

RIDERS FOR JUSTICE

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<http://www.ridersforjustice.com>

APRIL 2003

News From The President

Darrin Trussell

As I write this month's notes, the snow flakes have stopped falling and the bombs have started falling. What we feared would happen has happened. In other words, WAR.

I find it amazing to hear that the countries (France, Germany, and China) that oppose our fight with Iraq are also major suppliers of weapons and equipment to wage war. But then again, our country is no better, since we set the lunatic (Hussein) up with weapons and funding during the late '70s and early '80s.

Speaking of weapons, two of the most discussed bills, SB-024 and SB-025, have finally made their way through the legislature and were signed into law as of this writing (3/20/2003).

SB-024, the concealed handgun carry bill, now states that sheriffs SHALL ISSUE a permit, provided the applicant meets a "few" requirements.

Among them are:

- Be a legal resident over 21 and legally be able to own a handgun
- Proof of training
- Pay up to \$100 + fingerprint fee for 5 yr permit
- Have your name entered into CCIC, a statewide database used by law enforcement for tracking criminals. Yes YOU can now be in the same database as the rapist next door!
- No concealed handguns permitted on K-12 school grounds. Sorry Timmy, but I can't protect you from the CRIMINALS because the government doesn't trust me.

The other bill, SB-025, preemption of local gun control laws, was finally approved on the Senate floor and made it past the House. It still provides for cities who prohibit the open carry of firearms, but signs must be prominently posted. It's a good start, but still has a long way to go.

However, the fiefdom of Denver has made it known to all that it will vigorously fight these two new pieces of legislation in court. They feel the "rights" of the city of Denver are being violated. Whatever happened to the rights of the citizens?

In the highway category, yet to be heard is SB-125, Traffic Law Changes For Federal Moneys. The bill is threefold; as it a) makes the seatbelt law a primary offense b) prohibits open containers and c) lowers the bac limit from .10 to .08. This bill has passed through the Judiciary Committee and has been assigned to the Appropriations Committee. I still have a gut feeling this will be a last minute bill to get pushed through the legislature. Call or write now before it's too late!

The no-fault insurance issue is now dead. The two remaining bills (HB-1225 and HB-1321) were lost on the House floor and Postponed Indefinitely. This means the no-fault law will sunset and we will return to a tort system. What this translates to is that you pay for your medical bills, etc. and then sue the other guy if he is at fault.

But what I wouldn't look for is lower insurance premiums, as

I'm sure the insurance companies will simply transfer your cost for PIP (no fault) over to what they charge for liability. Heck, they'll probably add to the premium just for added measure.

As far as issues that directly effect motorcyclists, they continue to be the EPA, insurance companies denying benefits and motorcycle safety issues.

One such organization that has been tracking and lobbying on these issues that effect us is the Motorcycle Riders Foundation (MRF), of which RFJ is a sustaining member. I would also like to urge you in joining this organization as it benefits you the motorcyclist. If you'd like to learn more, you can go to their website at <http://www.mrf.org>.

Don't forget to mark your calendar for Sunday, May 4th for the annual Loop For Lupus Poker Run. Lucky and Donna always work hard to make it happen, so the least you can do is to show up and have fun!

On a final note, RFJ will have a booth for shooters at the .50 Cal Fun Shoot April 24th-27th. The shoot will be near Cheyenne Wells (see detailed map page 7). The cost is \$5/day for spectators and camping is \$20/spot for the weekend. We will have a few weapons to shoot, but if you would like to bring your own weapon, you MUST contact me for details! You can call me at 970-217-8794. Hope to see you there!

Bits And Picks From West V.P.

Carl Dadson

First of all I will be addressing this bit of news to reach our members that were not at the meeting, to keep them posted as to what is going on. I want to take this opportunity to thank Gary Cape for stepping forward to give the VP position a try. Thanks Gary.

We discussed the benefit for Jake of the Colorado Club, in Mack, Colorado. Mary has passed away, and this benefit is for Jake to help cover some his medical costs. Mary and Jake, owners of the Colorado Club, have hosted the Mac Attack and have been very supportive to us bikers. It's time for us to come out and support them.

RFJ will be hosting this benefit, bring a dish

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RIDERS FOR JUSTICE MEETINGS

EASTERN SLOPE
APRIL 13th, 2003
SUNDAY 11:00 AM
CF&G TIMNATH CO
APRIL 8th, 2003
TUESDAY 7:00 P.M.
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WINDSOR, CO

WESTERN SLOPE
APRIL 9th, 2003
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"Oh, my countrymen! What will our children say, when they read the history of these times? Should they find we tamely gave away without one noble struggle, the most invaluable of earthly blessings? As they drag the galling chain, will they not execrate us? If we have any respect for things sacred; any regard to the dearest treasures on earth; if we have one tender sentiment for posterity; if we would not be despised by the whole world - let us in the most open, solemn manner, and with determined fortitude, swear we will die, if we cannot live free men!" -- Josiah Quincy, Jr., 1788 published in the Boston Gazette

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Riders For Justice Bylaws

1. The organizations's purpose is to defend and promote the rights of bikers, as well as, to associate for social reasons.
2. Persons speaking on behalf of RFJ must be the elected officers of a representative designated by the membership or officers.
3. All officers must be a registered voter and have a valid motorcycle license.
4. The membership can by a 3/4 majority, effect an election of officers at any regular meeting.
5. The membership can by a 3/4 majority vote, deny new membership, if any member questions the new membership.
6. In order for anyone to vote at the meetings, they must be a paid member.
7. Renewal of membership dues are from October to October.
8. Should this organization be dissolved, all funds shall be donated to a similar organization.

Purpose of Riders For Justice

1. We intend to support our current Constitution and keep as much of it intact as we can.
2. We also advise our membership of the best candidates for which to vote. When they are sometimes equally good or bad, we do not make a recommendation.
3. We DO NOT and WILL NOT receive money from any government entity.
4. Our officers are available through email and/or direct telephone.
5. None of our officers are paid for their work or reimbursed for food, travel or lodging.
6. We hire a lobbying firm to represent us at the state capitol.
7. The officers also lobby at the capitol and at town meetings with state and federal congressmen.
8. We ARE NOT and DO NOT intend to be politically correct.
9. We print in our newsletter, articles of political and social interest for members, as well as, keeping them abreast of current and potential bills.

(pot luck} and we need a few of volunteers. Doors open at 12 noon and the grub line will start at 1:30 pm on Sunday the 23rd of this Month. This will be at the Colorado Club in Mack.

The second thing on the agenda was about moving the Gateway Party out to another location, up around DeBeque, a 35 mile ride from Grand Junction. There are volunteers that are going up there to survey the site along the Colorado River and will report back at the next meeting. If you want to voice your pros or cons on this matter at the next meeting, be there.

There was some discussion on the HB-1184 bill that changed the bac limit from .10 to .08. This bill was in the Information and Technology Committee on 2/12/03 where it was postponed indefinitely. But on 2/17/03, it was introduced as SB-125, which is the Traffic Law Change For Federal Money. SB-125 is a three fold bill in that it makes; [1] Seat Belt as a primary offence, [2] prohibits open container and [3] lowers the bac limit from .10 to .08. Get on this one in a hurry because if this passes *IT'S GOING TO HURT AND THERE AIN'T ANY VASELINE OUCH!*

Ride safe and bring a friend to our next meeting on 4/9/03. See ya there, Carl

Notes from the East V.P.

Lucky Sugarman

Well, another month has come and gone, spring is here, that means RIDIN! It also means that it's time for the Loop for Lupus Poker Run! This year, as always, it will be held on the first Sunday in May. (May 4). We will start at the T-Bar in Wellington between 9:30 and 11:00 for breakfast if desired, and sign in.

For those that don't know what lupus is, I will run down a brief summary for you. Lupus is a disease that attacks the immune system or I should say the immune system attacks itself, and the patient's body! Named after Canis Lupus, the wolf, because of its ferocious nature towards the victim, it is also called the Phantom disease because it can attack different organs, at different times. It is hard to pinpoint like cancer or other ailments. Patients with lupus can experience a wide range of symptoms, including fatigue, swelling of the joints (rheumatism, and arthritis), and damage to the liver, heart, kidneys, and even the nervous system. Sensitivity to light is another major symptom. Darkening around the eyes, or what is known as a "butterfly mask" is a tell tale sign. Bruising and severe pain go along with this wonderfully dastardly disease. It is prevalent mostly in women, but men can be affected too.

