

Denver Metro News

By Tiger

January 17, 2004, was a memorial day for bikers in the state of Colorado. On that day at 7:30 in the morning, at McCoy's Morning Glory Restaurant in Fort Collins a group of hard working freedom fighters had a meeting with Representative Angie Paccione.

Before leaving the restaurant I (Tiger) had invited Representative Angie Paccione to attend the Motorcycle Show n Swap in Denver as a guest of Riders for Justice. On Sunday February 1st at 1pm I met Representative Angie Paccione at the front door for her "taste of the biker world". I made sure that Representative Angie Paccione was introduced to all the key people in both the motorcycle rights organizations and motorcycle clubs that were represented at the swap meet. Representative Angie Paccione stated that she was impressed with the knowledge that the people had on issues which are so dear to their hearts. Some of these issues she had no idea were issues that the motorcyclists in Colorado had to deal with, such as discrimination, right of way accidents, health/insurance coverage, police harassment, just to name a few. Even though Sunday was a smaller crowd than that of Saturday, there were enough attendees that she was impressed by the numbers. She looked at all the motorcycles in the show and had many questions which Duke and I answered. Christian Clubs were presented to her, where they too had a chance to explain their missions. The 2.5 hours that Representative Angie Paccione was at the show were some of the most productive that motorcyclist have had with a member of the Colorado Legislature in quite some time. It is of my opinion that we as motorcyclists have made a new friend in Representative Angie Paccione. She stated many times during the day that she would be willing to listen to our needs, to help with our causes, and hopefully in the future introduce legislation that would be beneficial to all motorcyclists. I know that I felt good about her being there at the swap meet, I only wish more people (in all areas of the government) would take time to learn what we are all about like Representative Angie Paccione is willing to do.

In fact on Friday before the swap meet Representative Angie Paccione left me a message on my home phone about another Legislator who is talking about writing a helmet bill – McCluskey from Fort Collins. Apparently Representative Angie Paccione told McCluskey that there is no need to write a bill. I know that Riders for Justice members have read in the Fort Collins paper that this person has said that he would write a helmet bill. Between Darrin, Lucky and me, we have been trying to set up a meeting with McCluskey to discuss this matter as we did with Representative Angie Paccione,

BUT he has not returned our emails, or calls. If anyone in his area can get him in contact with us we would really like to discuss matters with him before he begins to write a helmet bill.

It is good to see that without intimidation, rudeness, and threats that we as a unified group can accomplish what we have to win over someone in the Legislature. We in Colorado are some of the luckiest motorcyclists in the nation; we have had a good ride due to the work of a few dedicated freedom fighters. It is in the best interest that everyone who rides a motorcycle educates themselves with the laws and issues that govern our way of life. Between those in Colorado government who want to take our freedoms away and those in the Federal government it looks like there will be great changes at least in 2006.

Riders for Justice's first Denver meeting was held last night (2/12/04) at Denny's with 9 people attending. At the swap meet I had some friends help me with handing out 1000 flyers announcing the new meeting, so I guess 9 is a good start. Thank you Darrin and Lucky for coming down and helping with this meeting. I think that this was a monumental meeting in that first Denver now has a RFJ group/get-together and that there were members from other mros there in attendance. We also had a new member sign up at the meeting! Actually Darrin got going on the bills that are being discussed at the state house and the meeting was rock-n-rollin. There are so many different bills to be watching that one has a hard time sorting them out. We discussed 24 bills that were either killed, in committee, or now on the floor of either the House or Senate. Most of the bills are concerning automobiles, roadways, drivers licenses, insurance. HB04-1036 "Minor Drivers & Minor Passengers", I thought at first this was a cut-n-dry bill but after listening to the discussion at the meeting I hope that the people with the power have really thought about all the different situations concerning this bill – like the farmers that have their teens helping them with the family business. HB04-1034 "Electronic Renewal of Drivers' Licenses", think about this one, do any of you know someone who has a license who should not be on the road – I do and he is blind in one eye and sees double in the other but has a license – this one scares me personally. HB04-1076 "Motor Vehicles Passing Lane", I thought I had a handle on this one till it was brought up about motorcycles and which lane is usually the best in road conditions to ride on, I am guilty of riding in the fast lane when the right one is rough but I do watch my mirror for those that seem to be going to a fire, then I pull over to let them by without riding my ass. If only more people had common sense, then maybe we wouldn't need a bill like this one. HB04-1205 "Prohibit Concealed Carry Permit Database", I personally do not have a permit and I do know that my name is on "lists" but I can not imaging my name being on a list with sex offenders because I carry a gun, this one will be in committee with a vote on Monday (2/16) at

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RIDERS FOR JUSTICE MEETINGS

**EASTERN SLOPE
MARCH 14th, 2004
SUNDAY 11:00 A.M.
MARCH 9th, 2004
TUESDAY 7:00 P.M.
AMERICAN LEGION
WINDSOR, CO**

**WESTERN SLOPE
MARCH 10th, 2004
WEDNESDAY 7:00 P.M.
EAGLES LODGE
ORCHARD MESA
GRAND JUNCTION, CO**

**DENVER METRO
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THURSDAY 7:30 P.M.
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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.

SIGN UP A FRIEND AND SUPPORT BIKER RIGHTS!

RIDERS FOR JUSTICE

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970-874-3473

Eastern CO
P.O. Box 1986
Loveland, CO 80539-1986
970-217-8794

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1:30, I think I will go down just to see what it up here. The last bill that I want to write about is SB04-159 "Second Samples for DUI Testing", I have been lucky in my wilder younger days that I was never in a situation where I was stopped for this but if I was or should ever be in the future I hope that I would have the opportunity to have a second test run!

So to wind down these ramblings I want to say that the Swap-n-Show was great, I think that we may have an allied in Representative Angie Paccione, the first Denver meeting was great, and thank you to everyone for there support. Oh yeah and after the meeting Duke and I took Lucky and Darrin to one of our favorite watering holes for some entertainment and celebrate someone's birthday – wish we would have had a camera – where is one when you need it!

News from NorthEast Colorado

By Lucky

In lieu of being repetitive with Darrin, Carl, and Tiger, I won't be covering the legislative issues this time. Although I am dismayed with the Vermont-Alaska concealed carry bill going down once again. This being an election year, it doesn't elude to me as to why.

All through the month of February was busy with the swap meet in Denver, several meetings, and trying to recruit newbies. Thanks to all who helped at the swap, especially to the Western Slope members who came all the way over again. Sorry I couldn't make your fundraiser again this year, as I had to take care of my brothers place while he went on vay-cay. Maybe Gateway!

Darrin and I took a trip to the Capitol for no particular reason. It was an interesting time, Up and down stairs, looking for different legislators. We talked with Angie Paccione briefly, as she was herding around a tour of seventh graders. We found Bob McCluskey in committee, and cornered him for a while.

As you may remember, this charade of helmets for under eighteen years of age reared just before the session started? Well RFJ took care of it, or did they? Questions again surfaced, and we were on the duty trail again. Bob had been rumored to want to follow suit. Again, our fears can be laid to rest. It seems Mr. McCluskey has no intent on pursuing a bill. Though, he was confronted by the Commie... I mean the Fort Collins Coloradoan.

There appeared an article in a Sunday edition (which I didn't see till a lot later) that had apparently some survivalists of motorcycle crashes. The boldface headline, HELMETS SAVE LIVES, and there were the testimony of some folks who swear by it! Well, this is all well and good, but it is like Dave Chandler commented, there were no people there to testify that helmets couldn't have saved them 'cause they were dead!

Anyway to digress, Mr. McCluskey said the paper had contacted him, asked a few questions on the subject, and in his own words, "took it out of context".Hmmm. I can't believe a *newspaper* would be so subjective.

Okay after seeing Angie and Bob, we clamored back up the stairs from the basement to the second floor. Locating Jim Welker, Rep. Dist.51. We discussed many topics. One being the MOST program. Since only motorcyclist's money goes to this fund, what is being done with it? He directed us to CDOT and told us to ask some of, or all of the nine commissioners about it. If we couldn't get any answers there we could come back for his help. Here is where I don't want to be too repetitive. I think Darrin will probably touch more on this. Jim is always very helpful, and also brought up the fact that the 64th General Assembly are a pretty bi-partisan group. For the most part..

