

RIDERS FOR JUSTICE

VOLUME 20

ISSUE 7

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

MARCH 2006



ONCE AGAIN WE CELEBRATED WITH THE INCOMPARABLE RALPH DINOSAUR AND THE FABULOUS VOLCANOS, AN OUTSTANDING POT LUCK DINNER, DANCING AND MUCH FELLOWSHIP AT OUR ANNUAL SPRING FUNDRAISER.



RIDERS FOR JUSTICE MEETINGS

EASTERN SLOPE

SUNDAY, MARCH 12, 2006

SUNDAY, APRIL 9, 2006

12:00 NOON

AMERICAN LEGION

WINDSOR, COLORADO

WESTERN SLOPE

WEDNESDAY, MARCH 8, 2006

WEDNESDAY, APRIL 12, 2006

7:00 P.M.

EAGLES LODGE, ORCHARD MESA,

GRAND JUNCTION COLORADO

DENVER METRO

SUNDAY, MARCH 12, 2006

SUNDAY, APRIL 9, 2005

7:00 P.M.

THIS MEETING IS PRESENTLY BEING

REORGANIZED. FOR INFORMATION,

CALL

303-430-4053

RFJ maintains a lobbyist's services not only for our officers, but for you as members as well. On Kathy Oatis' website, www.cololegislativeinfo.com. under RFJ, you can find the latest action taken on a number of bills that were passed or postponed indefinitely last year. The 2006 Legislature is in full swing and Kathy, our lobbyist, is again keeping track of actions taken. See inside this issue on pages 2, 3, 5, 7, 9 and 10 for the bills we will need to carefully watch and how to let our opinions be known to our Federal and State Legislative Representatives. With our form of government, that's the best way our wishes will be heard, listened to and possibly acted upon.

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Riders For Justice Bylaws

1. The organizations's purpose is to defend 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.
10. If a very adverse bill appears, we make every attempt to contact our members by phone and with an immediate news bulletin.

RIDERS FOR JUSTICE

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

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Christina Schleiger	Sec'y East	Windsor	970-686-2253	rfjchristina@ridersforjustice.com
Kendra Tavarone	Treasurer	Clifton	970-434-4847	rfjkendra@ridersforjustice.com
Sonny Shelton	Sec'y West	Grand Jct		rfjsonny@ridersforjustice.com
Gwen/Ron Campbell	Editors	Grand Jct	970-241-1325	gwen@ridersforjustice.com
Will Ensign	Webmaster	Denver	303-430-4053	zipperwill@ridersforjustice.com

Letter from the Pres

Hello everyone. Well it is one week after the swap meet and it was a fun one again. I met some of our members from Wyoming, Denver, and also some from southwest Colorado. It was great to meet with members from all over. We even signed up a few new members. I was able to meet with Kathy Oatis, our lobbyist, and was very impressed with her. She made a few suggestions that we will be talking about in the future. I want to thank everyone that helped with the swap meet.

Now we have the fundraiser to think about and this is always a time to remember. I am hoping that we have a record number of people there. Our fundraisers are one way of showing support for an organization that we all care about. I do want to say that RFJ is one organization made up of some exceptionally great people from all over Colorado and other states. We should have the same goals and that is why I am here. Lets all come together and support RFJ and each other. We will go a lot farther as one, as opposed to being divided.

The weather here on the West Slope has been fairly warm and is always good to get some wind and rejoice in our accomplishments. It is also good for clearing your mind and feeling the freedoms for which we have all worked for and earned. Two key words. Without the work that we do, we cannot expect to earn anything.

As of now there is no helmet legislation, but there is a seatbelt bill in the House. {HB 06-1125} It has gone to the floor of the house. This is the same bill that was defeated on the last day of the session last year. It was beat by one vote and if we all call, write, and or e-mail, then we can get this defeated again.

The careless driving bill {SB 06-072} is still in the Judiciary Committee in the Senate.

The deadline for introducing bills has passed, but we still need to watch for any late bills. Meanwhile, lets see what we can do to unify and strengthen RFJ.

So in closing I just want to say, keep the wind in your face and keep the rubber side down.

Yours respectfully,

Jay Rademacher

President RFJ

ALERT!!!!

