The NMMRO Newsletter

Freedom & Independence Starts Today

Volume 2, Issue 2a
September/October 2010

NEW MEXICO MOTORCYCLE RIGHTS ORGANIZATION
P.O. Box 27673
Albuquerque, NM 87125-7673

Website: www.thenmmro.org

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THE NMMRO BOARD:

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Sgt at Arms - Dave Covert
Editor – Bev Covert
Webmaster-RockHell Thompson
Public Relations – Ed Chaffee
Club Liaison – Kimberly Kinter

MEETING SCHEDULE:

NMMRO Monthly Meetings:

September– No Meeting

October 23, 2010– 12:00 pm
American Legion Post 49
11005 Central Ave NE Albuquerque,
(Exit Eubank go South to Central take a left (east) Post is on the corner of Elizabeth St.)

COC Meeting:
Saturday October 2, 2010
Time: 2:00 pm
Valencia County Fairgrounds in Belen

NMMRO Chairperson's Letter

Thank you NMMRO and SNMBC for your endorsement as your choice for the next MRF Representative. Candidates, Chuck Ryder (SNMBC) and Annette Torrez addressed our organization at the last meeting. Dave Covert who had been interested in the MRF open position took his name out of the running; Jorge Lugo (NMMRO) addressed the organization for assistant representative. The NMMRO endorsed Annette as their candidate of choice and Chuck Ryder and Jorge Lugo as assistant representatives. The assistant representatives are appointed by the MRF representative. ABATE is unable to endorse a candidate till November. The MRF manual states that the representative must be endorsed by all the motorcycle rights organizations in the state.

In church Sunday the pastor said "we should always build each other up and not tear each apart." It is my hope the three SMRO's in our state are able to build each other up and represent our state together for the betterment of the motorcycle community.

A meeting was held on August 19, 2010 with the State Deputy Council to discuss the wording on the gang bills. In attendance were Annette Torrez, Courtney Farris, Cheryl Farris, Patty Berry, Ed Chaffee, RockHell, Viking and Yancy. The group educated her on how the gang bills affect the motorcycle they encourage profiling and discrimination from law enforcement. After much discussion we gave her some ideas on word changes to future gang bills. She will take the information back to her group and they will discuss our suggestions and meet with us again in the near future. She was not aware of any gang bills for the 2011 Legislation, she said they were Governor Bill Richardson's baby and he will no longer be in office. I recently read a quote from a member from the House of Representatives that said "if we act like a criminal element we should be treated like a criminal element". The problem is that we are not acting like criminals and but yet we are still being treated like criminals by law enforcement, the media, the general public and local businesses. We encourage you all to voice our concerns and fight for your rights as citizens. It is not about helmets, who chooses to wear a patch or not or who belongs to what organization or club. It is about the freedom of individual choice to decide for ourselves what to wear and who we associate with. It is about a legal mode of transportation and the fight to keep the Legislature from stripping away our rights.

Please read my article on the **Insignia** in this newsletter about biker discrimination in our community from local businesses and Albuquerque Police Department. A list of non-friendly biker establishments will be included on our website and newsletter. At our last meeting we discussed motorcycle runs and how these towns and persons hosting the runs say welcome bikers but yet the cost of food, beverage, liquor, gas, hotel and motels increase during that weekend. My club the ShadowRiders booked three rooms at the Grants Super 8 over the phone for the Grants Run this year at a price of $80.00, when we checked in the price was $180.00 and they said they have the choice to change their prices at any time without notification. Courtney strongly objected, and the price was brought down to a $102.00. The same thing happened to everyone I spoke to at the same motel. One member at the last meeting said they booked rooms for another run and were quoted a decent price and were later told that to get that price they need to rent the room for four days. We suggested boycotting these runs that don't make us feel welcome

and try to take advantage of us.

Pat Larkin who served as our **NMMRO** Club Liaison for the past year recently stepped down for personal reasons. An election was held at our last meeting, candidates running included Psycho, Jorge Lugo .and Kimberly Kinter. We welcome Kimberly Kinter (MZ Behavin DIVAS) who was elected the new Club Liaison. Thank you, Pat Larkin for your service and support.