I wanted to see Senator Dave Owen, so up to the third floor, only to find out his office was across the street. Back down, across Fourteenth St., up three more flights of stairs, and he was not in. Whew!

Senator Owen had written an article that caught my eye. Entitled "Odd Budget Situation". It is about how the more people smoke; the better it is for our states economy! An odd conundrum you say? Well as it appears, the 1998 tobacco settlement gave Colorado 2.9 billion, yes that's right, with a "B", over 25 years. That's almost 100 million a year. Although Colorado is considering selling off for one lump lower sum, that is still alota moola.

Since we rely on this revenue, and it's tied into profits from the tobacco companies, a decrease on smokin-n-chewin could actually mean a smaller payout for the state!

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Okay, more and more of our towns/cities are becoming anti-smoking and well, more fascist. Let's face it. What really is the agenda? And if they can control us this easily, with the premise of our health, where will it stop?

The special people who want you to quit also want some tobacco pie. Their agenda is to use the money to help you poor bastards quit! Oh, don't forget the children! Boy I'm sick of this ploy. Query, how effective are the programs?

Answer; "The American Legislative Exchange Council says, Prohibitionists offer smokers only the temporary use of expensive replacement products providing insufficient doses of nicotine to allow smokers to quit permanently." Example: patches and gum.

Results: only 7% of smokers quit with these products, the other 93% are expected to quit with behavior modification.

Hypothesis: Do we want the government to modify our behavior? Well I'll give you my answer, and I am not even a smoker! Actually I do like to chew a good cigar every once-in-a-while.

Let me end my tirade here. It has been a hard month of work for RFJ, and I hope the Denver meetings will grow as time goes on. Thanks Tiger, get the word out there in Denvoindland! You folks up there in the Metro area, get off your duffs and let's go! Our vigilance is of the utmost importance! And thanks again to all who really put forth the effort!

"Statesmanship must be wise as well as fearless-not the statesmanship which will command the applause of the hour, but the approving judgment of posterity." - William McKinley October 1898.

Bits And Picks From the Western Slope

Carl Dodson

Well, it's that time again for another month's notes. Since last month's publication, things have been really busting loose on the home front. We'll get to that shortly.

But first at our home base here in Grand Junction, we finished another meeting during which we put the final touches on the fundraiser. I want to thank the fundraiser committee for a job well done. It was suggested that we start working on a fall party for this year so when the last issue of the paper is printed, we can get the info out early enough to everyone.

It was also suggested that we should have a Sunday ride of around 200 miles for a social event as well as a suggestion of having a poker run for a fund raiser.

I had made arrangements for Craig Rose, ABATE District Rep., to hold a BIKEPPAC seminar that will hopefully make us a more effective team. This would be used to teach us how to do strategic planning for speaking before the Colorado Legislators. But for some reason, Craig was unable to make it. So I opened the door by talking about some of the information that Craig sent me. I think we have generated enough inter-

est to put a seminar together. This would be beneficial for our new members to learn what is going on. As for myself, I know I would like to have one. It will be some time down the road before this is going to happen. For those that are interested in attending, you can email me at rfjcarl@ridersforjustice.com and for those who don't have a Plastic Brain you can call me at 970-874-3473 with your name and number. This way I can let you know the time and date of the workshop. Meanwhile I'll be getting back with Craig on this. I also want to let you know that Craig is an RFJ member as well.

On the home front, this is what has happened in the last month:

1. The helmet bill for 18 and under as been set aside for now because of RFJ's work on the eastern side of the mountain meeting with Representative Angie Paccione. After meeting with her, Rep. Paccione put her bill on the back burner for now, but it's not dead yet.
2. HB-1162, a .08 DUI was killed in committee, which was one of the two .08 DUI bills.
3. HB-1021, the remaining .08 DUI bill, was in the House Committee on Transportation & Energy. I went to the website at www.leg.state.co.us and found the Committee member's testimony on why this should or should not pass. Well, at 3:16 PM, Mr. Herman Stockinger of the Colorado Department of Transportation, spoke supporting the bill. He provided goggles to the committee which simulated the distorted vision of .07 to .10 percent blood alcohol level. Come on now, who hasn't used goggles sometime in their life while on a ride because of blowing sand, rain, or snow. Did any of us miss a curve with goggles on because we were too drunk to see with goggles on? I would pay to see him use a conundrum to demonstrate a point! This would be some show. This bill has now passed on to the Appropriation committee to change the wording from .10 DUI to a .08 DUI. So people, get on this now or we are going get a DUI for using our goggles!

Thought for the road: If she changes her oil more than she changes her mind, follow her.

A guy walks up to a beautiful woman in a shopping mall.

"Excuse me" he says "But I've lost my wife here somewhere and I can't find her. Could you please help me?"

"What do you need me to do?" asks the woman.

"Just stand here and talk to me" the man replies.

"How's that going to help?" she asks.

"No idea really... but every time I talk to a woman with tits like yours, my wife appears out of nowhere."

AMA News For March 2004

<http://www.ama-cycle.org/>

Massachusetts off-highway motorcycle and ATV riders should contact their state legislators in support of trail maintenance legislation that was introduced last year by Rep. Michael Rodrigues (D-Westport). The New England Trail Rider Association (NETRA) is encouraging support for House Bill 971 which would require riders to purchase a "trails maintenance assessment" permit to use their vehicles on public lands.

In 1996 Massachusetts formalized volunteer maintenance efforts by signing agreements with NETRA clubs. Under these agreements trail riders have already performed over 15,000 hours of volunteer work improving and maintaining trails in the Commonwealth's vast state forests. All of this volunteer work was performed under the direct supervision of the state at no cost to the Commonwealth.

HB971 is needed to halt the trend of closing trails which have traditionally been used by trail motorcycles and all terrain vehicles (ATVs). Only Massachusetts trails which are kept open to trail motorcycles and ATVs would qualify for this trail maintenance funding. Because trail motorcycles and ATVs using these trails would have to purchase a trail maintenance sticker from the association, there would be no impact on the state's budget. With the passage of HB 971, not only will greater resources be available to maintain the state's multi-use trails, but a dedicated revenue stream will be established to ensure future maintenance takes place.

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A letter of support (provided by NETRA) can be sent to your Massachusetts State representative and senator by clicking the "Take Action" button in the AMA Statewatch section of www.AMADirectlink.com.

Among the new laws enacted, effective on January 1, in various states that can affect motorcyclists are: Illinois makes it illegal to drive/ride in the left lane of an Interstate highway for more than a half-mile. Florida drivers/riders 80 and older must pass a vision test to renew their licenses. Connecticut teens with a motorcycle license cannot carry a passenger for the first six months they are licensed. Oregon drivers/riders who refuse to change lanes or pass slowly moving away from emergency vehicles stopped on the shoulder can now be fined. Violators face a minimum fine of \$237.

Virginia's Off-Highway Vehicle (OHV) Leadership & Program Strategy Workshop, held January 10-11, 2004 in Richmond, will allow activists to form a functional statewide OHV recreation association and to identify actions that will protect and improve opportunities on public lands within the Old Dominion.

The weekend workshop was sponsored and conducted by the staffs of the National Off-Highway Vehicle Conservation Council (NOHVCC) and the American Motorcyclist Association (AMA) government relations department.

A six-month development plan, made for the fledgling statewide Virginia OHV Association, positions on land-use policy, and the desired future organization condition for the OHV communities was determined.

Wyoming Representative Wayne H. Johnson (R-Cheyenne) has introduced legislation that seeks to remove statutory restrictions on lane sharing by Wyoming motorcyclists. HB0024 would permit no more than two (2) motorcycles to be operated abreast in a single lane by consent of each operator. Current law prohibits motorcyclists from riding two abreast or stopping side-by-side at a traffic control device. Currently, only a few states prohibit motorcyclists from riding two abreast.

You can use the "Take Action Now" feature on AMA StateWatch at www.AMADirectlink.com to contact the appropriate officials.