It is time to either write or call about Docket number NHTSA-2005-23090. This docket states that each state should support passage of a mandatory helmet law. NHTSA is open for comments at: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590.

If you want to read the docket go to: <http://dmses.dot.gov/docimages/p84/386184.pdf> . If we do nothing, we may end up with laws we don't like.

You can also comment on line by going to: <http://dms.dot.gov> and follow the instructions in help/info.

It will be open for comments until March 27, 2006.

Jay Rademacher, President RFJ



National Network Of Bikers Honor Fallen Soldiers While Shielding Mourners From Protestors

Windsor, CO

March 3, 2006 —

A nation-wide melding of over 13,000 individual motorcycle riders, along with many biker associations, ride together as the "Patriot Guard Riders" to honor fallen soldiers at funeral services across the nation. Many of the "bikers" themselves are military veterans and often include family members of active-duty soldiers. While paying their respects, these riders also do their best to shield any protestors present from the view of the soldier's family, friends and other mourners.

Throughout America, the recently formed "Patriot Guard Riders", has formed a network of members who use the DOD, Internet, and word of mouth to keep abreast of funeral service arrangements for fallen soldiers. Their website (www.patriotguard.org) spreads the word to their nation-wide membership in order to set up Mission Rides to pay their respects. Working closely with the family, local law enforcement, and the local community, the Patriot Guard Riders have gathered as many as 300 riders at a time to honor a fallen soldier.

Although their main objective is to honor those men and women who have paid the ultimate price for our nation's freedom, their secondary goal is to diminish interruptions in the solemn services that have recently been caused by protestors. One small group of protestors from Topeka, KS, The Westboro Baptist Church, travels the nation using many soldiers' funerals as a soapbox for their anti-gay platform.

Whenever physically possible, and when allowed by local law enforcement, the bikers will form a blockade around the reserved protestor area and block them and their protest signs from the view of the mourners. In many instances, at the request of the soldier's family, the bikers will rev their

engines to drown out any protestor's chants.

After the service, the bikers line the funeral procession route standing at attention and saluting as the hearse, family cars and mourners pass. With flags flying, they then trail the procession to the cemetery to pay their final respects.

This is a group that your editors feel is worthy of our attention and support. Ron Campbell (co-editor of RFJ newspaper) is setting up a chapter from the Grand Valley to assist them. If you are interested in joining him, call (970)241-1325. Ron is a Korean veteran and, although he walks with difficulty, he rides his rig with a sidecar containing his 4-wheel scooter.

If you are not from the Grand Valley and are still interested in participating, please call Ron or the two other people listed below.

Jeff Brown "Twister"
jbrown@patriotguard.org

National Director
918-449-1652

or

Jason Wallin "Waldo"
jason@patriotguard.org

Communications Director
970-402-1892

Their website can be accessed at
www.patriotguard.org

Ron received the following e-mail on 03/06/2006 talking about one of the Patriot Guard Rides:

RE: Sgt. Dimitri Muscat, 21, of Aurora, Colo. — 06 Mar 06 by Firehawk

PGR Members,

Once again you all did us proud today... I just received a phone call from Governor Owens. He wanted to express his sincere gratitude and thanks for a job well done. He explained that the family and he were at a loss for words when they proceeded from the church to the graveside... When they drove through our group with flags on both sides of the street tears came to their eyes... He also mentioned how organized we were and the fact that we were extremely quite and orderly throughout the whole service... Governor Owens wanted to make sure that I thanked each and everyone of you as his representative.

I can not tell you how much it means to me and our organization the continued professionalism you show each time we do pay our respects to our fallen comrades. I've never been prouder of an organization than I am standing there each with you by my side. Thank you once again for a great job done...

We had 45 members there today either on bikes or steel cages... As we continue to grow I know each one of you will share in the same sentiments that I have each time I go to one of these services... We owe this to the families of each and every one of our soldiers lost in battle...

May God be with Sgt Muscat and his family during these days of sorrow and may God be with each of you and your families...

HAWG WILD C.C.