Pete Baca and Robert Kyzer notified the organization on issues where their water rights, irrigation rights, and individual rights as citizens and traditions are being threatened by outsiders who have moved in to the South Valley and want to take away their way of life. They suggested forming a voting block to support electoral candidates who will fight for the rights of citizens and for the betterment of the community as a whole. When a community unites against those who chose to take our rights away, we can prevail. Robert recently spoke to Al Parks, House of Representative candidate on behalf of the Failure to Yield Bill and Mr. Parks is very interested in hearing more about it. Thank you Robert.

Questions to the electoral candidates for our next election on issues that affect the motorcycle community were mailed out; we will share responses with you before the election. We must vote and elect persons in to office who are willing to address and fight with us on the issues we face that affect our community.

I am proud to represent you all. Thank you for your continued support. Please contact any of the board members on any concerns, citations you receive, non-friendly biker establishments, events your club or organization is holding, articles for the newsletter or just to say hello we always welcome you phone calls and e-mails. Thank you to all who renewed their membership and paid their dues. Chuck Ryder (SNMBC) recently commented to me that, *NMMRO members are very aware of issues affecting motorcyclists, not just the clubs. He also said,* "*Thanks, NMMRO members, for a great wake-up call.*"

God Bless you all. Annette Torrez **NMMRO** chairperson ·

NON Biker friendly establishments as report by NMMRO members who do not allow colors or have refused service to a motorcyclist:

- Twin Peaks Bar and Grill
- T.D.'s
- Stone Face Tavern
- Silva's in Bernalillo
- Wiley's
- KnuckleHeads
- The Library Bar and Grill (downtown)
- Crazy Crocs Tavern in Rio Rancho

This list will be updated and published in every newsletter.

Please email Annette Torrez with new submissions or resolutions atorrez2@msn.com

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The 7th Annual Run for Cover
Benefit for
S.A.F.E. House

It's almost that time of year again; the sun is cooling down, the trees are turning colors and the sweet roar of the motorcycles on their way to the 7th Annual Run for Cover, motorcycle run. Last year we had almost 250 bikes participate in the motorcycle run and a great time, this year we are working to double that number and have a blast.
Please come and join us for a fun day at Elliot's Bar and Grill.

The event is on Sunday, September 26th 2010

Registration begins at 9:30am at 1414 University S.E. (UNM Football Stadium)

The ride will follow at 11:00am and will end at Elliot's Bar and Grill located at: 10200 Corrales Road N.W. Where we will have plenty of great food, drinks, silent auction, live music, biker games, and a fantastic raffle.

Cost is $25.00 per person and includes a T-shirt and $5.00 in raffle tickets.

For more information please contact Sami, Mayra, Amanda or Victorya at 247-4219

S.A.F.E. House would like to thank some of our sponsors: Thunderbird Harley Davidson/Buell, Harla May's, Elliot's Bar and Grill, Launchpad, Albuquerque Tents, Presbyterian Hospital, Lexus, Starbucks Coffee, Bernalillo County Sheriff's Dept, Southwest Choppers.

Thank you for your support ·

The Insignia –

What differentiates patches from colors? Patches belong to riding clubs or independent motorcyclists and are purchased, not earned. Colors belong to motorcycle clubs and are earned. Colors represent a much deeper commitment. The general public or law enforcement does not draw a distinction between different club colors or motorcycle patches. Law enforcement uses the insignia as a way to harass, profile, and discriminate against motorcyclists.

A motorcyclist wearing an insignia of any type is perceived as trouble whether you belong to a motorcycle rights organization, a motorcycle club or are an independent motorcyclist. Patch holders are under constant scrutiny from the media, government and law enforcement; they label and profile us as criminals. If a motorcyclist wearing a patch or colors causes a problem that touches the public sector, the heat comes down on the motorcycling community .We agree that if someone acts like a criminal they should be treated as a criminal. But law enforcement often uses the patch as a way to harass the motorcyclist and view it as gang affiliation, therefore we are guilty by association, and we must prove our innocence. I challenge the state to educate their cops in basic American Civics and constitutional law to make them conscientious of harassment against motorcyclists. Maybe this is training that can begin at the police academy level.

