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**A.I.M. REACHES
3 MILLION MEMBERS**
A.I.M. Director's Report... SEE PAGE 4

AN INTERNATIONAL VOICE
FOR ALL MOTORCYCLISTS

LEGAL

LEGISLATIVE



NCOM

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HIGHWAY BILL ENACTED *Motorcyclists' Concerns Addressed*

Following ten deadline extensions dating back to September 2003, the 109th Congress voted on July 29th to enact HR 3, the sweeping \$286.4 billion highway bill that reauthorizes federal transportation spending through September 2009, and President Bush signed the measure into public law on August 10th.

The final version of the massive 1,681-page document contains numerous motorcycle provisions lobbied for over the past several years by national, state and local motorcycle rights organizations and concerned individual riders.

In addition to providing much-needed federal funding to rejuvenate our nation's crumbling infrastructure, the bill also makes available \$25 million in grant money for motorcycle safety training and awareness programs to individual states.

The legislation also provides for the formation of a motorcyclists advisory council to advise the

Federal Highway Administrator regarding how motorcycles must be included when designing future Intelligent Transportation systems.

HR 3 also includes nearly \$3 million for a new scientific study of motorcycle crashes to be conducted by the Oklahoma Transportation Center, located at Oklahoma State University. This marks the first comprehensive research into motorcycle crashes since the Hurt Report was completed in the late 1970s.

The reauthorization measure also stipulates that motorcycles will continue to be allowed to use High-Occupancy Vehicle (HOV) lanes, and continues to prohibit local governments from excluding motorcycles on roads maintained with federal funding.

Lastly, for off-road riders, the bill earmarks \$370 million from gas taxes to fund the Recreational Trails Program.

NEW EPA MANDATES KILLING SMALL SHOPS

"Some time ago we talked about the new EPA restrictions and the effects that they will have on small motorcycle shops," states an article in Biker magazine. "The big players will benefit as their smaller competition is regulated out of business."

The article in the February 2006 news section goes on to say that; Already we are hearing here in California that builders like Arlen Ness, Ron Simms and West Coast Choppers have been fined and their motorcycles impounded right off their showrooms.

Kit Maira, who authored the Newsragazine article, says; "My contacts here are telling me that the certification costs multi-thousands of dollars and has to be done on each model/engine size."

Under the current regulations, shops will be allowed to produce only 24 exempt custom bikes per year. Those bikes will be restricted to only be ridden to shows and other events for display. The regulation limits individuals to owning only one exempt bike in their lifetime, which cannot be sold for five years.

"The bottom line, as I see it," Maira continues, "is bigger firms support the regulations, because they impose higher costs on their smaller competitors. The regulations favor mass-produced bikes over boutique builders who construct one bike at a time, imposing the same rules on both."

Unless the rules are amended to allow builders to build around engines that are EPA certified by the manufacturer, he predicts that we will likely see the demise of many custom builders soon.

You can read the regulations yourself on the EPA website: www.epa.gov/otaq/roadbike.htm.

CONGRESS CONSIDERS CONSUMERS' "RIGHT TO REPAIR"

Congress is considering legislation regarding the right of American consumers to have access to information regarding the repair and maintenance of their cars, trucks and motorcycles from the manufacturer.

Currently, motor vehicle manufacturers are only required by the EPA to provide information about emissions on board diagnostics systems, but nothing pertaining to other repairs or services. This effectively prohibits

owners from taking their vehicles to non-dealer repair facilities or from performing repairs or maintenance themselves.

The Motor Vehicle Right to Repair Act of 2005 (HR 2048) was introduced in May by Congressman Joe Barton (R-TX) and Edolphus Towns (D-NY), and was heard November 10 by the Energy and Commerce subcommittee on Commerce, Trade, and Consumer Protection. The bill would penalize

manufacturers for withholding information necessary to diagnose, service or repair their motor vehicles.

If you feel that consumers should have the right to choose how and where their vehicles can be serviced and repaired, then please weigh in on this important issue by contacting your Congressional Representative in Washington, D.C. by calling 202-224-8601 and ask them to support or co-sponsor HR 2048.

U.S.A. PATRIOTs reACTing

From the day the USA PATRIOT ACT was passed by a shell shocked Congress in the wake of the 9-11-01 terrorist attacks, bikers and other civil liberties advocates have lobbied to get the most egregious provisions of the Act repealed. Sections that provide for roving wiretaps, "sneak and peak" searches, data mining and access to personal records and information were just a few of the more intrusive provisions that allowed law enforcement to violate citizens' Constitutional rights presumably in defense of our country.

But as several key provisions of the Patriot Act were due to "sunset," or expire, with the new year, Senate Democrats and a handful of Republicans handed President Bush a stinging defeat on December 17 by blocking passage of a new Patriot Act, depicting the measure as a threat to the Constitutional liberties of innocent Americans.

However, following a second extension, 16 provisions of the existing law — including several dealing with Internet and electronic surveillance — are now set to expire in mid-March, pending further extensions.

As Congress prepares to resume debate on a contentious "conference report" (where the House and Senate versions of the measure are combined to create a compromise bill), the measure continues to receive harsh criticism, particularly after news that President Bush had sanctioned wiretapping of American citizens without court approval.

MOTORCYCLE CLUBS OPPOSE PATRIOT ACT RENEWAL —

Confederation of Clubs and other Motorcyclist Rights Organizations across the country are calling on all motorcyclists to contact their Congressional leaders in opposition to the Patriot Act renewal.

"The Patriot Act is the cornerstone to what we have been fighting against for the past few years, and the gang definitions as the Alphabet Club wants to enforce," said Big Kid, State Liaison for the Texas Confederation of Clubs, in an open letter to the biker community. "As the Helmet Laws around the Country are the Hot Button Issue with bikers, the Patriot

Act is the Hot Button Issue with those who want to take away our way of life."

Patriot Act Key provisions:

1) law enforcement officials can gain access to a wealth of personal data, including library and medical records, as part of investigations.

The Patriot Act provides a four-year extension of:

- 1) The government's ability to conduct roving wiretaps — which may involve multiple phones — and;
- 2) To seek access to many of the personal records covered by the bill.

Yet another provision, which applies to all criminal cases, gives the government 30 days to provide notice that it has carried out a search warrant. This allows Law Enforcement to carry out sneak and peak searches without letting anyone until after the fact if law enforcement so chooses to use evidence it collected.

Lawmakers in both parties have attacked the measure but yet these provisions still exist, reports the Texas Confederation of Clubs. "We already have more than enough laws on the books to handle crime in America. What we don't need is any more laws taking rights away from American Citizens and lumping us in a group with people who don't fall under our United States Constitution," they cite.

You can make your U.S. Senators and Congressional Representatives aware of your opposition to the Patriot Act's renewal by contacting them through the Confederation of Clubs' website:

To find your Federal Legislators' info, and sample letters go to:
<http://www.coctexas.org/Freedom.htm>

A View From The Founder *Richard M. Lester*

The American judicial system we know is not perfect, and we as biker's freedom fighters are constantly striving to correct unfair and unjust laws and their enforcement. However, the fact is that compared to other countries, it is still the best in the world. A fact that hit your founder smack in the face while visiting a third world country in Africa.

It all started when I was at the end of my trip with my family. I own a ranch in Kenya and was at the airport ready to return to California. I was transporting (in a metal lock box) a .38 revolver back to the U.S.A. in order to get it repaired. At the last minute the airline said they needed 3 days notice in order to carry it in baggage. I tried to phone my driver to take it back to the ranch when the police got called. Apparently you need a permit to have any weapon in Kenya. The police said no big deal it is only an infraction, a "small matter" and after 1 night in the airport jail it can all be worked out. My local attorney gets called, together we show up at the High Court on Monday morning. Here is when things go all wrong. What is supposed to be a simple 10,000 Shilling fine (about \$125.00 U.S. dollars) turns into a major offense because the prosecutor charges me with the wrong crime. Instead of a charge of possession of a revolver without a permit, it becomes a prohibited weapon (AK 47, Bazooka, etc). My attorney says don't worry; just plead not guilty (Kenya follows the Old English Law same as the U.S.A. — or least that's



what they say). At this point I'm still not worried because I can plead not guilty and get out on some minimal bail. I'm called and the Judge asks me if the facts read are true. I answer that yes it's my pistol but it was non functional. The judge never asks how I plead but just writes

down a plea of guilty. The guards take me downstairs to the cells.

My attorney pays a small bribe (a process that from here on out is constant) and comes down to the cells to talk to me. He tells me yes the judge should have asked for my plea. "Don't worry" he will change the plea before sentencing. In the afternoon I am taken up to the courtroom and my attorney tries to make a motion to "change" the plea but is told to wait until the prosecutor is in the room. Just as the prosecutor comes in, the case is called without the "change" of plea, and I'm presented to the judge once more. He says that it's a dangerous world and you can't bring prohibited weapons into Kenya (once again it's the wrong charge). He says seven years! There is an audible gasp from the entire courtroom and I'm taken off to prison. The helpless feeling at this moment can't be explained, you have to be there. The nightmare continues. Everything you have ever heard about a third world prison is true. Kenya is a middle of the road third world country, and yet their

prison system is medieval. Five men in a 10x10 dungeon without any windows, just 4 walls and a solid steel door with a peephole. We sleep on the floor, no toilet inside just a hole in the ground around back. No shower! This requires a bucket of water in the middle of the courtyard and a tin can to pour over your buck-naked body while 5,000 inmates mill around. This hellhole was built by the British 100 years ago. Speaking of inmates this is a remand prison, in other words the vast majority are awaiting trial. Either they can't afford bail or are in for a capital (murder) offense. Some of them have been waiting for trial for 3, 6, or over 10 years. What a system. The guards all walk around with long "authority" sticks and beat prisoners who don't move fast enough. With this all working on the "kidogu" system (small bribes). I hook up with a Somali warlord for protection. After all I'm the only "muzungu" (white guy) and there are 5,000 other guys looking to score-watches, shoes or anything of value.

Joey, my son and a partner in the Law offices of Richard M. Lester, is working the money system and finally after 6 days gets me transferred to the Government Hospital where I am chained to the bed. Since I have run out of my pills they give me something local to bring down my blood pressure and I wait another 4 days until I get another hearing. This one is bail pending my appeal. The prosecutor does not object and the judge finds there is an overwhelming chance of the winning of the appeal. I post bail and they even return my passport. I hop on a plane and in a few days I am back in good old USA. The purpose of the article is not whine, but to wake us all up to what can happen even in our own country if we are not always vigilant and ready to fight for all our rights.

God bless the USA.
Keep fighting - Ride free.

Editor's Opinion – Bill Bish



bill caused within the riding community. Ohio's motorcyclists' rights organizations, spearheaded by ABATE of Ohio and the Concerned Motorcycle Riders of Ohio (CMRO), of which I also serve as State Director, as well as others such as TRAIN-MRO and the Confederation of Clubs, leaped into action and urged their members and individual motorcyclists to contact Rep. Patton and the bill's cosponsors to politely explain our

Patton explained that the Highway Patrol and the Department of Public Safety had convinced him to put the helmet requirement into his bill to help save young lives and generate funding. "But we have to pick our battles, and this is not the hill that I want to die on."

