

A Motorcyclist's Guide to Law Enforcement

PART 1: Who is this guy and what does he want from me?

You're on a great ride, the bike is running good and you're leaning into the curves and accelerating out of them. Suddenly, a full sized Ford begins to close in fast behind you. The car is getting too close, and just as you are about to smoke this clown, you notice the blue and red flashing lights. You shut down the bike and pull to the right.

If this or a similar scene has not happened to you, chances are it will in the foreseeable future. Although these events are never pleasant, I would like to take the time to try and help you cope with the situation, and maybe change an unpleasant outcome.

As many of you know by now, I am a police officer with 23 years of experience. I have been riding motorcycles for 30 years, and am an ABATE member and safety instructor. Before we get into the do's and don'ts of the situation, I think we should meet the frowning figure approaching your motorcycle.

If the officer approaching is typical of most traffic policemen, he is probably a lot more like you than you think. These facts can help you understand the officer and may even build a rapport. The officer is probably married (or divorced) with kids. Money is tight and he is working extra jobs to support his family in some comfort. He most likely has to work a rotating shift, adding more stress to an already nerve rattling job. This man is probably patriotic, and like you, believes in personal freedoms. There is a good chance the officer is a veteran, and grew up in the area he is now working. Also it is likely that he has an appreciation for fine transportation, maybe even that classic motorcycle you're riding. The public he serves does not appreciate the officer, and his boss is probably riding his butt about something. Do some of these things sound familiar?

Even with this stereotype, we do have some variations in our ranks. I once worked with an officer who let off any traffic offender if the driver gave him an excuse or story he had never heard before, no matter how bizarre it was. Before you get your hopes up too high, remember it doesn't take too long to hear most of the excuses the average motorist will think up. Sick relatives, having to go to the restroom, late for work, being lost, the car is running bad, all have been used over and over and will probably not work. It is also sometimes the custom of the officer to let you off on your birthday. I have on occasion voided a ticket or written "happy birthday" on a warning notice. If I were the officer who stopped you, honesty would go a long way. It is so refreshing to hear "I'm wrong, I'm sorry, I won't let it happen again". There is a danger for you in this approach, however. If the officer is a state trooper, or strictly a traffic officer, statements of admission may work against you.

If you do try the honest approach, keep your comments vague. Don't give the officer anything he can testify with in court against you. Statements like "Gee, officer, sorry I was doing 75 past the school zone, I was late for work". If you do end up getting a ticket, you'll hear those words again in front of a judge. In short, try to size up the officer as he approaches you. You can then decide what POLITE approach you should take. Also, while you size up the cop, be sure to observe if the officer is male or female. One of our officers, Marlene, told me it's almost a sure ticket if you call a female officer "sir".

Next, I would like to address the wonderful monthly event called the “ticket race”. All departments will tell you there is no such thing as a quota. If they do admit to some type of “quota system”, they’ll tell you... “Well, we used to have a quota, but now we can write as many tickets as we want”. In reality, the “ticket race” works as follows: At the beginning of the month, all officers start out with zero points. For every traffic stop, warning, or ticket, he gets certain credits toward his “minimum activity level”. Now, most officers don’t really want to win the “ticket race” and have the most activity (unless a promotion looms) because when you win you will be called a “hotdog”, “hot pencil”, or just “asshole” for helping to raise the “minimum activity level”. However, the officer certainly does not want to lose the ticket race either. This will result in poor evaluations, and unhappy visits from supervisors. The reason I tell you this story is this: Toward the end of the month, all non-hotdogs and slackers, (myself included) will be frantically trying to place directly in the middle of the “ticket race”. For this reason it is usually harder to talk the officer out of a ticket at this time.

To end this section, I would like to offer several suggestions in dealing with your traffic stop:

1. **BE POLITE!** This is the most important point that I can make. Now is not the time to be macho and impress your lady in front of this cop, unless you want to be about \$100 poorer. Also, don’t try to act too innocent if you’re caught in a major violation. If you get caught doing 105 drinking a beer going through a red light, don’t insult the officer saying “Gee, officer, why’d you stop me?” This tends to be irritating to most of us.

