



Two Wheel Scate

"SAFETY THROUGH AWARENESS, AWARENESS THROUGH EDUCATION"

**SAFETY IS IN OUR NAME!
FREEDOM IS IN OUR HEARTS!**



!!!!!!!!!!!!!!!!!!!! ELECTIONS !!!!!!!!!!!!!!!!!!!!!

It's that time of year!! We will be having ICMS Board elections at the ICMS Can Dance scheduled for November 22, 2025. We will be at Whiskey River, thanks to the always supportive owner, Mary Booth! Can Dance begins at 7:00 p.m. We will have a silent auction and 50/50. We are asking a donation of \$5.00 at the door and all the cans of food you can spare. (See Can Dance Flyer)

If you would like to be on the Board, please submit a request, in writing, to the ICMS secretary, Cara, at:

idahomotorcycle@gmail.com

We look forward to seeing you then!!

I.C.M.S. Board of Directors

These are the people who are willing to give their time and energy to help protect your rights to Keep Idaho Free!

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VOLUNTEERS

Kelly Duren kelly.d.duren@gmail.com (208) 863-4892
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Ted Vanlunen tvanlunen@yahoo.com (208) 590-1509

**The following are Area Reps for I.C.M.S
to make this an effective statewide effort.**

Roger Ashcraft

Belinda McKinney

I.C.M.S. Calendar of Events

2025



SCAN ME

Fall Ride
October 12

Can Dance
November 22

Special thanks to those
who donated to Fun
Valley Rally at Pine -
ICMS appreciates you
very, very much!!!

Freedom on Two Wheels: Motorcycle Rights and Free Speech in Idaho

by John Christensen

Freedom isn't just a word we throw around lightly in Idaho—it's the backbone of how we live, ride, and speak our minds. As riders, we know better than most what freedom feels like. It's the wind in your face, the open road stretching ahead, and the knowledge that you've chosen this lifestyle not because it's easy, but because it's yours. That same spirit of freedom is what keeps us standing up for both **motorcycle rights** and **free speech**, two issues that are tied together more than people realize.

Idaho is one of the states where riders have the choice to wear a helmet—or not. That's not just some accident of law; it's the result of decades of advocacy by riders who refused to let the government dictate how they lived their lives. To some outsiders, it might look like a small thing: a helmet law, a restriction here or there. But to us, it's about something much larger. It's about whether the government has the right to legislate away our freedoms piece by piece. Today it's helmets. Tomorrow, it could be the right to gather, to ride where we want, or even to speak out in defense of our rights.

That's why, when we talk about motorcycle rights, we can't separate them from free speech. The right to choose how we ride is inseparable from the right to raise our voices, to gather at the Capitol, to write letters to lawmakers, and to push back when our freedoms are threatened. The open road and the open forum go hand in hand.

A Legacy of Fighting for Choice

Idaho's stance on helmet laws is the product of years of hard work. Riders' groups like the **Idaho Coalition for Motorcycle Safety (ICMS)** and countless advocates across the state fought to ensure that adults had the freedom to decide for themselves. We didn't take the easy road. Every legislative session, riders had to show up, testify, and make sure lawmakers understood that **motorcycling is about choice, not mandates**.

And here's where free speech comes in: if we didn't have the ability to gather at the Capitol, to hold rallies, to publish newsletters, and to bring lawmakers face-to-face with real riders—not just statistics—we wouldn't be where we are today. Free speech isn't some abstract right that belongs to "other people." It's the tool we use, year after year, to protect our way of life.

Think about it. Without free speech, the voices of Idaho riders would be silenced by bureaucrats, insurance lobbyists, and out-of-state groups who want to tell us how to live. Helmet mandates, noise ordinances, restrictions on group rides—all of these have been pushed in other states, and the only thing that stops them here is a community that speaks up.

Freedom on Two Wheels . . . cont.

The Slippery Slope of “Safety” Laws

Critics often say, “It’s just about safety.” They argue that helmet laws save lives, and therefore, riders shouldn’t have the freedom to choose. But here’s the problem: once you give government the authority to decide what’s “safe” for you, there’s no stopping point.