Some businesses in our community have chosen to exclude colors from their establishment. I recently spoke with an assistant manager at Twin Peaks Bar and Grill who put up a NO COLORS sign. She said the business equates patches in the establishment with trouble and motorcycle gangs. She also said an APD Nuisance Abatement Officer came to their business establishment and told them to put up the no colors sign. I then spoke with an APD Nuisance Abatement Officer who claimed that several business owners had came to them with concerns of motorcycle gangs in their establishments, and they suggested the NO Colors rule. After speaking to APD and the business manager it was clear to me that neither of them knew the difference between motorcycle gangs, motorcycle clubs, colors or patches, nor did they want to be educated by me. Once I said this was a violation of our constitutional rights, neither of them wanted to speak to me any longer and said that businesses have the right to refuse service to anyone they want.. Our website www.thenmmro.org will start listing businesses that are non biker friendly; we suggest you don't frequent these establishments, since they don't support the motorcycle community. Notify us of any non-friendly biker establishments that refuse you service while you are wearing your colors.

The first amendment gives us the constitutional right in the freedom of peacefull assembly in public places and the freedom of joining an association; it is our human right, political freedom and a civil liberty. The First Amendment also protects our rights as citizens to choose our lifestyle, mode of transportation and dress. A concern is law enforcements failure to understand that a club's identifying insignia, worn on their jackets or vests are a protected form of free speech .We must fight to secure our freedoms. Just because we choose a different lifestyle other than what is considered the norm by society, does not give any one the right to use that as a tool to discriminate against us. Police are also obligated to uphold the Fourth Amendment's protection against unreasonable searches, the Fifth Amendment's due process provision, and the Ninth Amendment's guarantee of personal rights.

Annette Torrez ·

"My Brother's Guardian" [Keeper]

The term "I am my Brother's Keeper", has been so misused and misunderstood. So let us first look at this concept from the Great Mystery's (God) viewpoint. In the Hebrew book of the Torah, the book called Brashest (Genesis) 4:9 ADONAI (God the Almighty Father) said to Kayin, (Cain) where is Hevel (Abel) your Brother? He replied, I don't know; am I my brother's guardian?

The dynamics of this verse from the Great Mystery's point of view is that, a) that we need to learn to love (care) and b) We need to learn responsibility for one another. My Grandmother used to always say" First we need to learn how to Listen, and then we can begin to listen to learn. The Great Mystery always wanted a "LOVE" relationship with mankind and for each of us to love and be concerned for one another. ("No Lone Rangers). So when Kayin ask, Am I my brother's Guardian? He displayed a lack of love, lack of human concern that is a direct result of his rebellion, (Bad Attitude). In Hebrew the word shamar, means in English "guardian", to guard-to attend to-to protect or to regard. In other English translations the word used is Keeper.

One must ask does the Great Mystery hold us accountable for one another. The answer is Absolutely! We feel the hurt-the sting-and the pain when we are rejected, or neglected. Still our own rebellion against the Great Mystery causes us too often to take a negative attitude of when we refer to others. Why should I care? The fact is we should care because the Great Mystery commands us to care. People will never find fulfillment in life until he or she learns to care.

Once again let's take a quick glance at the story of Kayin and Hevel. Before and after Kayin killed his brother, he was very angry and jealous because Hevel's offering was accepted and his was not, so his countenance fell. ADONAI talked with Kayin. A close observation of Kayin's response to Adonai was (a) one of Sarcasm (b) he was being evasive and had a negative attitude (c) he lied to ADONAI. So now according to Scripture we have a good knowledge of who is our brother and how we should behave. In the MC world our Brother is not always, related by Blood but the principle is the same. In the Book of Galatians 6:2 Christians an anyone who observes the Scriptures are told "Bear one another's burdens. In 1Corintians 12: 26 it states the Honor of one is the honor of all, the Pain of one is the pain of all; in this way you will be fulfilling the Torah's True meaning, which the Messiah's upholds. Then why is it in many, not all mainline denominational Christians around the country we see nothing but bigotry-prejudice-hatred and animosity. Amongst themselves and towards people believers and non-

believers who are in the Biker world. Clearly the Scriptures tell us that the Non-Christian world would know who belongs to Messiah by their love an actions they show and Live. In 1Yohanan (John) 4:20 we read," If anyone boasts, I love God, and goes right on hating his brother or sister, thinking nothing of it; he or she is a liar." If he or she won't love the person they can see, how can they love God whom they can't see?

