsored by Representative Leon Drolet, was approved by the Michigan House of Representatives by a vote of 69-37 on November 10th, and the bill now goes over to the Senate where it has a companion bill, S-321, sponsored by Senator Alan Cropsey. Bikers over 21 who've been licensed to ride a motorcycle for at least two years and finished a safety course wouldn't have to wear a helmet under the bill, which must pass the Senate and be signed by the governor before becoming law.

CHICAGO DROPS HELMET PROPOSAL, BUT MAY CONFISCATE NOISY BIKES Motorcyclists packed the Chicago City Council transportation committee meeting as city officials were preparing to consider Alderman Burke's proposal for a city-wide helmet requirement, but were informed that the proposed ordinance had been pulled. Alderman Allen, chairman of the committee, gave no explanation as to why the ordinance was pulled, but before the committee adjourned, he did commit to informing ABATE of Illinois in advance should the proposal be placed back on the agenda at a later

date. However, Alderman Natarus, who reportedly "will never like ABATE", has agreed to consider an equally bad ordinance that would allow the city to confiscate motorcycles for noise violations. ABATE is scheduled to meet with Alderman Natarus about this ordinance after the veto session.

ILLINOIS BIKERS SUE OVER DISCRIMINATION

Two Chicago-area motorcyclists are suing a Cary marina and restaurant, alleging workers there curtailed their free speech rights by denying them service because of their biker attire. The bikers wore jackets displaying motorcycle club insignia, and workers at the Broken Oar Marina in Cary, IL and its adjoining restaurant told them they would not serve them unless they removed their colors, co-plaintiff Peter James said. "What if I found a Bulls jacket offensive?" plaintiff James said. James, of suburban Brookfield, and Scott Patterson, also of suburban Chicago, are seeking \$20,000 in damages from the business for violations of their First Amendment rights to free speech and expression. The complaint, filed in McHenry County court, says James and Patterson went to the Broken Oar in September 2002 after a ride. James said other motorcyclists were on the ride, too, and they all stopped at the Broken Oar. Employees parked the group's bikes. "We got inside and they said, 'We can't serve you. If you go back and take your vests off we would consider serving you,'" James said. "It's gotten to the point that we're not going to stand for this anymore." James wore a jacket with the Outlaws Motorcycle Club emblem on it. Patterson belongs to Brothers Rising. Other bikers in the group, who are not a party to the lawsuit, wore insignia from their clubs, which include religious and clean & sober clubs. The groups are members of the Northern Illinois Confederation of Clubs, which aims to end discrimination against motorcyclists. James is chairman of the confederation. James said he believes motorcyclists are discriminated against because most people just don't understand their lifestyle. He said businesses and the general public should overcome stereotypes left over from decades ago about motorcycle clubs. "We are the last truly free Americans," James said.

CRUISE CONTROL When Tom Cruise shaped up for his next action flick, he did it on one wheel. According to Rolling Stone Magazine, Cruise checked into racing legend Keith Code's "On One Wheel" wheelie school at Willow Springs International Raceway in Rosamond, California in June to hone his already terrific wheelie skills in preparation for the filming of Mission Impossible 3. "Tom was a good rider already. He has a great combination of bravery and control, just like in his films," says Whitney Fair, director of the school. "He's already just about good enough to enter stunt contests. The idea was to get to the next action level on the motorcycle and, in his usual go-for-it style, he did!" School founder and instructor, Keith Code, says, "Doing wheelies ranks high on the list of the most frivolous and decadent things in the



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

Biker Bits

history of Mankind but I look at it from the perspective of skill and control."The highlight of the school is Code's invention, the Wheelie Training Bike. The school's Triumph Speed Triples are equipped with two anti flip-over devices. An adjustable microswitch kills one of the three cylinders while the other applies the rear brake. Both devices are adjustable and can produce the desired height of the wheelie. "Your eyes will pop out of your head when it goes up—but flipping it won't be easy," says Code.

WORLD'S FASTEST INDIAN Oscar winning actor Sir Anthony Hopkins will star in "The World's Fastest Indian," the true-life story of Burt Munro, a New Zealander who spent several decades constructing a 1920 Indian Motorcycle, then traveled to Utah and set a new land-speed record back in the '70's. Roger Donaldson, director of "The Recruit" is using his own writing and is directing the project.

WEIRD NEWS: HELMETS DOWN UNDER A recent court case may force Australian cowboys to wear helmets. Officials in New South Wales have charged a ranch owner over the death of a rider who fell off a horse, and safety advocates insist he should have had a helmet on. The rancher's conviction is creating controversy in the Australian Outback, and cowboy hats for the jackaroos may be heading for the history books. A ranch manager says the only time he's ever known the cowboys to wear helmets was when they were riding motorbikes, and the president of a farmer's group told the Associated Press (AP) that replacing the broad-brimmed hats with helmets could increase skin cancer and heat stroke. But others dismiss that argument, saying it's possible to come up with a hard hat that has a broad brim.

LEAKY MOTORCYCLE DESTROYS HOME The Pasadena Fire Marshal's Office has determined that a motorcycle with a possible gasoline leak is the cause of a fire which led to the destruction of a home and a garage and damaged a neighboring home. Arson investigators discovered two motorcycles inside the garage, and the homeowner had been working on the carburetor of one of the motorcycles. A possible fuel leak may have caused the gasoline vapors to spread to the water heater that was inside the garage where the fire originated, according to The Citizen Reporter, a Texas newspaper. So if you're working on your bike, do so in a well-ventilated area. If you're storing your bike over the winter, make sure your fuel petcock is turned off!

QUOTABLE QUOTE: "If you expect to be ignorant and free, you expect something that never was, and never will be." Thomas Jefferson (1743-1826), Third President of the United States

AND THAT'S ALL THE NEWS THAT FITS!

FOR YOUR INFORMATION

We have become aware of the following two groups which are forming

Motorcycle Ride Volunteer Network, a Network whose mission is:

To encourage motorcycle enthusiasts to share the riding experience with others who are unable to ride their own bike because of disability. Their website is:

www.motorcycleridevolunteernetwork.org

Continued on Page 12

NORTH CAROLINA:

Raleigh couple bikes across US to help disabled people - News 14 Carolina, NC - (RALEIGH) —

Imagine spending several months on a motorcycle, traveling through 48 states with your dog in the side car. A Raleigh couple did just that and their work could help millions of people around the country.

After seven months on the road, Blaine and Janet Parks came home this weekend. The couple left Raleigh in May, determined to take their hogs and their dogs, Max and Bailey, around the nation.