"I'm actually more sympathetic to motorcyclists than most, and I didn't want to be painted by them as the bad guy" he went on to say, adding that "I'm an advocate more so than an opponent."

In his final words to me, he said; "This was a pleasant learning experience for this legislator. After talking with so many motorcyclists, I learned how passionate the riders are against mandates that restrict their riding experience – I understand and respect that passion and pledge to you that I will not only never introduce another

helmet law, but I will oppose it."

Patton also acknowledged that House Bill 388 (the Right-Of-Way legislation) "would be a great bill to make people more aware of their actions," and has signed on as a cosponsor!

Folks... that's the way the democratic process is supposed to work!! Voicing your opinion to your political representatives to invoke change or maintain the status quo. In this case, we not only succeeded in changing a bad bill, but we turned around a legislator to our side and made an ally on future issues.

Never doubt that a small group of bikers can change the world...

"Never doubt that a small group of committed citizens can change the world. In fact, it is the only thing that ever has."

Margaret Meadre

I've always felt inspired by that quote, but never more inspired than actually seeing those words put into action.

On November 3, 2005 Ohio State Representative Tom Patton (R-Strongsville) introduced House Bill 406 which would have required all Buckeye motorcycle riders and passengers under 25 to wear a helmet.

The helmet mandate was part of his proposal to create an additional funding source for assisting approximately 227,000 Ohioans who have suffered traumatic brain injuries, as well as money to fund a study of such debilitating injuries. HB406, as originally introduced, would levy severe fines and even jail time for unlicensed or uninsured drivers, and those under 25 who ride a motorcycle without a helmet.

Well, you can imagine the uproar this

opposition to HB406.

And they did.

Riders wrote, they called, and they e-mailed. They sent in petitions against the bill. They mailed in form letters. And they distributed flyers to motorcycle dealerships, shops and at meetings and gatherings encouraging others to do so too.

And Rep. Patton listened.

By the end of December, it was learned that he will introduce a House Substitute Bill that will delete the language requiring helmets!

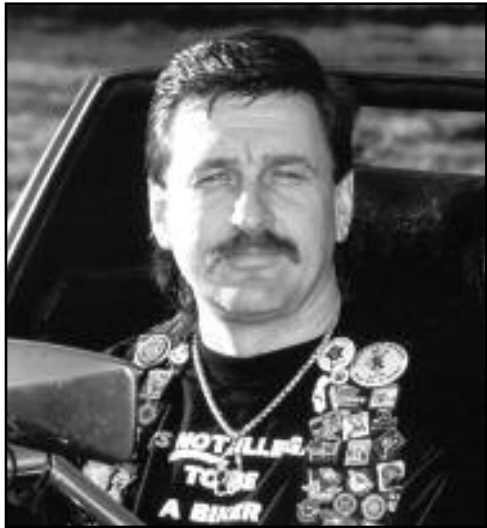
"Within 48 hours of introducing my bill we started getting calls from riders, and from many of my friends who ride motorcycles," Patton told me in a telephone interview. "I realized that these people are passionate about their riding, and they had legitimate arguments and concerns."

2006 Event Dates to Remember:

03-03 thru 03-12	Daytona Bike Week, Daytona Beach, FL
03-31 thru 04-09	Arizona Bike Week, Mesa/Scottsdale, AZ
04-26 thru 04-30	10th Annual Laughlin River Run, Laughlin, NV
05-11 thru 05-13	21st Annual NCOM Convention, LOUISVILLE, KY
05-12 thru 05-21	S.C./N.C. Dealers' Association Rally, Myrtle Beach, SC
05-25 thru 05-28	AM JAM, Cobleskill, NY
05-17 thru 05-29	Run For The Wall & Rolling Thunder XIX, Washington, DC
06-01 thru 06-04	Republic of Texas (ROT) Rally, Austin, TX
06-05 thru 06-10	Americade, Lake George, NY
06-10 thru 06-18	83rd Annual Laconia Bike Week, Laconia, NH
06-21 thru 06-24	Honda Hoot, Knoxville, TN
08-01 thru 08-06	National Bikers Roundup, Fort Pierce, FL
08-07 thru 08-13	66th Black Hills Motor Classic, Sturgis, SD
08-31 thru 09-04	Four Corners Iron Horse Rally, Ignacio/Durango, CO
09-13 thru 09-17	Golden Aspen Rally, Ruidoso, NM
09-16 thru 09-18	Trail of Tears Ride, Chattanooga, TN
10-19 thru 10-22	Biketoberfest, Daytona Beach, FL
10-26 thru 10-29	Steel Pony Express Rally, New Orleans, LA
11-12	Love Ride XXIII, Glendale, CA

A.I.M. ATTORNEYS FIGHTING FOR YOUR RIGHTS

Working hand-in-hand with all the legislative efforts throughout the country, the prolific use of the judicial system has provided an additional weapon in our arsenal to reform public policy; and whether the issue be helmet laws, discrimination, harassment, access to public areas, or civil rights abuses, A.I.M. attorneys have been at the forefront in defending bikers' rights through Pro Bono (free) legal services to the motorcycling community. These advocates of motorcyclists' legal rights often serve as Legal Council to their own state motorcycle rights organizations and Confederations of Clubs, and contribute hundreds of man-hours and thousands of dollars worth of free legal advice annually to promote and defend our sport and life-style.



A.I.M. NATIONAL DIRECTOR'S REPORT *Joey Lester*

We did it !!! Over 3 million AIM cards have been given out. They are on the road with riders, saving the lives, limbs and motorcycles of incapacitated riders who cannot call for themselves. All free of charge with even a free tow provided by AIM to those riders who are involved in multi-vehicle accidents.

A special thanks to our National Chief of Staff Louie Nobs (who's also heading up our new Christian Unity

Program) and National AIM Coordinator Dave Walburn (who also heads up our new National Sports Bike Association Program) together with the help of our other great Chiefs of Staffs Gunny, Bananas, Roach, Genie, Sam, Al, Cristine, Bill and others have been doing a bang up job getting new AIM members signed up and protected.

Our Independent Shop Program has grown to almost 5,000 shops (!!!) nationwide thanks to our National ISP

Coordinator Butch Harford and all the AIM Reps going out to find those biker friendly establishments that are treating our people right (local shop maps available — just call us).

Thanks to the hard work of the Board of Directors and the Legislative Task Force, NCOM has expanded to over 1000 groups. The Confederation of Clubs is strong and more involved then ever thanks to patch holder Freedom Fighters across the country.

The best litigating attorneys in the country are AIM attorneys out there doing pro bono work (Free) for bikers' rights, plus getting great results on a consistent basis for personal injury accidents. They also exceeded the \$250 million dollar mark in recoveries for their accident related clients, great job!

This would not be possible without a great office staff — THANKS Terri, Theresa, Liz, John, Alieza, Bill, Jr., Reyna, Bea, Bernadette oh and our great attorneys.

PATRIOT ACT

Illegal wire taps, and our country's citizens held without bail or hearing for years. Denied an attorney, or worse having your conversation recorded, properties, and records seized without cause plus property searched on a whim. Access to medical services and medical

treatment denied, and worse.

Sound familiar? Who's doing this? Is it the Russians, the Chinese, or some backward third world dictators? No. It's our own Government doing this, not to foreign spies or terrorists -- but to its own citizens.

Most of these actions could always be taken by law enforcement agencies, but only after going through checks and balances to protect us from abuse of power.

The powers under the Patriot Act have already been used against the owner of "Cheetah's" strip club (terrorizing the world with naked women) and against the National President of the Bandidos (only way they could get his financial/computer records). Neither of which have any connections to Al Queda or any other terrorist group.

If you think the rights of another person are okay to give up, remember you may be next. If you think it's too much trouble to let our politicians know how you feel, don't be surprised if you have to park your bike or hang up that patch in the near future.

Make your voice heard — join your fellow bikers in fighting for the Constitution and what it means to be an American.

Profile of an A.I.M. Attorney

We will profile a different A.I.M. attorney with each issue so that you can become familiar with the individuals who are protecting your legal rights.

JOSEPH LESTER



Born - North Hollywood California November 19, 1961. Raised in Southern California and traveling around the world including a three year trip to South America with his parents when he was 4-7 years old.

Education - California State Northridge, BA degree in psychology 1991. University of LaVern College of Law J.D. 1996.

Motorcycles - Joey Lester has been involved working with his father Richard Lester in helping bikers and fighting for Bikers Rights since 1984. In addition to riding the 2-wheel variety, Joey has adopted his father's Porsche trike which he has ridden around the country including to Sturgis and Four Corners. Come by the nearest AIM booth at the next motorcycle event and see if Joey's there with his trike.

A.I.M./N.C.O.M. - Joey is National Director of the Aid to Injured Motorcyclist (A.I.M.) program, the National Coordinator for all the Confederation of Clubs (C.O.C.) nationwide, and is the chief organizer behind the highly successful National Coalition of Motorcycles (N.C.O.M.) Convention held every year with 1200 to 1500 bikers attending from across the country and around the world.

Legal - Joey has settled millions dollars on behalf of his injured clients and their families. He has been very successful settling or litigating cases in both the civil and criminal arenas since 1996. Joey has successfully represented clients in everything from Wrongful Death/Severe Injuries matters, to soft tissue cases, and from DUI to clients facing life in prison. He also does a lot of Pro Bono (Free) work for N.C.O.M., the C.O.C. and other motorcycle rights organizations. He can help you with your problems — call him.

A.I.M. Attorney Wins Helmet Law Challenge

Judge Declares Virginia Helmet Law Unconstitutionally Vague

Portions of Virginia's motorcycle helmet law were declared unconstitutional on Friday, December 9, 2005 by a judge of the Newport News Circuit Court. In a ten page memorandum order, Hon. H. Vincent Conway, Jr. held that the portions of Va. Code subsection 46.2-910 which defined the standards that a protective helmet must meet or exceed were unconstitutionally vague, denied due process and were unenforceable. The decision marked another victory in the battle by the Law Offices of Tom McGrath to challenge Virginia's helmet law.

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

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

"The impact of Judge Conway's decision is that any helmet selected by a motorcyclist in Newport News now complies with the statute since the standards previously used have been invalidated," explained McGrath.

FAN MAIL



Dear Richard Lester -

Tim Hansen was referred by your office to Michael Mandelman, who called back after a few hours, apologizing for the delay because he was in court.

It was nice to be able to talk to someone who is familiar in the Harley-Davidson motorcycling community. Most lawyers do not have a clue.

When the time comes to refer your law corporation, we will not hesitate to do so. We have many friends that ride, and a few family members too.

Sincerely,
Tim Hansen and Cindy Baker

Dear Mr. Lester:

After my accident, I erroneously believed that the Insurance Companies would do the right thing, but my own Insurance Company attempted to have me settle for considerably less than necessary to pay for the damages. The party at fault's Insurance Company declined to respond to my telephone calls.

After contacting your organization, I was promptly called by your representative Attorney William A. Smith (Dallas office). He had my bike fixed quickly and properly. He also managed to acquire a sum for personal injuries I sustained. Originally, I was more concerned about getting my machine repaired.

