

## LETTERS FROM MY FAN CLUB

November 3, 2010

Every day I get letters like this and I was asked by one of the parties involved with this particular letter to put it in No Bones About It. This is what happens when people see you making headway and questioning the system. If people like this guy would direct his 'anger' as he calls it, to support the cause then we would be one vote closer to the solution and not the problem. I welcome comments from any who cares to take interest in what we are doing, pro or con and will try to respond time permitting. I would also like to say that Mr. Colaizzi is entitled to his opinion but it should be stated as his opinion and not an attempt to discredit someone. My response is in red.

Mr. Colaizzi,

I felt obliged to include your letter to Tiger Lilly as to respond to each one of your accusations one at a time.

**Subject: Rebuttal to: "A Motorcycle Friendly Nevada?" Oct 2010**

Dear Quick Throttle Magazine,

After reading "A Motorcycle-Friendly Nevada?" in the October 2010 issues of Quick Throttle I can't help but feel angry concerning what amounts to unqualified assumptions about the Nevada Rider Motorcycle Training Program. **Could you possibly provide your qualifications as to yourself professed expertise on the issues? I find it hard to believe that you have been standing in the wings, so to speak, while the rights of motorcycle riders from this state and riders that visit this state are being violated on a regular basis and I have only heard from you now. You seem to be an individual of intelligence yet you state your position as angry and fail to present any facts that can be verified.**

Although you do not have a letters to the editor section I feel that it is important to provide a rebuttal in support of an organization that I have the greatest respect for.

The first issue that I have a problem with is the suggestion that the funds provided by the motorcycle riders of the state in registration fees are being squandered. Nothing is farther from the truth; Nevada Rider not only conducts their own rural training program with mobile training facilities that are on the move every week, they subsidize the community colleges of the state for each student enrolled, train new rider coaches, conduct rider coach updates yearly, produce motorcycle safety advertisements, conduct seminars for the public, and belong to the States Motorcycle Safety Administration (SMSA). All of these activities require fuel, manpower, maintenance and repair on vehicles, maintenance and repair on ranges, administrative expenses, travel, time, lodging, meals and wages. This doesn't even address the personal commitment of we involved with the program to make the right people be in the right places on the right days with the right equipment. Nobody is getting rich at Nevada Rider.

**There was never a suggestion made that the money was being embezzled by the Foundation only that the way it is being misused by the administration. For instance, can you explain to me why the majority of the training facilities are located in northern Nevada, including all of the mobile units? It seems to me that if the funds for this program were being properly allocated the majority of the training facilities would be in southern Nevada where the majority of the riders are. Can you explain to me why the Foundation has funding every year and the only time we ever see its presence is when an event is being held? With almost 70,000 registered riders in this state and each one**

paying \$6.00 per bike per year I would think that there would be some benefit to the riders in southern Nevada.

Next, it seems that *the person whose alias is Tigerlilly* doesn't like paying the \$6 surcharge to register her bike. I wonder if she actually has a bike to register. She apparently doesn't know that this was the last productive thing that ABATE has done in Nevada. It was ABATE that pushed for a dedicated motorcycle training fund and a state motorcycle-training program. If Quick Throttle or ABATE wants to sponsor motorcycle awareness training for all drivers I think it's a good idea so get off of your backsides and do something about it. Don't go publishing full-page pieces slamming the folks that are out there in the rain, snow and blistering heat trying to make a positive impact on our riding community.

Again, it seems you are the one with the unqualified assumptions by challenging Tiger Lilly about having a motorcycle to ride. Abate is a rights group and not a motorcycle club so the desire to stop the continual discrimination against riders and not ownership of a motorcycle is the qualification for membership, although Tiger Lilly does ride her own motorcycle it is not the issue, if it were I would be attacking your ability to think with the help of publications by Saul Alinsky.