Using their own money, the foursome traveled through 48 states, raising money to train dogs that help disabled people.

Blaine said, "We'd never ridden motorcycles before in our lives. We learned to ride specifically for this charity ride."

More than 24,000 miles later, they're celebrating a big success. The parks helped raise \$150,000 to bring guide and assistance dogs to millions of people.

SOUTH CAROLINA:

Veterans Christmas Charity Ride 2pm Sun. in Columbia - WIS, SC - (Columbia) Dec. 6, 2004 - The annual Veterans Christmas Charity Ride is Sunday in Columbia, but even folks who don't have a motorcycle can participate.

The ride helps collect items to aid disabled veterans at the Dorn VA Medical Center. It begins Sunday at 2:00pm at Carolina Honda's new Columbia location off Interstate 20 and Fairfield Road.

Folks who don't plan to ride can drop off a gift pack at Carolina Honda or any South Federal Credit Union.

The vets need things like warm clothes, pajamas, socks, slippers, soft candy, radios, books and postage stamps.

NEW JERSEY:

Helping pets breathe easier. New Jersey Herald, NJ - Red Knights Motorcycle Club, New Jersey 13 donated eight sets of animal respirators to local emergency departments.

Each set has respirators to fit large and small dogs as well as a cat, said Joe Sugar, club president. "It will help to have the proper mask to have the oxygen administered to the pet," he said.

The masks were donated to the following departments: Newton First Aid Squad, Hampton Fire and Rescue, Stillwater Rescue Squad, Blue Ridge Rescue Squad, Lakeland Rescue Squad, Frankford Fire Department, Allamuchy Rescue Squad and Vernon Ambulance Squad.

The club is a local chapter of the international Red Knights Motorcycle Club — a club for motorcyclists who are also firefighters.

ARIZONA:

Suzuki Motorcycle Launches New Bandit 650 - Rubber Magazine, AZ - The all new Suzuki Bandit 650 and half faired Bandit 650S launch took place at Tarrangona, Spain last week.

An anxious wait for Suzuki saw a reward from the attending press from all over Europe with rave reviews about the new machine.

Suzuki aimed to make the Bandit 650/S more accessible to more riders, improve the machines performance and handling whilst maintaining its classic Bandit

In this respect the engine displacement was increased 56cc to improve low and mid-range performance. Weight has been reduced, there is a more modern style and the seat and handlebar height are adjustable. Suzuki have clearly succeeded with excellent reviews from attending press.

Master of all trades, the new 650cc Bandit combines the best-loved characteristics of the popular Bandit 600 with an additional 56cc of torque-building engine displacement.

Developed for even greater versatility, the 656cc motor is tuned to deliver broad, responsive power across a wider rpm range.

Styling has been brought right up to date, making the Bandit as desirable as it is useable. For smooth, efficient performance, comfort, convenience and sporty looks, there is no other choice.

With an additional 56cc displacement, the new 656cc motor offers a broader powerband and more low-down torque. New engine internals for reduced friction, smoother performance and increased power. Revised four-into-two exhaust system optimises burn efficiency and reduces harmful emissions. Reshaped fuel tank and adjustable seat height for improved comfort and added control for shorter riders.

Yamaha USA Returns To Motorcycle Racing In 2005 - Rubber Magazine, AZ - The same factory Yamaha road race team that won the 2004 AMA Superstock Champion

Continued on Page 8

Colorado
POWERSPORTS

Jack O'Neal
general manager

2865 north avenue
grand junction, co 81501
970.263.4600
fax 970.243.4635
www.coloradopowersports.com

Biker Bits - Yamaha (Continued from Page 7)

ship and ran up front in the AMA Supersport Championship will return for 2005 aboard the a fully-developed Superstock championship winning YZF-R1 and the new, heavily-revised YZF-R6.

Returning riders Aaron Gobert, Jason DiSalvo, Damon Buckmaster and Jamie Hacking will compete under the unique arrangement that sees all four members racing in the Superstock class aboard Graves Motorsports prepared R1s and in Supersport on factory Yamaha prepared R6s.

According to Chuck Graves, Graves Motorsports team manager, he is confident about next year and added that he feels that Yamaha has the best team and bikes in the series. Noting the benefits of working with an experienced team, Graves said, "After two years together, the team is pretty tight and we all know what to expect from each other."

CALIFORNIA:

American Suzuki Motor recalls ATVs

BREA, CA, Dec. 7 (UPI) — American Suzuki Motor Corp., of Brea, Calif., recalled 27,000 2004-2005 Eiger and Vinson all-terrain vehicles because of a potential fire hazard.

The ATVs were assembled with an incorrectly

sized mounting bolt under the fuel tank that could result in fuel leakage presenting a fire safety hazard and risk of injury or death. There has not been any reports of incidents.

Suzuki 2004 and 2005 models Eiger ATVs — LT-A400K4, LT-A400FK4, LT-F400K4, LT-F400FK4, Vinson ATVs — KT-A500FK4, LT-F500FK4, Eiger ATVs — LT-A500FK5, LT-F500FK5 are include in the recall. All are vehicles designed for use by riders age 16 and older.

The ATVs were sold at Suzuki motorcycle/ATV dealers from August 2, 2003 to August 26, 2004.

Consumers should take their affected ATV to an authorized Suzuki dealership or call 800-444-5077 to replace the fuel petcock-mounting bolt and sealing washers at no charge to the consumer.

COLORADO:

Larson won't sponsor bill to allow dealers to sell on Sundays

DENVER - State Rep. Mark Larson has decided not to champion a legislative effort that would have allowed motorcycle dealers to sell bikes on Sundays.

A state blue law, passed in 1955, prevents Sunday sales of motor vehicles, including motorcycles.

"The bottom line is I won't be introducing that bill," Larson said Thursday.

Jeff Murray, owner of Durango Harley-Davidson, asked Larson, R-Cortez, to consider carrying a bill in the House that would exempt motorcycles from the law.

Larson agreed to hold a meeting in Durango last month with area motorcycle and car dealers to discuss the proposed exemption. The reaction from other dealers was uniformly negative, despite Murray's contention that he was losing business because of the restriction.

Murray cited the Rally in the Rockies on Labor Day weekend, when 5,000 to 10,000 bikers passed through the doors of his business, but he was unable to even quote any of them a price on a motorcycle.

"The only one interested in me carrying that bill was Jeff Murray at Durango Harley-Davidson," Larson said. "While I agree with (Murray) totally - government should not be protecting businesses from making decisions - I heard a clear voice coming from my constituents that they don't want (the bill)."