Today, it’s helmets. Tomorrow, it’s your bike’s modifications. Next week, maybe they’ll say group rides are a public nuisance, or that motorcycle rallies should be restricted because they draw too much attention. It’s happened in other states, and it can happen here if we stop speaking out.

The real question is not whether helmets can save lives. We all know they can. The question is whether **adults should have the right to decide for themselves**. And in Idaho, we’ve drawn that line. We’ve said loud and clear: riders deserve the right to make their own choices. That’s freedom. That’s personal responsibility. That’s Idaho.

But we can’t take that freedom for granted. The moment we get quiet, the moment we stop showing up, someone will be there to chip away at it. That’s why free speech is the lifeblood of motorcycle rights. It gives us the power to keep the government in check.

The Capitol Steps and the Open Road

If you’ve ever stood on the steps of the Idaho Capitol during the **Annual Motorcycle Awareness Rally**, you know what I’m talking about. The rumble of bikes echoing through downtown Boise, riders shoulder to shoulder, signs held high—that’s not just about motorcycles. That’s democracy in action.

When riders gather like that, we’re exercising the same First Amendment rights that every American has. But for us, it’s personal. We know that if we don’t show up, someone else will define our future for us. Free speech isn’t just a constitutional guarantee—it’s a responsibility.

And it’s not always easy. Lawmakers don’t always want to hear from us. Bureaucrats don’t like being challenged. Media outlets sometimes paint riders as reckless or irresponsible. But our presence, our words, and our persistence are what make the difference. Just like on the road, visibility matters. The louder we are, the harder we are to ignore.

Brotherhood, Freedom and Responsibility

Riding has always been about more than just transportation. It’s about brotherhood, freedom, and responsibility. The same goes for free speech. When we ride without helmets because we’ve chosen that path, we also accept the responsibility that comes with it. When we speak out at the Capitol or in our communities, we also accept the responsibility to be informed, respectful, and united.

That’s why rider groups matter so much. Alone, one voice can be dismissed. Together, thousands of voices cannot be ignored. Motorcycle rights organizations give us a platform to channel our free speech into real results. They help us turn frustration into legislation, and passion into protection of our freedoms.

Freedom on Two Wheels . . . cont.

And let's be honest: we're good at it. Riders know how to make a statement. We know how to show up, how to be seen, and how to remind people that freedom is not something handed down from government—it's something we demand and defend.

The Threats We Still Face

Even here in Idaho, where freedom runs deep, we're not immune to threats. Federal agencies still look for ways to push national helmet mandates. Local governments experiment with noise ordinances that unfairly target motorcycles. Insurance companies lobby for laws that make riding more expensive and restrictive.

Every one of those threats requires us to use our voices. Without free speech, we'd be steamrolled by bigger, better-funded interests. But because we can speak, organize, and protest, we stand a fighting chance.

That's why motorcycle rights and free speech are forever linked. Without one, the other falls apart. Without motorcycle rights, our lifestyle disappears. Without free speech, we lose the ability to defend that lifestyle. Together, they form the backbone of rider freedom in Idaho.

A Call to Riders

So where do we go from here? The answer is simple: we keep riding, and we keep speaking. We stay visible, not just on the road, but in our communities, at the Capitol, and in every conversation about freedom.

We remember that the fight for motorcycle rights is never really over. Every year brings new challenges, new bills, and new attempts to chip away at our freedoms. And every year, we have to meet those challenges with the same passion and determination that got us this far.

Most importantly, we recognize that **free speech is our greatest weapon**. It's what allows us to push back, to stand tall, and to remind lawmakers that freedom is not negotiable. It's what makes Idaho different. It's what keeps us free.

So the next time you fire up your bike and hit the open road without a helmet—because you chose not to wear one—remember that it's not just about the ride. It's about the right to make that choice. And the only reason you still have that right is because riders before you spoke up, fought hard, and refused to be silenced.

Now it's our turn. Let's keep the throttle wide open and our voices even louder. Because when it comes to freedom—on two wheels or off—silence is never an option.

It's time you did something more to protect your rights!
Join and Support
Motorcycle Riders Foundation!
REGISTER, VOTE, AND RIDE!