Colorado has an unusual amount of people with this affliction. Just like MS, we don't know why. There may be a genetic factor involved also. In last December's issue of *Nature Genetics*, researchers have pinpointed a variant of a particular gene, PDCD1. However, the abnormal gene is only associated with some people with lupus. 7% of Mexicans, and 12% of Europeans in a study of more than 2,500 patients with lupus have this gene. 2-5% of people without the disease were also found to have the gene. Research must go on. That is why we would much appreciate your presence at the poker run. More info will be attainable there or you can get it online, @ <http://lupuscolorado.org>.

On the political front, we are still working on several bills. I received some letters back from our illustrious public servants. Mostly tooting their own horns on how they rate with the NRA etc. Allard was behind the times with his antiquated answer to the EPA dilemma. And the Indian, cop, cowboy, biker Senator just wanted money. So in turn I am going to keep on bugging them!

Here at home, it looks like there's no hope for SB-063. SB-024 has passed. We are better off now without SB-024! But the powers that be, the NRA think that we should compromise! Gov Owens would probably not sign SB-063 even though a majority may support it! SB-025 has passed also, which is good news for us! No doubt it will be contested by the liberals in Denver!

SB-125, the triple threat bill by Arnold, is a load of crap! This is the one that makes the .08 BAC, open containers, and seat belts a primary offense. Do we need government to tell us how to manage our lives? This is just to fill the states coffers with federal money! I still contend that this is federal extortion. Again we are forced to compromise only to gain denero.

Then there's the insurance thing. We need to be aware of the fact that insurance companies slam motorcycle education programs as ineffective! Just where do they get off! They give us their bogus statistics, which we are supposed to

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Darrin Trussell	President	Loveland	970-217-8794	rfjdarrin@ridersforjustice.com
Lucky Sugarman	V.P.N.E.	Windsor	970-674-5043	rfjlucky@ridersforjustice.com
Carl Dodson	V.P. West	Grand Junction	970-874-3473	rfjcarl@ridersforjustice.com
Knucklehead	V.P. S.W.	Dolores	970-882-4312	rfjknuckle@ridersforjustice.com
Scott Martin	V.P. S.E.	Colorado Springs	719-686-1775	rfjscott@ridersforjustice.com
Bob Schleiger	Editor	Windsor	970-686-2253	rfjbob@ridersforjustice.com
Deb Bowen	Sec/Treas	Fort Collins	970-226-0377	rfjdeb@ridersforjustice.com
Kendra Tavarone	Treas West	Clifton	970-434-4847	rfjkendra@ridersforjustice.com
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NCOM COAST TO COAST BIKER NEWS

Compiled & Edited by **BILL BISH**
National Coalition of Motorcyclists

HEALTH CARE BILL NEEDS MOTORCYCLISTS' SUPPORT: S. 423, the "Health Care Parity for Legal Transportation and Recreational Activities Act" introduced in Congress by Senators Russ Feingold (D-WI) and Susan Collins (R-ME), would prohibit health insurance providers from denying benefits to injured motorcyclists.

In recent years, some insurance companies have refused to provide coverage for insureds involved in motorcycle accidents or other so-called "risky" activities such as skiing, horseback riding, snowmobiling, off-road biking and ATV riding. Bikers and Motorcycle Rights Organizations worked hard during the mid-90's to convince Congress to include language in the Health Insurance Portability and Accountability Act of 1996 to bar insurers from denying coverage to injured riders, but a loophole in HIPAA allows insurers to continue the discriminatory practice.

S. 423 would "promote health-care coverage parity for individuals participating in legal recreational activities or legal transportation activities," by closing the loophole and prohibiting employers from refusing to cover motorcycle related injuries in the health care coverage they provide their employees.

Help end health insurance discrimination by urging your U.S. Senators to support the Feingold-Collins bill and to sign on as a co-sponsor to S. 423. You can contact your Senators at (202) 224-3121 or locate them on the web at www.senate.gov.

LOUISIANA PUSHES PASSENGER HELMET LAW: Got tell yer ol' lady that the state of Louisiana wants to put a helmet on her head whenever she's riding on the p-pad, then write to their House Transportation Committee to let them know her reaction!

"Most of the people who like to ride on the back of scooters enjoy the freedom we have in Louisiana as much as the riders in the front," said Steve Howardell, Legislative Coordinator for ABATE of Louisiana. "This bill is the first step in eroding our hard fought freedom in the Pelican State and the first step in repealing SB-86 which granted us our right to choose in 1999."

This bill, HB-41, if passed will require passengers on all motorcycles, regardless of age, to wear a helmet at all times in Louisiana.

"We need to fight back," says Howardell. "Write your legislators and let them know that we, the 86,000 strong registered riders of Louisiana, their passengers, their friends and family will not go backwards. We are a voting block to be reckoned with and we will stand together!"

In the meantime, the state of Rhode Island is considering repealing their passenger helmet law, the only such law on the books in the United States. HB-5503 would remove the passenger helmet requirement, and was heard recently in the House Health, Education & Welfare Committee. "The Rhode Island Motorcycle Association testified in favor of the bill, and it looked pretty good," said Jeff Barone, President of RIMA and a member of the National Coalition of Motorcyclists (NCOM) Board of Directors.

"My advice will be to get a woman who rides her own bike as well as on the back of her old man's, and have her ask the committee members 'Why do I need to wear a helmet based

on where I sit on the bike?," said Barone.

"Many of us worked long hard hours drafting this legislation and we need to show our elected officials that this is important to us, and it's something we all believe in; Freedom of Choice," he said.

WASHINGTON'S "HELMET IS A HELMET" BILL PASSES SENATE: A helmet definition bill passed the Washington State Senate on March 11 by a vote of 44-3, and would redefine the law to state that a helmet is a hard shell with a padded liner, a chin strap, and a DOT sticker affixed by the manufacturer.

"For those of you who haven't been following along, Washington police currently have the latitude to define a helmet by their opinion, leading to thousands of traffic stops for "illegal" helmets with no recourse for the rider," explained Rich Bright, Chairman of the ABATE of Washington Legislative Affairs Committee. "I took my 100% legal beanie to court and lost based solely on the opinion of the officer, even though I demonstrated that it was legal under federal and state law."

SB-5335 would define what a "motorcycle helmet" is. "This bill would say that a helmet is a helmet and that the police couldn't pull people over to inspect helmets anymore. It pretty much says that if a helmet has a hard outer shell and a chin strap you are good to go," says Bright.

The bill now goes over to the House of Representatives. Washington residents can contact your State Representatives by calling 1-800-562-6000.

ARKANSAS DERAILS HELMET LAW REINSTATEMENT: In 1996, Arkansas became the first state to repeal its helmet law following the repeal of the national helmet law, but HB 1024 would have restored their universal helmet law. ABATE of Arkansas and the Lobbyist for the Arkansas Motorcycle Dealers Association presented such a strong case against this bill during hearings in the Public Transportation Committee that the bill died without a vote being taken. Way-2-Go Arkansas! The bill is now officially dead, and ABATE vows to watchdog their State Legislature to ensure it doesn't get revived or amended into another piece of legislation.

"ODD" ACCIDENTS OUT-NUMBER MOTORCYCLE FATALITIES: According to the National Safety Council, more people were killed in "odd" accidents than on motorcycles in 1999, points out Joe "Cowboy" Dickey. "Of those who might have survived with a helmet, stair walkers led the list," stated Cowboy, former State Coordinator for ABATE of Pennsylvania and a member of the NCOM Board of Directors.

Check these killers out:

Bitten by a dog (25)

Stung by a hornet, wasp, or bee (43)

Scalded to death by hot tap water (51)

Struck by lightning (64)

Occupant of commercial bus or train (116)

Drowned in a bathtub (320)

Accidentally suffocated or strangled in bed (330)

Fell off of a ladder (375)

Fell down stairs or steps (1,421)

2.5 MILLION MOTORCYCLISTS PASS RIDER ED: More than 2.5 million motorcyclists have received a proper start to riding or boosted their existing skills during 30 years of operation of the Motorcycle Safety Foundation (MSF). Since 1973, MSF has worked to promote the safety of motorcyclists on American streets and highways, through rider education, training and public information programs. Both today and for the past three decades, most of the motorcycle training courses in states across the country offer only the highly regarded MSF RiderCourses. MSF released its first rider training curriculum in 1974. At the 3rd International Motorcycle Safety Conference in 2001, MSF introduced the Basic RiderCourse (BRC) now used in 47 states, most of which were legislated due to the efforts of State Motorcycle Rights Organizations nationwide.

LEGISLATORS RAID UTAH RIDER ED FUND: On Tuesday, Feb 18th, 2003, the Utah Executive Appropriations Committee moved to take funds from the account reserved for Motorcycle Rider Education and spend it on the states budget. This move could end affordable rider training in Utah, according to Chris Bojanower, former State President of

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ABATE of Utah.