Next, the situation where \$126,000 was taken from the motorcycle-training fund was definitely not voluntary and Nevada Rider resisted this to their legal limits. Ken Kiphart was trying to organize people to call their representatives to stop this action, Quick Throttle sure could have helped get the word out but it seemed nobody was interested at the time. Nevada is not the first state that this has happened to. If the staff of Quick Throttle are against this kind of robbing funds from Motorcycle Training Programs you should be speaking up on behalf of organizations like Nevada Rider to keep this money where it belongs not suggesting that there is mismanagement with no proof to back it up. We in the training community had to do without a lot of services this year and reached into our own pockets many times without asking for reimbursement.

You are to be commended on your efforts as an instructor, if you are in fact what you suggest, and the monetary sacrifices that you make to keep the education. In defense of Tiger Lilly she is new to this battle and has been diligent in her efforts to obtain the truth to find any inappropriate spending, if any. The staff of Quick Throttle has made mention of the issues more times than I can remember but as the readers determine the content of the magazine this struggle becomes diluted in shinny motorcycles and discounted parts.

***“There appears to be no attempt to evaluate the effectiveness of this Program compared to private sector training options.”*** Private training sites teach the same curriculum as Nevada Rider which the Motorcycle Safety Foundation (MSF) in Irvine California publishes, even the Riders Edge course is based on this curriculum with Harley specific additional content. There is nothing to stop private motorcycle training in Nevada. Harley Davidson offers the Riders Edge course at close to \$300 a seat and other small training facilities like the one run by Vic “Doc” Moss are out there struggling to keep the doors open too. However since Nevada Rider subsidizes the state run colleges, a seat only costs the student \$100 making it well within the means of the common

person, thereby reaching many more prospective riders. Good luck to the private facilities but I also I think this is a prudent use of state funds.

Evaluating this program has nothing to do with the reports that are generated internally as there could be some bias getting to the bottom line due to the fact that I believe all politicians are honesty impaired. The fact that the state run programs are kept down in price as to the Nevada Revised Statutes is a great thing and I believe that it is monetarily beneficial to all but the success of the program has yet to be scrutinized as to the prevention of injuries to riders. Why have there been no reports on the ability to avoid accidents by riders that have taken this and other courses? Again where are the benefits of the training? The state of Missouri has tabulated the effect of their people involved in accidents that have taken their course yet motorcycle safety assessment fees are nonexistent.

***“A representative of this program testified against the repeal of the helmet law in the last legislative session.”*** Which program? Once again *the person whose alias is Tigerlily* got her facts wrong. There was NO representative of Nevada Rider that testified. As instructors we may not represent Nevada Rider or Motorcycle Safety Foundation in any public forum without express permission. We MAY represent our personal views and that was what the instructor that testified was doing. That is what I am doing right now, I am expressing my personal views and I do not represent Nevada Rider.

I am of the belief that someone did testify against the helmet law but until I do some research I choose to remain silent on the issue.

***“The Program is undermining motorcycle tourism in the State of Nevada.”*** Which program is *the person whose alias is Tigerlily* referring to? The warning signs addressing helmet use and lane splitting during Street Vibrations are the brainchild of the Nevada Highway Patrol, not the Motorcycle Safety Advisory Board. Nevada Rider has a representative on the board but so does the Motorcycle Dealers Association and it's ludicrous to suggest that the dealers would undermine motorcycle tourism.

So let me see if I have this right. The warning signs were the Brainchild of the Highway Patrol, correct? That would be the Department of Public Safety, which is the same department, operate the same Highway Patrol the Governors Board on Motorcycle Safety or as it is commonly referred to as Nevada Rider. You want to know how this is affecting tourism in Nevada, ask any out of state rider and find out why they would go two or three hundred miles out of their way to avoid the discriminatory laws Nevada uses to harass riders, knowing that the chances of returning to fight for their rights would cost them more than the ticket. Nevada Rider chooses to support law enforcement in its efforts to promote helmets as safety devices and law enforcement continues to discriminate against riders in this state.