2. **HAVE YOUR LICENSE IN ORDER** If you’re pulled over for a minor traffic violation and the officer has a tendency to be lenient, a bad driving record could sway his decision. If you’re a Habitual Traffic Offender, revoked, suspended, or have numerous violations, you’re screwed. Even if you get a warning for the initial violation, you will surely be arrested for the status violation. Even when riding your bike, try to carry your license and registration. Generally, you’re required to by law, and it puts the officer in a better state of mind by allowing him to ask fewer questions and do less computer work.

3. **HAVE A LEGAL, QUIET MOTORCYCLE** I know that I will upset some of you, running with straight pipes, no speedo’s, no fenders, no front brakes, and all the rest... but to avoid those nasty little papers, the less a cop can find wrong, the better the chance you’ll get off with a warning. If you can’t convince me (and you can’t) that “loud pipes save lives”, you’ll have less luck with your average trooper or traffic officer. These are just thoughts to consider.

4. **PULL OVER AS SOON AS THE OFFICER SIGNALS WITH HIS LIGHTS** Don’t irritate the cop by making him feel it’s a chore to get you stopped. If he has to use his siren and “pull over” gestures, you’ve waited too long. NEVER, NEVER run from a police unit. If you get caught, you’ll wind up in handcuffs on your way to jail. If you’re on a bike, you may end up in a hospital or morgue. Trust me, I’ve seen this happen first hand.

5. **DON’T BE A “NAME DROPPER”** Telling the officer you know the Mayor, Judge, or Chief will probably not work, and tends to irritate the officer. If you really do know these people, talk to them about it if you get a ticket. Bragging about it to the cop will tend to make him want you to prove it, and write you the ticket. If you irritate the officer, even if you know these people, there may be nothing they can do about it. No

one can force an officer to void a ticket. There may be other ways around it through the prosecutor or state's attorney, but these people fear an irate cop and the media. I once had a speeder in my car tell me he knew "Officer Kuhn". The look on his face when I handed him the ticket was classic. This incident made me realize that some people just make a point to have a list of names ready whether they know the people or not.

6. **TREAT FEMALE OFFICERS EQUALLY** You will usually get nowhere calling them "Hon", "dear", or coming on to them. Just continue to be polite and businesslike.

7. **FOLLOW THE OFFICER'S INSTRUCTIONS** If he asks you to follow him to his car, do it. If he wants you to stay with your bike, don't follow him around and bug him. Don't stand in traffic bending his ear by his car window. If you have the opportunity to sit in his car while he runs his computer work, you may mention your overdue rent, twelve kids, two wives, and other financial woes. This may work, but don't overdo it.

8. **HAVE A MOTORCYCLE ENDORSEMENT** As I have tried to indicate, I tend to be lenient with bikers. However, if you have no motorcycle endorsement, or have been riding on a permit since the Civil War, you're going to get a ticket, even from me. Most officers feel that if you can't meet the simple requirements to have a motorcycle endorsement, and are pulled over for another violation, a ticket is deserved. Save the hassle and take an MSF Motorcycle Safety Course this year.

I guess all this is to say... "Use common sense". I'm amazed at the number of people I stop that still say things like "Why aren't you out catching real criminals?" or, "I pay your salary". Statements like this just make the officer into your immediate adversary.

Well, I hope that something here will be of help to you on the day of that dreaded traffic stop. After all, that's what our job "behind the badge" is all about, helping our fellow man, and trying to keep him alive.

PART 2: How did this guy get me? The use of gimmicks, tricks, and electronic wizardry.

We discussed how to conduct yourself if you should ever be put in the uncomfortable position of a traffic stop. Next I would like to explain how the officer got you, and things to be aware of or look for. Also, I would like to discuss in depth the mysterious monster called radar.

"How did this guy get me?" You were easier than you think. In the latest issue of the Indiana Motor Vehicle Laws Handbook there are nearly 600 pages of violations the enthusiastic traffic officer is ready to use against you. There are laws covering everything from air conditioning (believe it or not) to wreckers. From my experience, I believe most violations you have to worry about can be grouped into four basic categories. These are equipment violations, licensing and registration violations, judgement call violations, and speeding violations. Parking violations should be self explanatory and simple to figure out.