New York Governor George Pataki wants to more than quadruple registration fees instantly for off-highway motorcycles and all-terrain vehicles, but part of the money would go to create riding trails.

In his \$99.8 billion state budget proposal released in late January, Pataki wants to hike the registration fees from the current \$10 to \$45, which would raise an estimated \$5.8 million a year. The proposal earmarks \$850,000 for development of off-highway motorcycles and ATV trails, and enforcement of related rules, with the rest of the money going into the state general fund.

In addition, the appropriation would have to be renewed by state lawmakers annually, and riders would be required to register their vehicles with the state, carry insurance, and have license plates on their vehicles.

"We're very pleased that Gov. Pataki recognizes the importance of having dedicated trails for off-highway motorcyclists and quad riders," said Sean Maher, director of state affairs for the AMA and the All-Terrain Vehicle Association. "But we have serious concerns about this proposal, including the massive hike in registration fees compared with what off-road riders and ATVers get in return.

"Plus, the proposal doesn't create a dedicated trail fund, which means that we could see all the money once again going into the state general fund, as has happened in the past," Maher said. "We will be working with the New York State Off-Highway Recreational Vehicle Association to try to shape this program to be more equitable for off-highway riders and ATVers."

In the mid-1980s, a law was passed to collect a \$10 registration fee for off-highway motorcycles and ATVs, with half the money earmarked to create motorized trails. But in 1990 lawmakers repealed the trails provision and diverted all the money to the state general fund. The registration fees have gone into state coffers ever since.

See the AMA StateWatch section of www.AMADirectlink.com for more information.

A proposed law in California that could have forced some motorcyclists to become organ donors against their wishes was amended to exclude the organ-donation provisions, but ultimately died in committee.

The amended Assembly Bill 1200 proposed allowing adults 18 and older to decide whether to wear a helmet when riding a motorcycle. The organ-donation provisions, which had outraged the AMA and motorcyclists nationwide, stated that those who chose not to wear a helmet are "deemed to have consented to the making of an anatomical gift under this act."

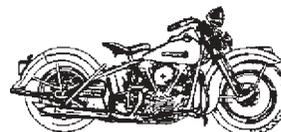
The AMA worked directly with Assemblyman John Longville (D-San Bernardino) to remove all of the organ-donation provisions from AB-1200.

The East Peoria, Illinois City Council, which last July banned any use of ATVs and off-highway motorcycles within city limits, has approved a new ordinance to amend the law.

Under the new law, approved January 20, residents are now allowed to ride their ATVs and off-highway motorcycles on their own land, but they need to get the permission of any

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neighbors who have homes within 10 feet first. The new law also provides for trespassing fines ranging from \$250 to \$750.

The law is seen as a compromise because the July law banned the use of ATVs and off-highway motorcycles completely within city limits, even on a rider's own land. That law outraged ATV and off-highway motorcycle riders, who contacted the AMA/ATVA for help. The enthusiasts formed an AMA Community Council to carry on the fight locally with continued support from the AMA/ATVA Government Relations Department, AMA Clubs and ABATE of Illinois.

At an August 5 Council meeting, Bobbie Berryman, secretary for the AMA Community Council-East Peoria, presented the City Council with a petition containing more than 1,000 signatures opposing the ban. The Council then voted to allow ATVs and off-highway motorcycles to be used for property-related chores, and formed a committee made up of citizens and city officials to study recreational use of the vehicles on private land, and possibly make recommendations to amend the law. Those efforts resulted in the new, compromise law.

Maryland Delegate George W. Owings, III (D-Owings) proposes to increase penalties for those convicted of right-of-way violations that result in injury or death to other roadway users. HB-27 was introduced and first read in the House of Delegates on January 14, 2004 and is now referred to the House Judiciary Committee. HB-27 also mandates that all fines collected under provisions of the bill be used to fund the Motorcycle Safety Program in Maryland.

You can use the "Take Action Now" feature on AMA StateWatch at www.AMADirectlink.com to contact the appropriate officials or to send a pre-written letter to your delegate.

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Sacramento County, California AMA Life member Ken Heuser, graduate of AMA's Ride Into Political Action seminar and AMA MVP award winner, was recently approached by members of the Sacramento County Republican Central Committee to run for election to that body.

Before being eligible to have his name on the ballot Heuser was required to obtain twenty signatures on a petition. This was accomplished at a regular meeting of the AMA Chartered Dirt Diggers Motorcycle Club.

After turning the petition into local election officials and while waiting for the primary election Heuser received a letter from the Sacramento County Voter Registration and Elections Office stating "Inasmuch as there are only seven (Qualified) persons standing for the nine open positions for election in the 4th District. Pursuant to applicable statutes, you shall be declared elected."

The next time you hear someone say that "You can't fight City Hall," remember that 20 AMA members just elected Heuser.

An elderly Ohio man who caused the death of a motorcyclist in a traffic accident two years ago has been indicted in another motorcycle crash that cost a woman her leg.

Everett Hargrove, 75, of the Toledo area, was indicted recently for negligent assault in a September 9 crash in which Hargrove's vehicle collided with a motorcycle ridden by Nancy Hejl, 40. Hejl lost a leg as a result of the crash. Hargrove allegedly pulled out of a driveway into Hejl's path. He faces up to 60 days in jail if convicted.

In August of 2001, Hargrove pulled out of a driveway and his vehicle collided with a motorcycle, killing rider Daniel Gfell of Toledo. Hargrove was convicted of vehicular homicide and received a suspended 10-day jail term as well as a three-month drivers license suspension.

For three years now, the AMA has been involved in a campaign called Motorcyclists Matter that focuses attention on the dangers faced by motorcyclists and other vulnerable users.

You can learn more about the program by going to www.AMADirectlink.com and clicking on the "Rights" icon or contacting AMA Legislative Affairs Specialist Imre Szauter at (614) 856-1900, ext. 1125, or by e-mail at iszauter@amacycle.org.

Washington (state) Senate Joint Memorial (SJM) calls upon the US Congress and President Bush to support S423 and HR1749 - "The Health Care Parity for Legal Transportation and Recreational Activities Act."

The legislation aims at promoting health care parity for individuals participating in legal transportation and recreational activities-activities like motorcycling, snowmobiling, horse-back riding, running or walking. This legislation addresses a loophole caused by a Department of Health and Human Services' rule making it possible for health care coverage to be denied to those who are injured while participating in these

activities.

SJM 8041 was introduced by Senator Ken Jacobsen and co-sponsored by ten senators. The resolution was read on January 26, 2004 and referred to the Committee on Health and Long-Term Care.

You can show your support SJM 8041 by contacting your Washington state senator and requesting he or she vote for this resolution. Using the "Take Action Now" feature of AMA StateWatch on www.AMADirectlink.com, you can send a pre-written letter to your senator.

Pennsylvania House Bill 2133, introduced by Representative Kerry A. Benninghoff (R-Bellefonte), proposes to amend Title 75 of the Pennsylvania Consolidated Statutes by adding a section 4310 to read, "Auxiliary lighting may be added to a motorcycle to protect the driver, including blue dot illumination, standard bulb running lights and various colors of valve stem caps, light-emitting diode (LED) pods and strips, light wire, neon tubes and strobe lights."

Motorcyclists and safety experts know that additional lighting increases visibility of motorcycles to other motor vehicle operators. Many enthusiasts have decided that stock lighting on their motorcycles is not enough. The addition of after-market lighting boosts conspicuity, especially at night. Even during daylight hours, adding more lights may help other drivers more clearly identify motorcycles.

Contacting your representative is important in promoting HB-2133. You can use the "Take Action Now" feature of www.AMADirectlink.com to send a pre-written letter of support for HB-2133 to your representative.

The American Motorcyclist Association (AMA) is urging motorcyclists nationwide, many of whom share the AMAs disappointment in the light sentence imposed on former U.S. Representative Bill Janklow last week, to take constructive action to help prevent similar injustices from happening in the future.

The AMA soon will announce a legislative-action strategy and a public-awareness campaign targeting inadequate sentencing laws in South Dakota and nationwide. The program will include events that coincide with the 2004 Black Hills Rally in Sturgis, South Dakota.