Mail to: Motorcycle Riders Foundation – PO Box 250 – Highland Il 62249 – Phone: 202.546.0983 – www.mrf.org – mrffice@mrf.org

- | | |
|---|---|
| <input type="checkbox"/> Annual Individual Membership \$35 | <input type="checkbox"/> 3-Year Individual Membership \$95 |
| <input type="checkbox"/> Annual Joint Membership \$60 | <input type="checkbox"/> 3-Year Joint Membership \$140 |
| <input type="checkbox"/> Annual Sustaining Membership \$100 | <input type="checkbox"/> Sustaining Membership Club \$100 |
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Promote awareness and education in the motorcycle community to improve riders' safety. To Educate non-riders globally in the interest of all riders' safety.

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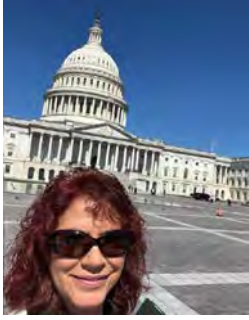
www.mrfae.org



Motorcycle Riders Foundation Awareness & Education (MRFA&E)

was established to promote motorcycle awareness and education due to an ever-increasing rider population.

Motorcycle riders and activists have long recognized that motorcycle rider education and awareness are crucial in enhancing rider safety. No one is more concerned with rider safety than riders themselves, and obviously those best suited to educate newer riders are veteran riders.



Chairman's Report

by Lori "Queen B!" Solders

41st Annual Motorcycle Riders Foundation Meeting of the Minds

Well, another Meeting of the Minds (MOTM) is in the books!! It was one of the best conferences I have been to so far. Set in Shreveport, Louisiana - it's true, you can't beat Southern Hospitality. Idaho made a great impression as you can see from the photos on the next page.

Thursday night started with "Meet & Greet: MRF Board/SMRO Updates." This is where each SMRO stands up and shares information regarding legislative matters happening in their state. This is always so informative and a great avenue to meet and visit with other SMRO's regarding legislation in their state. Idaho talked about the uphill battle regarding Lane Filtering and/or Lane Splitting in our state and what NOT to do when trying to pass a Profiling Bill. I know we have a LOT of Bills to look up from other states as the information was incredible.

Friday and Saturday came with 16 classes to choose from, i.e. First Timers to Lobbying in DC. I was honored to be asked to sit on a Panel Saturday morning with Deb Craig (moderator), Kris Cook, Tonya Gonzales and Kaylie Morey. What a bunch of amazing women!! We discussed Membership Recruitment and Retention. All organizations seem to be dealing with this matter and it was a great discussion with these beautiful ladies and the audience. It shows how much people care about keeping motorcyclist rights organizations alive.

Board Member Lane Triplett is on the MRF Awareness and Education Board. Not only does MRF A&E work on awareness and education for motorcyclists it give a scholarship to a candidate between the ages of 18-30. This is a great way to get younger motorcyclists involved in the legislative fight.

Board Member, Cara Teague and her husband Kevin received the coveted President's award. As you know, ICMS invited the President of MRF, Kirk "Hardtail" Willard to Idaho in May for our 40th Anniversary Motorcycle Awareness Rally. When he arrived, ICMS had arranged to have a motorcycle for Hardtail to ride and the Board showed him a great time on Friday and Saturday while he was here. Thanks to Kevin and Cara for loaning Hardtail a motorcycle - they totally deserved this award and ICMS could not be more proud of these two who always go above and beyond for ICMS.

Kevin and I had the chore of selling 50/50 tickets. We raised almost \$4,000 for MRF!! So from now on, when you see Kevin selling 50/50 tickets at ICMS events, please thank him. It is a BRUTAL job!!! He truly is The Man!!!

If any motorcyclist in Idaho wants to go to Meeting of the Minds, I HIGHLY RECOMMEND IT! The information you learn, the people you meet and the positive energy is addicting! You shouldn't miss it!

It is good to be home. I feel like I haven't been home much this summer - I'm sure Scott will say the same. LOL! See you all at our Fall Ride on October 12th and the ICMS Can Dance on November 22nd. It's always good to hang out with great people/motorcyclists!