EQUIPMENT VIOLATIONS An experienced traffic officer should be able to think of at least three reasons to pull over any vehicle on the road, even if you think you are operating perfectly. A good resource for this stop many times comes from the equipment violations category. There are laws concerning your brakes, bumpers, emission controls, glass, horns, helmets, license plates, lights, loads, mufflers, odometers, mirrors, seat belts,

tires, turn signals, and many other vehicle parts. Chances are that something is wrong with one of the thousands of parts on your vehicle. Even if everything is working correctly, you could be pulled over for “debris on vehicle license plate”. You even have to remember to keep those plates clean! Thankfully, this category is usually just used as “probable cause” for a traffic stop. If this is the only violation you have, chances are you will escape with a warning or a notice to repair rather than a payable ticket. Still, it pays to keep that bike in top mechanical shape.

Earlier, I discussed the area of **LICENSING AND REGISTRATION** a bit. In short, let me just say again, if you are stopped for one violation and have a bad driving record or registration problem you’re going to get a ticket. Try to keep these matters clear and your record clean.

JUDGMENT CALL VIOLATIONS are tickets that can be in a gray area. These violations include things like rolling through a stop sign, improper passing, automatic signal violations (traffic lights), improper lane usage, and other similar violations. When an officer observes you commit these infractions, chances are he’s not really looking for you. Again, if you’re polite, you stand a chance of talking your way out of a ticket like this. Sometimes though, an officer may be staking out a particularly bad intersection or neighborhood (an area with a lot of complaints of bad driving or a high accident rate), and then the chances of getting a ticket really increase. This is because the cop was assigned this task, and somebody above him expects to see results in the form of warnings and tickets. In recent times a lot of federal money has been granted to local departments to enforce drunk driving and seat belt laws. In these programs there is a mandated formula for how many tickets **MUST** be written per hour or the department will lose the funds. Obviously, if you are caught in this net, you’re going to get a ticket unless you’re the governor. The only thing I can suggest in these situations is try to observe areas where police cars are frequently assigned and be very cautious. If stopped, be polite.

By far, the trouble most of us will have in dealing with the police will be in the area of **SPEEDING VIOLATIONS**. This is an area where traffic units live and breathe. Also, most of the gimmicks police use originates in the enforcing of speeding laws. Traffic units hide in the most effective areas to stop a large number of violators, and not be seen by the violator until the last possible second. A newly paved road in an open or sparsely populated area is a goldmine for the officer behind in the monthly “ticket race”. Be especially careful when traveling on the expressway near bridge underpasses and cloverleaf’s. A traffic car can hide above the expressway, time you, and swoop down in seconds on the ramp behind you. Troopers also like to hide just around corners in low medians just as you come downhill. I, just like you, have had many contacts with resourceful troopers from Michigan to Florida and New York to Colorado. Once I was in court waiting to testify in a case and a state trooper was on the stand telling the circumstances of the tickets he had written. The trooper was relating how he and his comrades had been conducting “covert traffic enforcement” on Interstate 65. When grilled by the defendant’s attorney, the trooper sheepishly admitted that “covert traffic enforcement” meant an Indiana National Guard troop truck parked on the shoulder of the road with a trooper inside using a radar gun. He then radioed ahead to a pack of patrol cars down the road instructing them which vehicles to stop. The moral is: be prepared for anything out there. Another trick used by police in areas where a car is not easily hidden

is the flat tire gag. A police car is parked on the side of the road, trunk lid up and the four way flashers going as if it were grandma's Crown Vic, disabled. As you flash past, the officer kicks the accelerator, the trunk lid slams down, and he is right on your bumper. By the time you get close to the car, it's too late.

Under Indiana laws, an officer can judge your speed for use in court against you by three basic methods: Observation, Pacing, and the use of Mechanical Devices.

The first one, **OBSERVATION**, will probably shock many of you. It has been proven in case law that an experienced police officer can accurately judge your speed by merely observing your car. Through years of practice, working various locations and speed zones, the court feels the officer can estimate your speed well enough to justify a ticket. I know that in this day and age of high technology, technicalities, and probable cause this seems outdated and an inaccurate way to deal with this violation. There's just one hitch; it works. Many times we have tested each other as we sit running stationary radar. One officer will monitor a car using a radar unit while the other officer observes the target with his naked eye. I have never seen an officer be more than five miles per hour off on any violator. Most times that this method is used the suspect car is traveling at dangerously high speeds, and the officer is outside of his car or off duty.