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MARCH 18TH & 19TH 2006

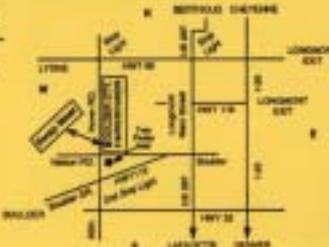
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MRF E-MAIL NEWS

Motorcycle Riders Foundation
236 Massachusetts Ave. NE
Suite 510
Washington, DC 20002-4980
202-546-0983 (voice)
202-546-0986 (fax)
http://www.mrf.org/ (website)
FOR IMMEDIATE RELEASE
Contact: Jeff Hennie,
MRF Vice-President of Gov. Relations
jeff@mrf.org (e-mail)

March 7, 2006

#06NR06 - MRF Posts Comments to NHTSA; announces extension to the comment period docket 23090

The MRF recently submitted comments in response to each of the eleven amendments proposed by the safety experts at National Highway Traffic Safety Administration (NHTSA). The MRF identified aspects of amendments in need of serious change and classified others as being steps in the right direction. "It is imperative NHTSA hears from all riders on this issue" said Jeff Hennie, Vice President of Government Relations for the Motorcycle Riders Foundation adding, "NHTSA updates these guidelines every six years or so. The opportunity to voice your opinion is now".

To view the comments visit: <http://dms.dot.gov>. Use the "simple search" function, reference Docket Number 23090 and you will be able to view the comments. The MRF encourages all riders and rider organization to submit comments. Furthermore, the MRF first reported the NHTSA guideline amendments and, at the time, believed the agency's standard thirty day open comment period would not be lengthy enough to provide ample time for the motorcyclists of America to register their opinions and concerns. Working with NHTSA, the MRF successfully had the comment period extended resulting in a new deadline date of March 27, 2006. In addition, as stated in the Federal Register notice, "to the extent possible, NHTSA will consider comments received after the comment period ends". Therefore, while the "official" period ends on March 27th, the government will continue to accept all submissions until the arbitrary decision to close the "unofficial" period is made.

To mail a hard version of your comments send them to NHTSA, 400 Seventh Street SW, Washington, DC 20590.

Visit the new MRF online shopping store at <https://www.mrf.org/shop> for the latest in MRF goodies. Register online for all MRF conferences by visiting <http://www.mrf.org/events.php> Send your nominations and donations for the MRF's Young Activist Scholarship to <http://www.mrf.org/>

(Continued to Page 11)

What's Happening in Our

Colorado Congress

From time to time we will print excerpts from our Lobbyist's Website on important legislation concerning all of us. Here are a couple as we go to press on March 7, 2006 along with places to contact the Chairpeople of the Appropriate Committees (or any other Committee members if you know them)

HB06-1125

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

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

Sponsor: Coleman - **Failure to Use Motor Vehicle Restraining Device**

Status HB06-1125

1 16 - Introduced In House - Assigned to Transportation & Energy

2 1 - House Committee on Transportation & Energy Pass Unamended to House Committee of the Whole

2 13 - House Committee of the Whole Amendment - Change from Lost to Passed

2 14 - House Second Reading Lost with Amendments

2 14 - House Committee of the Whole Amendment - Change from Lost to Passed

2 15 - House Third Reading Passed

2 16 - **Introduced In Senate - Assigned to Judiciary**

Senate Judiciary

7 Members: Senator Grossman, Chairman; Senator Shaffer, Vice-Chairman; Bacon, Dyer, Gordon, Mitchell, Traylor

Dan Grossman

Cap. Tel: (303)866-4852

E-mail: dan@dangrossman.net

SB06-072

Concerning increasing penalties for careless driving

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

Status SB06-072

Sponsor: Tochtrop - **Penalties for Careless Driving**

1 11 - Introduced In Senate - Assigned to Judiciary

2 8 - Senate Committee on Judiciary Refer Amended to Appropriations

3 3 - Senate Committee on Appropriations Pass Amended to Senate Committee of the Whole

Judiciary Committee: **7 Members:** Senator Grossman, Chairman; Grossman, Dan Cap. Tel: 303-866-4852

E-mail: dan@dangrossman.net

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

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NCOM NEWS BYTES

compiled and edited by Bill Bish

National Coalition of Motorcyclists (NCOM)

ABATE OF FLORIDA ANNOUNCES FINANCIAL IMPACT OF HELMET LAW REPEAL

On February 6, 2006 James "Doc" Reichenbach II, President of ABATE of Florida and Chairman of the Board for the National Coalition of Motorcyclists, released the following economic impact report covering the five years since Florida modified their mandatory helmet law to exclude most adult riders.