MOTM 2025



MRF President - Kirk "Hardtail" Willard



MRF Lobbyist - Rocky Fox



Louisiana Congressman - Clay Higgins



Panel Discussion - Membership Recruitment and Retention



Kevin and Cara - President's Cup Award



MRF-A&E Award to Young Activist

IDAHO 511



For up-to-date road closures, weather conditions, and traffic cameras across the state, visit Idaho 511 to plan your future travels in Idaho!

Visit 511.idaho.gov

Please visit the website when planning rides. We all know how dangerous road conditions can be, i.e. gravel, dirt, bad roads, etc. This website is a good tool to help when planning events. Safety matters.



A Course for Every Rider!



For New Riders:

- ★ Intro to Riding
- ★ Basic Rider Training
- ★ Sidecar/Trike

For Experienced Riders:

- ★ Enhanced Street Skills
- ★ Enhanced 2-Up Skills
- ★ Enhanced Control Skills

For Riders with Some Experience:

- ★ Basic II
- ★ Intermediate Rider Training



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I AM THE MRF



Flash Lucich

Riding Since: 1990

MRF Member Since: 2024

Occupation: Retired

Quote: "Consistently put effort into learning, practicing what you learn and implementing what you learn into your life."

Since 1987 the MRF has been the only national motorcyclists' rights organization dedicated to on-street riders with full-time representation in Washington, D.C.!





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THE ISSUE IS **FREEDOM** OF CHOICE



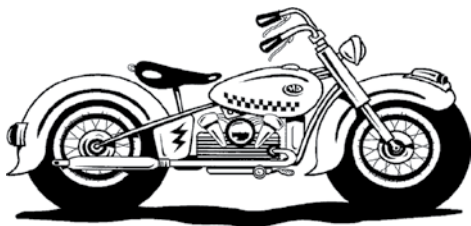
If they made a law that we couldn't wear helmets – we'd fight that too.

The issue is Freedom of Choice.
Idaho still has Freedom of Choice.
Help keep it that way. Join ICMS today.



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Novelty helmets

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maintenance products

****Motorcycle Crashes in Idaho**

By Lane Triplett

Idaho Coalition for Motorcycle Safety

This is an article that I hesitate to write. I will necessarily challenge some ideas and beliefs that motorcyclists like me commonly hold. I bought my first motorcycle in 1971. I have ridden off and on through the years but since the mid-90s I have ridden more than a quarter million miles and in every state in the lower 48. So, I'm a biker. I'm just like you. And that is why my recent findings are uncomfortable for me.

For the last 15 years or so, I have been doing studies on Idaho's motorcycle fatalities. There is one line in that report that says, "This analysis continues to be a work in progress and more information and data will be added if it becomes available." Well, information has become available. Idaho's Department of Transportation's Office of Highway Safety has granted me access to their crash database.

My goal was to review all the motorcycle crashes from the years 2022 and 2023. There were 1,125 total crashes. This takes a significant amount of time. It is my intention to look at other recent years as well, but it is my feeling that we need to see some information as soon as possible.

I have divided the crash information into categories that seem to me to be of the most interest. There were 501 Rural 624 Urban crashes. There were 643 crashes where the motorcyclist was at fault (57%) and 232 of those were multi vehicle crashes, there were 60 interactions with wild and domestic animals (5%), there were 50 cases of road hazard (4.5%) which are mostly gravel and sand that riders should not be surprised to see, and there were 16 instances of mechanical failure (1.5%) mostly tire issues. This accounts for 769 of those 1125 crashes.

We riders constantly complain about left turn violators. We are of the opinion that most crashes are caused in this manner. There were 82 crashes where a vehicle turned left in front of a motorcycle. This is 7.3% of all crashes. Significant but not overwhelming. Six of those were fatal crashes. Nearly all of the fatal crashes were cited for failure to yield or inattentive driving. Of all crashes where a vehicle other than a motorcycle was at fault, that vehicle was cited for a moving violation 70% of the time.

There were 210 (19%) other crashes where the other vehicle was at fault. These include pulling into the path of a motorcycle from a side street, stop sign, or parking lot, fast lane changes, and other creative violations. There were 23 (2%) instances where both the bike and the car were at fault. Predominantly cars that were entering the roadway in front of an excessively speeding bike.