PACING merely means the officer is traveling the same speed behind or in front of your vehicle. He has added ammunition against you in that all police speedometers are "calibrated". This just means that when the police car or motorcycle left the factory the speedometer was closely tested for accuracy. These instruments will have a label that verifies the calibration. However, they never have to be checked again over thousands of rough miles, crashes, and mileage roll-overs. If you can, take note of the police vehicles' year and mileage. If it is close to retirement mileage you may be able to use this information in court to your advantage. If the police vehicle is equipped with moving radar however, the speedometer can be constantly monitored and checked.

In the category of **MECHANICAL DEVICES** we again divide them into three types. They are VASCAR, radar (stationary and moving), and the new laser guns.

VASCAR was pioneered and developed in Indiana by our own state police. In the 1960's and early 1970's this was quite a revolutionary device. VASCAR stands for Visual Average Speed Computer And Recorder. Basically, this unit is just a sophisticated stopwatch. The police car is equipped with a distance measuring device and a timing head. Before an officer can begin his speed monitoring, he must measure the distance between two fixed points such as lines painted on the road, trees, bridge underpasses, or signs. Once the distance is measured and automatically stored in the VASCAR unit, all he has to do is watch your car pass the first point and flip a timing switch, wait until you reach the second checkpoint, and turn off the timing switch. Your speed will be computed and appear on a screen in the car. It is important to note that VASCAR uses no radio or light waves and cannot be discovered by any detector. The only major disadvantage to VASCAR is that if a driver spots the police car and rapidly slows he will reduce his speed average as it is computed. The device is unable to give a top speed at any point. Since Indiana made this unit famous, chances are that it is still in use in some parts of the state. At one time, at least 26 states used the device but I don't believe it is still in production.

RADAR will be the overwhelming concern of most motorists today. Over 90% of all speeding tickets will be written with the help of stationary or moving radar. Radar is a sound wave that travels from the police unit to the target it is aimed at. The beam begins narrow at the source, then widens out at greater distance. At 100 feet the beam will cover two lanes of traffic, but it will take 1,500 feet to cover all four lanes of an interstate. The “Doppler effect” causes the beam to bounce back from the target at a different rate, enabling the radar unit to calculate the difference in speed. The average range of a radar unit is about a mile on clear, level ground. Stationary radar is used by a police unit standing still and has the appearance of a gun. The unit will time targets coming to or going away from it while it is standing still. Moving radar is permanently mounted in a police car or motorcycle. It can operate in a stationary mode, or while the police unit is moving. While in the moving mode, the unit constantly monitors targets coming toward or away from the mounted antennas. With two timing heads, monitoring can be switched from the front to the back of the police vehicle.

Radar “picks” its targets in three different manners. First scanned is the closest target to the unit. Next it can zero in on the fastest target in the group. However, a significantly larger target can override these two factors. Thus, a motorcycle in a group that is close to a police unit many times will not be considered as a target to a radar unit. For this reason it is often very difficult for an officer to get a good clean clock on a motorcycle in traffic. Radar detectors have been an effective way of alerting motorists to police radars. The range of a good detector is longer than that of the police radar. In recent times however, the police have fought back with a device that cuts off the beam temporarily but leaves the main radar power on. This allows the violator to come close to the trap, at which time the beam is turned on and the target is timed. The result is that the radar detector goes off at the same time the police unit locks in the speed. All in all, modern police radar is an accurate and effective tool for traffic enforcement and at one time or another; all of us have been monitored by it.

The latest technology in police traffic enforcement is **LASER GUNS**. These units do not use sound waves, but are actual laser light guns. For this reason, radar detectors will not alert you to their presence at any distance. They are very accurate, and will only monitor the target it is pointed at, therefore eliminating confusion in monitoring groups of vehicles. For this reason, this laser technology is very dangerous to motorcycle riders, as we will not be allowed to hide in a pack of larger vehicles anymore. These lasers are new and very expensive, and for this reason are not being used by many departments in our area. However, I’m sure we’ll see more of them soon as their price starts to come down.

PART 3: Fighting the System... It's not as hard as you think.

Well, all of the advice I've given you has failed... you get a ticket. This may mean points against your license and increased insurance rates. For this reason I sometimes advise people to take the matter to court, especially if the violation is a relatively minor one. Before you set foot in the hallowed halls of justice, you need to learn the lingo, and here are a few terms that may help you.

Acquittal – A court verdict of “not guilty”.