278,331 new Motorcycles at an average of \$10,000 each = \$2,783,310,000

Sales tax on Motorcycles at 6% = \$166,998,600

Registration Fees for Motorcycles = \$10,047,749

Change of title = \$8,280,347

Total = \$2,968,636,696

"This is almost three billion dollars in five years that has been put into the economy of the State of Florida, and this is a low figure as it doesn't include antique motorcycle or mopeds that are licensed in Florida," said Doc. "Over one hundred eighty million dollars went directly into the state treasury for the general fund, and this does not include the tourist money that has increased because of Florida being a freedom of choice state. In the past five years over Two Billion five hun-

dred thousand dollars has been spent at Bike Week and Biketoberfest." For the report, the motorcycle registrations were compiled from the Florida Department of Highway Safety and Motor Vehicles. The tax and fees came from the Florida license and registration bureau. From July 1, 2000 to July 1, 2005 motorcycle registrations in Florida went from 195,306 to 473,637 which represent a total of a 143% increase. "I hope these figures will help anyone who has heard the bad publicity that has come out of our amended law," said Doc. "The motorcyclists have certainly paid their fair share into the Florida economy and it can be done in every state."

BOBBI HARTMANN TO JOIN NCOM-LTF

The National Coalition of Motorcyclists welcomes Bobbi Hartmann of ABATE of Arizona and a member of the Arizona Lobbying Team, as the newest member of the NCOM Legislative Task Force, joining other motorcyclist rights lobbyists and legislators in defending bikers' rights at the local, state and federal level. "I am proud to announce that I was recently invited, and have since become, a member of the National Coalition of Motorcyclists Legislative Task Force," announced Hartmann. "The LTF consists of Members who are committed to the Pursuit of Liberty and are willing, through their actions, to be leaders. LTF Members lend their expertise and experience to other MRO's and as their schedule allows, NCOM will send them to visit other states, upon request, to assist them with their needs, and/or speak at their rally's." Members of the NCOM-LTF include several legislators; Wisconsin State Senator Dave Zien, South Dakota State Senator Jim Putnam, New Mexico State Rep. Rick Miera, Florida State Rep. Nancy Argenziano, West Virginia State Delegate Greg Butcher and former U.S. Senator Ben Nighthorse Campbell.

Two other legislators have also been named to the NCOM-LTF; Texas State Rep. Norma "Da Lady" Chavez and Idaho State Senator Skip Brandt.

WELCOME! TEXAS POKER RUNS MAY MOVE TO MEXICO

Texas has said no to charity poker runs, but at least one El Paso charity has an ace up their sleeve: Juárez. Members of the Vista Hills Rotary Club, who had been trying to spice up their fund-raising with poker for years but couldn't find a legal way

to do it in El Paso, came up with the idea of having a Texas Hold 'Em Poker Tournament in Juárez, to be hosted by its sister club in Juárez, the Club Rotario Juárez Norte.

In Austin, Sputnik, state chairman of the Texas Motorcycle Rights Association, which organizes charity poker runs, found the idea brilliant. "Oh, yeah, that would work," he said. Charities around the country including churches, have been cashing in on the Texas Hold 'Em craze without much controversy. But in Texas it's a little trickier since Texas Attorney General Greg Abbott issued an opinion in December stating that poker runs — the popular fund-raisers in which bikers pay to pick up playing cards along a route to win prizes at the final stop — amounted to illegal gambling. Sputnik, who also serves on the NCOM Board of Directors and Legislative Task Force, said he is looking for "a way around" the attorney general's opinion. He has brought up the idea of switching from poker to throwing darts, which is considered to be a game of skill. In El Paso, Mando Parra, a member of the Bandidos Motorcycle Club and the chairman of the West Texas Confederation of Clubs, is looking to take his poker ride for cancer research to New Mexico, where gambling is legal. In that case, the fund-raiser would have to benefit a New Mexico charity, he said. "The El Paso charities are the ones that are going to lose," said Parra.