"The sentence imposed on Mr. Janklow is an affront to all motorcyclists, and its time to act," said Edward Moreland, Vice President of AMA Government Relations. "But protests and symbolic gestures arent enough — we need to take the kind of action, nationally and locally, that changes the way the justice system sentences drivers who kill motorcyclists."

Janklow, who was convicted December 8, 2003, of second-degree manslaughter and three other counts related to

RIDERS FOR JUSTICE, a traffic crash that claimed the life of a Minnesota motorcyclist, was sentenced on January 22 to 100 days in the Minnehaha County Jail. Janklow will not have to spend time in the South Dakota State Penitentiary, and he could be eligible for a work-release program after 30 days in jail.

Tom Wyld Resigns From Motorcycle Riders Foundation

Effective immediately, Tom Wyld has resigned his position as Vice President – Government Relations with the Motorcycle Riders Foundation (MRF) to pursue other career opportunities. The MRF Board of Directors wishes him well in his future endeavors.

The MRF would like to assure its members, State Motorcyclists' Rights Organizations (SMROs) and motorcyclists nationwide that we will actively continue to pursue our agenda in Washington, DC without interruption. The MRF's core values – integrity, respect, leadership, teamwork and excellence – will remain in the forefront as we forge ahead with all of our initiatives.

A selection committee has been formed to find a new MRF Vice President – Government Relations, and a brief position description and list of minimum qualifications will be announced and posted on the MRF website in the coming days. Any qualified parties interested in applying for this position should forward their credentials to MRF President Karen Bolin at karen@mrf.org.

*"Let your gun be your constant companion to your walks."
 Thomas Jefferson*

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MRF Update on TEA Legislation

The Motorcycle Riders Foundation (MRF) has learned that the House Transportation and Infrastructure Committee and the House Ways and Means Committee have rescheduled the Transportation Equity Act (TEA) mark-up for the last week of February with floor time scheduled for the first week of March.

Further, the MRF has learned that House Transportation and Infrastructure Committee Chairman Don Young (R-Alaska) met last week with Speaker of the House Dennis Hastert (R-Illinois) in an effort to bring the House version of TEA closer to the proposed Senate spending level. The House has signaled that no floor amendments will be added.

The Senate version of TEA (SAFETEA) is currently being debated on the Senate floor. All committee action is complete. However, floor amendments are being and will continue to be offered. The MRF continues to monitor all amendments up for consideration. At this time no language of concern to the motorcyclists' rights movement has been proposed in the Senate amendments offered.

The MRF will continue to monitor all TEA activity in both the House and Senate. Naturally, with legislation of this magnitude being considered, the scenario on the Hill has been changing from day to day. If the proposed schedule changes, or language requiring action by the motorcyclists' rights movement is offered, that information will be distributed immediately.

"But a Constitution of Government once changed from Freedom, can never be restored. Liberty, once lost, is lost forever." — President John Adams

Neighborhood Hazard

By Daniel Meyer, Author of "Life is a Road, the Soul is a Motorcycle"

I never dreamed slowly cruising through a residential neighborhood could be so incredibly dangerous! Studies have shown that motorcycling requires more decisions per second, and more sheer data processing than nearly any other common activity or sport. The reactions and accurate decision making abilities needed have been likened to the reactions of fighter pilots! The consequences of bad decisions or poor situational awareness are pretty much the same for both groups too.

Occasionally, as a rider I have caught myself starting to make bad or late decisions while riding. In flight training, my instructors called this being "behind the power curve". It is a mark of experience that when this begins to happen, the rider recognizes the situation, and more importantly, does something about it. A short break, a meal, or even a gas stop can set things right again as it gives the brain a chance to catch up.

Good, accurate, and timely decisions are essential when riding a motorcycle at least if you want to remain among the living. In short, the brain needs to keep up with the machine.

I had been banging around the roads of east Texas and as I headed back into Dallas, found myself in very heavy, high-speed traffic on the freeways. Normally, this is not a problem, I commute in these conditions daily, but suddenly I was nearly run down by a cage that decided it needed my lane more than I did. This is not normally a big deal either, as it happens around here often, but usually I can accurately predict which drivers are not paying attention and avoid them before we are even close. This one I missed seeing until it was nearly too late, and as I took evasive action I nearly broadsided another car that I was not even aware was there!

Two bad decisions and insufficient situational awareness all within seconds. I was behind the power curve. Time to get off the freeway.

I hit the next exit, and as I was in an area I knew pretty well, headed through a few big residential neighborhoods as a new route home. As I turned onto the nearly empty streets I opened the visor on my full-face helmet to help get some air. I figured some slow riding through the quiet surface streets would give me time to relax, think, and regain that "edge" so frequently required when riding. Little did I suspect.

As I passed an oncoming car, a brown furry missile shot out from under it and tumbled to a stop immediately in front of me. It was a squirrel, and must have been trying to run across the road when it encountered the car. I really was not going very fast, but there was no time to brake or avoid it-it was that

close.

I hate to run over animals and I really hate it on a motorcycle, but a squirrel should pose no danger to me. I barely had time to brace for the impact. Animal lovers, never fear. Squirrels can take care of themselves!

Inches before impact, the squirrel flipped to his feet. He was standing on his hind legs and facing the oncoming Valkyrie with steadfast resolve in his little beady eyes. His mouth opened, and at the last possible second, he screamed and leapt! I am pretty sure the scream was squirrel for, "Banzai!" or maybe, "Die you gravity-sucking, heathen scum!" as the leap was spectacular and he flew over the windshield and impacted me squarely in the chest.

Instantly he set upon me. If I did not know better I would have sworn he brought twenty of his little buddies along for the attack. Snarling, hissing, and tearing at my clothes, he was a frenzy of activity. As I was dressed only in a light t-shirt, summer riding gloves, and jeans this was a bit of a cause for concern. This furry little tornado was doing some damage!

Picture a large man on a huge black and chrome cruiser, dressed in jeans, a t-shirt, and leather gloves pattering maybe 25mph down a quiet residential street and in the fight of his life with a squirrel. And losing.

I grabbed for him with my left hand and managed to snag his tail. With all my strength I flung the evil rodent off the left of the bike, almost running into the right curb as I recoiled from the throw.

That should have done it. The matter should have ended right there. It really should have. The squirrel could have sailed into one of the pristinely kept yards and gone on about his business, and I could have headed home. No one would have been the wiser.

But this was no ordinary squirrel. This was not even an ordinary pissed-off squirrel. This was an evil attack squirrel of death!

Somehow he caught my gloved finger with one of his little hands, and with the force of the throw swung around and with a resounding thump and an amazing impact he landed square on my back and resumed his rather anti-social and extremely distracting activities. He also managed to take my left glove with him!

The situation was not improved. Not improved at all. His attacks were continuing, and now I could not reach him. I was startled to say the least. The combination of the force of the throw, only having one hand (the throttle hand) on the handlebars, and my jerking back unfortunately put a healthy twist through my right hand and into the throttle. A healthy twist on the throttle of a Valkyrie can only have one result - torque. This is what the Valkyrie is made for, and she is very, very good at it. The engine roared as the front wheel left the pavement. The squirrel screamed in anger. The Valkyrie screamed in ecstasy. I screamed in well..., I just plain screamed.



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Continued from page 6

Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a slightly squirrel torn t-shirt, and only one leather glove roaring at maybe 70mph and rapidly accelerating down a quiet residential street on one wheel and with a demonic squirrel on his back. The man and the squirrel are both screaming bloody murder.

With the sudden acceleration I was forced to put my other hand back on the handlebars and try to get control of the bike. This was leaving the mutant squirrel to his own devices, but I really did not want to crash into somebody's tree, house, or parked car. Also, I had not yet figured out how to release the throttle my brain was just simply overloaded. I did manage to mash the back brake, but it had little effect against the massive power of the big cruiser.