The other Durango area motorcycle dealers who attended the meeting with Larson and Murray agreed it was more important to have time off to be with their families - and enjoy motorcycling themselves - than it was to be open on Sundays. Car dealers objected because

they felt if motorcycle dealers were allowed to sell vehicles on Sundays, car dealerships would be next, increasing costs without increasing sales. In an unscientific Web poll conducted recently by The Durango Herald, 1,643 votes were cast on the question of whether or not car and motorcycle sales should be allowed on Sundays. Some 60 percent of the voters said dealers should be able to sell cars or motorcycles on Sundays if they choose to.

"The survey shows consumers wouldn't mind buying on Sunday," Larson said.

CDC: More Adults Dying in Alcohol-Related Motorcycle Crashes

12/3/2004

A Centers for Disease Control and Prevention (CDC) report finds an increasing number of motorcyclists aged 40-44 dying in alcohol-related crashes, the Associated Press reported Dec. 2.

According to the CDC report, the rate of older adults who have died in alcohol-related motorcycle crashes increased from 1.2 per 100,000 population in 1983 to 1.9 in 2003. Previously, the highest rate of death among alcohol-impaired motorcycle drivers was among the 20-24 year age group. However, that age group has seen a decline in alcohol-related motorcycle crashes.

The CDC attributes the shift to more adults in the 40-44 age group riding motorcycles. The increase in alcohol-related crashes may be a result of drivers drinking before riding a motorcycle or participating in weekend road trips that include drinking.

To address the issue, the CDC recommended sobriety checkpoints, greater enforcement of driving-under-the-influence laws, and programs in restaurants and bars to reduce drinking and driving.

ARIZONA:

http://www.rubbermag.com/news/041202_5n.html

Rossi's Motorcycle In Museum

Honda Racing Corporation today made available to Michelin the motorcycle which made history by winning the very first race in the MotoGP World Championship, ridden by Valentino Rossi. The Honda RC211V was handed over by HRC's Managing Director Satoru Horiike to Michelin's Managing Partner, René Zingraff at a presentation at the Michelin Museum in Clermont Ferrand, France.

The Honda motorcycle took victory in the 2002 Suzuka MotoGP race which opened the new era of top class racing, when 500cc two-stroke machines were replaced by the all-powerful 990cc 4-stroke machines. This new challenge for bike and tyre manufacturers alike was dominated by

at
**INDIAN
MOTORCYCLE
Fort Collins**

• SALES • SERVICE • PARTS • ACCESSORIES

Financing Available

FREE SHIPPING AVAILABLE

- Show polished S&S
- 113 c.i. 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 Tribby

THE FIRST LAW OF NATURE DEMANDS A SECOND AMENDMENT

By Sergei Borglum Hoff

September 22, 2004
NewsWithViews.com

Second Amendment: “A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.”

The attacks on our World Trade Center have brought unimaginable grief to thousands of American families. They have also ignited a keen awareness of our vulnerability. And, the dereliction of federal government has become evident by its inability or refusal to provide adequate nationwide defenses from foreign aggression. Whether the appropriate charge is criminal negligence or high treason, there is no question that the people have been betrayed. However, individual security is not the constitutional responsibility of government. More than one judicial decision will confirm such a statement. In other words, it is you, the individual that is obliged to make provisions for your own safety by adhering to the First Law of Nature. You must respond to this fundamental law, or perish. I recognize that this is harsh news for the politically correct sensibilities of most Americans, but this revelation is a simple fact of life. Self-defense is the natural and honorable stance that we must all promote. Without decisive steps to defend self and family, “security” is only a word.

“The constitutions of most of our States assert that all power is inherent in the people; that... it is their right and duty to be at all times armed.”—Thomas Jefferson to John Cartwright [1824]

Questions regarding the First Law of Nature were resolved at the time the Second Amendment—preeminent defender of our Bill of Rights—was ratified on December 15th, 1791. This fundamental law reigns supreme over every law contrived by politicians. And, the continuous and very real protections that the Second Amendment affords cannot logically be interpreted as antiquated necessity. Its purpose remains sound and noble. Accordingly, constitutional law and common sense should render further discussion respecting the absolutes of self-defense as unwarranted. However, as this essential law is now under an unnatural attack by the encroaching United Nations, faithless public servants, and other debilitating influences of Socialist activism, an uncompromising attitude and a defensive awareness are indispensable. Diligently exposing the fraudulent nature and weaknesses of our demoralizing adversaries and their emotionally vulnerable admirers is no less vital to national security and the preservation of individual freedoms.

“To disarm the people is the best and most effectual way to enslave them.”—George Mason

Within the First, Fourth, Fifth, Ninth, and Tenth Amendments of our Bill of Rights, the rights of the people are correctly interpreted as referring to the rights of individuals. Why is it, that only within the Second Amendment are people allegedly intended by the Founding Fathers to denote a collective or state right? Very simply, politicians and judges of a disloyal or subversive nature are fearful of

an armed citizenry. For obvious reasons, these contemptuous public servants do not want civilian firearm ownership, and argue that only the police and military should be armed. Their fear of the people is as it should be, and was the intent of our Founding Fathers. Through peaceful human rights activism including imposing demonstrations, it will be wise to indelibly imprint such forebodings on the forefront of their consciousness. Be creative!

“When governments fear the people there is liberty. When the people fear the government there is tyranny.”—Thomas Jefferson

“A free people ought not only to be armed and disciplined, but they should have sufficient arms and ammunition to maintain a status of independence from any who might attempt to abuse them, which would include their own government.”—George Washington

The following truths must be conveyed to these unrestrained servants of the people: For the preservation of liberty, this nation, self, or family, the First Law of Nature does not require bureaucratic sanction prior to its enforcement by the people. And, whether or not politicians and judges view the Second Amendment as impaired is not a governing factor for the resolute individualist. Further, genuine patriots—those loyal to this nation and the principles of its Constitution—and other adherents of the First Law of Nature, will never be enslaved or deterred as a result of unnatural and unconstitutional laws, regardless of counterfactual Supreme Court judgments. There are 90,000,000-armed Americans (University of Chicago Research Center). Although ten-percent is conceivable (9,000,000), if only one-percent of that number (900,000) begins to energetically react—expertly or not—to human rights violations, there will indeed be ample cause for concern on the part of the unfaithful public servant. As the supreme counterforce to the tyrannical powers of government, our Founding Fathers forged the unyielding Second Amendment—the Excalibur of the people. Those politicians and judges from this subversive tribe and the others now performing their ballet from atop a fence will display a degree of wisdom by briskly restoring constitutional government and justice.