Appeal – A request by a person who has been found guilty to a higher court to review the correctness of a lower court's decision.

Arraignment – The proceeding by which a person is called into court, is advised of his rights, and enters a plea.

Bond – Any amount of money or a guarantee to the court that a defendant will appear.

Burden of Proof – The legal principal that it is the duty of the complaining party (the prosecution) to present sufficient proof to establish the validity of the charges.

Change of Venue – The transferring of a court case to another court.

Character Witness – A witness who has knowledge of the person's character, personality, and background, but no actual knowledge of the case being tried.

Contempt of Court – Showing disrespect for the authority of the court by disobedience or disorderly conduct.

Continuance – The postponement of a trial or proceeding to another scheduled time.

Conviction – A verdict of guilty.

Cross Examination – The questioning of a witness who has already been questioned by the opposing side to determine the validity of his answers.

Defendant – The person charged with an offense.

Dismissal – The act of throwing a case out of court or dismissing the charges.

Disposition – The arraignment and outcome of a trial.

Evidence – Anything legally presented in court, such as statements or testimony of a witness, or an object, which tends to prove the point being presented.

Exhibit – Documents or other objects used in a trial as evidence. They are marked and put into the record.

Expunge – The act of having all charges and evidence of a violation totally removed from the court records.

Failure to Appear – A misdemeanor crime of not appearing in court as promised.

Felony – A major crime that is punishable by a term in state prison.

Guilty – A verdict by the court or jury, or a plea at an arraignment that a defendant has committed an offense.

Implied Consent – A provision in every state that makes your agreement to a chemical test for alcohol or drugs automatic by the fact that you have accepted you driver's license.

Magistrate – A minor official with the authority to hear minor cases in a limited region.

Misdemeanor – A crime punishable by imprisonment in a county or municipal jail for terms less than a year.

Moving Violation – The violation of any law that regulates the safe movement of vehicles or pedestrians.

NCIC – the National Crime Information Center, a clearinghouse for all criminal offenses nationwide. It is the network an officer or the court can use to check on your past arrests and convictions.

Nolo Contendere – A plea that does not admit guilt, but does not deny it either. Used primarily in accident cases, it may be as serious as a guilty plea.

Not Guilty – A verdict by the court or jury, or a plea at arraignment that a defendant as charged had not committed an offense.

Opening Statement – The initial remarks made by yourself or an attorney to the court or a jury in a trial.

D.U.I. / D. W. I. / O.W.I. – Driving, Operating under the influence or while intoxicated... Drunk driving.

Perjury – The willful telling of a lie when under oath to tell the truth.

Plea – A statement made by a defendant in response to a charge (guilty or not guilty).

Prima Facia – A term meaning the offense should have little legal argument in court. A charge in which the evidence is irrefutable.

Probable Cause – Reasonable grounds or suspicions that a person has committed a crime.

Promise to Appear – A written agreement on citations, which guarantees your appearance in court. This must be signed before the officer can release you.

Prosecutor – The attorney who represents the government in a trial.

Redirect Examination – The questioning of a witness in a trial in response to cross examination of the initial testimony.

Referee – A person appointed by the court to hear testimony and evidence and render decisions on minor cases.

Subpoena – A legal document requiring a witness to attend a trial.

Suspended Sentence – A penalty from the court, which is temporarily or permanently postponed. Many times, there are conditions to this sentence.

Trial – The formal examination of the evidence to determine the guilt or the innocence of the accused. This will occur in a court of law.

Warrant – A legal document from the court ordering the arrest of a person. Also an authorization by the court for the seizing of evidence.

Weight of Testimony – The amount of credibility given to a witness depending on reliability or expertise.

Well, now you have a start on the talk, so let's take a walk to those hallowed halls. As I mentioned before, there may be reasons why it will be in your best interests to try your luck in court. First of all, the set fine or punishment in many cases will be steeper than the ones handed down by the court. If you have a clean record, or the offense is a minor one, many times the judge will give you a minimum fine (\$1 and court costs). He may even dismiss the charge if you are willing to attend a traffic school. This school consists of a Saturday or two listening to and watching videos about the evils of moving violations. If you have the time, you won't have the fine (and higher insurance rates for convictions and points on you license). But, these vary from county to county (and so does the fee). The bigger reason for taking your case to court is the possibility the officer

who charged you wouldn't show up. If this happens you can ask for (and usually get) a dismissal. It's almost a sure bet that you'll walk away clean if you have a lawyer.