Messiah is Blunt Loving God includes loving people. You've got to love both. Christians are commanded to "Walk in Love" To walk in love is at the very core, the very heart of the command given by the Messiah despite the theological and denominational differences. The very witness of all Christians becomes meaningless if it is done without love. OK now back to the term I am my brothers Guardian/Keeper. In the Outlaw Biker an MC biker world there is an element of Brotherhood that out shines the behavior of many in the mainline church world. The concept of Brotherhood is what I am talking about, True Bikers adhere to the term I am my Brother's keeper and know what it means when they call some brother. The word "Brother" is not just some Cool word or term to just throw around carelessly. You will unknowingly be showing disrespect and may be up for a very rude awakening. True Hard core bikers take this word seriously, and it is no joke.

SO why all the hoop-la? Why do many true Bikers get Pissed-Off when some clown, Rub an stranger calls him Brother or Bro? Well then let's look at the non-verbal Biker dictionary for this answer. Many Rub's (Rich urban biker) and people new to the MC world etc, could learn a thing or two from this. In the True MC Biker world; when one man is calling another man a Brother they enter into a Non-verbal agreement that means" If I am ever in need of help or assistance at any time day or night, you will come to my aid because I will come to yours, also between MC Motorcycle Club) members who have this non-verbal agreement, one that is never written down, it makes perfectly good sense for these men to call each other "Brother." So this term "Bro or "Brother" is both an affirmation and term of affection in the verbal-nonverbal; spoken -non spoken agreement which; once again say, "I will always come to your aid because you will always come to my aid without exception Period. This goes straight to the heart of "Brotherhood". This makes the Brotherhood much more important than the individual themselves. The individual has to prove himself worthy of the Brotherhood. If you think to highly of yourself or your too tired to get your Lazy Butt out of Bed to render a Brother aid then you're No Brother to begin with. Does this mean at times you don't get mad? Sure you may, but you stand-up, suit-up and show-up.

Now let's take for example: Johnny the Christian rider, who just purchased his new Bagger, goes to a Rally and starts a conversation with a True Biker. He says Hey "BRO" wazz up? And assumes all is OK. I DON"T THINK SO! One or two things may happen; He may get an unexpected education the hard way or be told to buzz off. This Dweeb does not realize, he is being insulting, presumptuous and disrespectful, and if he doesn't learn the easy way, he will learn the hard way. Not only that he can get himself and people with him into some serious trouble. So Bottom Line, get schooled in MC 101 or be schooled. Going to church doesn't make you Christian any more than going to Mc Donald's makes you a Hamburger. And if you're going to Talk the Talk, Make damn sure you can Walk the Walk.

Preacher Graywolf ·

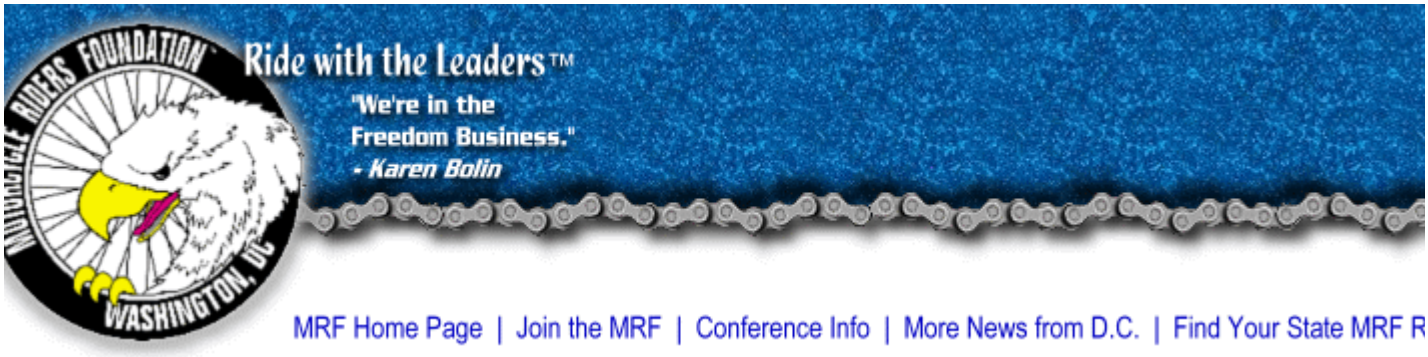
Love Handles™

A Breakthrough in Passenger Comfort and Security

Motorcycle riders have handlebars to hold on to when they ride... but what about the passenger on the back? A sissy bar helps, but it's still a struggle to get comfortable for the long haul. Now an Albuquerque company has come up with a solution. Love Handles™ Motorcycle Armrests are uniquely designed to help make motorcycle passengers feel more relaxed by giving them something solid and secure (but padded and comfortable) to hold onto. And when the passenger feels more relaxed, she can comfortably lean with the rider during a turn. Now if the wind gets gusty or the road gets bumpy Love Handles gives passengers an extra sense of security.