Mr. Smith's office staff was responsive and everyone associated with him was professional. I have taken the liberty of bragging about your organization, and in particular Mr. Smith, and have advised the four organizations I ride with (GWRRRA Troop F, Blue Knights Texas 1, Tri Group Texas 1 and Southern Cruisers Fort Worth) that if they are in an accident, call your organization first.

Thank you for having such a fine organization,
James Barnett

Dear Mr. Lester,

Thank you for all of your help. Stephen O'Brien (Minnesota) did so much for me. I have been telling all of my friends. I hope they never need an attorney, but if they do they know who to call. I am now riding again and I love my "new" 1996 Springer Softail. Thanks to all of you. ABATE works!

Thanks Again,
Diane Linhart

WANTED A.I.M. REPS

**DO YOU WANT TO
RIDE TO RALLIES
RIDE TO EVENTS
RIDE TO MEETINGS**

And Get PAID For It?

Aid to Injured Motorcyclists

**is looking for people to represent us
at motorcycle gatherings**

If interested, call Aleiza at:

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"Help protect the rights of all motorcyclists"

Settlements & Verdicts

In answer to the many inquiries regarding the A.I.M. attorney track record and in an attempt to keep motorcyclists informed as to the results of the continuing battle for their legal rights, we submit the following case studies.

FAILURE TO LOOK RIGHT AFTER ENTERING INTERSECTION \$2.1 Million Verdict/Settlement

FACTS: County employee went straight across intersection in front of oncoming motorcycle, resulting in major collision.

CONTENTIONS: Motorcyclist contended that county employee was negligent for failure to yield right-of-way, and failure to keep proper lookout, since she failed to look again to her right after she entered the intersection.

Defendant claimed that she had right-of-way, that the motorcyclist was speeding (60+ mph in posted 40 mph zone), and that the motorcyclist was wearing unsafe "beanie" helmet, and may have been under the influence of marijuana.

INJURIES: Fracture to mid-back, resulting in complete paralysis from arm pits downward. Loss of leg, below the knee. Substantial head injuries resulting in considerable loss of memory and brain function.

RESULTS: Jury trial: June 2005, Chico, California. After jury was impaneled, parties waived jury, and tried case before court. Plaintiff biker was represented by **California A.I.M. Attorney Randolph Hammock of the Law Offices of Richard M. Lester.** Trial lasted 4 weeks, involving 16 expert witnesses, and many other lay witnesses. Defense asked for complete defense verdict.

Court found motorcyclist 75% responsible for speeding, and defendant 25% responsible for failure to keep proper lookout.

Gross award: \$8.8 million, lowered to \$2.2 million. After post-trial motions, case settled for total of \$2.1 million.

LEFT TURN \$1.3 Million Settlement

FACTS: The negligent defendant attempted to make a left hand turn immediately in front of the motorcycle on which our client was a passenger traveling in the opposite direction.

INJURIES: traumatic brain injury, skull fracture, left tibia-fibula fracture, posterior head laceration, intraparenchymal hemorrhage, right temporal with subacute hemorrhage bilaterally and sever right knee lacerations.

Client was unresponsive to any stimuli. A CT scan showed multiple contusions in the front tips bilaterally and the right temparietal region.

After remaining in the hospital and being treated for several months she was released into an acute inpatient rehabilitation unit for physical therapy, occupational therapy, rehabilitation nursing, speech therapy, case coordination, psychology and social work. After an extended period in the rehabilitation unit she was discharged to home. The client made a substantial physical recovery and is currently attending school.

NEGOTIATION AND LITIGATION: Defendant driver carried an umbrella policy for \$1,000,000.00 over and above the underlying insurance policy of \$300,000.00. After the insurance company declined to pay the policy limits, litigation was commenced against the defendant and the insurance carrier.

RESULTS: The case was settled just prior to trial by Attorney **Michael Mandelman**, for the entire policy proceeds of \$1,300,000.00. Michael Mandelman is a partner in the Law Offices of Richard M. Lester and frequent speaker on motorcycling rights, individual liberties and subjects relating to the right to ride free. The client also received a structured settlement, with some of the proceeds through the efforts of John Vaclavik, a Senior Partner of the James Street Group that ensured the client will receive a steady stream of tax free annuity payments throughout her lifetime and be well provided for.



NATIONAL COALITION OF MOTORCYCLISTS

On January 27, 1986, an idea whose time was long overdue, became reality. Fourteen years ago, leaders of various motorcycle groups from across America met in Las Vegas to discuss a "coming together" and the overwhelming need for a national voice to protect our life-style and right to ride. **The National Coalition of Motorcyclists (NCOM) was born!**

NCOM is not another association, but rather a bringing together of existing motorcycle groups for the purpose of mutual exchange of information, legislative strategy and the combined strength to fight all that is adverse to the freedom of the road.

The goal and purpose of NCOM is to assist all motorcycle organizations and individual riders with legal, legislative and other motorcycling issues. The Coalition will not dictate to any organization, but will be available to assist NCOM member groups through such FREE services as legislative assistance, nationwide information network, public awareness programs, safety projects, biker anti-discrimination legal and legislative assistance, and other important programs and services.



The **National Coalition of Motorcyclists**, now serving over a thousand rider organizations, groups, clubs and associations, is the fastest growing biker's rights voice in North America. Designed for all rider groups, this is a united voice for freedom of choice, protection of a life style

and the right to ride. It provides member organizations with free legislative information and assistance, newsletters/press releases, loan program, national public relations/public awareness and a proven communications network.

Funded by the **Aid to Injured Motorcyclists** legal assistance program, NCOM is your voice through direct input from its member organizations, Board of Directors and National Council.

WELCOME TO NCOM!

The NCOM Board of Directors would like to welcome new board members **Richard Bright**, ABATE of Washington, and **Louie Nobs** as **Christian Unity Liaison**. Also, the NCOM Legislative Task Force wishes to welcome new LTF Members, **Bobbi Hartmann**, Lobbyist for ABATE of Arizona, **Texas State Representative Norma "Da Lady" Chavez** and **Idaho State Senator Skip Brandt**.



LEGISLATIVE UPDATE

Butch Harbaugh
Chairman,
NCOM Legislative Task Force

"The Pursuit of Liberty"

New Year -- New Hope -- More Freedom

Here it is 2006!!! Who would've thought!?!? Seems like 1986-1996 were just around the corner ... How time flies when we are all busy securing Liberty...

It wasn't that long ago when the "Safecrats" decided that we as a group needed to be monitored and restricted and worked to pass legislation that did exactly that ... Fortunately for us, there were "Freedom Fighters" sounding the alarm, and in a short time Motorcycle Rights Organizations began to be formed in all states ... Lake Perry, Kansas, where some believe it all began is an important milestone in our success ... and we must never forget these "Fore-Fathers" of the American Motorcycle Rights Movement ... We must continue with the same message; Participation in Our Government is essential to

maintaining the lifestyle we have chosen ... Over the years we have grown to a formidable force that has gained the respect of nearly every Legislature, including the U.S. Government.

We need to Spread the Word...

We cannot rest on our laurels and let others do the work for the masses. It is time to be working to convince other Motorcyclists the importance of supporting their local MRO and most of all to get involved in their own destiny.

Some States have succeeded in their efforts to decrease the amount of control their Legislatures have over them, but there are many more States that need to grow and become stronger ... We must all work to recruit new members to the cause.

CHAIRMAN'S REPORT

CHAIRMAN OF THE
NCOM BOARD OF DIRECTORS

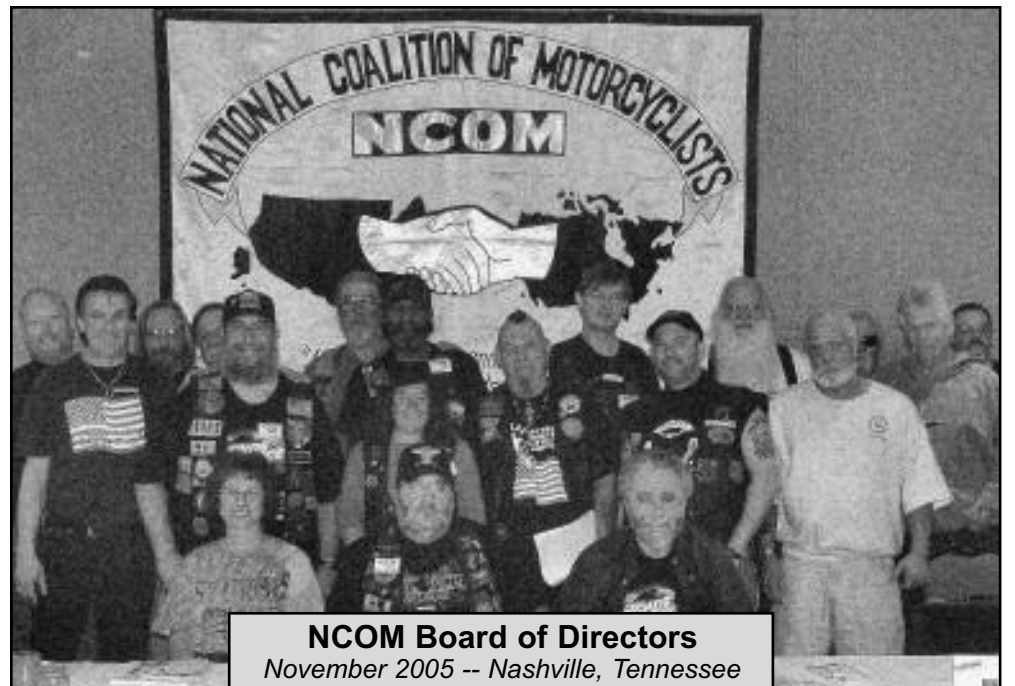
James "Doc" Reichenbach

From the Desk of the Chairman

Another year has passed but not without unjustified attacks on many State Motorcycle Rights Organizations. It is amazing; I am looking at a National Highway Traffic Safety Administration (NHTSA) report that again is filled with blatant half truths and out and out lies. Their report claims a certain number of deaths in a state but it doesn't add up to the actual state's total. It is usually 12 to 15% more than the state's actual figures. This is our government at work, agencies that beef up stats to get a bigger budget. NHTSA's motto is "People Saving People". Now if that is true why are they afraid to do a true study to find out why motorcyclists are dying across the country. We know that automobiles and trucks are not looking out for us but they refuse to admit that. They also refuse to find out the cause of the accidents. It seems every death is a head injury according to them. I saw a report where a man was decapitated and wearing a helmet but it was still a head injury. Killing motorcyclists is becoming an epidemic in this country and almost a sport. Look at what a former Mayor in South Carolina had to say. NHZTSA is not going to help us — they would prefer that no motorcycles were on the road at all. How do we fight this? You join a State Motorcycle Rights Organization and get involved. Don't leave it to other people to fight for your rights. Stand up beside us and demand your rights.