During the Executive Appropriations meeting, Senator D. Chris Butters (R-Salt Lake) told the committee that, "We have received about 200 calls from a bunch of bikers, we took their money, you will receive calls from them too, IGNORE THEM, it's just a little training fund and we took it."

"Needless to say, we were livid!," said Lisa Bargar Vlahos of Weber Chapter ABATE, who attended the hearing and later told Senator Butters, "Senator, you told the Appropriations Committee that you got about 200 calls from a bunch of bikers, that they would get calls too and just IGNORE THEM! Senator, you DIDN'T get calls from a bunch of bikers. You got calls from 200 REGISTERED VOTERS! From 200 TAX-PAYERS, what kind of elected official are you to say 'IGNORE THEM'?!!"

This "little training fund" was created by motorcyclists, for motorcyclists and has never cost the non-motorcyclist citizens of Utah one cent in its 10 years of operations, claims ABATE. "It has trained well over 3,000 new motorcyclists in Utah and many motorcyclists attribute the declining motorcycle death rate in Utah to this program, at a time when national fatality rates are soaring," said Bojanower.

So what can be done now? "Every motorcyclist in Utah MUST contact their legislators now and request that the Education Program be saved and that the money be restored to the program and never raided again," urges Bojanower.

Utah State Senators can be contacted at (801) 538-1035, and State Representatives can be contacted at (801) 538-1029. Also, information about legislators can be found on the web at <http://www.le.state.ut.us/>

HEARINGS HELD ON BIKER PROFILING: Washington State recently held hearings on House Bill 2002, "AN ACT Relating to preventing the use of law enforcement profiling on the basis of whether a person is riding a motorcycle or wearing motorcycle-related paraphernalia; and adding a new section to chapter 43.101 RCW."

"This bill is currently running through the House to help start the discussion, and gain physical proof that profiling happens," said ABATE legislative coordinator Rich Bright. "This will hopefully lead to a Biker Anti-Discrimination Bill."

HB 2002 was heard in the House Criminal Justice & Corrections Committee, and states in part:

- (1) Local law enforcement agencies shall:
- (a) Adopt a written policy designed to condemn and prevent motorcycle profiling;
- (b) Review and audit their existing procedures, practices, and training to ensure that they do not enable or foster the practice of motorcycle profiling;
- (c) Institute training to address the issues related to motorcycle profiling. Officers should be trained in how to better interact with persons they stop so that legitimate

police actions are not misperceived as motorcycle profiling; and

- (d) Work with the motorcycle groups in their communities to appropriately address the issue of motorcycle profiling.

The bill also calls for the "Washington Association of Sheriffs and Police Chiefs to coordinate with the criminal justice training commission to ensure that issues related to motorcycle profiling are addressed in basic law enforcement training and offered in regional training for in-service law enforcement officers at all levels."

HB 2002 defines "motorcycle profiling" as "using the fact that a person rides a motorcycle or wears motorcycle-related paraphernalia as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without legal basis under the United States Constitution or the Washington state Constitution."

TEXAS BIKERS "LOOKING FOR JUSTICE": Hundreds of Texans, usually as part of special interest groups, descend on the state Capitol every day when Texas lawmakers are in session, according to a March 2 story in the El Paso Times. "Most have rallies outside the Capitol to champion support and funding for their cause. El Paso bikers recently came to Austin looking not for more money but simply a little more justice. They joined an estimated 3,000 other motorcyclists to push issues important to them, such as fair insurance, equal access to hotels and other business establishments and increased penalties for automobile drivers who fail to yield to bikers," writes Gary Scharrer in his article.

El Paso's Armando "Mando" Parra showed up in a wheelchair after back surgery less than a week earlier. "It's important enough for me to be here," Parra said. "We get discriminated every day. There are nightclubs that won't allow us in because you wear colors or because you ride motorcycles. Or a motel will see you ride up and say there's no vacancy when there really is a vacancy."

Parra is chairman of the West Texas Confederation of Clubs, chairman of the Coalition of Motorcycles in El Paso, vice chairman of the Texas Motorcycle Rights Association and secretary-treasurer of the Banditos Motorcycle Club in El Paso.

"We have been working our Equal Access Bills and have over 2/3 of both Houses signed on to vote yes. That is a veto proof majority," says Sputnik, TMRA-II Founder and member of the NCOM Legislative Task Force. "Now if they just stand fast."

Texas State Rep. Norma Chavez, a motorcyclist herself who is better known by her road name "Da'Lady", has, as a member of TMRA-II, introduced HB 931 to set a minimum sentence of 30 days in jail for injuring or killing someone while failing to yield. "I have spent the last week just getting the House familiar with this Bill, and we already have 1/3 of the House signed on to vote yes," according to Sputnik.

In addition, "We got our insurance Bill introduced today, and it is a triple edged sword," explains Sputnik. It states a health care plan may not:

- (1) exclude a person engaged in dangerous activities from coverage for health benefits under the plan;
- (2) consider the activity as a risk factor in determining the person's premium under the plan;
- (3) exclude coverage for health benefits for injuries sustained as a result of engaging in the activity.

Sputnik said lawmakers have learned to expect the bikers at the Capitol, who believe they have just as much say as high-paid lobbyists. "This is our way of trying to push for some

good government," Sputnik told the newspaper. "Needless to say, we have our plates full this session."

TENNESSEE BIKERS HOPE TO MAKE SOME CHANGES: Another state with its hands full this legislative session is Tennessee, where the Concerned Motorcyclists of Tennessee/ABATE is actively supporting numerous pieces of legislation, including two companion helmet repeal bills in the House and Senate (HB0952 / SB0861), companion Stop Light Bills to allow motorcyclists to proceed through a non-functioning traffic signal (HB1054 / SB1200), bills to allow the use of pulsating brake lights (HB1819 / SB1765), biker anti-discrimination bills (HB1899 / SB1863), bills to create an off-highway motor vehicle program (HB1568 / SB0875), and a Senate Joint Resolution to designate May as "Motorcycle Awareness Month" (SJR0104).

"Each of these bills will afford motorcyclists in Tennessee to practice their choice of transportation/recreation with more freedom and enhanced safety and enjoyment," said Steve Lundwall, State Director of CMT/ABATE and a newly elected member of the NCOM Board of Directors.

Tennesseans can contact their state legislators by calling 1-800-449-8366 and following the menu, or via the Internet at <http://www.legislature.state.tn.us/>.

"All Tennessee Motorcyclists need to speak up now," Lundwall advises. "Only you can make the choice to make a change."

VIRGINIA RIDERS LOBBY FOR SAFER ROADS: "Virginia motorcyclists want legislators to make state roads safer for them, and they'll lobby in dramatic fashion," states an Associated Press article sent over the wire services on January 20, 2003.

Virginia Motorcycle Lobby Day saw riders roaring into Richmond to demonstrate their support for proposed legislation involving motorcycle safety. A key bill involves a proposal to require signs on Virginia roads where roadway conditions or construction methods pose safety threats to motorcycles. The Virginia Coalition of Motorcyclists contends that roadway construction sites are routinely not marked to alert riders to hazards.

"We're dedicated to safe motorcycling," said Tom McGrath, VCOM Founder and Aid to Injured Motorcyclists (AIM) Attorney for Virginia. "This bill is about creating a safer environment to ride in."

ABATE OF SOUTH DAKOTA NEEDS HELP GETTING LAW CHANGED: ABATE of South Dakota is trying to get a law changed, and could use some out of state help. This law affects all riders that travel to Sturgis, and is unfair.

The handlebar height limit in SD is strictly enforced—particularly during Sturgis Bike Week, and ABATE of SD is working to get it changed. "One argument used is that in other instances, if a vehicle is legal in its home state, it is legal for temporary use in another state," says ABATE. "Yet, South Dakota tags out of state visitors for an equipment violation that could be legal in the tourist's home state. Reciprocity on legal motor vehicle equipment could help South Dakota tourism, image, and revenue."

ABATE of South Dakota is requesting assistance from out of state riders to help convince their legislature that this is an issue people are concerned about and it needs to be addressed. "If any non-resident actually gets a ticket for handlebar height violations, we need to know," said Al Luze, editor of ABATE of South Dakota's newsletter, "Freedom Flyer." "We are planning to discuss this issue with the highway patrol, and with any luck, this coming summer we may be able



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to at least keep the state cops from harassing out of state riders. We will keep you updated.”

To help, please send letters to “Letters to the Editor”:

ABATE of South Dakota “Freedom Flyer”
3441 Goldenrod
Sioux Falls, SD 57110
or email to: <freelyfly@sio.midco.net>

WEIRD NEWS OF THE MONTH: Biker Sculpture To Slow Down Speeders In the town of Basalt, Colorado, on Old Highway 82 on the road to Aspen, is a “ham-fisted fellow [who] stands about 7 feet tall, sports tattoos on both arms and looks intimidating, despite the toothy smile. His vest is too small to cover his white pasty belly. Across his chest are the words, ‘Slow down’,” reports the Aspen Times.

