News For Thought

U.N Calls For Helmet Laws Worldwide

The United Nations has approved a resolution on road safety that, in part, calls for member nations to enact mandatory helmet laws. Cosponsored by United States' ambassador Suzanne Powers, the non-binding resolution also calls for laws against distracted driving (such as banning inappropriate cell phone use and texting while driving) and supporting global harmonization of vehicle regulations (which could include anti-tampering measures to prevent customizing and equipment modifica-

The U.N. General Assembly voted to approve the "Improving Global Road Safety" resolution on April 10, 2014 to encourage Member States "that have not yet done so to consider enacting comprehensive legislation on key risk factors for road traffic injuries, including...the non-use of helmets..."

While countries that belong to the United Nations are not required to comply with such a "non-binding resolution," many "member states" heed UN recommendations and can set the stage for further restrictions on motorcycles and motorcycling around the world.

Yemen Bans Motorcycles To **Prevent Assassination Attempts**

The Yemeni Interior Ministry imposed a temporary ban on motorcycles in Sanna as consecutive drive-by shootings underscored the capital's worsening security situation, Xinhua news agency reported.

Hit-and-run attacks have

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become common in Yemen where a popular uprising in 2011 weakened government control, so the supreme security committee ordered the ban to prevent assassination attempts.

Within a matter of days, two people were shot down outside their hotel by gunmen on a motorcycle, the director of training at a police college was shot by motorcycle gunmen, and a member of parliament was killed by motorcycle-riding assassins near the Ministry of Defense.

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Motorcycle Clubs Rally In Support Of Mongols In **Patch Siezure**

Thousands of bikers from throughout southern California recently rallied in a 'show of support" to combat a lawsuit brought by federal authorities seeking to take control of the Mongols M/C patch logo. The U.S. Department of Justice last

year filed a lawsuit seeking to seize control of the trademarked logo of the Mongol Nation Motorcycle Club LLC, arguing that the Mongols are a criminal organization and that the mark is used for intimidation.

But the Mongols and their attorneys argue that the government is overstepping its bounds with the lawsuit, which they said would infringe on the rights of club members. "They're trying to destroy the right of men to associate and indicate their association," said an attorney representing the club.

The trial, previously scheduled to begin last month, has been postponed to late September.

Federal prosecutors, following an October 2008 operation dubbed "Black Rain" in which dozens of Mongol members ultimately agreed to plead guilty to a host of charges, have labeled the Mongols an "outlaw motorcycle club" and argue that the government therefore has the authority to take control of the Mongols' logo to pre-

The lawsuit breaks new ground in terms of trademark law, and may end up at the Supreme Court. Unlike a business trademark controlled by a single entity, the Mongols' logo is a "collective membership mark" that is legally owned by one entity, but held in trust for the members; "It's the votes of club members that ultimately determined who is allowed to wear the club's patch.'

The Mongols have also filed a motion to have federal Judge Otis Wright II

removed from the case, alleging bias. Wright, who ruled in favor of the Mongols in a 2008 lawsuit brought by a member whose patch was taken by law enforcement, has made statements indicating he is prejudiced against the motorcycle club, and it was Wright who first suggested to prosecutors back in 2008 that they

If the Justice Department's lawsuit should succeed, it would eventually affect more than just the Mongols, the club's attorney told the Daily News; "They'll go after all of the motorcycle clubs.'

Weird News: Motorcyclist's **Erection Lawsuit Peters Out** In Court

A California court has dismissed a motorcyclist's erec-

tion lawsuit, in which the rider alleged that a four-hour ride on his 1993 BMW K1100RS motorcycle led to a prolonged and painful erection that lasted 20 months, because the evidence didn't stand up in court.

The motorcyclist filed a product liability lawsuit against BMW and the seat maker, claiming a motorcycle design defect in the motorcycle's "ridge-like" saddle design gave rise to his nearly two-year long bout of priapism. He claimed the painful condition left him "unable to engage in sexual activity, which is causing him

substantial emotional and mental anguish," and he sought damages for lost wages, medical expenses, emotional distress, and general damages, motorcycle blog Visor Down reports.

A urologist testified that the plaintiff indeed suffered from priapism, but the court rejected the testimony of a neurologist who claimed the motorcycle's vibration caused the disorder. That rejection of testimony led to the case's dismissal for lack of hard evidence.

Strangely enough, one man who filed a medical malpractice suit for a faulty penis implant complained that his eight-month erection prevented him from doing one of his normal activities: riding his motorcycle.

Funeral Protest Law Upheld

Fred Phelps, the infamous founder of the Westboro Baptist Church -- the Kansas congre-

ABATE and MDA gation known for picketing funerals with anti-gay signs -- died of natural causes on March 19 at the age of 84, and his death and reported excommunication from the church dovetails with a recent decision by U.S. District Judge Fernando Gaitan, Jr., bringing closure to a nearly eight-year long legal fight over the group's funeral protests.

The Westboro church gained notoriety for protesting funerals -- especially for troops killed in combat -- to express their belief that God is punishing the U.S. for homosexuality, but Missouri lawmakers responded to a 2005 Westboro protest of a soldier's funeral by passing a general prohibition against protests and pickets near funerals from one hour before they start until an hour after they end, later adding a specific 300-foot buffer zone.

Following a protracted 8-year legal battle involving the Eighth Circuit striking down the general prohibition as an unconstitutional infringement on free speech, which was later reversed and sent back to Gaitan for further proceedings, whereupon Judge Gaitan subsequently upheld the Missouri law.

In Phelps' later years, the protests themselves were largely ignored or led to counter-demonstrations that easily shouted down Westboro's incendiary message. A motorcycle group known as the Patriot Guard Riders arose to shield bereaved mourners at military funerals from Westboro's notorious signs.

In an ironic twist, the debate soon shifted to whether people should protest Phelps' funeral, but according to Phelps' daughter Margie Phelps -- an attorney who argued the church's case before the U.S. Supreme Court -- "There will be no funeral."



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