In one of only a few correct court decisions with respect to constitutional intent, Supreme Court Chief Justice Marshall proclaimed: “any act of the legislature, repugnant to the Constitution, is void.”—Marbury vs. Madison [1803]

In further reference to the controlling or banning of guns, I have also caught the words “compelling state interests” being foolishly and dangerously flung about. In truth, the “compelling state interests” are enumerated within the twenty-six Amendments (18th repealed by the 21st) and in Article I, Section VIII, of the United States Constitution. Federal government is responsible for no more or less. If, defending the fundamental principles of the Constitution is not the compelling interest referred to, then what other interests should be of higher priority or greater concern to the federal government? None! These three words, “compelling state interests,” can be the most menacing of semantic combinations; it holds the potential for unlocking the gates that constrain arbitrary legislation, counterfactual judgment, and unlimited oppression.

Although, Attorney General John Ashcroft and the 5th Circuit Court of Appeals recently and correctly ruled that the Second Amendment did in fact protect the right of individuals to keep and bear arms, the infringements persist. Fearing the potential of an unlimited armed citizenry and reasons of “compelling state interests,” this cowardly court refused to adequately address the imposition by our Founding Fathers of four absolute and unyielding words: “Shall not be infringed.” Any court ruling that is erroneous or incomplete is repugnant to the Constitution and an insult to our intelligence. Always taking delight in their supreme abilities to

subvert the Constitution, and never to be overshadowed by judges of an inferior court, the U. S. Supreme Court—in its typical dereliction-of-duty-mode—has again refused to hear arguments relative to this issue of national importance. Lacking even a rodent’s squeak of complaint from the National Rifle Association (NRA), President Bush—through Solicitor General Ted Olson—has evidently requested that the nine black robes refrain from ruling on this particular constitutional question. It is obvious that one governmental branch is colluding with another. Frankly, I cannot think of a more compelling reason for publicly impeaching George Bush, and the deplorable conduct of this self-perceived august court.

It is crystal clear that the enforcement of the Bill of Rights has become inconsistent. Prior to the recent enactment of the “USA Patriot Act,” if a state or local government were to violate the human rights of any individual, the federal government and courts—often self-exempted from the same laws—would in most cases chastise that offending state or city. Excepting, of course, the unalienable individual rights guaranteed by the Second Amendment. The Second Amendment is the only constitutional protection to be singled out for state and local recognition or lack thereof, inaccurate or vague interpretation, and unconstitutional infringements. Whereas, the states are rarely permitted to infringe upon the human rights contained within the remaining nine Amendments, they are encouraged by the federal government and courts to assault the principles of the Second Amendment.

Nationally, thousands of innocent and nonviolent people have been prosecuted, convicted, and incarcerated as a result of unconstitutional firearm legislation. These legislative and judicial abuses are an outrage yet willfully and readily employed in every state within this nation. At this stage of his appointment, Attorney General John Ashcroft adamantly refuses to enforce the Second Amendment nationwide. Instead, he vigorously prosecutes innocent, nonviolent persons charged with violating these unconstitutional laws. With the exception of justified restrictions placed upon people who have been constitutionally convicted as violent felons, “Shall not be infringed” unequivocally demands the void of all criminal and civil laws pertaining to firearm possession. Be pleased with this fact or not, there are absolutely no qualifications placed on the Second Amendment, or the lawful individuals that it protects. Our government and courts have no authority to enact or enforce any so-called “reasonable firearm restrictions” or “commonsense gun laws.” Period!

In violation of the Bill of Rights, my state requires the possession of a license that permits me to bear a firearm. As a “compelling state interest,” should I not also be required to

AMA announces 'Justice for All,

Targets light sentences

The AMA has announced "Justice for All," a new nationwide initiative that will focus on inadequate sentencing of car drivers who seriously injure or kill motorcyclists.

"Justice for All" will advocate legislation establishing tougher penalties when traffic offenses or criminal actions by other motorists result in a motorcyclist's death or serious injury, a move that also would benefit other vulnerable road users such as bicyclists and pedestrians. The program will include cooperation with state and local motorcycling organizations, efforts by AMA Community Councils, and a variety of opportunities for individual motorcyclists and other concerned citizens to become involved.

"Justice for All" also will feature events that coincide with the 2004 Black Hills Rally in Sturgis, South Dakota.

In late January, after former U.S. Rep. Bill Janklow received just 100 days in a South Dakota county jail for second-degree manslaughter related to a traffic crash that claimed a motorcyclist's life, the AMA expressed its disappointment in the sentence, not only because it represented an inadequate penalty for that crime, but because it's an example of injustice that occurs in courtrooms all over the country.

"We believe it's important to take constructive action that reaches far beyond the borders of South Dakota," said Edward Moreland, Vice President of AMA Government Relations. "Instead of directing our energy toward something that's already happened, we urge all motorcyclists to work with us to change the way the justice system sentences drivers who kill motorcyclists, and to prevent similar tragedies and injustices in states and communities nationwide."

Continued on Page 15

Colorado Motorcycle Laws

(From AMA website)

- Safety Helmet:** Not Required
- State Funded Rider Ed:** Available for all eligible applicants
- Eye Protection:** Required by law
- Daytime Use of Headlight:** Modulating headlight permitted
- Passenger Seat:** Required if carrying a passenger
- Passenger Footrest:** Required if carrying a passenger
- Passenger Age Restriction:** None
- Helmet Speakers:** No restrictions
- Periodic Safety Inspection:** Required by law - random
- Mirror Left(L) Right(R):** Required by law
- Radar Detector:** No Restriction
- Turn Signals:** Not required
- Muffler:** Required.
- Maximum Sound Level:** Maximum allowable A-weighted sound levels based on measurements taken at a distance of 50 ft from center lane of travel, local authorities may adopt following: 1) Manufactured before 1/1/73—88dba at 35mph or less; 90dba at 35 to 55mph; 2) Manufactured after 1/1/73—86dba at 35mph or less; 90dba at 35 to 55 mph (25-12-107. Powers of Local Authorities).
- State Insurance Requirements:** Compulsory Liability (Minimum Limits)(25/50/15)
- Rider-Education Waiver:** Skill & Knowledge Test
- Accept Motorcycle Endorsement From Other States:** Yes
- Accept RiderEd Completion Card From Other States:** Yes
- Motorcycles operating two abreast in same lane:** Yes. 42-4-1503. Operating motorcycles on roadways laned for traffic. All motorcycles are entitled to full use of a traffic lane, and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a traffic lane. This subsection (1) shall not apply to motorcycles operated two abreast in a single lane.