The town with a population of 65 residents commissioned a number of statues besides the biker dude, including a pirate, giraffe and giant sunflower, to be used as “traffic calming” devices. The sculptures were designed and built by students of Basalt High School. Residents were concerned about motorists speeding through the town, but a tight budget ruled out speed bumps. The art, built for a couple hundred bucks and the students handiwork is hoped to solve the problem.

Man vs. Government

By Jeff Martin

I have been going through a lot of personal changes lately. I must admit up front that years ago I was a Republican. I started reading and thinking about my relationship to government and I progressed (or regressed to some people) to a libertarian (little l variety). I considered myself a believer in laissez-faire capitalism and a minimalist government. I quit using the libertarian title and switched to minarchist (MS Word just changed that to “monarchist”, ironic eh?). Lately, I’ve been thinking, reading and writing a lot on man’s interactions with government. I am coming to terms with the fact that there is no form of government possible that does not interfere with the natural rights of man.

Let me begin by presenting some definitions from Merriam-Webster’s dictionary. This is to ensure that we are using similar premises.

gov-ern-ment: 1 : the act or process of governing; specifically : authoritative direction or control 2 obsolete : moral conduct or behavior : DISCRETION 3 a : the office, authority, or function of governing b obsolete : the term during which a governing official holds office 4 : the continuous exercise of authority over and the performance of functions for a political unit : RULE 5 a : the organization, machinery, or agency through which a political unit exercises authority and performs functions and which is usually classified according to the distribution of power within it b : the complex of political institutions, laws, and customs through which the function of governing is carried out 6 : the body of persons that constitutes the governing authority of a politi-

cal unit or organization: as a : the officials comprising the governing body of a political unit and constituting the organization as an active agency b capitalized : the executive branch of the U.S. federal government c capitalized : a small group of persons holding simultaneously the principal political executive offices of a nation or other political unit and being responsible for the direction and supervision of public affairs: (1) : such a group in a parliamentary system constituted by the cabinet or by the ministry (2) [1]

Notice that in every definition above for government, with the exception of the obsolete number two, the word authority, or a derivative is used.

au-thor-i-ty: 2 a : power to influence or command thought, opinion, or behavior b : freedom granted by one in authority : RIGHT 3 a : persons in command; specifically : GOVERNMENT b : a governmental agency or corporation to administer a revenue-producing public enterprise <the transit authority> [2]

Authority, the power to influence or command thought, opinion or behavior. This is the government’s function in society. Freedom granted by one in authority? The government does not grant individuals freedom; freedom is inherent in an individual. Society has created government, and upon learning that it does nothing but control society, has demanded the government grant freedom. Freedom is not the government’s to give; it is only something the government can take.

The only way for man to live and provide for his life is with freedom from government control. The founding fathers of America attempted to codify the principles of anarchy into a form of government. But this is a contradiction. Man does not need a government to control him, he must be able to purchase, trade for or produce the things he needs to live. By introducing government into the equation, society places an additional hurdle between man and the things he needs to live.

Governments stay in power by convincing the people that they provide a necessary service. That service is controlling the people. The government would never come right out and say they want to control you. They offer to control everyone else but you. It says that these necessary services cost money, so they take the money from you. If government is truly offering a service, like any business does, why must they take payment for those services by force? What other business is able to take money from you, before you even possess it? And if you decide you want to opt out of these wonderful services, be prepared to have armed government agents come take your house and all of your possessions from you.

I voted in the last election, and I’m sad to say that I sold out. I was fully conscious of what I was doing, but I did it

anyway. I voted for the lesser of two evils, but does evil have degrees? I told myself that I would rather live in a world where I had the semblance of freedom rather than a socialist state. But our state is already a socialist model and has been for years. When I look at my paycheck and see 30% of my income gone (and I live in a state without an income tax), I realize that our government has taken control of our lives and has no intention of giving up that control.

I entertain myself with my own little forms of protest. I no longer use the post office for anything. I no longer renew my car tags until I get a ticket (which I did the other night, 10 months after they expired). I guess if I was truly principled, I wouldn’t renew them at all. But it’s tough to support children when you are sitting in jail.

I am an anarchist in my thoughts, but not my actions. I am seeking to cure this, but attempting to fight the state is like spitting into the ocean. Until more Americans realize the amount of control the corrupt government has over them, there isn’t relief in sight. Perhaps my children will live to see the day where man can truly be free. America will collapse under its own weight eventually. But I’m afraid of what might take its place.

[1] [2] Merriam-Webster Dictionary (www.m-w.com)
<http://www.strike-the-root.com/>

The notion that a radical is one who hates his country is naive and usually idiotic. He is, more likely, one who likes his country more than the rest of us, and is thus more disturbed than the rest of us when he sees it debauched. He is not a bad citizen turning to crime; he is a good citizen driven to despair. -H. L. MENCKEN

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EPA IGNORES ISSUE OF MOTORCYCLE RIDER SAFETY

Washington, D.C. - According to a study commissioned by the Motorcycle Riders Foundation (MRF), the Environmental Protection Agency's (EPA) proposed new emissions standards regulating highway motorcycles "ignore the issue of rider safety."

"None of the major EPA documents that discuss the proposed standards even make a single mention of either 'rider safety' or 'consumer safety,'" observed Garrett A. Vaughn, Ph.D., author of the study. "The EPA's analysis shows remarkable little evidence that the Agency has made any serious effort to meet its obligation under the Clean Air Act to consider 'potential impacts on safety.'" Dr. Vaughn cites burn hazards to riders, passengers and passersby, particularly children.

In its public comment on the EPA proposal, the MRF expanded on the danger of heat-induced rider fatigue. "...[M]otorcycles equipped with catalytic converters...impose the threat of heat injuries (e.g., heat stress, heat stroke) and may increase injuries and fatalities due to rider fatigue and particularly the loss of faculties and impaired judgment symptomatic of heat injuries."

For example, the catalyzer aboard one particular 2003 European superbike is nested with the exhaust system beneath the saddle. After only a two-minute idle on a 70-degree day, an infrared thermometer registered 140 degrees when pointed at the top of the heat shield adjacent to the saddle, according to Cycle World Magazine's January 2003 issue. And according to some of the manufacturers the MRF has consulted, the core temperatures in catalytic converters on motorcycles can exceed 1500 degrees. Pipes and adjacent materials can remain dangerously hot for several hours after turning off the engine.

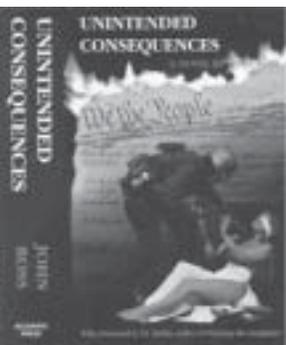
The MRF's public comments to the EPA regarding these proposed rules continued to address this important life-threatening issue, stating, "There will be a human cost to equipping motorcycles with catalyzers, and that cost will be measured in injuries and fatalities."

The Vaughn study was paid for solely with emergency contributions to the MRF by individual motorcyclists and State Motorcyclists' Rights Organizations nationwide, and is available in its entirety in pdf format on the MRF's website at www.mrf.org. The Motorcycle Riders Foundation is the only membership-based national motorcyclists' rights organization headquartered in Washington DC devoted exclusively to the street rider.

Unitended Consequences

A Novel By John Ross

This book made such an impression on me, I have to share it with our members. If you believe our government is out of control and that we have a God given right to own firearms of all types then this book is a must read for you too. You will not only read a riveting story, but will learn how we have become chained under gun laws. You will begin to realize the huge amount of freedom we have already given up. - Bob Schleiger Editor
Riders For Justice



"This is the most disturbing book I have ever read. That said, it ranks only below Holy Scripture as required reading... the most frightening novel ever written about a federal bureaucracy spun totally out of control." — Peter Kokalis, editor of Fighting Firearms

"That rarest of thrillers: a dynamic story with overwhelming national significance which requires no suspension of disbelief... you will not be able to put it down." — The Special Forces Register

"What Harriet Beecher Stowe did in 1853 [showing the horrors of slavery in Uncle Tom's Cabin] John Ross has done for today's struggle for individual freedom... Read it!" — Aaron Zelman, Executive Director, Jews for the Preservation of Firearms Ownership

"A modern novel of liberty to rival Rand's Atlas Shrugged... a masterwork." — Vin Suprynowicz, Las Vegas Review-Journal

"The most important work of fiction I have read in over a decade." — Dr. Edgar Suter, Chairman of Doctors for Integrity in Policy Research

"Describes the scenario I've been worrying about for ten years... that damn Ross wrote my book!" — Col. James Jeffries III, the federal prosecutor who unearthed the evidence that forced Spiro Agnew to resign. Jeffries is now in private practice defending Constitutional issues.