The company's proprietary release system allows armrests to pivot outward for easy-on, easy-off seating. Or just pivot the armrests 180 degrees for an extra luggage carrier designed for lightweight gear.
Love Handles Motorcycle Armrests are constructed in the USA with superior quality materials including chromed steel, aircraft-grade aluminum and the same highly durable, weather-resistant synthetic leather found on the best motorcycle seats. Love Handles attach to the sissy bars found on many Harley-Davidsons, metric cruisers and Trikes. Installation is quick and easy, simply remove the pad from the sissy bar, secure the brackets on the sissy bar, mount Love Handles and adjust for height, then replace the pad. Price: $329.00

The story behind Love Handles starts when two junior high school teachers, Bill and Mary, the owners of Enchantment Motorsports, first met back in 1970. They spent many years living and working in the Chicago area, and rode together now and then on Bill's Yamaha cruiser. Fast forward 28 years to when they moved to New Mexico. With more time for riding and great mountain roads beckoning, they bought a Harley Fat Boy. But even with a great bike, cushy seat and sissy bar, there was nothing to grip on longer rides. "Hey Honey…what we need are some armrests," said Mary. They looked around and found nothing to fit cruisers and decided to design their own. Then other riders started to ask where we got them...and Love Handles was born. Bill adds, "After many designs, prototypes, patents and years of testing, we think Love Handles are just about perfect for most American and Metric cruisers. Easy on and off for the passenger, and quickly detachable for solo rides."
Love Handles Division Enchantment Motor Sports, LLC 505-414-9676 www.getlovehandles.com ·



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

10NR22 - MRF News Release - MRF URGENT CALL TO ACTION - Mandatory Motorcycle Roadside Stops

FOR IMMEDIATE RELEASE
23 July 2010

Contact: Jeff Hennie, Government Relations and Public Affairs

MRF URGENT CALL TO ACTION - Mandatory Motorcycle Roadside Stops

A mandatory roadside motorcycle stop may be coming to a town near you, reports the Motorcycle Riders Foundation (MRF). Recently, the National Highway Traffic Safety Administration (NHTSA) has asked for applications from law enforcement outfits to apply for a new pot of taxpayer money designated for pulling motorcyclists off the road to lecture them about safety.

The MRF strongly opposes this sort of discrimination against motorcyclists. “Pulling over law-abiding motorcyclists does not make anyone safer and is huge waste of taxpayer money,” said Jeff Hennie, Vice President for Government Relations and Public Affairs for the MRF.

NHTSA’s request for applications asks law enforcement officials to submit plans similar to what New York State Police did last summer. They set up outside big public motorcycle gatherings and pulled every single motorcyclist over to the side of the road to lecture them about safety, drinking and riding, proper tire inflation, and so on.

The MRF feels there are much more productive and less discriminatory ways to promote safety for motorcyclists, and is disappointed that this approach was decided upon behind closed doors by a group of federal employees who apparently did not consult anyone in the motorcycling community for their input and expertise in motorcycle safety.

This particular project is limited to five law enforcement agencies, and total funding is capped at $350,000. In these tough economic times, that’s a ton of money. The deadline for applications is August 13, and to the MRF’s knowledge, no applications have yet been submitted.

The MRF will be investigating to determine if NHTSA and the federal government have legal jurisdiction to fund states to single out one particular type of vehicle for clearly discriminatory practices over other vehicles, and will be working diligently to see that these proposed grants are never awarded.

The MRF encourages you to contact U.S. Secretary of Transportation Ray LaHood today to voice your displeasure, either by phone: 202-366-4000 or by email: http://ntl.custhelp.com/cgi-bin/ntl.cfg/php/enduser/ask.php

Contact Jeff Hennie, MRF Vice President for Government Relations and Public Affairs, at Jeff@mrf.org if you have any questions or need further information.