Once you get to court there are a few common sense guidelines to follow. First, bring any witnesses or evidence you may be able to obtain. Passengers in your vehicle, or people who may have seen the alleged violation may help you. Also, a few photos of the area or a diagram may help your cause and credibility. This is especially true if the area can be made to look like a speed trap or a place police look for easy tickets. Next, dress neatly and respectfully. A "Helmet laws suck" T-shirt and ripped jeans will not win respect from the judge for your freedom-loving mind. I'm not saying to rent a tux, but at least put on a dress shirt and slacks. Finally, speak respectfully and to the point. If this is a typical court, there will be dozens of people in the same situation that you are in. If you are there for your initial hearing (arraignment) it should only take a few seconds to say "liable" (guilty) or "not liable" (not guilty). If you are there for your trial on a ticket, the judge will not want to spend more than 15 minutes on the matter.

Now I would like to spend a few minutes on the actual procedure of these hearings. In your initial hearing, you will be asked for your plea. A guilty plea will mean the judge will settle the matter and give you some sort of punishment or fine. He may allow you to tell your side of the story to allow him to be lenient and impress the large throng of potential voters, waiting for their turn. A not guilty plea will result in the court setting the matter for trial. The judge will look for an open date (sometimes months away), and ask you if you can be present. At that time the officer and all the other state's witnesses will be present and the prosecutor will go forward with the case. Eventually your day in court will come.

Your venture into the underbelly of American Traffic Court may be humorous, entertaining, incredibly boring, or just strange. The first thing you'll do is present your subpoena to the bailiff and check in. Then, if you're early and lucky enough, you may even find a seat in the small, cramped courtroom. Many times your next step will be waiting and waiting for "His Honor" to appear. I once waited four hours for a judge to grace us with his presence, and when he arrived offered no explanation for his tardiness. When he finally arrives in robed splendor, the court call will be read. Always first on the list will be those of you fortunate enough to have an attorney with you. After all, a man being paid hundreds of dollars can't be expected to wait. At last your turn will come and you will be sworn in with the rest of the witnesses about to testify. Even after all this time I still get a strange feeling when I raise my right hand and "swear to tell the whole truth and nothing but the truth". After that you'll be shown to your seat at a little table near the front of the court, and the other side will go first. Generally, just the officer or officers will testify for the state. The prosecutor will ask their names, assignments and length of service, duties, and the events of the day in question. After this speech (most of which will be true), you will have a chance to ask the officer questions. In this area, sometimes you will have the advantage because the event will be much clearer in your mind than the officer's. Unless your case is unusual, all of his tickets and traffic stops tend to fade in memory after a few days. Sometimes, you may be able to catch him in a slip of memory, but usually he will have his story down pat with the important points written on his copy of the ticket. Be sure to have any questions planned, and take notes during his testimony. During this cross-examination period, do not begin to refute the

officer's testimony because you will be stopped in mid-sentence. Your opportunity to fill the room with your sad story will come next.

As you tell your story, be thorough but brief and exact in your story. The judge will lose interest in a long, rambling tirade. Stick to the issue and have at least one main point why he has the wrong man or made a mistake. Even if you lose (and you probably will), the judge will give you credit for an honest, well told version of the ticket. Be sure not to admit any portion of guilt (I wasn't doing 110, I looked down at my speedometer and was only doing 90!) or you will automatically be found guilty. The prosecution needs only to prove you were speeding, not that you were doing the exact quoted speed. After you have dazzled the crowd and returned to your seat to the thunderous applause of the other waiting victims, the tough part will come. The prosecutor then gets to tear apart your story, IF you have even challenged his case. Just answer his sarcastic questions calmly and politely, and add nothing else with short answers. If you volunteer information, he just has more to attack. Finally, both sides will rest, after a brief time for each side to summarize. Shortly, in most cases, the judge will issue his verdict. Sometimes a judge who does not like to find people guilty in front of a crowd will "take the matter under advisement". You will then be notified by mail of the verdict and any possible fine or punishment.

Hopefully, even if the verdict guilty, there will be enough in your favor for a minimum fine. Thanks for the opportunity to present this information, and I hope to see you out "in the wind". Until then, ride safe, sane, and sober.

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