In Memoriam

Donald Gene Ihfe, 48, of Windsor died Saturday, Oct. 30, at his home. He was born Jan. 15, 1956, in Gothenberg, Neb., to Gilbert Ihfe and Delores Patterson.

Mr. Ihfe married Diana Spirek on July 4, 2000, in Windsor.

He was a member of the Corvette West club and the Moose Lodge in Loveland. He loved Harleys, riding and his 1968 Corvette. He loved his kids and grandchildren. He enjoyed fishing with his grandchildren, riding his four-wheeler, camping and hunting.

Survivors are his wife, Diana Ihfe of Windsor; three daughters, Christina Ihfe of Fort Collins, Connie Scott and husband Joe of North Carolina, and Vanessa Spirek of Windsor; three sons, Chad Ihfe of Windsor, David Ihfe of Evans and Nick Spirek and wife Kerry of Severance; a brother, Cecil Ihfe and wife Kay of Windsor; an aunt, Shirley Lassiter of Oregon; and five grandchildren.

Memorial gifts may be sent to Donald Ihfe memorial fund in care of Stoddard Funeral Home, 3205 28th St., Greeley, CO 80634.

Condolences may be sent to the family at www.mem.com.

***Biker Bits* Rossi (Continued from Page 8)**

Honda and Michelin, who won fourteen of the 2002 season's 16 races together - 11 of them with Valentino Rossi - with Michelin also claiming the other two races for a 100% record.

Honda Racing Corporation's senior management, Managing Director Satoru Horiike, Repsol Honda Team Manager, Makato Tanaka and Kyoichi Yoshii, Large Project Leader of the RC211V project were in Clermont for a series of meetings and a visit to Michelin's Test and Research Centre in Ladoux. The day ended with the presentation, made at the company's Centre d'Information et de Rencontre, which houses Michelin's Museum, with Michelin's senior management present.

Mr Horiike said, "We are very pleased to be able to provide this bike on loan to Michelin for their Museum. Michelin and Honda have been partners for a long time and have scored many, many race wins together. We have shared no less than 13 500cc and MotoGP world rider championship titles. Their technical input and professionalism is incredibly important to us. In motorcycle racing, the tyre plays a crucial role and we are very happy to have Michelin as our tyre partner."

In reply, M. Zingraff said "I am delighted to accept this Honda motorcycle on behalf of Michelin. We are very proud of our results in motorsport and in motorcycle racing in particular. We have been involved for over 30 years and have a fantastic record of wins and championships. Our relationship with Honda in racing has played a significant part in this success and I want to thank Horiike-San for his company's confidence in us. I am also pleased to say that technical partnerships like this help us enormously in developing high performance tyres for road-going motorcycles as well, as our latest Michelin Pilot Power range proves."

The Honda RC211V, which is on long-term loan from Honda, will be on display in Michelin's museum in Clermont Ferrand.

**CREATIVE
TATTOOING**

747
Winters Ave.
Grand Junction
Colorado 81501

by *Tattoo Tom*
970-241-9369



Second Amendment (Continued from Page 9)

possess a license that permits me to freely speak or write what is on my mind, a license that permits me to be free from unreasonable searches and seizures, or a license that permits me to refrain from incriminating myself? What other unalienable rights should I not be permitted to exercise without a license?

”Who are the militia? Are they not ourselves? Congress have no power to disarm the militia. Their swords and every other terrible implement of the soldier, are the birthright of an American.. The unlimited power of the sword is not in the hands of either the federal or state governments, but, where I trust in God it will ever remain, in the hands of the people”—The Pennsylvania Gazette [February 20, 1788]

Is the right of individuals to bear firearms of choice, absolute? Yes! Of course it is. The unjustified use of a firearm is an entirely different matter. Our rights do not extend beyond the point where they begin to violate the rights of others. We do not have a right to use firearms for criminal intent. Nor are we permitted to maliciously shout fire in a crowded auditorium. Freedom of speech cannot lawfully be abridged unless used in an unlawfully destructive manner. And, our right to keep and bear arms cannot lawfully be infringed upon except when firearms are used for criminal purposes. Unlawfulness stems from anti-social behavior, not the tools used to achieve the nefarious results.

Use of a firearm or any weapon (automobile, knife, poison, baseball bat, and on forever) to violate the rights of others is a felony offense, and has no correlation with the Second Amendment. We have an abundance of laws to control or punish destructive behavior. Criminal use of firearms should be dealt with on an individual basis without penalizing the entire nation for the misdeeds of a few. Preventing citizens from firearm ownership simply because they might violate the rights of others is unconstitutional. In doing so, innocent persons are punished along with the guilty. Rebellious of the aforesaid truths, our government conducts all Americans as suspected criminals.

The people of this world have indeed suffered as a result of government infringements on this basic human right of self-defense. The germane questions are: Would we have lost 3,000 lives at the World Trade Center and Pentagon, had the lawful passengers of four flights been armed with handguns? It is reasonable to conclude that our losses would not have been so staggering had this been the case. And, would the peoples of China, Cuba, Nazi Germany, Soviet Russia, Chechnya, and Kosovo have become victims of rape, torture, and genocide had the citizenry been well prepared with handguns and assault weapons for self-defense? With adequate weaponry at hand, along with an appropriately defensive attitude, the numbers of casualties certainly would not have counted into the millions. It is estimated that 170,000,000-civilians worldwide have been murdered by governments within the 20th Century (University of Hawaii research). If we want effective personal and “Homeland” security then all lawful citizens must be armed. If you desire peace, visualize self-defense. A defensive posture is far more effective than surrender or hope.

”Americans have the right and advantage of being

armed—unlike the citizens of other countries whose governments are afraid to trust the people with arms.”—James Madison, the Federalist Papers No. 46 at 243-244

The Constitution was conceived for the enumeration of legitimate authority and limitations of federal and state governments. Justly restrained, no government has the constitutional or moral authority—in any degree or manner—to infringe upon our unalienable, Second Amendment rights and duty of self-defense. Rebellious of this embarrassing yet straightforward and unalterable Second Amendment, our disingenuous officials—under the pretense of “safety concerns,” “compelling state interests,” and the “war on drugs”—have enacted unconstitutional and pernicious legislation, placing millions of men, women, and children at serious risk.

Whether or not the majority of citizens believe in the right of the people (individuals) to keep and bear arms is irrelevant to the application of constitutional law. Intentionally disregarding degrees of social and political popularity, the Constitution equally protects the rights of every individual. Like it or not, this is a nation of laws and not of men. We do not consider the political correctness of Socialism or polls of public opinion in order to determine which unalienable, constitutional rights government shall permit the people to exercise. We are dependent upon constitutional law for such judgments. Not any individual or faction has ever been blessed with the luxury of picking and choosing which Article or Amendment is more convenient and adaptable to their self-serving needs. The Constitution must be accepted logically, with honesty, and in its entirety.