State MRO's should go to their legislatures and ask for money in the budget for Motorcycle Safety i.e.; billboards, radio spots, drinking and driving campaigns, videos produced by your organizations. Everyone should have a Motorcycle Safety and Awareness Program in their states that is provided for by the MRO in that state. If the government won't help save lives then we must take action or the carnage will continue. Many of us have family members that are just starting to ride — do you want to go to their funerals because you didn't help us fight these injustices? Tomorrow is too late, yesterday was the day you should have gotten started. Join your State Motorcycle Rights Organization NOW!!!

I want to thank all the speakers from the National Coalition of Motorcyclists for traveling on their time to speak to different states. There is no doubt where your heart is and how much you believe in the cause. These Freedom Fighters go to states on their own time to speak and do a great job. To the A.I.M. attorneys, many times I have heard you given a bad rap but you have always had your client's best interests at heart and I think you are the best in the country, keep up the good work. Without you many families would have lost everything. **Until next time Ride Safe and Free!!!**



NCOM Board of Directors
November 2005 -- Nashville, Tennessee

New Additions to the LTF...

Of all the challenges I face as Chairman of the NCOM Legislative Task Force, none is more difficult than determining Membership on the LTF ... I strive to have the best and most balanced group we can find, and the Legislators and other Members have contributed greatly to the Task Force. I have received some very impressive resumes, but unfortunately I cannot accept everyone who has applied ... To those I say THANK YOU for your efforts on behalf of bikers everywhere and please know your applications will remain active, and when vacancies come up, more Members will be added.

Please Welcome new LTF Members...

Senator Skip Brandt, Idaho — devoted Motorcyclist, Family Man and Chairman

of the Idaho Senate Transportation Committee.

Representative Norma "Da Lady" Chavez, Texas — a proven and respected Texas Legislator who has worked closely with Sputnik and the TMRA-II to protect the rights of all Texans.

Bobbie Hartmann, Arizona — Anyone familiar with southwest motorcycle politics is familiar with the dedication and commitment she shows on a day-to-day basis, representing ABATE, MMA and the Confederation of Clubs on their Lobby Team.

Welcome to you all, and here's to another year of success and political participation!

A.I.M. INDEPENDENT SHOP PROGRAM

The A.I.M. Independent Shop Program is one of many free programs for Aid to Injured Motorcyclists' members. The purpose of the IST program is to inform A.I.M. members of biker-friendly shops and establishments, and to provide access to emergency services.



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HONDA SUZUKI OF MADERA Madera 559-674-0041	VISALIA POWDERCOATING Visalia 559-739-0771	AMERICAN MADE ONLY Ontario 909-773-0169	L.A. CYCLESPOrts Inglewood 310-677-5800	J.R.'S ENGINE SERVICE Signal Hill 562-427-8600	NORTH KERN MOTORSPORTS Delano 661-725-3841	REDWOOD CHOPPERS Willis 707-459-4766	HARRY'S HARLEY DAVIDSON CYCLE REPAIR Vallejo 707-642-0918	S & K YAMAHA Red Bluff 530-527-1466
ALIEN CUSTOM PAINT Porterville 559-789-0922	Inland Empire	SAM'S CYCLE SERVICE Rancho Mirage 760-343-3131	NARLEY CYCLES Lomita 310-530-3080	MOTO GUZZI CLASSICS Signal Hill 562-986-0070	LUIS' MOTORCYCLES & TRIKES Delano 661-725-7009	A P MOTORSPORTS Petaluma 707-762-1115	REDWOOD CHOPPERS Willis 707-459-4766	CYCLE SALVAGE Redding 530-246-9135
BUDGET TOWING Porterville 559-781-4075	FULL THROTTLE RACING Banning 951-849-8805	UNITED CYCLE ACCESSORIES Redlands 909-794-1593	INDIAN / LONG BEACH Long Beach 562-424-3366	REBEL SMITH Whittier 562-944-4453		G & B MOTORSPORTS Petaluma 707-763-4658	BLACKIE'S AMERICAN IRON Anderson 530-378-2640	GARY'S MOTORCYCLE SERVICE CENTER Redding 530-245-9848
							Northeast	K & S MOTORBIKES Redding 530-222-2645

A WORD FROM THE NATIONAL COORDINATOR FOR THE INDEPENDENT SHOP PROGRAM

A Word from the National Coordinator of the Independent Shop Program

This newsletter lists over 1,800 great motorcycle shops across the country that have given us at the Law Offices of Richard M. Lester / Aid to Injured Motorcyclists / National Coalition of Motorcyclists, the hard working attorneys and dedicated representatives in every state the permission to be listed as a business promoting motorcyclists rights by allowing enough space to display the little AIM "FREE-TAKE ONE" box with five sections filled with free AIM cards, stickers, and little calendars with helmet laws. There are over 2,800 more shops that also display those AIM boxes promoting motorcyclists rights that for some reason or another have not made it on to this list. There are over 560 shops that used to display the box then discontinued doing so, usually due to lack of space. To all those businesses that currently display the AIM box, the struggle to retain motorcyclists' rights wouldn't exist without you. The ones covered with grease and oil, whether from fixing your own bike or someone else's, those motorcycles aren't running by

themselves. There isn't hardly anything worse than getting into wrenching then the phone rings. There was a time when the motorcycle was a way to get away from the telephone! Over 4,600 shops displaying the AIM box, that's a lot of phone calls and visits to try and keep those little boxes filled! Every time one of you folks out there stop working on what you were to answer the phone when somebody from Aid to Injured Motorcyclists calls about refilling the box, thank you. Thank you for the time and space to help promote motorcyclists' rights. Not only does that little box promote motorcyclists' rights but almost represents a unity of motorcyclists. I would rather do business with a shop that promoted our rights than with one that didn't. How does that little box do that? Aid to Injured Motorcyclists is sponsored by a network of attorneys across the U.S. and Canada who devote a large deal of time, energy and money on issues concerning motorcycles. Like those wrenching on the motorcycles, we might not be riding a motorcycle without them. From the time someone first began tooling around on two wheels there also has been someone that didn't like that idea. Fortunately we live in a nation that has a

legal system designed to allow us many freedoms and that there are people familiar with laws of our system that ride motorcycles. One of the most important laws concerning motorcycles is that is illegal to make vehicular contact with one. That is my favorite one, but a lot of people still do it. Knowing what it's like to have been violated by another vehicle, or knowing someone who has been lost on one might give a person a different perspective on that little AIM box. A law might not always prevent us from being violated but it can often prevent many of those particular violations to continue. The AIM attorneys responsible for presenting that little box are second to none at representing all motorcyclists with legal issues arising with the freedom that is felt by rolling two wheels down a pavement. So the AIM box not only has some neat stickers and stuff, but some of those things in there can be pretty helpful if you take a look at it. It also means that there are many others out there putting a little extra effort into retaining and maintaining the freedoms of riding, even if it's just putting down a wrench to answer the phone.

Visit Your Local ISP Shop For Service, Parts, Accessories And Great Deals!