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at 1-(800) ON-A-BIKE or visit us on our website at www.ON-A-BIKE.com. NCOM BIKER NEWSBYTES Compiled & Edited by Bill Bish, National Coalition of Motorcyclists (NCOM)

Anti-Discrimination Law - NEW MEXICO

DISCRIMINATION ON THE BASIS OF CLOTHING OR CLUB MEMBERSHIP IS ILLEGAL

New Mexico Civil Rights legislation codified in N.M.S.A. Sec. 28-1-1, et. seq. establish certain Civil Rights and prohibit certain discriminatory practices. The Act was modeled after the U.S. Civil Rights Act of 1964 (Title VII, 42 U.S.C.A. Section 2000 (e), et. seq.). A "civil right" has been defined as a privilege accorded to and or a right due from one individual to another, the trespassing upon which is a civil injury. The interference with a person's lawful conduct and actions is a violation of a civil right, U.S. v. Gugel, 119 F.Supp. 897. Discrimination need not be only on the grounds of race, color, national origin, etc. Any invidious discrimination is prohibited, Nanez v. Ritger, 304 F.Supp. 354. Coverage includes the right to free speech, peace- able assembly and freedom of association, Ames v. Vavreck, 356 F.Supp. 931. The U.S. Supreme Court has ruled that individuals have a constitutional right under the First Amendment to wear clothing which displays writing or designs, Cohen v. Ca., 403 U.S. 15. A person's right to wear the clothing of choice, and the right to belong to any club or organization is constitutionally protected. Persons or establishments who discriminate on the basis of clothing or club membership may have violated the Act.

NCOM Region

REGION IX : Arizona, Nevada, New Mexico, Utah

Don't subject yourself to civil and criminal penalties and to expensive and time consuming lawsuits. Don't discriminate against people wearing colors or motorcycle attire.

LOUD BIKES LOSE RIGHTS

Municipalities from coast to coast are giving motorcycles the silent treatment, and riders rights groups and industry analysts fear that a wave of ordinances aimed at muffling noisy bikes will create a confusing patchwork of laws nationwide and could turn frustrated riders away from the $12 billion motorcycle marketplace. Laws restricting motorcycle noise have been around for years and come in many forms; some are against certain types of products such as a New York City ordinance that subjects riders to a minimum $400 ticket for having an exhaust system that can be heard within 200 feet, while others are aimed more at the intent of the operator such as a Lancaster, Penn., ordinance that makes it illegal for riders to over-rev their engines. In Denver, which passed a unique muffler law three years ago that requires EPA labeling to be displayed on pipes to prevent bikers from installing louder after-market exhausts, Aid to Injured Motorcyclists (A.I.M.) attorney Wade Eldridge was recently quoted in a local CBS-4 story investigating the controversial attempt to reduce noise emissions. Eldridge, who specializes in representing motorcycle riders in accident and insurance law cases and who is a rider himself, was quoted in the July 23rd interview as saying: “I think it (the Denver loud noise law) was something the city council passed that they knew was unenforceable,” and suggested that to fight back “those who receive tickets should demand trials.” Though rarely enforced since Eldridge won a key case against the Denver noise ordinance, with only 46 tickets handed out to date, police in Golden citing state law have issued 81 noise violations in the last 6 months. The city is using a Colorado state statute, C.R.S. 42-4-225 that requires that vehicles be equipped with an “adequate” muffler, and outlaws any “excessive or unusual” noise. According to Eldridge, "the law lends itself to arbitrary and discriminatory enforcement -- the police can stop you for whatever reason." “The powers that be in the City of Golden have apparently made a political decision that they don’t want us in their city,” observed Eldridge, adding that; “The police department will continue stopping us, and writing these tickets, until enough people PLEAD NOT GUILTY AND INSIST ON A TRIAL… when the court is backlogged with these cases, we will see some official pressure to stop them.” In the meantime, further information on fighting such tickets can be found on the website of the Colorado Confederation of Clubs (www.colorado-coc.com), of which Eldridge serves as legal counsel.