COHVCO Sues Forest Service Over Uncompahgre Travel Plan

Forest Service agents held illegal closed-door meeting in Delta to decide key aspects of plan.

DENVER, CO - February 25, 2003 . Today the Colorado Off-Highway Vehicle Coalition (COHVCO) filed another lawsuit in federal court in Denver asking the court to force the United States Forest Service to follow the correct procedures in its travel planning. COHVCO's complaint involves the travel plan for the Uncompahgre National Forest in southwestern Colorado, near Montrose.

The Uncompahgre is a hugely popular place to ride for people from all over the Western Slope, and has been for years. The forest provided relatively wide-open travel opportunities prior to 2000. In 2000 the Forest Service, borrowing unsubstantiated language directly from the anti-access, non-motorized groups about the "explosion of motorized use" in the national forests, issued a travel management decision which more or less shut everything down, but for a few popular trails like the Unawep Trail (Forest Development Trail (FDT) #601). The decision in 2000 even shut down the Nate Creek Trail (FDT #221), which is an essential connector for the Colorado 500 dirt bike event from Big Cimarron, over Lou Creek Pass, to Owl Creek Pass Road. Apparently, someone mentioned the possibility that the Nate Creek Trail might pass by some elk habitat, and that was enough for the Forest Service to agree to close the trail.

The decision in 2000 to close the forest wasn't received very well on either side of the motorized vs. non-motorized debate, and the non-motorized contingent succeeded in getting the decision reversed based on a narrow wildlife habitat issue. The Forest Service went back to the drawing board, solved the wildlife habitat issue, and issued another proposal to close the forest in July, 2001. Comments from the public were accepted, and the Forest Service prepared to finalize its new decision.

In December, 2001, just before the new decision was due to



be released, Forest Service agents decided to hold one last meeting with representatives of the motorized and non-motorized forest users in Delta before making the final decision. In violation of federal law, the meeting was not announced in the local newspaper or in the Federal Register and was open only by invite to a select few. The meeting lasted all day, and the sides fought trail-by-trail over where to allow motorized use in the forest. When the final travel management decision came out in March of 2002, many of the decisions made at the illegal meeting had become part of official Forest Service documents and decisions.

"We almost hate to file suit over a decision where the Forest Service seemed so cooperative," says COHVCO Chairman John Martin, "but after sitting through that meeting in Delta and watching the environmentalists dictate closure after closure of some of my favorite places to ride, it really left us no other option. The reason COHVCO exists is to keep the Forest Service and other agencies from illegally closing our public lands to the public."

Concludes Martin, "the government has yet to account for the fact that off-highway motorized recreation contributes over 300 million dollars annually to the Colorado economy, providing a huge benefit to many small communities. We'll do everything we can to save our rights of access to public lands and to ensure that these rural communities survive."

COHVCO is a non-profit corporation formed in 1987 by a group of leaders from the four-wheel drive, motorcycle, snowmobile, and all-terrain vehicle (ATV) communities to work toward the common goals of off highway vehicle (OHV) recreationists in Colorado. -- <http://www.cohvco.org/>

"Military men are dumb, stupid animals to be used as pawns for foreign policy." ~ Henry Kissinger ~ January-February 2003 edition of Eagle Newsletter

If ye love wealth greater than liberty, the tranquillity of servitude greater than the animating contest for freedom, go home from us in peace. We seek not your counsel, nor your arms. Crouch down and lick the hand that feeds you. May your chains set lightly upon you, and may posterity forget that ye were our countrymen. - Samuel Adams



50 Cal/Machine Gun Fun Shoot

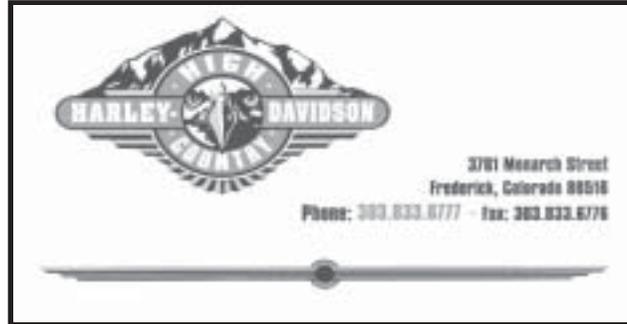
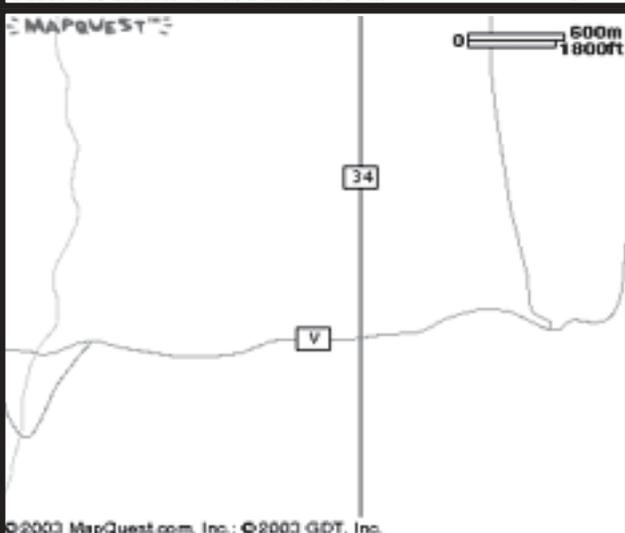
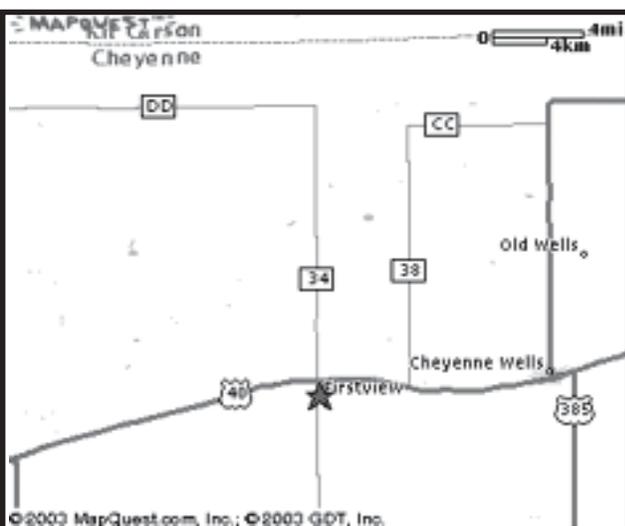
Riders For Justice will be having a shooting position at the annual 50 Cal Fun Shoot. Directions to shoot site;

From Denver, take I-70 East to Limon, CO. then go southeast to Kit Carson on Hwy. 287/40. Then take 40 east to Firstview just west of Cheyenne Wells. At shoot signs, go north 4.5 miles on CR 34 to the intersection with CR V. The trip is about 185 miles.

From East of Colorado, take I-70 to Burlington, CO., and then go south on Hwy. 385 to Cheyenne Wells, then go west on Hwy 40 about 12 miles to Firstview. At shoot signs, go north 4.5 miles on CR 34 to the intersection with CR V. The trip is a long one but worth it.

Caution, obey the speed limits on these back roads as they are crawling with law enforcement and you don't want an inquiry like "What ya got in the trunk!"

Spectators \$5.00 (Under 12 Free with adult). Minors must be accompanied by an adult. Camping \$20.00 per site for the weekend. If you are a RFJ member and want to shoot at our position, call the President (Darrin) at 970-217-8794.



NCOM COAST TO COAST BIKER NEWS

Compiled and Edited by **BILL BISH**,
National Coalition of Motorcyclists

NM SENATOR BOWS TO PRESSURE, WITHDRAWS

"ORGAN DONOR" BILL: Within days of the news that New Mexico Senator Allen Hurt had proposed a law requiring motorcyclists to become organ donors, the Senator withdrew the bill under intense pressure from the motorcycling community. "You win ... I'm pulling New Mexico SB 239," said Senator Hurt.

Senate Bill 239 would have mandated the harvesting of organs from any motorcyclist who was killed in an accident while not wearing a helmet. Specifically, SB 239 stated: "a person operating a motorcycle without a helmet and who, as the result of an accident, is pronounced brain dead pursuant to Section 12-2-4 NMSA 1978 by a licensed physician shall become an organ donor regardless of whether the person made an anatomical gift by completing the organ donor statement."