About this time the squirrel decided that I was not paying sufficient attention to this very serious battle (maybe he is a Scottish attack squirrel of death), and he came around my neck and got IN my full-face helmet with me. As the faceplate closed partway and he began hissing in my face I am quite sure my screaming changed tone and intensity. It seemed to have little effect on the squirrel however. The rpm's on The Dragon maxed out (I was not concerned about shifting at the moment) and her front end started to drop. Now picture the large man on the huge black and chrome cruiser, dressed in jeans, a very ragged torn t-shirt, and wearing one leather glove, roaring at probably 80mph, still on one wheel, with a large puffy squirrel's tail sticking out his mostly closed full-face helmet. By now the screams are probably getting a little hoarse.

Finally, I got the upper hand. I managed to grab his tail again, pulled him out of my helmet, and slung him to the left as hard as I could. This time it worked, sort-of. Spectacularly sort-of, so to speak.

Picture the scene. You are a cop. You and your partner have pulled off on a quiet residential street and parked with your windows down to do some paperwork.

Suddenly a large man on a huge black and chrome cruiser, dressed in jeans, a torn t-shirt flapping in the breeze, and wearing one leather glove, moving at probably 80mph on one wheel, and screaming bloody murder roars by and with all his strength throws a live squirrel grenade directly into your police car.

I heard screams. They weren't mine...

I managed to get the big motorcycle under directional control and dropped the front wheel to the ground. I then used maximum braking and skidded to a stop in a cloud of tire smoke at the stop sign at a busy cross street.

I would have returned to fess up (and to get my glove back). I really would have. Really. But for two things. First, the cops did not seem interested or the slightest bit concerned about me at the moment. One of them was on his back in the front yard of the house they had been parked in front of and was rapidly crabbing backwards away from the patrol car. The other was standing in the street and was training a riot shotgun on the police cruiser.

So the cops were not interested in me. They often insist to "let the professionals handle it" anyway. That was one thing. The other? Well, I swear I could see the squirrel, standing in the back window of the patrol car among shredded and flying pieces of foam and upholstery, and shaking his little fist at me. I think he was shooting me the finger. That is one dangerous squirrel.

And now he has a patrol car.

I took a deep breath, turned on my turn-signal, made an easy right turn, and sedately left the neighborhood.

As for my easy and slow drive home? Screw it. Faced with a choice of 80mph cars and inattentive drivers, or the evil, demonic, attack squirrel of death...I'll take my chances with the freeway. Every time. And I'll buy myself a new pair of gloves.

Union Whores

A dedicated Teamsters union worker was attending a convention in Las Vegas and decided to check out the local brothels.

When he got to the first one, he asked the Madam, "Is this a union house?"

"No," she replied, "I'm sorry it isn't."

"Well, if I pay you \$100, what cut do the girls get?"

"The house gets \$80 and the girls get \$20," she answered.

Mightily offended at such unfair dealings, the union man stomped off down the street in search of a more equitable, hopefully unionized shop.

His search continued until finally he reached a brothel where the Madam responded, "Why yes sir, this is a union house. We observe all union rules."

The man asked, "And if I pay you \$100, what cut do the girls get?"

"The girls get \$80 and the house gets \$20."

"That's more like it!" the union man said.

He handed the Madam \$100, looked around the room and pointed to a stunningly attractive blonde. "I'd like her," he said.

"I'm sure you would, sir," said the Madam. Then she gestured to a 92-year old woman in the corner, "but Ethel here has 67 years seniority and she's next."

Vote Commie! It's Good for You!

By Bob Wallace

A few months ago I decided I was never going to vote again. But I've changed my mind. Let me explain.

I voted for Bush, not because I thought he was anything more than a mediocrity, but because I considered Al Gore to be certifiable. I thought George was an essentially clueless ex-frat-boy and ex-drunk who would have wandered through the presidency leaving no mark whatsoever.

Instead, we were saddled with a nut who thinks God not only chose him to be President, but who also believes God talks to him. And he's started World War III. My response to this: AAAHHHHH!!!!

I mean, crikey! The Republicans are supposed to be small government. Instead, we have a Republican Congress and a Republican President out-Clintoning Clinton in the expan-

sion of government!

So, I have turned to the wisdom of the Founding Fathers. They purposely set up the federal government in such a way that they hoped it would always be dead-locked. That's the purpose of the three branches, of the checks-and-balances. So that the feds can't do much of anything.

Since we are currently saddled with that hideous Black Thing known as the federal government, and I can't drop it, Blob-wise, at the North Pole where it would be frozen solid, instead I can at least vote so that it'll end up dead-locked.

I no longer want one party to have both the Presidency and Congress. The Republicans have cured me of that. They're worse than the Democrats! I want one party to have the Presidency, and the other to have Congress. Then they'll be at each other's throats, and little will get done.

So, I am holding my nose, and come election day, I will vote Commie for president. Yes, I'm voting Democrat, which is something I've never done.

I don't even care who the candidate is. It doesn't matter. They're all buffoons and poltroons, liars and lowlifes and creeps and a lot of other things I can't write.

If we are going to have a Republican Congress, I want a Democratic President. The way these jerks say one thing before getting elected, and doing something else after they get in, for all I know, if Al Sharpton was elected he might turn out to be a libertarian. Stranger things have happened, like some whackjob thinking he's God's main buddy on earth.

Don't tell me to vote Libertarian. They stand no chance whatsoever, and always will until they realize the main purpose of libertarianism isn't to invite the entire Third World to America.

I will pull that lever with glee, because I'm actually thumbing my nose at both parties. If we had a Democratic President right now, and he was doing the same things Bush is doing, the Republicans in Congress would be all over him, opposing him at every step. To which I'd say: YAY! That's what I want! A federal government frozen as solid as a Popsicle outside in Siberia for a year!

I have no idea what I will get if a Democrat is elected President. But I know what I'll get if Dubya is re-elected. More of the same. Invasions of Syria and Iran, maybe? Who knows? What's he going to do? Chase those non-existent "Weapons of Mass Destruction" through Syria and Iran to Egypt and Libya? You can, as Yogi Berra has said, include me out.

I do owe George Bush some thanks, though. He's shown me you can't trust any politician. He said one thing, and he's done the exact opposite.

And he's shown me, that even though Republicans and Democrats will always be at each other's throats, there is, ultimately, not a dime's worth of difference between the two parties.

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Can Government Do Anything Right?

Once upon a time the government had a vast scrap yard in the middle of a desert. Congress said, "someone may steal from it at night." So they created a night watchman position and hired a person for the job.

Then Congress said, "How does the watchman do his job without instruction?" So they created a planning department and hired two people, one person to write the instructions, and one person to do time studies.

Then Congress said, "How will we know the night watchman is doing the tasks correctly?" So they created a Quality Control department and hired two people. One to do the studies and one to write the reports.

Then Congress said, "How are these people going to get paid?" So they created the following positions, a time keeper, and a payroll officer, then hired two people.

Then Congress said, "Who will be accountable for all of these people?" So they created an administrative section and hired three people, an Administrative Officer, Assistant Administrative Officer, and a Legal Secretary.

Then Congress said, "We have had this command in operation for one year and we are \$18,000 over budget, we must cutback overall cost."

So they laid off the night watchman.

I don't know what all the fuss is about. Every state in America already has a concealed weapons permit. It's called the 2nd Amendment. - Jim Houck, Citizens of America

Biker News From Wyoming

The Vietnam War Memorial "Moving Wall" will be at Worland Wyoming this year from May 27 to June 2. This is a replica of the wall in Washington and this particular piece has "never" been in Wyoming to our knowledge.

Anyone with an interest can contact Mike Yauck at the Worland Chamber of Commerce office 307-347-3226. Opening ceremonies will be on May 27th at 10am. Additional ceremonies will be on Memorial Day and closing.

ABATE's lane sharing initiative, House Bill 24 passed out of the standing committee on Thursday. It has been placed in the General File, which is controlled by the Majority Floor Leader, Rep. Randall Luthi.

Bikers and anyone around the state are urged to contact Rep. Luthi with a message asking for support for House Bill 24. In particular, anyone in the Star Valley / Lincoln County area, Rep. Luthi's district is # 21.