Age seems to always be questioned. Here is what I found. There were 93 teen crashes, 266 in their 20s, 206 30-year-olds, 221 in their 40s, 149 in their 50s, 136 in their 60s, 59 in their 70s, 2 in their 80s, and 1 90-year-old. There were 27 cases without an age reported. This adds up to 1160 because of crashes with more than one motorcycle involved. The percentage of those at fault in crashes by age were as follows. Teens 63%, 20s 63%, 30s 48%, 40s 61%, 50s 58%, 60s 56%, and 70s at 45%. My unprofessional take is that younger riders have the most crashes with the highest percentage of fault. They seem to often engage in risky behavior. As riders age, they seem to be a bit more careful. The fact that riders overall are at fault most often continues to be a disturbing trend. We need to be more careful, better trained, and take fewer risks.

Motorcycle Crashes in Idaho, cont. . .

The reader will notice that there are no statistics regarding protective gear. This is a frequent question among non-riders. Frankly, gear has no relation to whether a motorcyclist is involved in a crash. And while the severity of injuries are recorded in crash reports, there are no true relationships to the effectiveness of protective gear. Much more information would be needed to provide definitive answers to this question.

Of particular interest to those who advocate for lane filtering or lane splitting laws and the number of cases where a car or other vehicle hit a motorcycle from behind. There were 41 such instances. Of those only 4 were on multi-lane streets and only two of those would have been prevented by lane filtering. Fortunately, both crashes were non-injury crashes and who's to say if those riders would have taken advantage of filtering. The other two crashes occurred with a bike at the head of a traffic lane where typically a bike would not stop on a white dividing line. These two were also non-injury crashes. The other 37 crashes were on regular 2-lane roads where filtering/splitting had no bearing. Conversely motorcyclists ran into the back of other vehicles 63 times. Many of us will recall a crash where we or a friend was hit from behind by a car. I know a few myself. But keep in mind that this is only for the years 2022 and 2023. I'll do more research and adjust statistics accordingly as my time allows. Also, this is not intended to advocate for or against any potential code changes. Our rights and safety are indeed precious.

**** I know this was in the last newsletter, but felt it was important enough to present it again. We all need to be VERY AWARE about what motorcyclists are doing to themselves. This was one point at MOTM every state is having issues with. We are our own worst enemy right now and if we don't get it fixed, the State/Feds will step in and do it for us. We all should be VERY AWARE of this and our freedom/rights. Lori - Chairman**

AN INVITATION TO JOIN ICMS

At a time when our democratic process stands ready to strip us, as motorcyclists and citizens, of our rights to ride free and unencumbered, ICMS offers all motorcyclists the opportunity to join together and fight back. Whether the issue is mandatory helmet use, discrimination against "lifestyle" choice or our safety on Idaho's roads, ICMS is prepared to mobilize its strengths in the direction of best defense... and one of ICMS's greatest strengths is its MEMBERSHIP. ICMS believes the direction of best defense is through Education. From educating its membership on the latest legislative battle, educating the legislators themselves on "the other half of the story;" to making motorists more aware of motorcyclists on our highways to training riders to ride safe.

Joining ICMS is making a commitment to defend your freedom with active involvement and financial support. As an ICMS member, you have the opportunity to attend monthly Board Meetings, Runs, Rallies, and a host of other Events throughout the state. The most active members are involved by joining committees, holding office, manning telephones, writing articles for the newsletter or doing any one of the million-and-one things that have to be done. ICMS members tend not to be passive, work well together and even more, PLAY WELL TOGETHER!