ROCKY'S CYCLE
Redding
530-226-0574

IRON MOUNTAIN
MOTORCYCLES
Rescue
530-642-9944

T BONEZ
Shingle Springs
530-672-8277

LASSEN MOTORSPORTS
Susanville
530-257-6489

THIN AIR MOTOR SPORTS
Truckee
530-582-8081

BACHMAN'S
Woodland
530-666-6322

SAVAGE CYCLES
Woodland
530-666-4148

SCHROEDER
MOTORSPORTS
Woodland
530-406-8706

YREKA EXTREME SPORTS
Yreka
530-842-4386

BIG DAWG CUSTOM
CYCLES
Yuba City
530-821-2270

ROHM PERFORMANCE
MACHINE
Yuba City
530-674-9123

San Fernando & San Gabriel Valley Areas

FINE LINE CYCLES
Baldwin Park
626-337-9676

MICAH McCLOSKEY'S
CUSTOM CYCLE
Canoga Park
818-348-8967

SOUTH PACIFIC
MOTORCYCLE
El Monte
626-442-2859

HARLEY-DAVIDSON OF
LANCASTER
Lancaster
661-948-5959

LARRY LILLEY
MOTORCYCLES
Lancaster
661-945-5858

RIDERS CHOICE
Lancaster
661-942-1211

BRITISH MOTORBIKES
North Hollywood
818-506-4022

T & H
MOTORCYCLE SHOP
Pacoima
818-686-1199

CYCLE ZONE 1
Palmdale
661-538-1330

HIGH DESERT CYCLES
Palmdale
661-266-0086

VILLAIN CUSTOM CYCLES
Pasadena
626-568-8429

HONEST JOHN'S
EVOS ETC.
Santa Clarita
661-299-6862

RED/LINE MOTORCYCLES
Sherman Oaks
818-981-6600

R & J MOTORS
Tujunga
818-352-5575

WEST COAST
DISTRIBUTING
Tujunga
818-353-9631

CYCLE TRENDS OF
CALIFORNIA
Van Nuys
818-902-9253

STEVE'S CUSTOM CYCLES
Van Nuys
818-781-4243

Upper Central Valley

LODI V TWIN
Lodi
209-369-8529

STRAY'S
Lodi
209-200-2187

WRIGHT MOTORS
Lodi
209-368-1139

BINFORD CUSTOM CYCLES
Manteca
209-239-7828

MERCED CUSTOM
MOTORCYCLES
Merced
209-383-5266

STROKERS
Merced
209-722-8811

CYCLE GEAR
Modesto
209-576-0201

CYCLE SPECIALTIES INC
Modesto
209-524-2955

DH CYCLE
Modesto
209-524-1432

MITCHELL'S MODESTO
HARLEY-DAVIDSON
Modesto
209-522-1061

MOTO WORLD
Modesto
209-527-2557

R & S CUSTOM CYCLES
Modesto
209-538-2925

YAMAHA OF MODESTO
Modesto
209-527-5603

BROKEN WHEEL CUSTOM
CYCLE
Oakdale
209-847-1039

FOOTHILL
MOTORCYCLE CO
Plymouth
209-245-6763

AGUIRRE'S
MOTORCYCLE
RESTORATION
Stockton
209-941-8087

BURTON'S CYCLE SHOP
Stockton
209-948-5361

DELTA BIKE WORKS
Stockton
209-478-4279

BACK ROADS
CUSTOM CYCLES
Tracy
209-839-0756

COLORADO North

AURORA HONDA
Aurora
303-341-7200

HAWGBACK MOTORCYCLE
SHOP
Aurora
303-617-0234

MILE HIGH ENTERPRISES
Aurora
303-343-3300

EURO SPORT
INTERNATIONAL
Broomfield
303-465-2848

PERFORMANCE CYCLE
Denver
303-744-2011

MILE HIGH MOTORCYCLE
Denver
303-292-4599

2 WHEELERS
Denver
303-433-7025

BIKER'S DREAM
Denver
303-298-1777

BLUE SKY
MOTORCYCLE RENTALS
Denver
720-971-5501

FRONT RANGE
MOTORCYCLES
Denver
303-934-4801

BOURGET'S BIKE WORKS
Denver
303-722-2223

COLORADO MOTORCYCLE
COMPANY
Denver
303-758-8289

EAGLERIDER / DENVER
Denver
303-707-1000

MOUNTAIN THUNDER
Englewood
303-806-5054

ACME MACHINE INC
Fort Collins
970-482-0354

AMERICAN PERFORMANCE
Fort Collins
970-484-4889

FORT COLLINS
MOTORSPORT
Fort Collins
970-498-8858

MOTO ADVENTURE
Fort Collins
970-484-5111

FAY MYERS
MOTORCYCLE WORLD
Greenwood Village
303-744-6632

DINO'S CUSTOM CYCLES
Lakewood
303-233-1600

ALL AMERICAN
MOTORCYCLES
Lakewood
303-233-9236

EXCEL YAMAHA
Lakewood
303-274-0203

WILD WEST MOTORCYCLES
Lakewood
303-988-8828

EXCEL MOTORSPORTS
Lakewood
303-238-4303

PUTTIN' PARTS
Lakewood
303-238-0416

EXCEL MOTORSPORTS
SOUTH
Littleton
303-794-6367

ROCKY MOUNTAIN
HARLEY-DAVIDSON
Littleton
303-703-2885

BLACK WIDOW CAMS
Littleton
303-814-1709

FRONTLINE CYCLES
Longmont
303-684-0362

JOHNSON'S CYCLE
& GOLF CART REPAIR
Longmont
303-678-7879

BMW-DUCATI
Loveland
970-679-1600

HAWG WILD
Loveland
970-669-5589

SUN HARLEY-DAVIDSON
BUELL
Thornton
303-287-7566

South

APEX SPORTS
Colorado Springs
719-475-2437

ACTION CYCLES
Colorado Springs
719-390-7337

PIKES PEAK
HARLEY-DAVIDSON
Colorado Springs
719-591-7337

HIGH COUNTRY
CUSTOM CYCLES
Colorado Springs
719-633-5392

FRONTIER CYCLE
Colorado Springs
719-471-7777

FANTASY CYCLE
Colorado Springs
719-575-0078

ROCKY MOUNTAIN
CYCLE PLAZA
Colorado Springs
719-591-9700

WILD WEST CYCLES
Colorado Springs
719-475-1971

PIKES PEAK
HARLEY-DAVIDSON
Colorado Springs
719-278-2361

OUTPOST HARLEY-
DAVIDSON
Pueblo
719-542-6032

PARADISE
MOTORSPORTS
Pueblo
719-543-0808

TOTE GOTE SALES
Pueblo
719-545-6310

West

THUNDER MOTOR CO
Alamosa
719-587-0487

ALL TERRAIN
MOTORSPORT
Delta
970-874-8621

THUNDER MOUNTAIN
MOTORWORKS
Delta
970-874-1211

FUN CENTER MOTORCYCLE
Durango
970-259-1070

GOOD TIME SPORTS
Durango
970-259-7987

ASPEN VALLEY HARLEY
DAVIDSON
Glenwood Springs
970-928-7493

SPORTLAND CO
Glenwood Springs
970-945-6301

TAYLOR'S MOTORCYCLES
Glenwood Springs
970-945-1500

ALL SPORT
HONDA & BMW
Grand Junction
970-243-7730

ALL TERRAIN
MOTORSPORT
Grand Junction
970-434-4874

COMPETITION CYCLE
Grand Junction
970-257-0070

GRAND JUNCTION HARLEY
DAVIDSON
Grand Junction
970-245-0812

COLORADO POWERSPORT
Grand Junction
970-243-9537

AUTO PROS
Ignacio
970-563-9232

FLORIDA Central

MIKE'S CYCLE CENTER
Bellevue
352-245-3355

RED RACING
Boca Raton
561-338-5755

MIKE'S MOTORCYCLE
REPAIR
Dona Vista
352-589-0347

HARLEY DAVIDSON &
BUELL, INC.
Gainesville
352-331-6363

STREIT'S MOTORSPORTS
Gainesville
352-376-2637

VICIOUS CYCLE WORKS
Lake Panasofkee
352-793-8998

ID RACING
Lake Worth
561-744-3519

SADDLE TRAMPS
Leesburg
352-787-6486

AMERICAN
CUSTOM CYCLE
Ocala
352-671-7611

EARL'S CYCLE CENTER
Ocala
352-629-3166

H & B CYCLES
Ocala
352-351-5122

K/T CYCLEWORKS
Ocala
352-694-7555

OCALA MOTORSPORTS
Ocala
352-732-8531

MOTO MART
Okeechobee
863-467-7600

ORANGE CUSTOM CYCLES
Orange Heights
352-468-3979

V-TWIN CYCLE &
LEATHERY, INC
Orange Heights
352-339-3275

J Z RIDERS
Sanford
407-322-6722

North

ARLEN NESS
Daytona Beach
386-271-1981

CUSTOM WORKS
Daytona Beach
386-257-1300

DAYTONA BIKE WORKS
Daytona Beach
386-236-0104

EUROCOMPONENTS
Daytona Beach
386-274-5733

KANNON V8 CYCLES
Daytona Beach
386-257-3866

STROKERZ
Daytona Beach
386-253-1703

TOMBSTONE CYCLES
Daytona Beach
386-255-1141

CYCLE SOURCE
Jacksonville
904-886-2250

NO LIMIT CYCLES
Jacksonville
904-737-5151

SOUTHERN CYCLE
ACCESSORIES
Pace
850-994-8727

MILLERS CUSTOM PARTS
South Daytona
386-761-0858

South

ALL AMERICAN CYCLE
Davie
954-581-7885

DOC'S CYCLE
Davie
954-452-3989

TOP GUN
AUTOMOTIVE SALES
Davie
954-791-4284

ACTION SPORT CYCLE
Fort Lauderdale
954-524-5446

CYCLE LAB
Fort Lauderdale
954-587-4392

FORT LAUDERDALE
HARLEY-DAVIDSON
Fort Lauderdale
954-791-6290

MOBILE MOTORCYCLE
Fort Lauderdale
954-566-9653

PAUL'S
SOUTHERN CYCLE
Fort Lauderdale
954-776-0115

THUNDER DESIGN
Fort Lauderdale
954-763-2100

M.D. CUSTOM CYCLES
Key Largo
305-451-3606

ATLANTIC COAST PLATING
Oakland Park
954-563-5859

BIKER'S DISCOUNT
Plantation
954-327-7177

A.F.A.B.
Pompano Beach
954-782-9840

AMERICAN CYCLE
ENGINEERING
Pompano Beach
954-943-6225

POMPANO PATS
Pompano Beach
954-942-9644

West

CASOLI MOTO USA
Clearwater
727-539-0188

G'S PERFORMANCE
Clearwater
727-939-0880

GREG'S CUSTOM CYCLES
Clearwater
727-461-4840

J & M CYCLE
Clearwater
727-556-0181

MANOR CYCLE INC.
Clearwater
727-588-0786

MOTOTECH
Clearwater
727-447-3686