***“The Program is an extra layer of bureaucracy to stonewall motorcyclists seeking justice for violations of citizens' rights.”*** Once again I ask; which program are you referring to and how do you qualify this statement? *The person whose alias is Tigerlily* goes on to rant about what is a legal helmet and law enforcement, however, that is a completely different subject that Nevada Rider does not even address. Nevada

Rider conducts curriculum published by the Motorcycle Safety Foundation in Irvine California. The curriculum encourages people to wear good safety helmets, which I feel is a responsible decision. MSF and Nevada Rider are very careful not to get involved with political discussions or assertions about how law enforcement entities should act.

It is because of people like you that promote helmets as 'safety devices' as a responsible decision, that people like us have such a hard time getting this silly law repealed. You make statement like that without foundation or substance and yet chastise another because for efforts made in the other direction. Helmets do not save lives and that has been researched by the National Highway Safety Transportation Administration in their own propaganda regarding accidents involving people with helmets and those without. We know that you have nothing to do with the law and the way it is enforced but you and your team do have influence.

In the final paragraphs of the article *the person whose alias is Tigerlily* makes another broad statement about "**the Motorcycle Safety Bureaucracy**" and then encourages the reader to vote in the November election for the candidates that she endorses because it's "**time to clean house**". I suggest that *the person whose alias is Tigerlily* doesn't know apples from oranges and no one should take what she says as good informed advice. In addition to her judgment, her behavior should be questioned; at the August meeting of the Motorcycle Safety Advisory Board she made quite a scene arguing with board members and demanding answers. Apparently she was not satisfied so she wrote this smear piece about Nevada Rider.

Tiger Lillie's statement about voting out the current political régime is not only to be commended but is quite correct in the opinion of many riders in Nevada. When are these bureaucratic bleeding heart liberals going to realize the Constitution of these United States is based on freedom of choice, and if that means choosing not to wear a silly little hat because the government tells you to then so be it.

Please don't flatter yourself by thinking this article was written about you and your group Nevada Rider, it was written to let Nevada riders know that before they make it mandatory to take your course, to stand up for their rights. How many more laws do you think that will be passed before the riders stand up and say stop.

Maybe you can answer a very important question for me as I can't seem to find the answer, why is it that a motorcycle, a personal vehicle, is the only vehicle you can purchase that requires special testing, a special license and special equipment to operate? If allowed to continue I am sure that your little group will soon make it mandatory for your brand of specialized training prior to the purchase of a motorcycle all in the name of safety.

How do I know all this? I have been a motorcycle safety instructor and rider coach for 20 years and have been teaching in Nevada since 2000 I personally know everyone *the person whose alias is Tigerlily* has referred to including the person who testified at the legislature and the rider who asked the question at the advisory board meeting. I don't always agree with them but I have a great admiration for my peers in the motorcycle training community. Once again, I do not represent anyone other than myself.

*The person whose alias is Tigerlily as well as Quick Throttle owes an apology to Nevada Rider. Next time do some facts checking before you publish an anonymous tabloid piece like that one. You should be glad that we have an organization that year after year works tirelessly and thanklessly to train new riders and make highways safer for motorcyclists.*

Sincerely,

Robert Colaizzi  
Carson City, NV

I sincerely hope that I have partially enlightened you on the position of the Motorcycle Rights Groups in Nevada and the position that I personally take with your statements attempting to discredit a writer that knows what she is talking about. I believe that your intentions are good but your motives are questionable. Don't look to discredit someone but rather join the battle to stop arbitrary discrimination against one class of vehicle operators in this country. Many states have repealed the laws I refer to and many more have amended them, which speaks volumes about the direction this country is headed. Personal freedom should never be questioned as it is one of our most precious rights and the right to choose is all we are after. You want to get angry? Get angry with the politicians that continue to remove your rights under the guise of safety. I for one can make up my own mind.

Mike Davis  
President and Founder  
ABATE of Southern Nevada

Ps; In case you would like to question my riding ability, I have been riding motorcycles since 1966 and presently own three.