ICMS Membership Form

General Subscriber Fees: \$25.00/year per person-\$35.00/year per couple

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Second Name (If couple desired) (Please Print) _____

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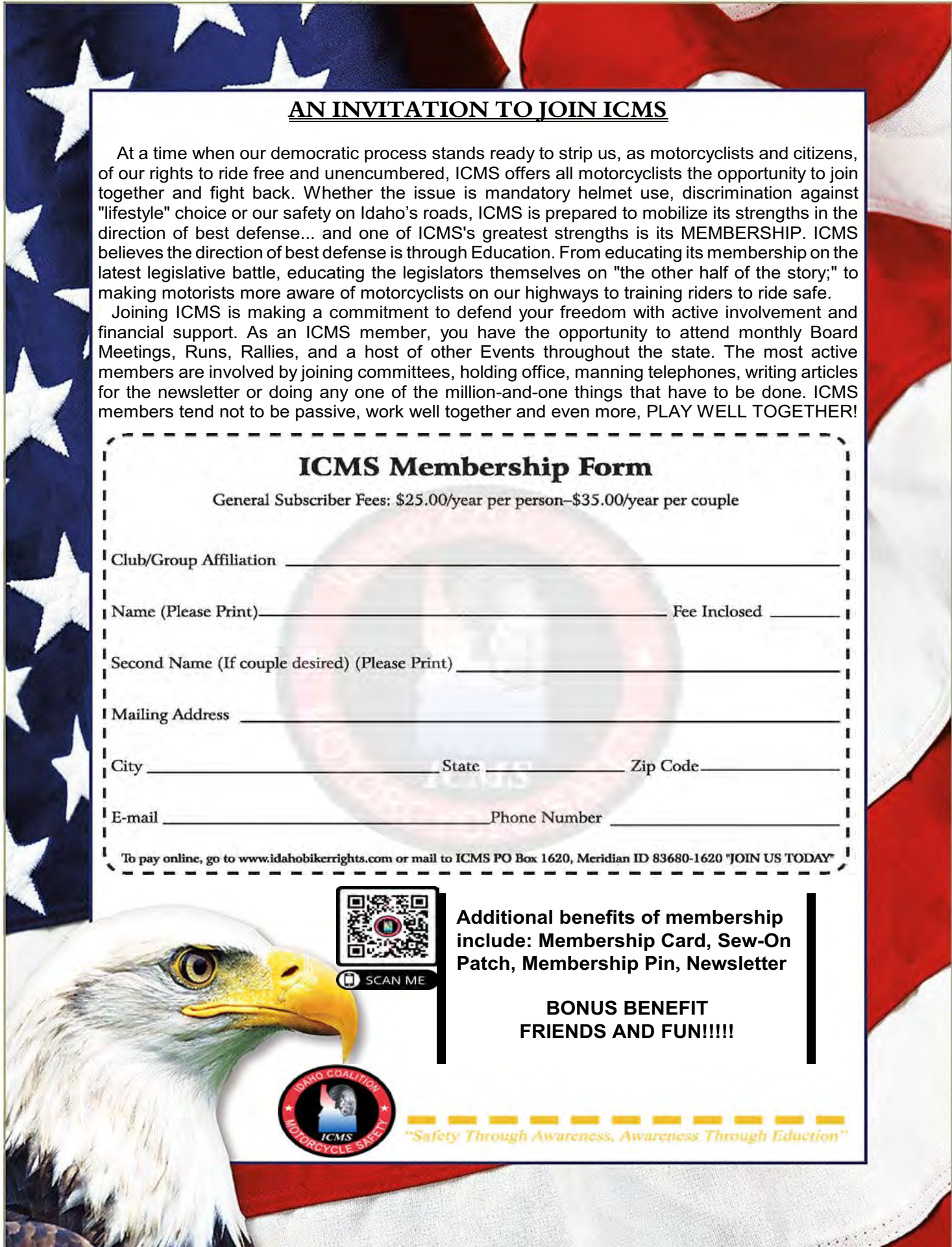
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ICMS CAN DANCE

6 ANNUAL MEMBERSHIP MEETING/ELECTIONS

NOVEMBER 22, 2025
7:00 P.M. - 11:00 P.M.

WHISKEY RIVER

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WWW.IDAHOBIKERRIGHTS.COM

All Motorcycle Riders are invited to attend ICMS Board meetings on the 1st Monday of every Month (except holidays) and add your voice to ICMS. We meet at Casa Mexico, 10332 W. Fairview Ave., Boise, Idaho. Please check in this Newsletter, Facebook and idahobikerrights.com for those dates. We look forward to seeing all of you!!