"No matter how you view organ donations, this outrageous bill not only violates our individual civil liberties but is also transparently discriminatory against motorcyclists," said Richard Lester, founder of Aid to Injured Motorcyclists (AIM) and the National Coalition of Motorcyclists (NCOM). "It's no wonder that this issue invoked the ire of bikers to the point of generating thousands of e-mails, letters and phone calls. But it demonstrates how effective we can be when we've got all our oars in the water and we're all rowing in the same direction."

NEW YORK CITY CONSIDERS LIMITS ON NOISE AND

"DAREDEVIL RIDING": Two New York City council members and the city's public advocate have proposed limits on motorcycle noise and daredevil riding, allowing the city to impound motorcycles and levy hefty fines or jail terms for repeat offenders.

Sponsored by Councilman Bill de Blasio, the legislation focuses on motorcycles like a "Pop-a-Wheelie Kawasaki, which encourages riding on one wheel, and excessively loud Harley-Davidsons," such as one on display with straight pipes that "could wake Mayor La Guardia," De Blasio told the New York Times.

MASSACHUSETTS MAY BAN CHILDREN FROM RIDING

ON MOTORCYCLES: Massachusetts Senator Richard T. Moore has sponsored legislation on behalf of a constituent, Paulette Zazza, which should be of great concern of all riders. Senate No. 1351, entitled "Petition To Improve Safety For Passengers Of Motorcycles," would prohibit any persons 16 years old and younger from riding as a passenger on a motorcycle on all Massachusetts roads.

There are already laws on the books that state that a passenger must sit on a seat, and his or her feet have to reach the footrests comfortably; but this proposed legislation puts an

RIDERS FOR JUSTICE

age definition that the Massachusetts Motorcycle Association (MMA) is opposed to.

This would have serious implications for the motorcycling families within Massachusetts as well as those traveling through the state, according to the MMA. "Those of us whose motorcycles have always been the focal point of our family's transportation and recreation would see our family's activities severely disrupted. For the out-of-state touring riders bringing their children on vacation would mean having to avoid Massachusetts completely," said an MMA spokesperson.

Concerned Massachusetts motorcyclists should contact their state legislators immediately and let them know how such legislation can affect you, and ask them to protect the American Motorcycling Family by opposing Senate No. 1351.

"COLORS" LAWSUIT GOES TO FEDERAL COURT:

A case currently pending in the 9th District U.S. Circuit Court of Appeals in San Francisco could soon decide if the Gilroy Garlic Festival's policy restricting "gang colors" is constitutional. The debate revolves around an incident that took place at the 2000 Gilroy Garlic Festival when four Top Hatters Motorcycle Club members were removed by Gilroy police officers after refusing to take off their vests.

Immediately following the incident, the club filed a lawsuit against the Gilroy Garlic Festival and the City of Gilroy claiming the policy was a violation of their freedom of association and speech.

"The plaintiffs are not seeking any money in the lawsuit, only a change in policy and lawyers' fees," said Randolph Hammock, the plaintiffs' Los Angeles-based attorney with the Law Offices of Richard M. Lester. "We applaud the festival's efforts to stop gangs, but a motorcycle club is fundamentally different than a gang—it's a fraternal organization, a social and fraternal club—the same as the Masons or Lions Club. My clients feel they should have the right to wear their club's jackets in public."

But the Gilroy Garlic Festival Association disagrees and maintains its policy is not intended to deny freedom of speech but protect its patrons. "As of this point, we are not discussing a change in policy," said Richard Nicholls, executive director of the Garlic Festival. "We want to provide our customers with a safe and non-intimidating, family atmosphere. We've had good compliance with our policy so far, so I don't see why it needs to change."

Hammock said one of the fundamental problems with the policy is that it was not available in writing to his clients before the incident. "I was surprised to discover that the Garlic Festival had no written dress code that warned my clients before the incident," Hammock said. "Now they have one referring to gangs, but they've refused to give it to us to review. Why would they want to keep this a secret?"

Similar suits to the Top Hatters' lawsuit have been filed against

Continued on page 8



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the California State Fair and the Morgan Hill Mushroom Festival, with varying outcomes, Hammock said.

WASHINGTON MAY POST WARNINGS FOR MOTORCYCLISTS: Senate Highways and Transportation Committee Chairman Jim Horn has introduced a bill that requires signs to be posted alerting motorcyclists of hazards caused by construction work. Under Senate Bill 5457, if any construction, repair or maintenance work presents a special hazard to motorcycles, the work location must be posted with signs warning motorcyclists of the hazard.

The proposal calls for Department of Transportation to create a uniform sign for this purpose, and it must include at least the following language: "Motorcycles Use Extreme Caution."

"For motorcyclists, it can be very dangerous to ride along a road or highway and suddenly come across a work site that has loose gravel, a grade separation or an abrupt edge," said Horn, R-Mercer Island. "These types of hazards provide minimal risk to cars but can often be fatal for motorcyclists. This bill gives motorcyclists some advance notice that these types of conditions exist within the work site."

The bill was referred to the Senate Highways and Transportation Committee, where AIM Attorney Marty Fox testified in support of the measure.

"I started the wheels turning last year because of the number of construction accidents that I was seeing where riders were going down at night while transversing between recently scraped lanes and newly paved lanes side by side," said Fox, further explaining that "Usually, there is an abrupt lane edge between the two surfaces in the middle of a road that the rider is not aware of in the dark, and at a shallow angle at highway speeds the result can be deadly."

Fox testified in part that, "In lawsuits representing motorcyclists I discovered that the state transportation department does not have any rules or signs to warn a motorcycle of this type of condition or any pavement disruption that a motorcyclist needs to know about in advance to avoid the hazard. In fact, I learned that some contractors who were using 'Motorcyclists Use Extreme Caution' signs were advised by government inspectors on jobs to remove the signs because they were not approved."

"I think everyone will agree that motorcyclists pay more attention to signs than any other drivers on the road, and if they are given enough advance warning of potentially dangerous roadway conditions they will pay attention and avoid them and potential accidents. A simple reusable sign that costs less than \$50 can save lives and property," argued Fox in favor of the proposal.

Fox says he began working on the construction signage with Karen Bolin of the Washington Road Riders Association when she was his AIM Chief of Staff and NCOM Rep. "Last year we tried to get the Washington DOT to use signs warning motorcyclists of highway problems in advance. They listened but did not do anything. This year we went to the legislature and have received overwhelming support from both parties."

PENNSYLVANIA PUSHES PRO-MOTORCYCLE LEGISLATION: Moving quickly on the momentum of last year's victories (removing handle the bar height restriction, increased funding for the Motorcycle Safety Program, allowing for more than one bike in a metered space, and reduced turnpike tolls for bikes), ABATE of Pennsylvania has introduced a helmet law modification bill with 19 co-sponsors.

"That's much more support than previous years when we had about four co-sponsors," said John Mullendore, ABATE Legislative Coordinator. "Senator Wozniak wants to pass this in the first 100 days of session. It looks like riding lidless will be legal in Pennsylvania this year if our members keep the pressure on. We gained four to five yes votes in the election and that was all that was holding us up before."

ABATE also reintroduced a bill to create a Veteran's license plate for bikes, and a bill to increase penalties for right-of-way violations. A bill to include motorcycles in the state's Lemon Law was also introduced.

WEIRD NEWS OF THE MONTH: AIRBAGS NOW AVAILABLE: During an airing on cable's Speed Vision of "On Any Sunday Revisited," a look back at the classic motorcycle racing movie, a commercial came on featuring Evel Knievel. The spot talked about what a great jumper he was, but that he was also a spectacular crasher. Then Evel appears on the screen and says, "If I'd been wearing one these airvests then, I wouldn't need this cane now," and goes on to claim that it will save more lives than any other safety device ever invented and marketed to the public.



Seminar COST: (before May 20, 2003): MRF members \$60, Non-MRF members \$70; (after May 20, 2003): MRF members \$70.00, Non-MRF members \$80.

Chapter group rates: \$100 fee per chapter (unlimited attendees). Names must be submitted by May 20, 2003. Chapter rate does not include dinner (this must be paid separately - \$25 per person). For chapter registration please contact downs@mrf.org.

Registration is also accepted through our website at www.mrf.org. Visa and MasterCard accepted. Mail registration fee to: MRF, P.O. Box 1808, Washington, DC 20013-1808. Questions? Call the MRF at 202-546-0983.

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RFJ members: If you are interested in attending the Best of the West training on fighting to keep our motorcycle rights, contact the President (Darrin) for more information.

We've all heard of these devices, and knew it would only be a matter of time before they were marketed here in the United States, and they are now available through the Internet at airvest.com, or you can order by phone for \$499.95, or \$299.95 for kid sizes.