HELLS ANGELS WIN MILLION DOLLAR SETTLEMENT OVER RAID

Santa Clara County has agreed to pay nearly \$1 million to settle a lawsuit by the Hells Angels Motorcycle Club over a 1998 police raid that resulted in three dead dogs, a torn-up sidewalk and little meaningful evidence. The \$990,000 settlement was spurred by the U.S. Supreme Court's rejection in December of the county's argument that sheriff's deputies were immune from liability. Lower court judges previously had said the actions of the deputies and San Jose police officers were unreasonable. They called unnecessary the "truckloads" of evidence the officers obtained showing that some of the homes' occupants belonged to the club, and said the officers did nothing to avoid killing the animals. The raids by 90 officers on the club's San Jose headquarters and nine homes on Jan. 21, 1998, followed the August 1997 killing of a man at a strip club and the subsequent arrest for murder of the bouncer who was a Hells Angels member.

The member argued the killing was in self-defense, and a jury acquitted him and another defendant on all counts in 1999. In building their case, prosecutors attempted to show that the suspect was part of a "criminal street gang," which could add three years to any sentence. To prove it, they obtained search warrants to gather any evidence that demonstrated membership in the Hells Angels, including anything that had names, slogans or symbols on it. None of the members whose homes were targeted had been charged in the case. "In the course of seizing the evidence, they destroyed a

(Continued on Page 7)

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NCOM NEWS BYTES (Cont. from Page 6)

lot of property, and they kept it for 18 months,” said Karen Snell, attorney for the Hells Angels, in an interview with the San Jose Mercury News. In executing the search warrants, officers collected clothing, paperwork, clocks, sculptures, motorcycles, a mailbox, a piece of sidewalk on which members’ names had been written and even a refrigerator door that had a Hells Angels decal affixed to it. They needed to rent storage space to house it all. Although they had a week to plan for the raids and knew of the existence of guard dogs, including a Rottweiler, the San Jose police officers failed to do anything to find a non-lethal way of incapacitating the animals, the courts said. They shot three of them. The cities of Santa Clara and Gilroy, whose officers also were involved in the raids, settled their cases several years ago for a total of less than \$50,000. No settlement has been reached with the San Jose Police Department, which also was sued.

NEWS OF THE WEIRD:

BIKE VEST PROMOTERS FULL OF HOT AIR

Promoters of supposedly “Inflatable Motorcycle Vests” have been sentenced on 30 felony counts of securities

fraud and grand theft, as well as five counts of tax evasion. John Duhamell and Toni Duhamell were formally sentenced in late October in San Bernardino County Superior Court. After they entered guilty pleas on all counts, a San Bernardino Superior Court judge sentenced John Duhamell to seven years in state prison and Toni Duhamell to four years and four months in state prison. In addition, the Duhamells were ordered to repay their more than 200 victims \$5.6 million in restitution, and they were also ordered to pay \$816,718 each to the Franchise Tax Board on the tax evasion charges. The Attorney General filed a criminal complaint in September, 2005 alleging that the Duhamells stole more than \$5 million from investors over the course of three years on the pretense of financing a product known as the “AirVest” - a vest worn by motorcyclists that is designed to automatically inflate when they are thrown from their bikes. The Duhamells falsely told potential investors that Harley-Davidson, Inc. had invested heavily in the company, which led more than 200 victims to believe their investment was secure. Instead of putting the money into the company, the Duhamells used the investors’ cash to live an extravagant lifestyle that included trips to Europe as well as the purchase of luxury homes and automobiles.

QUOTABLE QUOTE:

“Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity.”

George S. Patton, Jr (1885-1945), American general and tank commander known as “Old Blood and Guts”

AND THAT’S ALL THE NEWS THAT FITS!

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LETTERS TO THE EDITOR

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

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

The editorial staff is available for help with spelling and grammar should they be requested. No changes will be made in the content of what you write. We are aware that some people communicate well in person but prefer to have some help with spelling or grammar when it comes to putting thoughts on paper.

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

(Continued from Page 3)

Note from the Editor: I sent an e-mail to Lisa Cohen of Rep. Diana L. DeGette’s office, asking her where our members should let their wishes be known concerning **H.R. 2048**. Below is her response.