AMERICAN MOTORCYCLIST ASSOCIATION
News & Notes
13515 Yarmouth Drive / Pickerington, Ohio 43147 / Phone (614) 856-1900 / Fax (614) 856-1920
GOVERNMENT RELATIONS DEPARTMENT

Drunk driving charges dropped against Indianapolis police officer who crashed into motorcyclists

An Indianapolis police officer who was allegedly drunk on the job when he plowed into a group of motorcyclists with his patrol car -- killing one and critically injuring two others -- has been charged with one count of reckless homicide and two counts of criminal recklessness.

The officer, David Bisard, 36, was initially charged with seven felony counts of drunk driving and reckless homicide. But prosecutors chose to drop the drunk driving charges after it was revealed that investigators at the scene did not follow proper procedures for conducting a blood draw for a sobriety test.

So even though the test results revealed that Bisard had a blood-alcohol level of 0.19 -- or more than twice the 0.08 limit to be considered legally drunk in Indiana -- those results can't be used in court.

Dropping the drunk driving charges left the original reckless homicide charge, which is a Class C felony that carries a penalty of two to eight years in prison. Prosecutors then added the two new criminal recklessness charges, which are Class D felonies and carry maximum penalties of three years in prison.

The charges stem from an Aug. 6 crash in Indianapolis in which Bisard crashed his patrol car into the back of two stopped motorcycles and narrowly missed a third, killing motorcyclist Eric Wells, 30, and critically injuring Kurt Weekly, 44, and his passenger, Mary Mills, 47.

Bisard, a canine officer, reportedly was responding to a request for help from other officers on a felony warrant when the 11:20 a.m. crash occurred. Officials said he had his emergency lights on and siren blaring at the time.

The motorcyclists were stopped in traffic at the intersection of 56th Street and Brendon Way South Drive when the crash occurred. Investigators believe Bisard was traveling at least 65 mph when he slammed on his brakes to try to avoid hitting the motorcyclists.

The incident has created an uproar in Indianapolis, prompting Bisard's lawyer to ask the court for a change of venue so that the trial can be held elsewhere, believing his client can't get a fair trial in Indianapolis.

Meanwhile, a high-ranking police officer has been demoted for his role in the crash investigation and the FBI has been brought in to look at how police handled the case. Indianapolis Metropolitan Police Department Lt. George Crooks was demoted from his position as commander of the department's hit-and-run unit and as coordinator of the Fatal Alcohol Crash Team.

According to the Indianapolis Star, Bisard, a nine-year veteran of the Indianapolis police force, has a history of aggressive driving while on the job. He reportedly had five minor on-the-job crashes on his record before this fatal crash.

Timeline of key events in Indianapolis police officer crash into motorcyclists:

A tragic crash on Aug. 6 in Indianapolis in which a on-duty police officer smashed into the rear of two motorcycles -- killing one motorcyclist and critically injuring two others -- has captured the attention of motorcyclists around the nation.

Here's a look at the tragic event and the developments that followed:

Friday, Aug. 6, just before noon: Indianapolis Metropolitan Police Officer David Bisard is involved in a

traffic crash with two motorcycles, killing one operator and seriously injuring another operator and his passenger. Source: Man Killed When Squad Car Strikes Motorcycles

Friday, Aug. 6, around 2 p.m.: Blood drawn from Bisard. Source: Bisard investigation: What went wrong
Tuesday, Aug. 10: Marion County Prosecutor Carl Brizzi reports Bisard tested positive for alcohol, later reported at 0.19 percent BAC, or more than twice the legal limit to be considered drunk in Indiana. Source: Police: Officer Was Drunk When He Hit, Killed Motorcyclist

Wednesday, Aug. 11: Bisard's driving record reveals five previous crashes while on duty. Source: http://www.examiner.com/addiction-recovery-in-indianapolis/indianapolis-officer-is-habitual-traffic-offender-and-kills-motorcyclist-with-alcohol-level-of-19

Thursday, Aug. 12: Bisard's initial court hearing takes place. Source: Fatal DUI Charges Against Officer May Not Hold Up

Thursday, Aug. 19: All alcohol-related charges against Bisard are dismissed, after a judge ruled the proper procedures weren't followed. Source: Alcohol Charges Dropped Against Officer In Fatal Crash

Thursday, Aug. 19: FBI joins investigation. Source: http://www.indystar.com/apps/pbcs.dll/article?AID=20108200335