Federal court decision: “A state cannot impose a license, tax or fee on a constitutionally protected right.”—Murdock vs. Pennsylvania 319 US 105 [1942]—For those who rely on constitutional law and commonsense, the possession of firearms is clearly “a constitutionally protected right.” Regardless of this truth, most states require a citizen to pay a “fee,” in order to obtain a “license,” before keeping and/or bearing a firearm; federal and state “taxes” are always levied at the time of firearm transaction.

Supreme Court decision: The U.S. Supreme Court broadly and unequivocally held that requiring licensing or registration of any constitutional right is itself unconstitutional.—Follett vs. Town of McCormick, S.C., 321 U.S. 573 [1944]—Although neither decision is related to firearms, they nonetheless settle the question concerning the unconstitutionality of licensing, taxation, or registration of any constitutional right. Laws requiring persons to obtain permission from states to carry concealed firearms are unconstitutional. Seeking permission to exercise a right is absurd. Unconstitutional laws lack legitimacy and should never be obeyed by a free people.

Webster’s University Dictionary—Infringed: 1. To violate or go beyond the limits of (e.g., a law). 2. To break (a law or agreement); fail to observe the terms of: violate. 3. To defeat: invalidate.—to encroach upon something. Infringement: 1. A violation, as of a law or agreement. 2. An encroachment, as of a privilege or right.”—If the 20,000 federal and state gun laws do not flawlessly illustrate Webster’s definition of infringed, then no other repressive or invading action will.

Our Founding Fathers unequivocally prohibited the

following bicentennial restructuring of the Second Amendment by politicians and bureaucrats: First registering the pre-approved firearm with the BATF, and after receiving a concealed weapons permit, “the right of the people to keep and bear Arms, shall not be infringed,” except, by means of 20,000 state and federal gun laws. Or, on airplanes, on passenger trains, on buses, in churches, within 1,000 yards from schools, in court-houses, in government buildings, in taverns, in national parks, on most city streets, during interstate trucking, and unless opinion polls indicate to politicians that additional infringements are conducive to their self-serving needs. Rubbish! Dissuading tyrannical government requires effective armaments by the people at all times and in all places. Civilians have the right to possess and bear the same fully-automatic firearms as law enforcement and military personnel.

As they run contrary to the intent of the Bill of Rights, these “gun control laws” should never be respected as laws but instead condemned by the people as acts of infringing outlaw legislation. These legislative and judicial illegalities represent direct assaults upon the unalienable rights of all Americans. Without question, it is outlaw legislation that has no constitutional foundation. This legislation, under the pretense of legitimate congressional action must be immediately voided.

As a former peace officer of many years, I can state with credibility that guns save innocent lives far more often than they kill. Law enforcement documentation also indicates that there are over two million lives saved by guns each year. However, these facts are never disclosed by the local or national media. In opposition to this truth, I have heard many victim disarmament exponents say from the other side of the mouth, that they only want “reasonable restrictions” on gun ownership. That is of course, “for the sake of our children.” Does the number of 20,000 standing gun control laws appear to be “reasonable restrictions” to anyone other than a deceitful politician or a simpleton?

In 1856, the U. S. Supreme Court ruled that local law enforcement had no duty to protect individuals but only a general duty to enforce the laws. South vs. Maryland, 59 US (HOW) 396, 15 L. Ed. 433 [1856]. A U. S. Federal Appeals Court declared in 1982: “There is no constitutional right to be protected by the state against being murdered by criminals or madmen.”—Bowers vs. devot, U. S. Court of Appeals, 7th Circuit 686 F. 2d 616 (1982).

The reality is that you have no right to demand of anyone to risk his or her life in the defense of yours. Obviously, preserving your life is a very personal endeavor requiring sound judgment. Make no mistake! Anyone—regardless of ignorance or intent—who attempts to deprive you of the means or ability to defend the lives of your family is a very real enemy and must be exposed as such. All anti self-defense activists are as deadly a threat to you and your family as any violent criminal, terrorist, or psychopath. Never underestimate the destructive potential of these victim disarmament fanatics, with their inherent theatrical talents for staging mindless mob melodrama. Does the “Million Mom March” rekindle memories of such absurdities? Their actions contributing to the same deadly result, these million goose-stepping moms and

Second Amendment (Continued from Page 11)

many politicians (Bush, Clinton, Lieberman, Schumer, Feinstein, Kennedy, Daschel, Lautenberg, on and on), must all be held accountable for the thousands of American men, women, and children who—through unconstitutional, outlaw legislation—are prevented from defending their lives.

How many celebrities and elected officials venture outdoors without the security of armed bodyguards in their presence? Are their lives of greater value than your own? Can you afford to retain the same quality of protection for yourself and family? Dialing 911 will not assure your safety. Although in most cases they are willing to assist, police usually provide a post-incident response. After the damage is done, they will always be there to investigate your homicide or rape. Remaining armed is the only natural and reliable alternative to you becoming a victim of robbery, rape, assault, or murder.

Because of their ceaseless and malicious distortion of gun related facts, many members of the Socialist news media are morally responsible for these horrific losses. Knowing full well that women are far more vulnerable to physical assault, the "National Organization for Women" (NOW) lacks creditability by failing to encourage the arming of their supporters for self-defense. If they were sincere in their concern for the welfare of women, they would certainly do so. And, acts of hypocrisy by the "American Civil Liberties Union" (ACLU) for refusing to defend our Second Amendment rights should not go without justified public condemnation.

Unfortunately for humanity, organizers of the Socialist movement perceive man's eternal search for truth as a challenge to be avoided at all costs. Genuine concern is never given if that price demands victimization of the defenseless. In their desire to create illusions, thereby manipulate public opinion, the Socialist proponents of political correctness will concoct labels for objects, behavior, and people. Although this practice permeates every aspect of our society with its misleading and enfeebling effects, I will provide only a few examples that pertain to firearms. What was once appropriately and widely accepted as "self or family defense," has been demonized as another act of "senseless gun violence." The oppressive legislative action called "gun control," is now compassionately labeled as "gun safety." And, the harsh and restricting organization known as "Handgun Control Inc.," has been re-labeled as a family friendly "Brady Campaign to Prevent Gun Violence." They have been successful. Individuals of a less substantial character are embarrassed to advocate firearm ownership and self-defense. These Socialists vultures feed off the weaknesses of their emotional admirers. Have we the people—traditionally trusting in a commonsense approach to life—not yet discovered that rearranging labels does not alter even one iota, the reality that Socialists, on a par with Communists and Fascists, are ruthless enslavers? It is all about subduing the people; not gun safety.