HI-TECH CUSTOM CYCLES
Holiday
727-942-9353

TAMPA V-TWIN
Lutz
813-962-3856

BLACK WIDOW
MOTORCYCLE WORKS
New Port Richey
727-849-5919

CYCLE-RAMA
Pinellas Park
727-546-0889

TERMINAL VELOCITY
Pinellas Park
727-547-1667

J & K CUSTOM CYCLES
Port Richey
727-817-0133

WHISKEY ENTERPRISES
Saint Petersburg
727-548-5451

CLASSIC CYCLES
Sarasota
941-925-0376

AMERICAN HERITAGE
CYCLES
Seminole
727-398-4435

BIG DOG MOTORCYCLES
Tampa
813-930-6405

MOTORSPORTS OF TAMPA
Tampa
813-968-7888

THUNDER BAY
CUSTOM CYCLES
Tampa
813-232-6661

BOB'S MOTORCYCLE
PARTS & ACCES
Venice
941-485-4295

GEORGIA

HAWG PEN
Athens
706-369-9007

ATLANTA TRIUMPH &
DUCATI
Atlanta
678-904-1414

SOUTHERN CHROME
Augusta
706-855-1260

VIC'S MOTORCYCLE
Augusta
706-828-5570

FERGY'S CYCLES
Austrell
770-616-9634

CAMDEN MOTORSPORTS
Brunswick
912-279-0101

TED & DOT'S
MOM & POP'S CYCLE
Brunswick
912-264-3842

SOUTHERN CYCLE INC
Buford
770-945-3312

2-WHEEL BODY SHOP
Byron
478-785-9090

COUNTRY CYCLES
Cartersville
770-387-2453

CYCLE CENTER OF
GEORGIA
Cartersville
770-386-4702

DARYL'S MOTORCYCLE
SERVICE
Cartersville
770-387-0087

SUZUKI OF BARTOW
COUNTY
Cartersville
770-386-8965

COUNTRY CYCLE
Columbus
706-561-3354

GRANITE MOUNTAIN
HARLEY-DAVIDSON
Conyers
770-785-3999

RP CYCLE
Covington
770-786-0014

PAUL'S CYCLE SHOP
Dublin
478-275-2682

BEAR'S CYCLE
East Dublin
478-272-6323

SHAMROCK HONDA /
SUZUKI
East Dublin
478-272-4563

CYCLE SPECIALTY
Fayetteville
770-461-3541

MARTIN MOTORS
Fitzgerald
229-423-9333

PLANET GOLDWING
Hampton
770-707-1400

A.I.M. INDEPENDENT SHOP GUIDE

SLED SHOP INC
Waianae
808-668-2344

IDAHO

AMERICAN DESTINY
MOTORCYCLES
Boise
208-323-4636

BIG TWIN CYCLE CENTER
Boise
208-336-0367

BOISE MOTORCYCLE
SALVAGE
Boise
208-375-7949

COMPETITION
MOTORCYCLES
Boise
208-373-1222

FAST LANE CYCLE
Boise
208-336-1903

STAN'S MOTORCYCLES
Boise
208-562-0400

PIT STOP CYCLE
Burley
208-678-8191

CROW'S AMERICAN
MOTORCYCLES
Caldwell
208-453-2899

GRIZZLY SPORTS
Caldwell
208-454-8533

DAN'S MOTORCYCLE
TUNEUP & REPAIR
Cataldo
208-682-4453

LAWRENCE'S
Coeur D'Alene
208-664-8032

ACTION CYCLES
& SLEDS
Hayden
208-762-3668

CYCLE CITY
Heyburn
208-436-4771

BILL'S CYCLE SHOP
Idaho Falls
208-523-5740

CANYON HONDA
Nampa
208-468-0775

CYCLE SALVAGE
Nampa
208-465-4455

SUICYCLE
Nampa
208-461-0262

COEUR D'ALENE POLARIS
Post Falls
208-664-3601

MAY'S HONDA SHOP
Sagle
208-263-4212

HIGHSIDE CUSTOM
Saint Maries
208-245-3634

PUTTER PARTS
Saint Maries
208-245-7107

BIG MIKE'S
Sandpoint
208-265-8418

ADVENTURE
MOTORSPORTS
Twin Falls
208-733-5072

J & C MOTORSPORTS
Twin Falls
208-733-7222

SNAKE HARLEY-DAVIDSON
Twin Falls
208-734-8400

TJ PRODUCTS
Twin Falls
208-736-4697

ILLINOIS

BURRELL POWER SPORTS
Bloomington
309-827-3966

HOLLYWOOD CYCLE
Brookfield
708-485-9099

THROTTLE MASTERS
Chicago
773-247-5211

HARLEY-DAVIDSON
/ CRETE
Crete
708-672-6601

CHOPPER SHOP
Downers Grove
630-333-7578

DGY MOTORSPORTS
Downers Grove
630-971-2602

IDEAL RIDE
East Dundee
847-428-3400

FOX VALLEY DYNO
Elgin
847-741-3333

RANDY'S CYCLE
Huntley
847-669-0256

HERITAGE HARLEY-
DAVIDSON
Lisle
630-420-1942

LOCKPORT CUSTOM
CYCLES
Lockport
815-836-0391

PRO-RIDER
Lombard
630-424-9600

DOCDOR CYCLES INC
Lyons
708-447-3570

OTTO BROS
HONDA / SUZUKI
Lyons
708-447-3040

SPEED LIMIT
Markham
708-339-2330

CHARLIE'S HARLEYS
Orland
773-471-1300

ROD'S REPAIR
Waverly
217-435-9557

DU PAGE HONDA
West Chicago
630-231-8700

CYCLE WERKS
Wilmington
815-476-1857

DENNY'S CYCLE SUPPLY
Wilmington
815-458-4500

INDIANA

M & E HONDA
Bedford
812-279-3569

FOX'S CYCLE SALES
Bloomington
812-332-5262

VEE TWIN
PERFORMANCE CENTER
Bloomington
812-876-0155

LARRY'S
SNOWMOBILE SERVICE
Crawfordsville
765-362-4302

MANN'S HARLEY
-DAVIDSON / BUELL
Edinburg
812-526-3485

EVIL CYCLES
Evansville
812-401-2045

WESTSIDE HONDA /
KAWASAKI / DUCATI
Evansville
812-425-7799

AMERICAN PERFORMANCE
Fort Wayne
260-432-3807

CRAZY GEORGE'S
Fort Wayne
260-447-0248

D & M SALES, INC.
Fort Wayne
260-483-6833

EHLERDING MOTORSPORTS
Fort Wayne
260-749-9686

FORT WAYNE YAMAHA
Fort Wayne
260-479-8888

JIM BAILEY
HARLEY DAVIDSON
Fort Wayne
260-489-2464

OSBORN
Fort Wayne
260-422-5942

POWERSPORTS
SPECIALIST
Fort Wayne
260-497-9992

RIVER CITY
HARLEY-DAVIDSON
Fort Wayne
260-493-9900

ALL AMERICAN CYCLES
Indianapolis
317-353-2200

BIKERS CONNECTION
Indianapolis
317-920-1004

CYCLE OUTFITTERS
LIMITED INC
Indianapolis
317-783-2901

CYCLE RECYCLE
Indianapolis
317-634-6645

CYCLE RECYCLE PART II
Indianapolis
317-634-7550

DREYER'S MOTORSPORTS
Indianapolis
317-243-2203

FISH'S CUSTOM CYCLE
Indianapolis
317-856-2692

MUSCLE CARS & BIKES OF
INDY
Indianapolis
317-787-3772

RANDY'S CYCLE SHOP
Indianapolis
317-244-5327

VICTORY DRIVE V-TWINS
Indianapolis
317-786-9302

J & C SHAKMAK
OUTDOORSMAN
Jasonville
812-665-3833

AJ CYCLE
Jasper
812-482-3366

COLBERT'S CUSTOM
MECHANICAL
Kokomo
765-452-3171

HARLEY-DAVIDSON
OF KOKOMO INC
Kokomo
765-864-9999

KOKOMO CYCLE GEAR
Kokomo
765-457-4090

MOODY CYCLE
Kokomo
765-452-2659

CLASSIC CYCLES
Lafayette
765-449-9921

CYCLE CRIB
Lafayette
765-742-5517

BROTHERS CUSTOM CYCLE
Linton
812-847-4588

LINTON CYCLE SALES
Linton
812-847-2043

HARD TIMES CUSTOM
CYCLE INC
Logansport
574-735-0820

CYCLE SHOP
Marion
765-664-9440

REALITY MOTOR SPORTS
Marion
765-662-3000

STONE'S HARLEY-
DAVIDSON SHOP
Marion
765-664-1532

ANTIQUE MOTORCYCLES
Montgomery
812-486-3910

GEAR WORX
Morgantown
812-597-2453

MAVERICK
Pierce
574-594-9764

BAKER BIKE WORKS
Plaineville
812-687-7231

TURN ONE MOTOR SPORTS
Plymouth
574-936-9192

DAN'S CYCLE SALES
Seymour
812-522-3449

FREEDOM CYCLE
South Bend
574-299-4990

INDY CHOPPERS
Speedway
317-244-4242

MARK MILLER RACING
Terre Haute
812-232-5642

SHOP
Terre Haute
812-235-4251

THOMPSON'S HONDA &
MOTORSPORT
Terre Haute
812-232-1111

VICTORY MOTORCYCLES /
TERRE HAUTE
Terre Haute
812-478-3200

WABASH VALLEY HARLEY-
DAVIDSON
Terre Haute
812-232-7821

VINCENNES MOTORCYCLES
INC
Vincennes
812-882-1594

HOEFLING
Washington
812-254-7144

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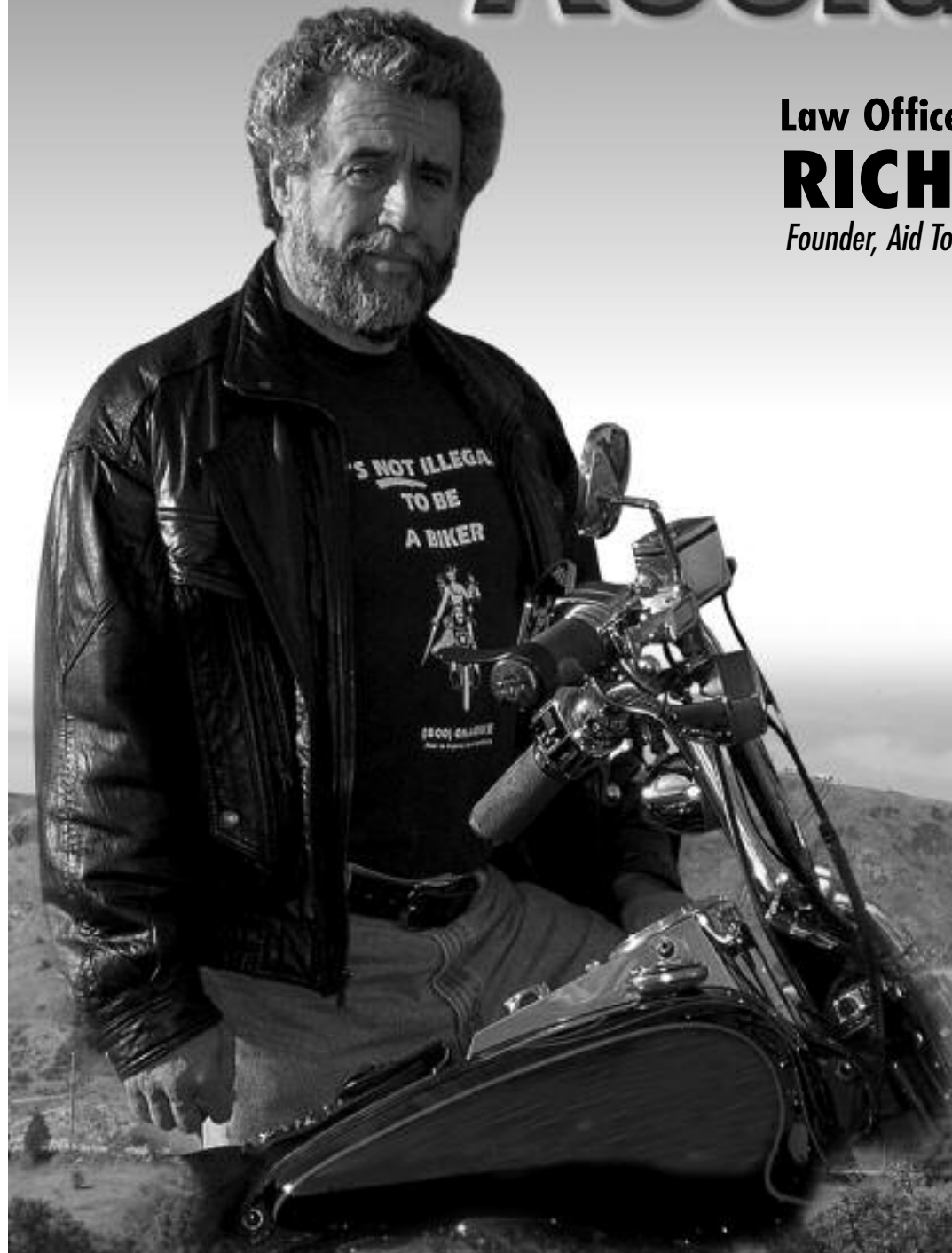
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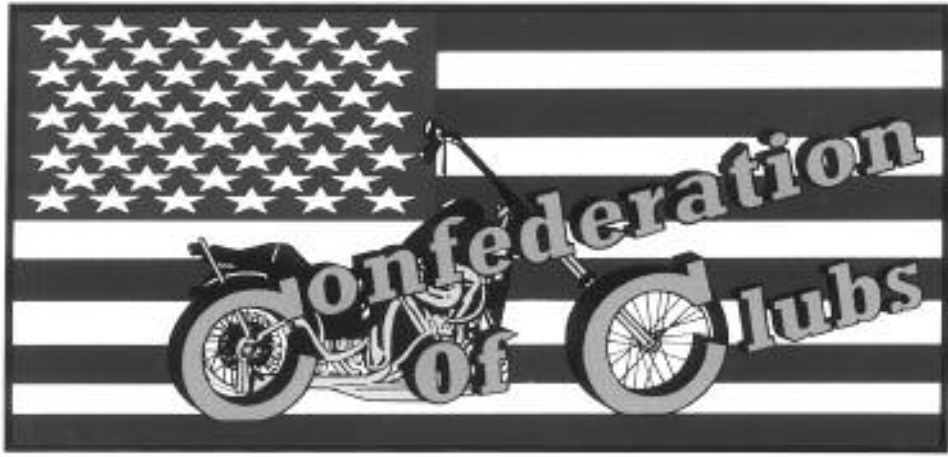
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Since the inception of the Confederation of Clubs of Southern California back in 1988, patch holders throughout North America have realized that they have mutual goals that can be achieved by combining their manpower and brainpower. Today, the Confederation of Clubs has become the fastest growing segment of the bikers' rights community, with patch holders forming or in the process of organizing 54 Confederations in 39 States and three Canadian Provinces. Their unifying focus is to fight biker discrimination through the courts and the legislature. All Confederations are members of the National Coalition of Motorcyclists (NCOM) and support their state legislative motorcyclists rights organizations. A.I.M. Attorneys serve as Legal Counsel.