Friday, Aug. 20: Attorneys for Bisard file a change of venue motion. Source: Officer In Fatal Crash Seeks Trial Venue Change

Saturday, Aug. 21: Indianapolis Metropolitan Police Department demotes three high-ranking supervisors. Sources: 3 High-Ranking Officers Demoted In Bisard Flap, Three top IMPD officials demoted in Bisard investigation

Wednesday, August 25: Court orders CVS store to preserve surveillance video that may show Officer Bisard purchased alcohol while in uniform. Source: State orders CVS to preserve surveillance footage

Wednesday, August 25: Letter from family's attorneys demands answers in fatal crash. Source: IMPD to change breathalyzer policy for officers

Thursday, August 26: Director of Public Safety calls for mandatory breathalyzers for all Indianapolis Metro police officers involved in crashes. Source: IMPD to change breathalyzer policy for officers

Friday, August 27: Judge considers motion for change of venue, trial not likely to be soon. Source: Change of venue decision delayed for IMPD officer

California SB 435 Passed.

On August 30, 2010, the California senate passed SB 435, known as the "motorcycle exhaust bill," which will require stock exhaust on all model year 2013 and newer motorcycles. The bill is now on Governor Schwarzenegger's desk. Please urge the governor to veto SB 435 today. Call the governor's office (I just did) at 916-445-2841. Follow the menu options after a short hold you will be connected to a live staff member.

NMMRO Membership

Single Membership $20.00
Couples Membership $30.00
Corporate Membership $100.00
Renewals:
Single $15.00 Couple $20.00
Please send info & checks to:
NMMRO
PO Box 27673
Albuquerque NM 87125-7673

Name:_____
Address:_____
_____
(City, State and Zip Code)
E-mail: _____
Phone Number: _____
Are you a registered voter? _____

Reminder NMMRO dues were due in

July

ANNUAL MEMBERSHIPS

Individual Membership	**$20.00**
Individual Renewal	**$15.00**
Couple Membership	**$30.00**
Couple Renewal	**$20.00**
Club membership	**$100.00**
Corporate Membership is	**$100.00**

Note: Since there will not be a July Meeting you can drop off dues at Patty's Office on 10th & Coal.
Please call her first @ 505-934-1548

CALENDAR OF EVENTS:

Sept 10-12	Route 66 Festival & Rally	Santa Rosa
Sept 15-19	Golden Aspen Rally	Ruidoso
Sept 26	Run for Cover	Elliott's
Oct 2	COC Meeting	Valencia County Fairgrounds
Oct 16	NMMRO Meeting	American Legion Post 49

Tips For The Season From Show Stoppers Unlimited

RIDERS ON THE STORM

Riding in the rain challenges your riding skills, because on wet pavement, you have even less traction available than you normally do. Because of this you CAN'T:

- Lean as hard. Leaning decreases the size of the contact patch of your tire, which in turn decreases your available traction.
- Stop as quickly. You need to use your brakes with caution in the rain.
- See (or be seen by other drivers) as well. The rain is especially problematic for a motorcyclist, because you have no windshield wipers on a bike. The rain covering your visor, goggles, or windshield can only be removed by you or the wind.

Even though it is more challenging, riding in the rain can be relatively safe, provided you use extra caution. The most important thing to do is to slow down. The combination of decreased traction and decreased visibility drastically reduces your acceptable margin of error in rain.

Smoothness is even more important on wet pavement than on dry pavement. Jerky steering or throttle input you wouldn't normally notice on dry pavement can cause you to lose traction and crash in the rain.

You also need to take extra care to ride in the tire tracks in the rain, because the oil embedded in the center of the lane rises to the surface during a rain storm, especially just after the rain starts. This goop always limits traction, but just after the rain begins to fall, the stuff is especially slippery. Plus, you can't see it as well, since the pavement is covered with water.

You might not notice a worn tire in dry conditions, but when the road gets wet, a bad tire becomes extra deadly. Part of the reason tires have grooves cut into them is to help move water away from under the tire's contact patch. These grooves are too shallow on worn tires to allow the water to move, causing the tire to *hydroplane*-that is, to float above the surface of the water. As you might guess, a tire that hydroplanes is an extremely low-traction situation. This is one of the primary reasons you should always make certain your tires are in good condition. This is one area you don't want to take a chance on your worn tires.

You may lose your life trying to save a buck ·

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