I am confident that genuine American patriots will perceive the veracity of my statements regarding our unalienable right of self-defense. If such truths can be agreed upon, then why are we demeaning our predominant position by begging these insubordinate servants to honor the Second Amendment? Dare the oath-breaking cowards

to do otherwise!

© 2004 - Sergei Borglum Hoff - All Rights Reserved

Biker Bits

Harley-Davidson: Women buying more motorbikes

Harley-Davidson Inc. said Monday that it has added a section on its Web site dedicated for women motorcyclists in response to growing sales of motorbikes to women.

Milwaukee-based motorcycle manufacturer said sales of its motorcycles to women have grown from 2 percent of sales in 1985 to 10 percent of sales in 2003, when women bought 23,000 bikes.

Those figures match industrywide totals indicating women accounting for 10 percent of all motorbike sales in 2003, up from 8.2 percent in 2002, Harley-Davidson said, citing data from the Motorcycle Industry Council. Harley-Davidson's communications manager Paul James also said women are increasingly drawn to new models like Harley's low-seat Sportster bike because those models are easier to handle.

Biker Bits

KANSAS:

Motorcycle helmets an issue again

Associated Press
WICHITA — Sharon Neal was shopping recently for a motorcycle helmet for her 19-year-old son, who recently got a motorcycle.

"He's going to wear a helmet or he's not going to ride it," she joked at last week the Wichita store.

But with motorcycles apparently growing in popularity, the issue of whether to force riders to wear a helmet is no joking matter for many people.

Thirty people died in motorcycle accidents in Kansas in 2003, twice as many as five years before that. Only one-fifth of those who were killed last year wore helmets, although that's the highest rate of helmet use by victims during the five years.

For Your Information (Continued from Page 7)

The second group is the **Disabled Riders of America**. The opening paragraph of their website states:

Welcome to the official website for the Disabled Riders of America. This site was created to share our passion for riding motorcycles and to help other disabled people experience that passion, perhaps for the first time. We want to build an internet "clubhouse" so the speak, where members can share their ideas, thoughts, problems, experiences in regard to motorcycle riding, with others in similar situations.

We want to ride along with and participate in biker rallies and events. We want to show the world that our spirit is undaunted. We want to show our ingenuity, creativity and perserverance. We want to share our stories of overcoming what others may see as our limitations but that we see more as challenges to be the bikers we are in our hearts. We want to everyone with the dream of feeling the wind in thier face and the sun on their back, the opportunity to ride free and happy. Their website is www.dra.thewyz.com

If you are interested in getting information, please contact their websites

Helmet laws have always been a hot issue for motorcyclists who oppose them, and Kansas is among states not requiring cyclists to wear helmets unless they're under 18

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



GRAND JUNCTION ANNUAL HARLEY DAVIDSON TOY RUN FOR 2004

The Annual Harley Davidson Toy Run for 2004 almost didn't happen. Due to a recent change in Grand Junction Police Department higher echelon the permit was difficult to obtain and in the beginning one was denied. A phone call to Grand Junction Mayor Bruce Hill was made and he agreed to reverse this denial and the permit was issued. But while the permit was finally issued, Riders for Justice, who had done the Road Guard detail for over two decades, was not allowed to perform this service. Instead, the Road Guard duties were performed by the GJ Police Department. The Hogs were originally going to be charged for their Road Guard services, but, after more negotiation, it was decided that the Hogs would not have to pay the charges. At that point, the Hog leaders decided that for 2005 they would move the Toy Run, but the First National Bank of the Rockies stepped in and donated a check for \$1,100 to underwrite the Road Guard services in 2005 and into the future. The picture at the top left of this page is Terry Edwards and Jose Duran of the Harley Davidson Harley Owners Group accepting a check being held by Pete Haller, President of the First National Bank of the Rockies (in the middle). The top right is of a crowd of participants with their toys and bikes getting ready for the Run and the bottom picture is only part of the many toys collected.

U.S. ENGLISH, Inc.: Towards a United America

I carried a Resolution on English being our national language during the last session and it passed strongly in the House and Senate. U.S. English was a great help in the legislative process.

Rep. Jim Welker

Subject: Legislative Update/Legislative Victory on Capitol Hill

On December 8th Congress took a bold stance against divisive and costly multilingualism by prohibiting the government from mandating highway signs in languages other than English. This legislation was passed as part of the Omnibus Appropriations Bill for FY2005. Congressman Ernest Istook, Jr. [OK-5], at the urging of U.S. English, added the measure to the bill and President Bush has signed the bill into law this week.

"The tide of government multilingualism is turning," said Mauro E. Mujica, Chairman of U.S. English, Inc. "In a time of unprecedented immigration, people are beginning to realize that if we are to live as one nation, we must be able to speak as one nation. With more than 300 languages spoken in the United States, multilingual highway signs could create legal and economic chaos."

Such legal and economic chaos may erupt in neighboring Canada if a Toronto Justice of the Peace's ruling on a traffic ticket stands. In October, Justice Napier tossed out a traffic ticket because the sign, prohibiting left turns, was not in both of Canada's official languages: English and French.

The measure preventing the spread of multilingual mandates to our highways is a step in the right direction by Congress. Congress should next proceed to declare English the official language of the United States and help all Americans acquire the English proficiency they need to succeed in our society.

Congress has adjourned for the year. The new 109th Congress will be sworn in next month. U.S. English, Congressman Steve King [IA-5] will introduce official English legislation. Even before the introduction the House legislation already has 10 co-sponsors. We are also working on getting it passed in the U.S. Senate.

U.S. English will also be involved on the state level. Most of the state legislators will be supporting resolutions and legislation in a number of states next year. Efforts to add the 27 states that have made English the official language.

With your help and support, I believe 2005 will be a banner year for U.S. English.

Sincerely,

John R. Davis
Director of Government Relations
U.S. English, Inc.

U.S. ENGLISH, Inc.
1747 Pennsylvania Ave.
NW, Suite 1050
Washington, D.C.
20006© 2004, ®

All rights reserved.