Are we looking at a future mandate? Remember, new automobiles now come factory-equipped with airbags, despite a dubious safety record. So watch out for the "If it'll save just one life," crowd.

Medical miracle, cure for the common cough.

The owner of this drugstore walks in to find a biker leaning heavily against a wall looking pale and sick. The owner asked the clerk "what's with the guy over there by the wall?"

The clerk replied, "Well, he came in here this morning to get something for his cough. I couldn't find the cough syrup, so I gave him an entire bottle of laxative."

The owner said, "You idiot! You can't treat a cough with a bottle of laxative!"

The clerk answered, "Of course you can! Look at him, he's afraid to cough."

"The Constitution just sets minimums. Most of the rights that you enjoy go way beyond what the Constitution requires." — Antonin Scalia, Supreme Court Justice (Sounds like a Communist speaking about our freedoms!)



Money – What Is It?

By Bob Schlegler

Money. We all want it and we all need it to live and prosper. But what exactly is money? Most Americans have little or no knowledge of our monetary system – the Federal Reserve system.

Money is basically defined as anything that can be used as a medium of exchange but we can basically say that there are four kinds of money: commodity, receipt, fractional, and fiat.

Commodity money is gold and silver, either coins or bullion, and is the safest, oldest form of money. It's stability can not be questioned.

Receipt money came about as people found that carrying gold and silver coins around could get rather heavy and it was bulky. People also had to worry about theft from their homes of gold and silver. So, local goldsmiths began to offer the service of storing people's gold or silver in their vaults which were usually guarded. They would charge a fee for this service and would issue a receipt to the owner for his precious metals stored in the vault. Let's say you had 5 \$20 gold coins stored at the local goldsmith's vault. He would issue you 5 receipts for \$20 each. These receipts are very much like our paper money today. People soon found that they could redeem these receipts for items they wished to purchase. Let's say you wanted to buy food and you gave the grocer one of your receipts for \$18.72 worth of groceries. He would take your receipt and give you the food and change just as we use paper money today. The goldsmith did not care who came in and wished to redeem the receipt for the gold coin. This is what is called a "fully backed" paper money receipt. If the goldsmith had 100 \$20 gold coins in his vault, he would never issue more than 100 \$20 receipts so that everyone could come in at any time and get all of their money back.

So far we have a perfectly stable money supply. We will never suffer from inflation or deflation except for the very slight changes as the amount of gold and silver in the world changes due to mining. This will in reality be very stable because mines will not mine unless they can make money doing so. Everything remains stable and in those societies in the past that used either commodity or fully backed receipt money, prices were constant over hundreds or thousands of years.

But back to our goldsmith and mankind's most enduring fault – greed. The local goldsmith over time finds that of those 100 \$20 gold coins he has in his vault, he rarely ever sees more than a 10-15% turnover of people bringing in their receipts and wishing to get the actual gold coin back. Being greedy and wishing to make more money, he decides that he can issue loans to people using the 85% of the gold coins that never leave his vault. Now, the owners of this gold have never given their permission to the goldsmith to loan their money out to other people and lo and behold, guess who is keeping the profits from this loan – the goldsmith! Suddenly, we have the goldsmith becoming our local banker. He takes money on deposit in his vault that does not belong to him and loans it out to people keeping the interest for himself. Many years after this practice began, when people began to learn how they were being screwed, the banker offered them a small amount of the profits – interest on their deposit – to make up for this practice. But initially, he had a great scam going. He could issue 2 receipts for 85 out of every 100 gold coins. Some of these "fake" receipts ended up being deposited in other banks which allowed them to issue more fake receipts at the 85 out of 100 rate based on a deposit of fake money. This is called fractional money. Only a small percentage of the receipts or paper money actually has anything of value behind it.

Now some of you may say, so what. Well, what if you want all your money back and you just happen to have 15 of the 100 coins the goldsmith has kept in his vault to cover the daily turnover. You go in and give the banker your receipt and demand your gold. He gives you the 15 coins and all is well. However, he now has no more gold in the vault. Let's say you tell your neighbor that you think the economy is failing and you went and got your gold so you would have it if needed. Your neighbor decides he wants his 10 gold coins too. When he gets to the bank, the banker doesn't have it because he has loaned it out. The banker must close the bank and hide or get out of town before the irate depositors decide to hang him from the nearest tree. However, 85% of the money that he had is now lost. Someone has it, but not the people it belonged to. Our country has had a history of this type of banking from the very beginning with many bank failures due to this.

Now the other problem, besides losing all of your money on a bank run, is an enemy all of us should be familiar with but few know much about – inflation. Since the banker is issuing more receipts than he has actual gold, he has essentially expanded the money supply. By increasing the amount of money, its value is decreased. So, when a car used to cost \$1000, it now costs \$1850. We all have less purchasing power and we end up paying for the money the bankers make by loss of purchasing power through inflation, the hidden tax. Governments and bankers love inflation because for them, it is the way to create money out of thin air. Plus, the generally dumb public does not realize they are being robbed. The rich get richer and the rest of us pay for it.

Now we come to the final phase of the great money scam – fiat money. If you are wondering where we fit into things today, we run on fiat money. Fiat money has absolutely nothing of value behind it. Those paper bills in your billfold can not be redeemed for anything at the bank. This is what our Federal Reserve has done to us. The Federal Reserve is not a government entity, but a banker's cartel that operates with complete control of our fiat money supply. They can create money out of the thin air expanding our money supply or shrinking it at will. Our economy is completely in their hands to make them all richer and richer while us poor schmucks pay the bill. Next month, we will look at how the Federal Reserve operates in Federal Reserve 101.

believe, AND they think that bikers, skiers, ATVers, and the like are a great threat to their precious money. They will force us to wear helmets! The insurance companies have a very powerful lobby, and take all of our money to make sure they get their way! I hope this makes you as mad as it makes me.

Finally, to end my monthly rant, two more things. Again briefly, the Patriot act II. Read this line of shit and tell me we are not living the Orwellian dream! We need to write, call, & harass our Congress about this one. This violates the Constitution like nothing else! Speaking of the fine document of our nation, there are currently 13 house bills on the floor that directly affect our rights. Please look them up, for I do not have the room in this issue to go through all of them! Here I'll give you the assignment numbers - H.R.24, 54, 76, 81, 124, 143, 144, 211, 221, 260, 276, 291, and 325. And these are just the House bills! Last but not least, the Senate bills, of which there are 3 negative ones - S.217, 253, and S. 22. The last is a real doozy! This one is sponsored by all the left wing commies! The demoncrat bill would: require states to turn over huge numbers of records to the F.B.I. for determining who is prohibited to own a firearm. These files include tax returns, unemployment and insurance records, arrest records, etc. Requires firearms manufacturers to test ballistics and submit the results. Authorize \$150,000,000 to expand "project exile". Project exile is in itself long winded, and would KILL the Second Amendment! That's it in a NUT shell. So folks, I'm not trying to bore you, I just want you to get out there and help kill this nonsense.

I don't know whether to leave you with a quote regarding the Constitution, or a quote regarding Congress, so I'll leave you with both.

"I begin, more than ..ever.. to distrust the disinterestedness and honesty of all mankind. There is more selfishness and less principle among members of Congress, as well as others, than I had any conception of, before I became President of the U.S."- James K. Polk.

"To support the Constitution, to observe the laws, is to be true to our own higher nature. That is the path, and the only path, towards liberty...Liberty is not collective, it is personal. All liberty is individual liberty." - Calvin Coolidge.

The Federal Government is using the Commerce Clause to Obliterate the Individual Right to Possess

Firearms

By Robert Greenslade

If you ask firearms owners if they know the provision of the Constitution the federal government is using to control their individual right to possess firearms, most people respond with a blank stare. When you tell them that every federal gun control law, except for firearms shipped in the U. S. Mail, has been enacted under the Commerce Clause, the blank stare turns to confusion. Firearms owners have either never heard of this constitutional provision, or do not understand the relationship between the private ownership of firearms and the Commerce Clause. The purpose of this article is to shed some light on this little known provision and show how the federal government is using this Clause to obliterate the individual right to possess firearms.

Found at Article I, Section 8, Clause 3 of the Constitution for the United States, this provision grants Congress the power

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WHAT'S THE ROAR

“[t]o regulate commerce with foreign Nations, and among the several States, and with the Indian Tribes.”

In a 1993 Notre Dame Law Review entitled “Freedom, Responsibility, and The Constitution,” Roger Pilon wrote the following concerning the intent of the Commerce Clause:

There can be little doubt about the principle purpose of the Commerce Clause. Under the Articles of Confederation, state legislatures had become the dens of special-interest legislation aimed at protecting local manufactures and sellers from out-of-state competitors. The result was a tangle of state-by-state tariffs and regulations that impeded the free flow of commerce among the states, to the detriment of all. Only a national government could break the logjam. Indeed, the need to do so was one of the primary reasons behind the call for a new constitution.