MRF LEADERS' REPORT

ABATE of Colorado, at the request of Senator Ben Nighthorse Campbell (R-CO), is seeking help for Senate Resolution 168, "Designating May 2004 as Motorcycle Safety and Awareness Month." Senator Campbell's goal is to have this resolution passed in the Senate for the next three years, then move it as a joint resolution, at which time (if it passes) it would be signed into permanent law. In order for a resolution such as S.R. 168 to pass, about 20 members from each side of the aisle would need to sign on. So far, the only other sponsor is Senator Wayne Allard (R-CO), also from Colorado. ABATE of Colorado and the Motorcycle Riders Foundation (MRF) are asking motorcyclists nationwide to contact their U.S. Senators and ask them to co-sponsor Senator Campbell's S.R. 168. Please have your Senators contact Larry Vigil at 202-224-5852 to sign on as co-sponsors of S.R. 168.

Just a reminder, the BEAST of the East will be held April 30-May 2 at the Canandaigua Inn on the Lake in Canandaigua, NY. This event, hosted by ABATE of New York, will be a great opportunity for learning and networking. Bill Cox and the people of ABATE of New York have planned an event that is sure to recharge your batteries! Conference registration for BEAST of the East should be made prior to March 29, 2004. This will assure you get the pre-registration rate of \$60 for MRF members and \$70 for non-MRF members. After March 29 the registration fee will increase to \$70 for MRF members and \$80 for non-MRF members. Again this year we will offer the \$100 per chapter/district rate for BEAST of the East and BEST of the West. You can register for all of the MRF's 2004 conferences at www.mrf.org/events.php or by calling the MRF's DC office at 202-546-0983. Hotel reservations for BEAST of the East must be made



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(800-228-2801) prior to March 29, 2004 to obtain our special rate. The hotel will only hold our room block until this date. If you have any questions or need assistance, contact Carol Downs, MRF Director of Events and Conferences, at downs@mrf.org.

At the February Board of Directors meeting, the MRF Board approved the creation of the MRFPAC Committee, signaling the MRF's intent to increase MRFPAC visibility and revenue. Previously, MRFPAC growth has been primarily limited to one major annual fundraising event: MRF's Meeting of The Minds. With the creation of this new committee, the MRFPAC will now receive full-time attention. Michael "Boz" Kerr, Chair of ABATE of Illinois FEDPAC, is the new Chairman of the MRFPAC and has joined the MRF Board as an Assistant to the Board (boz@mrf.org). Also serving on the MRFPAC Committee: Chuc Coulter, Idaho (Treasurer); Ken Ray, Oregon; Steve Zimmer, Ohio; and Dave Dwyer, Wisconsin. Any MRF Member can make a request for an MRFPAC expenditure by contacting mrfpac@mrf.org. The MRFPAC cannot contribute to state races or candidates.

Kirk "Hardtail" Willard and Dave Dwyer recently attended both the V-Twin Expo in Cincinnati and the Indianapolis Dealer Expo/Big Twin 2004 East at the invitation of Brett Smith, President of S&S, to work with him and other key aftermarket players on the EPA issue. Discussions included the impact of the recent EPA rule on the aftermarket industry. In Cincinnati, Hardtail and Dave addressed the EFI Seminar (Electronic Fuel Injection Seminar) of roughly 300 attendees regarding the recently-finalized EPA rule.

The Motorcycle Safety Foundation (MSF) has extended invitations to the MRF, American Motorcyclist Association (AMA) and National Association of State Motorcycle Safety Administrators (SMSA) to attend the MSF's next Board of Trustees Meeting in Irvine, CA, on March 17th. Karen Bolin and Jay Jackson will be representing the MRF. The MRF considers this a positive development in opening lines of communication between motorcyclists' rights activists and the MSF.

The MRF is seeking a qualified Government Relations Specialist to represent the MRF in Washington, D.C. A position description and application information is now posted on the MRF web site at: www.mrf.org/applicants.php. A selection committee has been formed to review all applicants and fill the position. Serving on the Selection Committee: Karen Bolin, Kirk "Hardtail" Willard, Dave Dwyer, Jay Jackson, Rep. Bob LeTourneau and Mike "Boz" Kerr.

"Our out-of-control budget also erodes personal freedom. When government grows, as Thomas Jefferson once famously put it, 'liberty yields.' Dollar by trillion dollar we are voluntarily giving up our liberties for a government that promises us, in return, a blanket of protection from cradle to coffin. Republicans are steering us in the direction of the 'workers' paradise' of a European socialist welfare state. The reply from the Democrats is faster, faster." — Stephen Moore



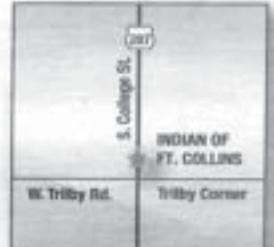
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NCOM COAST TO COAST BIKER NEWS

Compiled & Edited by Bill Bush,
National Coalition of Motorcyclists

SENATE APPROVES SAFE-TEA, AWAITS HOUSE ACTION: Despite the threat of President Bush's first veto since taking office, the U.S. Senate voted 76-21 on February 12, 2004, to pass S. 1072, a six-year \$318 billion transportation bill to fund highway, mass transit and safety programs. The Senate rejected, by 56-42, an amendment to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFE-TEA) that would have required states to enact primary enforcement seat belt laws or forfeit federal highway funds. The Senate measure also does not include motorcycle safety objectives proposed by Senator Lisa Murkowski of Alaska, though similar pro-motorcycle language will hopefully be amended into a version of the bill now making its way through the House of Representatives. Once passed by the House, both versions of the bill will go to a conference committee to iron out any discrepancies between the two, and a final bill will be submitted to President Bush for his signature or veto. Bush has indicated that he would veto the legislation if costs exceeded \$300 billion, and the White House has proposed an alternative \$256 billion reauthorization package.

EX-CONGRESSMAN JANKLOW JAILED FOR KILLING BIKER: As South Dakota's Attorney General he prosecuted criminals, and during his four terms as governor he built prisons. Now former Congressman Bill Janklow will be spending time behind bars for an auto accident that killed a biker and likely ended a political career that spanned three decades. On January 22, Janklow, 64, was sentenced to 100 days in jail and ordered to pay \$10,400 in total fines after being found guilty on December 8 of second-degree manslaughter, speeding, reckless driving and running a stop sign, causing the collision that took the life of 55-year-old Minnesota motorcyclist Randy Scott at a rural intersection near Trent, S.D. on August 16, 2003.

South Dakota does not require minimum sentences, so Circuit Court Judge Rodney Steele was free to impose anything from no jail time and no fines to a total of 10 years in prison, 14 months in jail and \$11,400 in fines. Janklow's resignation from Congress took effect two days prior to his sentencing date, and he began serving his time in the Minnehaha County Jail in Sioux Falls on February 7. After 30 days of incarceration, Janklow will be allowed to leave jail on a work release program during the day for up to 10 hours to perform community service. After he completes his jail term, he will be on probation for three years, during which he will not be allowed to drive. Janklow also received a suspended imposition of sentence, which means if he completes his jail time and a term of

probation the felony conviction will be removed from his record.

The former Republican congressman plans to read while in jail and will probably do some work preparing to defend himself against a wrongful death lawsuit filed by Scott's family.

ROW, ROW, ROW: Even before the tragic death of motorcyclist Randy Scott at the hands of lead-footed Congressman Bill Janklow, many states began pushing for stricter sentencing guidelines for drivers convicted of felonious acts resulting in the death or severe injury of a motorcyclist or pedestrian. Known as right-of-way laws (ROW), motorcyclists' rights organizations are sponsoring such legislation across the country to put offenders behind bars and get the public to pay more attention to riders on the roadways.

A great idea recently surfaced in North Carolina, where Concerned Bikers Association (CBA) Legislative Director Sam Nobles is putting together a unique lobbying tool—a leather riding vest made solely of "In Memory Of" patches to help make a statement about their ROW bill when he testifies before the state legislature!