Gwen:

The best way to reach our office is through our web site. Additionally, our phone number is 202.225.4431.

Ultimately, I would recommend that you advise your members to contact their own representative to register their support for the bill when it makes it to the house floor.

Regards,

Lisa

Further notes from the Editor:**

It is the opinion of some of our officers that this bill is getting lost (which wouldn’t be surprising given the number of bills that are being worked on). To my way of thinking, it may be necessary for us to contact not only our own Representatives, but Rep. DeGette and Rep. Barton’s office as well. See page 3 and page 9 and 10 for telephone numbers to call.

(Continued on Page 10)



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AMA NEWS (Edited)

FOR IMMEDIATE RELEASE

Contact: Tom Lindsay

Phone: (614) 856-1900 x1357

E-mail: tlindsay@ama-cycle.org

March 2006

Washington's Senate Bill 6663 would allow motorcycles to use the breakdown or access lanes when traffic is slowed to less than 10 MPH. Riders would not be able to proceed faster than 20 MPH and must give way to emergency vehicles and disabled vehicles.

The status of this bill, as well as most motorcycle-related legislation throughout the country can be viewed by accessing StateWatch on the American Motorcyclist Association's (AMA) Rapid Response Center at www.AMADirectLink.com. This service is available to all riders thanks to those who join the AMA.

Florida highway safety officials have dropped a proposal that would have dramatically increased the medical insurance required of those who ride while not wearing a helmet from \$10,000 to \$50,000. Discovering that the insurance policies could be difficult, if not impossible, to find and exorbitantly expensive — and after getting a cool reception from Gov. Jeb Bush and the state Cabinet — the Department of Highway Safety and Motor Vehicles scrapped the idea.

But officials are proposing another change that they say could help increase motorcycle safety. That change would require all new motorcyclists to complete a rider training course. Currently, Florida requires only riders under the age of 21 to complete the course.

While the concept may sound good, Florida would be hard-pressed to meet the logistical challenges of such a mandate. The dramatic increase in training demand combined with an insufficient number of instructors, equipment, and training sites could result in lengthy delays and actually push new riders to avoid training and licensing altogether. While the American Motorcyclist Association (AMA) strongly supports and encourages riders to take advantage of rider education opportunities, the Association maintains a position against making such programs mandatory. Our full position statement on compulsory rider education can be found at <http://www.amadirectlink.com/legisltn/positions/ridered.asp>.

Wisconsin legislation would help protect motorcyclists. The Roadway Users Responsibility Act, SB 528 introduced in the Wisconsin state Senate and based on model legislation that's part of the Justice for All campaign, takes a multi-pronged approach to

protecting motorcyclists. With assistance from AMA and ABATE of Wisconsin, the measure was introduced by state Sen. David Zien (R-Chippewa Falls), an 18-year AMA member, and seeks to increase penalties for drivers who kill or injure motorcyclists or other vulnerable road users.

The bill would increase the penalties for right-of-way violations that result in injuries or death to others. In many cases across the country, inattentive drivers have killed or maimed motorcyclists and been punished with fines as small as \$70, because state laws treat these serious crashes as minor traffic infractions.

Zien's bill would also include motorcycle, bicycle and pedestrian awareness information in driver education programs. And it includes a provision that would allow motorcyclists to proceed through a red light when the traffic sensor doesn't detect the motorcycle and conditions make it safe to proceed. You can learn more about the Justice for All Campaign, keep track of legislation that affects your right to ride, and contact your elected representatives quickly and easily, through the AMA's Rapid Response Center found at www.AMADirectLink.com.

Pennsylvania recently revised the motorcycle learner's permit procedure. Prospective riders who are seeking a learner's permit must now pass the knowledge test before the permit will be issued. Previously, learner's permits were issued without the requirement of the test. Future riders can visit www.dmv.state.pa.us to learn more about Pennsylvania's motorcycle licensing and safety program.

San Francisco, CA area motorcyclists have turned an anti-motorcycle rant into positive press for riders.

Recently, morning disc jockeys on a Bay Area radio station, Live 105, complained about lane-sharing motorcyclists and joked about drivers opening car doors in front of riders, causing them to crash. Lane-sharing is not illegal in California and helps reduce traffic congestion.