The Commerce Clause was aimed, then, at giving Congress, rather than the states, the power to regulate commerce among the states. The purpose was thus not so much to convey a power ‘to regulate’ - in the affirmative sense in which we use the term today - as a power ‘to make regular’ the commerce that might take place among the states.

At the bottom, then, the Commerce Clause was intended to enable Congress to break down state barriers, to prevent states from restricting the free flow of commerce among themselves.

This provision granted Congress the power to make regular, or normalize, commerce between individual State and individual State. It did not grant Congress the general power to control individuals or private business engaged in commerce. In fact, during the debates on the Constitution, James Madison wrote that the Commerce Clause was a harmless power that no one really opposed.

Since the adoption of the Constitution, there has been an orchestrated attempt by federal politicians to circumvent the system of limited government established by the Constitution. Politicians always look for ways to expand the power of government because when government becomes more powerful, politicians become more powerful. And when politicians become more powerful, individual freedom becomes subservient to political power.

The Commerce Clause, with the aid of political appointees in the federal judiciary, has become the “constitutional basis” for every federal firearms law passed by Congress since the 1930’s. In addition, Congress has used this clause to unconstitutionally expand the federal government’s criminal jurisdiction over the people of the several States. The recent Emerson case was an example of the Commerce Clause being used to criminalize possession of a firearm. Emerson was prosecuted because, while under a restraining order issued by the State of Texas, he “unlawfully possessed ‘in and affecting interstate commerce’ a firearm, a Beretta pistol, while subject to the above mentioned September 14, 1998 order, in violation of 18 U.S.C. § 922(g)(8).”

One of the most concise statements on the expansion of federal power through the Commerce Clause was made by Supreme Court Justice Clarence Thomas in a concurring opinion in *U. S. v. Lopez* (1995). Justice Thomas stated: “[w]e have said that Congress may regulate not only ‘Commerce...among the several states,’ ...but also anything that has a ‘substantial effect’ on such commerce.” He went on to state that under the substantially affects interstate commerce test adopted by the Court, “[c]ongress can regulate whole categories of activities that are not themselves either ‘interstate or commerce.’”



An example of this broad expansion of federal regulatory power can be seen in recent legislation proposed in the House of Representatives. Entitled the “Gun Show Background Check Act of 2003” (HR 260 IH), this legislation would extend Brady background checks to gun shows across the country. This bill is one of several Commerce Clause gun control laws now pending in Congress. The reader should pay close attention to the wording because it has become the text of choice in federal firearms legislation. The bill states in part:

Congress finds that... more than 4,400 traditional gun shows are held annually across the United States... [F]irearms and ammunition that are exhibited or offered for sale or exchange at gun shows...move easily in and substantially affect interstate commerce...[I]n fact, even before a firearm is exhibited or offered for sale or exchange at a gun show...the gun, its component parts, ammunition, and the raw materials from which it is manufactured have moved in interstate commerce... [M]any persons who buy and sell firearms at gun shows...cross State lines to attend these events and engage in the interstate transportation of firearms obtained at these events... Congress has the power, under the interstate commerce clause and other provisions of the Constitution of the United States, to ensure... that criminals and other prohibited persons do not obtain firearms at gun shows, flea markets, and other organized events.

DEFINITIONS Section 921(a) of title 18, United States Code, is amended by adding at the end the following... GUN SHOW The term ‘gun show’ means any event...at which 50 or more firearms are offered or exhibited for sale, transfer, or exchange, if 1 or more of the firearms has been shipped or transported in, or otherwise affects, interstate or foreign commerce...[Emphasis added]

After reading this proposed legislation and Justice Thomas’ statement, every American, irrespective of their position on the private ownership of firearms, should be demonstrating in the streets over this blatant usurpation of power. Where in the Constitution does it state that Congress has the power to regulate activities that “substantially affect interstate commerce?” Where in the Constitution does it state that Congress has the power to “regulate whole categories of activities that are not themselves either interstate or commerce?” Under this unconstitutional rewrite of the Constitution, there are virtually no limits to federal regulatory power. The magnitude of this usurpation of power was expressed by Justice Thomas when he wrote: “if Congress passed an omnibus ‘substantially affects interstate commerce’ statute, purporting to regulate every aspect of human existence, the Act apparently would be constitutional.”

If Congress wanted to ban or criminalize the possession of all firearms, it could, as stated by Justice Thomas, invoke the Commerce Clause and adopt a statute that made it unlawful to purchase or possess a firearm that moved in, or affected, interstate commerce. This definition, as shown above, is so broad, that such a law would affect every firearm and every firearm owner in the United States. As stated in the “Gun Show Background Check Act of 2003,” referenced above, if a

component used to produce a firearm moved in interstate commerce, or if it was packaged in cardboard that moved in interstate commerce, that is sufficient to give the federal government regulatory power even if the firearm, after completed, is never sold outside of the State in which it was produced.

Since the individual right to possess firearms exists independent of the Second Amendment, and federal government was never granted the constitutional authority to regulate this right in the first place, the federal government’s usurpation of power under the Commerce Clause has become the crucial issue. This was made crystal clear in the recent Emerson case. Even though the Fifth Circuit Court of Appeals ruled that the right enumerated in the Second Amendment is an individual right, it sustained the federal government’s power to impose criminal sanctions on firearms owners within the several States through the Commerce Clause.

If the federal government was not unconstitutionally seizing power through the Commerce Clause, the intent and wording of the Second Amendment would be a non-issue. It is the usurpation of power through the Commerce Clause that gives the Second Amendment debate meaning. The prohibition in the Second Amendment negates any Commerce Clause power because the Amendment was passed after the adoption of the Constitution. It is a cardinal rule of statutory construction that the statute passed last prevails if there is a conflict. This is one of the underlying reasons the anti-firearms community attempts, at all costs, to advance the “collective right” interpretation of the Second Amendment.

In the author’s opinion, the firearms community is making a huge mistake by not making the Commerce Clause a core issue in debates and discussions surrounding the Second Amendment and the right to possess firearms. Organizations that support the private ownership of firearms have done a disservice to their members by not putting the Commerce Clause on the same level as the Second Amendment in their meetings and publications.

The intent of the Commerce Clause should be embedded in the memory banks of every firearms owner so they can accurately and intelligently refute the assertions that the federal government was granted the constitutional authority to regulate the right to keep and bear arms in the first place. If the firearms community does not shift some of its resources and focus to the provision being used to unconstitutionally control the private ownership of firearms, it’s only a matter of time before the federal government attempts to use the Commerce Clause to completely obliterate the individual right to possess a firearm. © 2003 SierraTimes.com

If you have a computer with internet access, please check out this web site. Could some of the Democrats be starting to see the light? John Estrada for President on a pro-gun platform --- <http://www.johnestrada.org/>



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It was Saturday morning as Jake, an avid hunter, woke up raring to go bag the first deer of the season. He walks down to the kitchen to get a cup of coffee, and to his surprise he finds his wife, Alice, sitting there, fully dressed in camouflage.

Jake asks her: "What are you up to?" Alice smiles: "I'm going hunting with you!"

Jake, though he has many reservations about this, reluctantly decides to take her along.

Three hours later they arrive at a game preserve just outside of San Marcos, Texas.

Jake sets his lovely wife safely up in the tree stand and tells her: "If you see a deer, take careful aim on it and I'll come running back as soon as I hear the shot." Jake walks away with a smile on his face knowing that Alice couldn't bag an elephant — much less a deer. Not 10 minutes pass when he is startled as he hears an array

of gunshots. Quickly, Jake starts running back. As Jake gets closer to her stand, he hears Alice screaming: "Get the hell away from my deer!"

Confused and frightened Jake races faster towards his screaming wife. And again he hears her yell, "Get the hell away from my deer!" followed by another volley of gunfire!

Now within sight of where he had left his wife, Jake is surprised to see a cowboy, with his hands high in the air. The cowboy, obviously distraught, says, "Okay, lady! You can have your damn deer! Just let me get my saddle off it!"

Brittany Murphy joined the U.S. Navy in November and upon arrival at Recruit Training Command was chosen for the performing Division 908.

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three graduations before performing at its own January 17th, 2003. While in basic training, Division 908 was chosen to appear briefly on the Howie Long "Tough Guys of the NFL" pre-Super Bowl show on the Fox Channel.

Murphy, the daughter of longtime Riders For Justice members Dave and Verna Murphy, is stationed in Pensacola, Florida, where she is training for her field in aviation electronics.

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