Confederations of Clubs in various states have successfully fought "No Bikers Allowed" and "No Colors" signs in restaurants, bars, and hotels/motels; stopped harassment by specific law enforcement agencies or agents; lobbied for passage of biker anti-discrimination legislation; fought helmet tickets and assisted in the fight against mandatory helmet laws; as well as put together charity runs to raise money and gifts for the needy.

FIGHTING PATCHHOLDER DISCRIMINATION

In September 2004 a patchholder from the Connecticut Confederation of Motorcycle Clubs (CCMC) was denied entry to the Durham County Fair on the basis of his choice of clothing. He was stopped near the fairgrounds by a Connecticut State Police Officer and was informed that he and his family would not be able to attend the fair wearing the patch of his motorcycle club.

Not wanting to make a scene in front of his family members, the club member peacefully left the vicinity of the fairgrounds, but brought up the issue at the next CCMC meeting. The Connecticut Confederation of Motorcycle Clubs is a member of the National Coalition of Motorcyclists (NCOM), and Aid to Injured Motorcyclists (AIM) Attorney Mitch Proner was in attendance at the meeting as legal counsel and promised to contact the responsible parties. Proner has been the Connecticut and New York AIM attorney for 16 years and has been riding for more than 25 years, so he is familiar with discrimination bikers face from personal experience as well as before insurance companies, juries and in other unjust circumstances.

Proner wrote to the Durham Fair promoters, the Connecticut State Police and the Connecticut Attorney General's office, following up with numerous phone calls. Initially the responsible

parties said they had no knowledge of the incident. When presented with the facts and details, the parties said the Durham Fair was on private property and ran by a private organization and would deny admittance to whomever they pleased.

Proner then pointed out that the Durham Fair may have been privately promoted but in fact the fairgrounds included the town square, an area traditionally provided greater protection under the First Amendment of the United States Constitution. If the Fair did not respect the CCMC's Constitutional rights, he would be forced to move in the U.S. District Court, District of Connecticut, for a Federal injunction.

The State Attorney recognized the First Amendment rights and said they would not have State Troopers enforcing any dress codes. The Fair's attorney stated they had no dress code, and sent Mr. Proner free tickets for this year's event for his patchholder client.

The Connecticut Confederation of Motorcycle Clubs remains eternally vigilant about protecting their rights. As an AIM Attorney, Mitch Proner donates his time pro bono to the CCMC, NCOM and other motorcyclist rights organizations.

Once Rivals, Bike Clubs Now Working Together

Once-notorious outlaw-biker rivals, the Pagans and Warlocks are working together to raise funds to fight discrimination, fresh from helping to repeal laws regarding motorcycle helmets and high handlebars, reports the Philadelphia Daily News.

What's more, these clubs have joined with non-outlaw bikers to fight against discrimination and police harassment in a political and legal forum, and threw their first annual Summer Sizzler, a biker family picnic, on August 21, 2005 at the Nevlin Grist Mill Park, in Glen Mills, Delaware County.

This was the first major fund-raiser for the Confederation of Clubs of Eastern Pennsylvania, founded in April 1999. The confederation represents more than 1,000 members, with an average age of 42, from 23 clubs. Members include 1%ers, Bikers Against Child Abuse, Christian bikers, and Clean and Sober bikers.

It's one of 54 confederations in North America, the fastest-growing part of the national bikers- rights movement, with annual national conventions and a Web site: www.aimncom.com/coc/.

The confederations' aim is to stop police harassment of bikers and civil-rights discrimination in housing, bars and other areas, and to solve mutual problems, not settle scores among clubs, according to its local president Kenny Plank, a Warlock.

"We're all bikers," said Plank, "There's no reason to be fighting each other."

"We're serious about bikers rights," said Patches, COC Treasurer, adding that the confederation is "neutral ground."

At regular meetings, Norristown attorney Boyd Spencer regularly updates them about state and federal legislation, including the Patriot Act. Spencer said the law "targets three or more people with a common handshake, common purpose and common attire."

Spencer is a member of the national network of biker-rights lawyers in Aid to Injured Motorcyclists, or AIM, founded in 1982 by California attorney Richard M. Lester, who started the national confederation and similar groups.

CANADIAN PROVINCE WANTS TO BAN COLORS

As part of its efforts to crack down on criminal organizations, the Saskatchewan government wants to ban the wearing of "gang colors" in bars, but local bikers are calling the act unconstitutional.

An amendment to the Safer Communities and Neighborhoods Act that's before the legislature would mean people wearing signs, symbols or logos connected to criminal organizations in licensed establishments could be fined up to \$25,000 and sentenced to up to a year behind bars.

Dean Bell, who has a motorcycle shop in Regina and is a member of the Regina chapter of the Hells Angels, says the proposed legislation is a violation of rights. "We're all disappointed that the government would take such a backward stance and try and legislate something that goes against our charters and our freedoms," he said.

It's part of the province's attempts to create a hostile environment for criminals, say officials. The government has also passed laws expanding the ability to seize property from criminal organizations and canceling liquor licenses in bars that are used as fronts by criminals.

Manitoba passed a similar law against "gang colors" in 2002. It's now illegal in that province to wear symbols or colors associated with organizations such as the Hells Angels. Fines range from \$1,000 to \$3,000 and convictions can result in jail time of up to six months.

The Manitoba Chapter of the Hells Angels is fighting several charges related to the legislation.

If the Saskatchewan law is passed, Bell said, he and other members will consult with a lawyer.

SPORT BIKERS UNITE

From the founder of the National Coalition of Motorcyclists (NCOM), Aid to Injured Motorcyclists (AIM) and the Confederations of Clubs (COC), comes a NEW national organization, the National Sport Bike Association (NSBA), dedicated to America's sport bike riders by helping them to help themselves through networking, organizing and knowledge of the laws. Founded by California attorney Richard M. Lester, the NSBA has joined NCOM to provide sport bike riders with an organization for their clubs and riding groups to join and a forum to voice their concerns and address their issues.

Few people outside of motorcycling understand the implications of "profiling" and being labeled by law enforcement and lawmakers as scofflaws and targeted for discriminatory policies.

NSBA will unite sport bikers and unify efforts to fight unjust laws and enforcement by creating an umbrella group, like NCOM, to bring together riders of all brands of sport bikes for common benefit.

Membership in NSBA is free, and members receive a patch, decal and plastic membership card, as well as the peace of mind of knowing that you're not out there in the wind all alone! Over a thousand sport bike riders joined in Daytona during Bike Week. In addition, the North East Sport Bike Association (NESBA), with a membership base of 17,000 sportbikers, has joined NSBA, and the AIM Attorney Association will serve as its legal counsel nationwide.

For membership information, or to join NSBA, call (800) ON-A-BIKE.

BIKERS VS. NASCAR

As Daytona Bike Week draws close, it's interesting to ponder these statistics reported by the Los Angeles Times in an article concerning the Daytona Speedway in their February 20, 2005 edition.

According to a University of Central Florida survey, Daytona Beach's two annual motorcycle rallies, Bike Week and Biketoberfest, generated \$744 million in revenue for the area and an equivalent of 17,800 full-time, year-round jobs in 2001, the year of the UCF study.

Speedweeks and the Pepsi 400 in July, by comparison, brought \$560 million and the equivalent of 10,600 full-time jobs.

So bikers are more beneficial to the economy than NASCAR moms and dads. Of course, we already knew that.

MORE STATS TO PONDER:

- The number of motorcycles in the United States – 8.8 million – is a third more than in 1998.
- The percentage of female ownership has increased from 6.4 percent in 1990 to 9.6 percent in 2003.
- The median age of motorcycle owners is 42, up from 27 in 1985; the median income of motorcycle owners is \$55,850, up from \$25,600 in 1985.
- The median income of Harley buyers is about \$80,000.

SOME OTHER USEFUL MOTORCYCLE STATISTICS:

Of the over 6.5 million motorcycles registered in the United States, 282,389 were used for primary transportation.

Of the 129 million US commuters, 147,703 rode motorcycles to work regularly.

More than 20 million Americans surveyed in 2003 said they had ridden within the previous year (Off-road riding accounted for a third of that figure).

3 to 5 motorcycles fit in one automobile parking space.

Motorcycles get 50.1 m.p.g. on average; passenger cars 22.3 m.p.g.; light trucks/SUVs 17.7 m.p.g.

Sources: Ridetowork.com, Motorcycle Industry Council

U.S. MOTORCYCLE SALES ROARING ALONG

The U.S. motorcycle industry has experienced 12 years of consecutive growth, and 24 percent more units have been sold in the last four years than in the entire preceding -decade (1990-1999).

According to a new Motorcycle Industry Council survey, there has been a 34 percent increase in the number of motorcycles in use in the United States since 1998.

In 2003, strong demand generated new unit motorcycle sales of more than 996,000 units, up from 936,000 in 2002. 2004 sales of new motorcycles could top 1 million units.

"Motorcycling today is more mainstream than ever — and the numbers prove it," notes the MIC. "Motorcycles are everywhere — in advertising, editorial layouts, movies, television — they're an iconic representation of freedom and individualism in our American culture."

"Sales are at an all-time-record high, all brands, all styles," said John Wyckoff, a longtime industry consultant who regularly calls 60 dealers a week and says all are running 10 percent to 50 percent ahead of last year in sales. "It just took off like a flying goose," he told the Associated Press in a recent interview.

"I've been in the business all my life and I keep as close as I can to it,"

Wyckoff said. "It's a phenomenon I don't really understand.

It's just amazing."



41 MILLION BIKE SALES

The worldwide demand for new motorcycles is forecast to advance 4.9 percent annually through 2009 to 41.6 million units, valued at almost \$40 billion. Demand for all categories of motorcycles is expected to remain healthy, despite the slowdown in growth in key markets such as China, which is rapidly transitioning away from motorcycles and toward cars for its transportation needs. Increased growth in all categories will also be seen in developed markets, where rising fuel prices and (in some markets) continued restrictions on car use are stoking interest in the exceptional fuel economy and cost effectiveness of motorcycles. While the market for large and expensive high displacement motorcycles will also remain strong, concerns regarding demand have emerged due to the aging of the customer base, especially in the United States and Western Europe. These and other trends are presented in "World Motorcycles," a new study from The Freedonia Group, Inc., a Cleveland-based market research firm.

VIRGINIA ENACTS MOTORCYCLE-FRIENDLY SIGNAGE

After a long and arduous process of proposed legislation, engineers meetings, and field testing, Virginia now has standards in place backed by law that require the marking of steel plates when used in temporary road repairs. The steel plates, commonly referred to as bridging, pose particular hazards for motorcycles because of their unusually smooth finish that can become slippery in humid conditions or when other traffic deposits grease, oil and fluids on them.

A.I.M. (Aid to Injured Motorcyclists) Attorney Tom McGrath, founder of Virginia Coalition of Motorcyclists (VCOM) and VCOM director Jim Cannon spearheaded the effort with the help of Virginia Beach Delegate, John Welch. Delegate Welch introduced House Bill 2020 requiring the markings of all roadway conditions deemed hazardous to motorcycles, and with the threat of legislation hanging over their heads the Virginia Department of Transportation (VDOT) and the private contractors became cooperative. This resulted in a series of meetings between VCOM, the highway engineers, and contractors to develop the best practice for handling these conditions.