Outraged motorcyclists, concerned that the comments could incite car drivers to injure riders, flooded the station with complaints. The Bay Area Riders Forum (BARF), an online message board, played a central role in allowing riders to coordinate their actions. As a result of the complaints, the on-air personalities apologized and at least one of them has promised to take the Motorcycle Safety Foundation RiderCourse to learn more about motorcycling. The station also agreed to air public service announcements about motorcycle safety.

The AMA, working with other state motorcyclists-rights organizations, and with the grassroots support of Ohio motorcyclists, has derailed proposed state legislation that would have required all motorcyclists under 25 in Ohio to wear helmets.

The helmet provision arose almost as an afterthought on legislation that was originally intended to raise funds for agencies that provide services to person who have suffered traumatic brain injuries. The bill, originally introduced late last year by Ohio state Rep. Tom Patton (R-Strongsville), would have raised penalties for offenses such as driving with a suspended license. Some of the money raised by the higher fines would have gone to the agencies that treat traumatic brain injuries, including one in Patton's district.

However, tacked on to the end of the bill was a provision to change motorcycle helmet laws in Ohio. Currently, riders with less than one year of experience or under 18 years of age must wear helmets. Patton's original bill would have raised the age to 25. Further, it would have increased penalties for not wearing a helmet, mandating a \$500 fine and either a weekend jail sentence or mandatory safety training.

When the AMA and other organizations spread word about the proposal, grassroots motorcyclists responded. The ensuing flood of e-mails and phone calls to Patton's office convinced him to reconsider. Patton filed substitute legislation removing the change in the age requirement, and the AMA Government Relations Department is continuing to monitor the pending legislation to ensure that the provision raising penalties for failure to wear a helmet is also removed. That change, if allowed to stand, would essentially make failure to wear a helmet a criminal offense instead of a minor misdemeanor, like most traffic infractions. An even better outcome of Patton's discussions with motorcyclists was that he agreed to co-sponsor another bill in the Ohio legislature that would increase penalties for drivers who violate right-of-way laws and injure or kill another person.



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WHERE TO LET YOUR VIEWS BE KNOWN:

MARCH, 2006

At the suggestion of our membership, your editors are constructing a page of information which we believe will be useful in explaining to other motorcyclists interesting in protecting their freedoms who to call, write or e-mail so that our wishes are known. This will be a regular feature in upcoming newspapers and can be torn out and handed to people or reduced to 8 1/2 x 11, copied and distributed to whoever you believe is interested and willing to help. We are quite concerned that our views be known and acted upon and believe that a page such as this one will be quite useful to that end. The information on this page will change from issue to issue as the legislations and potential regulations change, so keep checking your upcoming newspapers.

Mandatory Helmet Law: NHTSA Recommendations: (National Highway Traffic Safety Administration) (Page 2 of this issue)

Docket number NHTSA-2005-23090. States that each state should support passage of a mandatory helmet law.

Mail your comments to: NHTSA Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590.

To read the docket go to: <http://dmses.dot.gov/docimages/p84/386184.pdf>

You can also comment on line by going to: <http://dms.dot.gov> and follow the instructions in help/info.

This docket will be open for comments until March 27, 2006.

FEDERAL ISSUES

HR 2048: Motor Vehicle Owners' Right to Repair Act of 2005

HR 2048: Presently in the **Committee on Energy and Commerce:** referred to the **Subcommittee on Commerce, Trade and Consumer Protection.**

The original sponsor of the bill was **Representative Joe Barton**, (R-TX 6th) His contact information is as follows:

Washington Office:

2109 RHOB

Washington, C.D. 20515-4306

His telephone: **(202)225-2202**

Website: **joebarton.house.gov**

Main District Office:

6001 West 1-20, Ste. 200

Arlington, TX 76017

For the text of this bill go to:

thomas.loc.gov

The only Colorado co-sponsor of this bill (there are a total of 90) is **Representative Diana L. DeGette** (D-CO-1st). She is on the **Committee on Energy and Commerce** and on the **Subcommittee on Commerce, Trade and Consumer Protection.** Her contact information is as follows:

Washington Office:

1527 LHOB

Washington D.C.