"This year when our Legislature takes up the Right of Way Bill, they will get to see for themselves what their failure to pass the bill has cost us," said "Cotton" Tedder, CBA President and member of the National Coalition of Motorcyclists (NCOM) board of directors. "I want it covered with names as a tribute to all of the brothers and sisters we have lost," explains Nobles. "I've still got a lot of leather left to cover, so if you have a memory patch that you would like included, please send it in. They don't need to have died on their bike, and they do not even have to be from North Carolina. The vest is symbolic—the names are to show just how many of us have been lost. It will make a dramatic statement to all the legislators who see it."

And the CBA is willing to share their memorial vest with those in other states who are lobbying for increased penalties against right-of-way violators. "This is a way to have your lost brothers and sisters remembered one more time, in a setting where they can indirectly contribute to our cause," said Nobles. If you have a patch to donate, please drop it in an envelope and mail it to Sam Nobles at P.O. Box 411, Chadbourn, NC 28431. The patches cannot be returned, but will make a lasting impression on legislators nationwide and may help enact laws to make us all safer on the road.

FEELIN' BLUE?: South Dakota has joined a short list of states that allow motorcyclists to use "Blue Dot" taillights; so-called because a small blue plastic lens insert creates a purplish hue when the brake light is actuated. Riders argue that the after-market lighting device enhances safety through increased visibility.

The new law allows that "A motorcycle may display a blue light of up to one-inch diameter as part of the motorcycle's rear brake light," and it passed the House of Representatives by a vote of 69-1 on January 31, and the Senate 34-1 on February 9. Governor Michael Rounds signed HB 1151 into law on February 13, joining Minnesota, Nevada and Washington with similar laws on the books. Most states only allow blue lights on the rear of road maintenance and emergency vehicles.

Pennsylvania is currently pursuing such legislation through the introduction of HB 2133, by Representative Kerry A. Benninghoff of Bellefonte, which reads; "Auxiliary lighting may be added to a motorcycle to protect the driver, including blue dot illumination, standard bulb running lights and various colors of valve stem caps, light-emitting diode (LED) pods and strips, light wire, neon tubes and strobe lights."

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WHAT'S THE ROAR

LET THERE BE LIGHTS: Three new laws passed the Oregon legislature last year that will allow motorcyclists to become more visible to other highway users. "Visibility is especially important for motorcyclists," said Stan Porter, manager of Motorcycle Safety and Vehicle Safety Standards Programs for the Oregon Department of Transportation (ODOT).

Effective January 1st, the three new changes are:

Motorcyclists can now use three headlights on their motorcycles; whereas in the past, two was the maximum allowed.

Motorcyclists will also be able to use auxiliary lights, either fog lights or driving lights, at all times if the auxiliary lights are no brighter than the headlight and the auxiliary lights are aimed correctly. All other vehicles in Oregon must turn off their auxiliary lights during times when the law requires drivers to dim their high beam headlights.

Motorcyclists may use an intermittent pulsing or flashing brake light, as long as the flashing does not interfere with the rear turn signal function.

These new regulations were passed at the request of the Governor's Advisory Committee on Motorcycle Safety, the Oregon State Police Motorcycle Unit, the TEAM OREGON Motorcycle Safety Program, and by Oregon motorcyclists.

"All three of these new laws will allow the motorcyclist to be more easily seen by other highway users," Porter said. "The addition of one more headlight and the use of auxiliary lights at all times will allow the motorcyclist to see better at night and during times of limited visibility. The flashing brake light will certainly gain the attention of those highway users behind motorcyclists."

Porter added, "The Legislature was very supportive of enhancing the ability of motorcyclists to become more visible to other highway users. With the help of legislators that are motorcyclists themselves, these new options were passed and signed by Governor Ted Kulongoski."

TEXAS COP FIRED FOR TACKLING MOTORCYCLIST: A police officer who was videotaped tackling a motorcyclist off his bike after a high-speed chase has been sentenced to two years' probation, fined \$600 and ordered to undergo anger management counseling. A patrol car videotape of the Sept. 6 chase shows Garland police officer Glen Shaw run-

Continued from page 9

ning up to a seated Randall James Ling, then knocking him off his parked motorcycle before falling out of the camera's view. Shaw, who along with two other officers was fired Jan. 14 after an investigation by the Texas Rangers, pleaded guilty to a misdemeanor assault charge. Shaw also permanently gave up his Texas peace officer's license as part of the plea deal, Pat Batchelor of the Dallas County district attorney's office told The Dallas Morning News. Garland Police Chief Mitch Bates said he hoped the firings would protect his department's integrity. The two other officers, William Mott and Demarcus Banda, were fired for making "untruthful" reports about the case, Bates said. The motorcyclist, Ling, was indicted on a felony for fleeing authorities.

WEIRD NEWS: SUSPICIOUS BIKER JACKET SPARKS ALARM: As the United States raised its terrorism threat level to orange alert, the second-highest of five color-coded levels of alert, a female passenger was removed from a Paris-to-Cincinnati flight just before take off from France because of suspicious looking wires poking out of her leather motorcycle jacket.

As it turned out, the biker jacket was designed to heat up like an electric blanket to keep the wearer warm while riding, said security officials, who later determined the woman was not a security threat.

However, as a precaution, Delta Flight 43 was kept about a mile away from the terminal at Cincinnati/Northern Kentucky International Airport after it landed in a secured cargo area used for Air Force One during presidential visits, and U.S. officials re-screened passengers and baggage.

ALTERNATIVE CANDIDATES IN '04

Tired of the Republican establishment taking your vote for granted? Fed up with these country-club elitists and neo-cons mocking your views on immigration, your values, and your faith? Then there are alternatives at the polls — instead of staying home. See below:

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What Is Anarchy?

**By Butler Shaffer - Copyright © 2004
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I have mixed feelings about the use of labels to describe philosophical views, whether of myself or others. It is difficult to avoid doing so because our efforts to understand and communicate about the world necessarily involve the use of words and words are, as Alfred Korzybski warned us, abstractions that never equate with what they are meant to describe. His oft-quoted statement that "the map is not the territory" offers a caveat whose implications for confusion are further compounded when addressing such abstract topics as political philosophy.

One philosophical abstraction that seems to befuddle most people is "anarchy." To those challenged by complexity - such as radio talk show hosts and cable-TV "newscasters" who are convinced that all political opinions can be confined to the categories of "liberal" and "conservative" - the word anarchy evokes an unfocused fear of uncertain forces. Images of bomb-throwing thugs who smash and burn the property of others are routinely conjured up by politicians and the media to frighten people into an extension of police authority over their lives. "Disorder" and "lawless confusion" are common dictionary definitions of this word.

That there have been some, calling themselves "anarchists," who have engaged in violence on behalf of their political ambitions, is not to be denied. Nor can we overlook the provocateuring occasionally engaged in by undercover policemen - operating under the guise of "anarchists" - to justify harsh reprisals against political protests. But to condemn a philosophic viewpoint because a few wish to corrupt its meaning for their narrow advantage is no more justifiable than condemning Christianity because a man murders his family and defends his acts on the grounds "God told me to do it!"

As long as a president continues to rationalize war against the Iraqi people as "operation freedom"; as long as the Strategic Air Command insists that "peace is our profession"; and as long as police departments advertise that they are there "to serve and protect," intelligent minds must be prepared to look behind the superficiality and imagery of words to discover their deeper meaning. Such is the case with the word "anarchy."

The late Robert LeFevre made one such effort to transcend the popular meaning of the word when he declared that "an anarchist is anyone who believes in less government than you do." But an even better understanding of the concept can be derived from the Greek origins of the word (anarkhos) which meant "without a ruler." It is this definition of the word that members of the political power structure (i.e., your "rulers") do not want you to consider. Far better that you fear the hidden monsters and hobgoblins who are just waiting to bring terror and havoc to your lives should efforts to increase police powers or budgets fail.

Are there murderers, kidnappers, rapists, and arsonists in our world? Of course there are, and there will always be, and they do not all work for the state. It is amazing that, with all the powers and money conferred upon the state to "protect" us from such threats, they continue to occur with a regularity that seems to have increased with the size of government! Even the current "mad cow disease" scare is being used, by the statists, as a reason for more government regulation, an effort that conveniently ignores the fact that the federal government has been closely regulating meat production for many decades.