U.S. ENGLISH, Inc.
Tel: (202) 833-0100
Fax: (202) 833-0108
info@usenglish.org

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 _____

I WANT TO RECEIVE THE NEWSPAPER: YES ___ NO ___

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

FORT COLLINS
CLIFTON
A Classic Touch

TO ALL READERS OF THIS NEWS

WE INVITE YOU TO MEET UP WITH US

GREATEST MOTORCYCLE SHOW & SWAP MEET IN

January 29TH (9am TO 7pm) January 30TH (10am TO 5pm)
NATIONAL WESTERN COMPLEX, DENVER COLORADO

COME ON OVER TO OUR RIDERS FOR JUSTICE AND LETS TALK ABOUT CURRENT ISSUES CONCERNING MOTORCYCLISTS

Shuffle Inn
Sun Harley Davidson

NUNN
US Kustoms Motorsport

GRAND JUNCTION

Creative Tattooing
Grand Junction HD
Any Auto Wrecking
Colorado Powersports
Superior Body Shop

PUEBLO
Outpost Harley Davidson
Waterhole #1

RIFLE
Rifle Creek Vintage MC

GREELEY

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

TIMNATH
CF&G Roadhouse

WEST MACK
Colorado Club

WOODLAND PARK
Tres Hombres

an Cycle Performance
on Knife & Tool
Motorcycle
Choppers
s Cycles
Front Range Tattoo
Mountain HD
s Liquors

s Dancehall

MONT

ne Cycles
Country Harley Davidson
Mountain Saloon

AND

entral
Wild Custom Choppers
nd Cycle Supply
nd Motorsports
r Cycle

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.



DIMICK'S MOTORSPORTS

MARK DIMICK • OWNER

SALES • SERVICE • PARTS
ACCESSORIES • APPAREL
BUY • SELL • TRADE

970-447-4771
Toll Free: 888-838-8003
www.dimicksmotorsports.com

1420 1/2 Spry Drive - Loveland, CO 80537 - Route to the Front-Center-Loveland Airport



High Desert Concrete

Ed McQuillan

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

465 Amelia Rose Court
Fruita, CO 81521

WHITewater 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



— Motorcycle Sales, Service, Parts and Accessories —

ROGER DOWDEN (970) 461-1022
DON MOEN FAX (970) 461-0603

1400 East Eisenhower • Loveland, Colorado 80537
www.elitekcm.com

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

We Pay Cash For Cycles

Something For Everyone
BUY • SELL • TRADE

We Pawn Cycles And More

CYCLE CENTRAL

JUSTIN CRAN

Discount Parts & Accessories

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

GREELEY



970-351-8150

3010 West 29th Street
Greeley, CO 80634
Fax: 970-356-7723
www.greeleyhd.com

Motor Cycle Center, Inc.

HAWG WILD CUSTOM CHOPPERS

ED, DOC AND FROG

PHONE: (970) 669-5589
4315 S. LINCOLN, LO
BUY, SELL, CONSIGN & TRADE
CUSTOM PAINT & CUSTOM BUILD
*****FROM EL'S TO EVO'S***** (INC)
Tues - Fri FINANCING
9:00 am - 5:30 pm
VISIT OUR WEB SITE AT WWW.HAWGWILDCHOPPERS.COM
*IF YOUR BIKE IS NOT BECOMING TO YOU

C & D SHIPPING
2578 Highway 50
Grand Junction, CO 81503
245-4831 • Fax 245-4978



AUTHORIZED UPS OUTLET
FED EX
PACKAGING BOXES
FAX SERVICE
COPIES MADE
COLORED COPIES

DICK'S TAVERN

NANCI RACHAK

BIKERS WELCOME

123 HWY 65
AULT, CO 80610
970-834-9400

Military Discount
With a valid Military ID
Active or Reserves



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

Jake & Mary's



The best in the west

980 Hwy 6 & 50 Mack, Colorado 81525

970-858-9985

open 12 noon Wed. - Sat.

Biker Bits Helmet Law-Kansas

(Continued from Page 12)

Lt. Paul Moser, who leads fatality accident investigations for the Wichita Police Department, said he's convinced that a mandatory helmet law would save lives. Of five motorcycle fatalities in Wichita this year, at least four involved riders without helmets, Moser said.

"I really think some of these things would be survivable if they'd had a helmet on," he said. "The more protective clothing you have on, the better chance you have of surviving."

Ninety-eight percent of the people in this country are decent, hardworking, honest Americans. It's the other lousy two percent that get all the publicity. But then, we elected them. - LILY TOMLIN

AMA Justice for All (Continued from Page 10)

More details about "Justice for All" will be announced soon on the AMA's website, AMADirectlink.com, and in American Motorcyclist magazine. For more information on becoming involved in "Justice for All" and other issues affecting American motorcyclists, contact Sean Maher, AMA Director of State Affairs, at smaher@ama-cycle.org, or Terry Lee Cook, AMA Government Relations Specialist, at tcook@ama-cycle.org.

© 2004, American Motorcyclist Association

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
970 484-3154
Matt & Cindy

309 S. Summitview Dr.
Unit #12
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

BLACK WIDOW TAMS

"Feel The Poison" .com
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

FRONTLINE CYCLES

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

Mark Souter
Len Havens
Marla Souter
(303) 684-0362
Fax (303) 684-6803
1336 Sherman Dr., Unit-A
Longmont, CO 80501

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

Ingenuity Enterprises, Inc.

For Harley Davidsons
• Speed Equipment
• Parts • Service
Engine Rebuilding & Machining
Joe Tavarone Craig Cardelucci
3263 F. Road • Clifton, CO (970) 523-6300

Buell

AMERICAN MOTORCYCLES
Sun Enterprises
8058 Pearl St.
Thornton, CO 80229
303-287-7567
www.sunharleydavidson.com • E-mail sun@sunert.com

EMBROIDERY UNLIMITED

BRUCE A. PINO P.O. BOX 2
4124 MAIN ST.
TIMNATH, CO 80547
Phone: (970) 493-1123
DOCSON@FRII.COM Cell: (970) 217-6848

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
128 S. Sunset St. 970-226-1744
Fort Collins, Colorado 80521 970-226-1753 Fax

PRECISION KNIFE AND TOOL

INDUSTRIAL KNIFE & TOOL GRINDING
THE CUTTING EDGE FOR PERFORMANCE
SALES SERVICE
TIM LANCASTER, OWNER
200 COMMERCE DR., SUITE B • FT. COLLINS, CO 80524
PHONE/FAX: (970) 419-3327 • CELL: (970) 689-0330

HIGH COUNTRY HARLEY-DAVIDSON

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

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

SANGER CYCLES

MOTORCYCLE PARTS & SERVICE
• 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.sangercycles.com
(970) 419-5500
Fax: (970) 419-5522

ANY AUTO WRECKING

548 Howard 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