Telephone: **(202)225-4431**

Website: **www.house.gov/degette**

Main District Office:

600 Grant St. Ste 202

Denver, CO 80203

Telephone: **(303)844-4988**

To find your local Federal congressional representative look in Government listings in your telephone book, call 1-800-333-4636 (0) with your nine digit zip code or log on to **Congress.org**

STATE ISSUES (See page 5 for details on both these bills)

HB06-1125 - Concerning the enforcement of an offense involving failure to use an appropriate motor vehicle restraining device. **Passed the House, introduced in Senate - and Assigned to Senate Judiciary Committee:** The **Senate Judiciary** has **7 Members:** Senator Grossman, Chairman; Senator Shaffer, Vice-Chairman; Bacon, Dyer, Gordon, Mitchell, Traylor. Contact information for **Dan Grossman:** Capitol Telephone: **303-866-4852** e-mail: **dan@dangrossman.net**

SB06-072 - Concerning increasing penalties for careless driving **Judiciary Committee:** **7 Members:** **Senator Grossman, Chairman;** Other members on Committee: Senator Shaffer, Vice-Chairman; Bacon, Dyer, Gordon, Mitchell, Traylor. Contact information for **Dan Grossman** Capitol Telephone: **303-866-4852** e-mail: **dan@dangrossman.net**

HOW TO FIND YOUR CONGRESSMAN IN COLORADO:

You also need to contact your State Congressperson. Because our readers live all over the State of Colorado (and other states) I have tried to make this as generic as possible.

First of all, look in your local telephone book for State Government. Find a telephone number for the Clerk's Office (I needed to ask the Clerk for the Elections Division in Grand Junction). Ask who your state senators and representatives are, their telephone numbers and possible addresses. If you have a computer and internet access, log on to www.leg.state.co.us and look for either a list of senators and/or representatives and look them up by name. That will give you the areas they represent, their telephone numbers and all sorts of additional information. Or, if you would like to have a list sent to you, call the Legislative Printing office in Denver (303)866-3055 and have a one page pink list mailed to you entitled the **Colorado Legislative Directory 2006.**

Good morning Gwen,

Here some numbers of our representatives to call to ask for support of **HR-2048**.

Tom Tancredo—202-225-7882

Mark Udall—202-225-2161

Joel Hefley—202-225-4422

Marilyn Musgrave—202-225-4676

Bob Beauprez—202-225-2645

Scott McGinnis—202-225-4761

The latest information I have seen is the “Big Three Auto Manufacturers” are doing what they can to keep HR-2048 on the back burner. It is like the EPA issue and how all the large manufacturers of Motorcycles would of liked to see all the draconian regulations be law like yesterday. There are some of the smaller businesses trying to support it like PepBoys. Yes the big driving force here is “Big Bucks” in those companys pockets. All other information on the bill that I am familiar with are on the MRF web site.

Hope this helps, Miles France

TATTOO

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IMPENDING CHANGES COMING TO YOUR NEWSPAPER BEGINNING WITH THIS ISSUE:

From this issue

forward, we will publish quarterly. Because of the importance of getting

information to you, our readers, on a quick basis, all our current members will also receive updates such as the information on page 9 so that we can more quickly tell you what we believe is important for our members to call and send e-mails about. There are several reasons for these changes. First, our State and Federal Legislation needs our prompt attention and those requests may have to be handled quickly. Therefore, we will probably be sending out interim notices, by regular mail and/or by e-mail. Secondly, since our stated mission is to protect our freedoms, we feel that is best accomplished by being vigilant and not by publishing information that can be found in other places, as important as that information may be. So watch your mailbox and look for more information on what is happening that needs our attention, both by e-mail and/or regular mail.

We will continue to publish on a quarterly basis, so your next big issue in newspaper format will be after the legislature adjourns for the summer, which is late May or early June. Our advertisers will be informed shortly how this change will affect their publishing schedules. Notices to that effect will be mailed in a couple of weeks.



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MRF E-MAIL NEWS (Continued from Page 5)
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AMA NEWS (Continued from Page 8)
That measure, House Bill 388, was introduced by Representative Jon Peterson (R-Delaware) and resulted from the Ohio Right-of-Way Working Group's efforts. The bill fits in with the AMA's Justice for All campaign.



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