As a result of these meetings, Virginia now has signage specific to motorcycles notifying riders of potential hazards ahead. Governor Mark Warner signed HB 2020 into law, requiring that steel plates in the roadway must have a sign, if practical, as well as be marked with a reflective material on all four corners highlighting the steel plate and making it visible at night and in poor weather conditions, etc.

"We think it's great that the highway engineers now recognize that motorcycles sometimes need specific consideration and look forward to working with VDOT on other issues in the future," says McGrath.

In related news, McGrath, has been appointed by the Governor of Virginia to serve a four year term on the Commonwealth Transportation Safety Board. He is the first motorcyclist to be appointed to the Board. **CONGRATULATIONS!**

INTERNATIONAL MOTORCYCLE LEGISLATION - A GLIMPSE INTO OUR FUTURE?



PHILIPINOS ORGANIZE FOR PRO-MOTORCYCLE PLANS

In a recent letter from The Motorcycle Philippines Federation, the newly-formed motorcycle rights organization explains the kinds of problems that necessitated their formation and how effective they have become as a fledgling MRO in fighting for bikers rights.

Recently it has become clear that because motorcycles are the only vehicles that can slip through the chaotic, lawless mess of Manila traffic, criminals are sometimes using them as getaway vehicles. Instead of investigating why the Philippine National Police cannot stop them, or finding a way of helping the PNP, one counselor decided to introduce a no backride law (no passengers on motorcycles). Another decided that because these criminals are hard to recognize when wearing full face helmets he would introduce a ban of full face helmets while another said everyone passing through their part of the city must register their helmets! Lastly, a senator decided he would introduce a law that all motorcyclists must paint their name and plate number on their helmet

All these rules of course would have little or no effect on criminals and the only people affected are the innocent motorcycle riders.

So on Friday June 10th 2005 members of the estimated 120,000 member Motorcycle Philippines Federation (MCPF) said enough is enough, and hundreds of riders joined in a protest starting in Quezon City to voice their dissatisfaction and to inform counselors and senators that they will no longer be used as scapegoats and excuses for poor law enforcement.

The MCPF made its presence felt and the backride ban and the painted helmet proposals have already been withdrawn. Also, the Office of the President recently requested the MCPF to draft a motorcycle usage incentive policy for the country. When the riders gathered at Quezon Memorial the staff of Quezon City Councilor Ariel Inton met with the riders and MCPF directors to sign an agreement of cooperation and recently Senator Richard Gordon agreed to work with the MCPF on motorcycling related issues.

The MCPF and its member motorcycle clubs and associations made it clear that this law enforcement problem is NOT a motorcycle problem. They also made it very clear that by joining forces and refusing to take the legal and legislative abuse in stride, they have cleared the way for better relations with their government and laid a foundation to resolve their issues through political participation.

That's a lesson we could all learn from.

INTERNATIONAL COALITION OF MOTORCYCLISTS

The Gunny's Sack



Spanning the Biking Globe

PHILIPPINE CITIES BAN HELMETS While most governments around the world push for laws requiring motorcycle riders to wear helmets, Pagadian City in the Philippines has barred motorcyclists from donning helmets. The reason? To prevent crime.

Mayor Samuel Co implemented executive order number 72 for a three-month trial period, after which the city council will decide if they will pass a permanent ordinance banning the wearing of helmets while driving along city roads.

Referring to a local study, Co pointed out that 95 percent of the crimes involving carjackings and shootings were committed by suspects aboard motorcycles complete with either helmets or bonnets to conceal their identity. With the use of helmets now banned, it would be easy to identify suspects who pass along major routes in the city, Co said. Hidden cameras will be set up to capture images of the motorcyclists for easy identification.

The Manila Bulletin reported that traffic enforcers have banned the wearing of crash helmets by motorcycle riders in the town proper in Batac, Ilocos Norte as a preventive measure against would-be assassins who may use the head gear to hide their identities.

In Laoag, the traffic enforcers are also enforcing a crash-helmet ban.

AUSTRALIAN POLICE WANT TO BAN BIKER PATCHES Police Commissioner Karl O'Callaghan wants laws toughened to crack down further on outlaw "bikie gangs". South-West district Supt. Ron Randall wants the reforms to include a ban on bikers wearing their colors in public, according to March 13 The Sunday Times. And they should be stopped from riding in groups bigger than four when moving between towns, he said. "All I'm saying is that the environment may now be conducive to some debate on this issue, whether or not there is a need for reforms and separate legislation, and whether or not this is viable," he said. Reforms that might result from such debate would benefit the community because police resources now used to deal with "bikies" could be used elsewhere, he said.

CHINA LEADING THE WAY IN MOTORCYCLE SALES When most Americans think of motorcycle imports, they think of the Japanese brands Honda, Yamaha, Suzuki and Kawasaki – the "Big Four". But in fact, according to Business Wire, China has dominated the world's production of motorcycles since 1994, churning out 14 million motorcycles in 2003. Exports surged from more than 3.4 million units (US\$650 million) in 2002 to almost 9 million motorcycles (US\$1.45 billion) last year—a phenomenal increase of 123 percent in value, and representing 48% of the global output. This is astounding growth even for an industry that has shown consistent strength.

Chinese motorcycles and associated products are now exported to some 200 countries, many of them in the developing regions of Southeast Asia, South Asia and Africa, and developed countries in the Middle East. Sales to the favored U.S. and European markets are also increasing.

TAIWANESE WOMAN FAILS MOTORCYCLE TEST FOR THE 51ST TIME A 59-year-old woman in Tainan City, Lee Hsu Shui-mian, has been taking the exam to get a license to drive a motorcycle for the past 20 years, but as yet has still failed to snag the valued piece of paper.

Lee Hsu has taken the test 50 times, but still has not passed the oral portion of the exam.

Her husband passed away when she was 33 years old, and since then Lee Hsu has cut hair for a living in an effort to support her three children. When she was 39, she made her first trip to the Tainan Department of Motor Vehicles to seek a license to drive a motorcycle.

Lee Hsu said she required the license since she needed to drive her children to school, and for work related purposes. However, given that Lee Hsu is illiterate, each time she has taken the test, she's failed.

As Lee Hsu is getting on in age, her memory is starting to fail her. In addition, her hearing ability has diminished. Her daughter has suggested to her mother that she give up taking the motorcycle license exam and instead switch to a four-wheel electric vehicle, but Lee Hsu said the electric vehicles are simply too slow.

As a result, she refused to take her daughter's suggestion and signed up to take the test for the 51st time. She passed the driving test without any problem, but she once again did not score a passing grade on the oral test. Undeterred, Lee Hsu said she intends to try again next time.

NIGERIAN BIKERS URGED TO GET LEGAL The Nigerian "Motorcycle" Union received a letter from the Nigerian Commissioner of Information, asking their members to be law-abiding, to register their bikes, and to get their motorcycle licenses.

He also commended this Nigerian biker group for their efforts in finding jobs for their members and others in the community.

Doesn't sound TOO unfamiliar to this Gunny's old ears – most Sack readers who are in ANY biker association or club here in the USA have probably heard campaigns before about urging our people to get their motorcycle endorsement!

Just goes to show, no matter what country, continent or culture, bikers have similar issues, and we stick together to look after our own.

TWENTIETH ANNUAL NCOM CONVENTION

Near-record numbers of motorcyclists rights activists converged on the Sheraton Music City Hotel in Nashville, Tennessee over Mothers' Day Weekend to learn, share and network for the betterment of biking nationwide.

Approximately 1,200 bikers registered for the 20th annual NCOM Convention, overflowing the host hotel and swelling over into neighboring hotel rooms. Attendees came from virtually every state, and represented most MROs and Confederations of Clubs across the country, crowding meeting rooms and hospitality functions throughout the weekend of May 6-8.

Highlights of the 3-day conference included an appearance by former U.S. Senator Ben Nighthorse Campbell, a long time member of the NCOM Legislative Task Force and a stalwart supporter of bikers' rights during his tenure in the Senate. South Dakota Representative Jim "Putt" Putnam entertained the crowd as the dinner speaker during the Silver Spoke Awards ceremony on Saturday evening with his homespun humor.

The NCOM Legislative Task Force also welcomed Oregon State Senator Gary George as the newest biker-legislator to join the LTF.

This year's agenda was packed with meetings such as the NCOM

Swings Through Music City



2005 Silver Spoke Award Winners

Board of Directors Meeting, NCOM Legislative Task Force Meeting, A.I.M. Attorney Conference, Christian Unity Conference, Women In Motorcycling, SMRO Presidents' Meeting, and the ever-popular Confederation of Clubs General Patch Holders Meeting. Seminars were held on the PATRIOT ACT and pending gang legislation, as well as Insurance "Nuts and Bolts" and a one-on-one with NCOM Legislators.

Slider Gilmore's always informative and entertaining "Two-Wheel Trauma" seminar taught bikers how to save each others' lives, followed on late Saturday afternoon by an Anti-Discrimination Skit called Dip Dan Dinkle aptly performed by the High Point Players of CBA/ABATE of North Carolina.

Silver Spoke Award winners honored during the Saturday evening banquet were **MEDIA:** Randall

Wilson for his film "American Biker"; **ENTERTAINMENT:** Emmy-winning television news commentator "Tattoo Gypsy"; **GOVERNMENT:** former legislator and current ABATE of Minnesota lobbyist Tom Workman; **LEGAL:** Georgia A.I.M. Attorney Jerry Abendroth; and Special Recognition awards were presented to MMA of Arizona lobbyist Roger "Priest" Hurm; Kim Adams of ABATE of Georgia; and ABATE of Florida office manager Elizabeth "Boots" Buchholz. The Ron Roloff **Lifetime Achievement Award** was given to Dennis "Big D" Watson, a founder of ABATE of New Mexico and longtime NCOM board member.

Many thanks to the Concerned Motorcyclists of Tennessee (CMT/ABATE) and the Tennessee Confederation of Clubs for hosting this twentieth annual gathering of motorcycling activists.

Thanks also go out to the Tennessee COC and Soldiers for Jesus M/C for hosting Hospitality Suites during non-meeting times throughout the weekend.

The 2005 NCOM Convention was dedicated to the memory of Jack "Bear" Grider, Indian Larry, Dave Mann and Al "Crash" Cook.

The 21st Annual NCOM Convention will be held May 11-13, 2006 in Louisville, Kentucky.

NATIONAL COALITION OF MOTORCYCLISTS



**21st Annual
NCOM CONVENTION
MAY 11-13, 2006
LOUISVILLE, KENTUCKY**

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Hosted by Kentucky Motorcycle Association/KBA & Kentucky Confederation of Clubs

**NCOM CONVENTION REGISTRATION FEE - \$75.00 (includes Silver Spoke Awards Banquet)
\$40.00 (without banquet)**

For further information about the 20th Annual NCOM Convention, please call (800)-525-5355



20TH ANNUAL NCOM CONVENTION
May 5-7, 2005 – Nashville, Tennessee