Nor can we ignore the history of the state in visiting upon humanity the very death and destruction that its defenders insist upon as a rationale for political power. Those who condemn anarchy should engage in some quantitative analysis. In the twentieth century alone, governments managed to kill - through wars, genocides, and other deadly practices - some 200,000,000 men, women, and children. How many people were killed by anarchists during this period? Governments, not anarchists, have been the deadly "bomb-throwers" of human history!

Because of the disingenuous manner in which this word has been employed, I endeavor to be as precise in my use of the term as possible. I employ the word "anarchy" not as a noun, but as a verb. I envision no utopian community, no "Galt's Gulch" to which free men and women can repair. I prefer to

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think of anarchy as a way in which people deal with one another in a peaceful, cooperative manner; respectful of the inviolability of each other's lives and property interests; resorting to contract and voluntary transactions rather than coercion and expropriation as a way of functioning in society.

I am often asked if anarchy has ever existed in our world, to which I answer: almost all of your daily behavior is an anarchistic expression. How you deal with your neighbors, co-workers, fellow customers in shopping malls or grocery stores, is often determined by subtle processes of negotiation and cooperation. Social pressures, unrelated to statutory enactments, influence our behavior on crowded freeways or grocery checkout lines. If we dealt with our colleagues at work in the same coercive and threatening manner by which the state insists on dealing with us, our employment would be immediately terminated. We would soon be without friends were we to demand that they adhere to specific behavioral standards that we had mandated for their lives.

Should you come over to our home for a visit, you will not be taxed, searched, required to show a passport or driver's license, fined, jailed, threatened, handcuffed, or prohibited from leaving. I suspect that your relationships with your friends are conducted on the same basis of mutual respect. In short, virtually all of our dealings with friends and strangers alike are grounded in practices that are peaceful, voluntary, and devoid of coercion.

A very interesting study of the orderly nature of anarchy is found in John Phillip Reid's book, *Law for the Elephant*. Reid studied numerous diaries and letters written by persons crossing the overland trail in wagon trains going from St. Joseph, Missouri to Oregon and California. The institutions we have been conditioned to equate with "law and order" (e.g., police, prisons, judges, etc.) were absent along the frontier, and Reid was interested in discovering how people behaved toward one another in such circumstances. He discovered that most people respected property and contract rights, and settled whatever differences they had in a peaceful manner, all of this in spite of the fact that there were no "authorities" to call in to enforce a decision. Such traits went so far as to include respect for the property claims of Indians. The values and integrities that individuals brought with them were sufficient to keep the wagon trains as peaceful communities.

Having spent many years driving on California freeways, I have observed an informal order amongst motorists who are complete strangers to one another. There is a general - albeit not universal - courtesy exhibited when one driver wishes to make a lane change and, in spite of noncooperative drivers, a spontaneous order arises from this interplay. A major reason for the cooperative order lies in the fact that a driving mistake can result in serious injury or death, and that such consequences will be felt at once, and by the actor, unlike political decision-making that shifts the costs to others.

One may answer that freeway driving is regulated by the state, and that driving habits are not indicative of anarchistic

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behavior. The same response can be made concerning our behavior generally (i.e., that government laws dictate our conduct in all settings). But this misconceives the causal connections at work. The supervision of our moment-to-moment activities by the state is too remote to affect our actions. We are polite to fellow shoppers or our neighbor for reasons that have nothing to do with legal prescripts. What makes our dealings with others peaceful and respectful comes from within ourselves, not from beyond. For precisely the same reason, a society can be utterly destroyed by the corruption of such subjective influences, and no blizzard of legislative enactments or quadrupling of police forces will be able to avert the entropic outcome. Do you now understand the social meaning of the "Humpty-Dumpty" nursery rhyme?

The study of complexity, or chaos, informs us of patterns of regularity that lie hidden in our world, but which spontaneously manifest themselves to generate the order that we like to pretend authorities have created for us. There is much to discover about the interplay of unseen forces that work, without conscious direction, to make our lives more productive and peaceful than even the best-intended autocrat can accomplish. As the disruptive histories of state planning and regulation reveal, efforts to impose order by fiat often produce disorder, a phenomenon whose explanation is to be found in the dynamical nature of complexity. In the words of Terry Pratchett: "Chaos is found in greatest abundance wherever order is being sought. Chaos always defeats order because it is better organized."

"Anarchy" is an expression of social behavior that reflects the individualized nature of life. Only as living beings are free to pursue their particular interests in the unique circumstances in which they find themselves, can conditions for the well-being of all be attained. Anarchy presumes decentralized and cooperative systems that serve the mutual interests of the individuals comprising them, without the systems ever becoming their own reasons for being. It is this thinking, and the practices that result therefrom, that is alone responsible for whatever peace and order exists in society.

Political thinking, by contrast, presumes the supremacy of the systems (i.e., the state) and reduces individuals to the status of resources for the accomplishment of their ends. Such systems are grounded in the mass-minded conditioning and behavior that has produced the deadly wars, economic dislocations, genocides, and police-state oppressions that comprise the essence of political history.

Men and women need nothing so much right now as to rediscover and reenergize their own souls. They will never be able to accomplish such purposes in the dehumanizing and dispirited state systems that insist upon controlling their lives and property. In the sentiments underlying anarchistic thinking, men and women may be able to find the individualized sense of being and self-direction that they long ago abandoned in marbled halls and citadels.

No Gun Laws - Period

By Lewis J. Goldberg

It's a familiar cry - 'Enforce the 20,000 gun laws already on the books!' This is considered by conservatives to be the commonsense approach to crime prevention, as opposed to drafting and passing new legislation to deal with the allegedly rampant gun violence in this nation - a typically liberal response to the problem of gun violence.

But is advocating enforcement of current laws really a conservative position? Rather let us ask another question - how

is it 'conservative' to support the existence of laws enacted by antigun socialists? Do laws attain 'conservatism' once passed, making it virtuous to support them, regardless of the consequences? The only answer to these questions is no, no, and no.

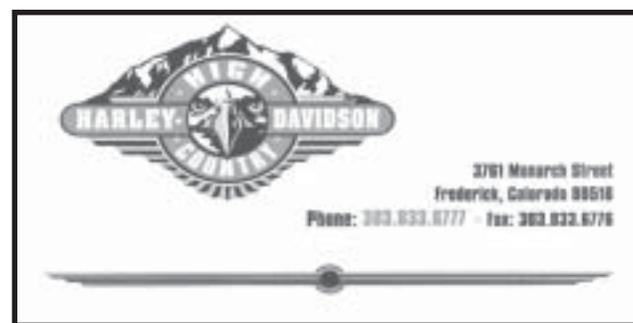
Our glorious, dead-letter Constitution states that the "right of the people to keep and bear Arms, shall not be infringed." Is the definition of 'uninfringed' equal to 'up to 20,000 laws, but no more than?' I know this will infuriate the nanny-statist heathens in Washington, DC, but 'not infringed' means if you're tall enough to put your money on the counter, you can have a gun. That also means convicted felons can and should be able to own firearms.

Goldberg...you've gone nuts! No, let us examine this issue [and I did this before, a few years ago, but it bears repeating.] Our nation was built on private ownership of firearms. You may hate guns, but were it not for them, you would not be here today to whine about them. Being that it is the right of every free man to own weapons, if a man cannot be trusted with a weapon upon release from prison, he should not be let out. This fundamentally simple concept speaks volumes about the failure of our judicial system to hand out punishments consistent with the crimes committed.

In a reasonable world, everyone would be armed who wanted to be; murderers, child molesters, rapists, etc. would be executed regularly and visibly; committers of non-violent crimes [i.e. burglary, car theft, embezzlement, etc.,] would be treated to prisons with minimal heat in the winter, minimal A/C in the summer, minimally nourishing food in the cafeteria, and only one book to read - placed in the cell of each prisoner - the Bible [i.e. no TV, radio, dish, tapes, or computers.] It would be a place to which no man in his right mind would ever want to return. Barbaric? Hardly - it's the way things used to be in this country a long time ago, when crime was low and streets were safe.

So, how do we eliminate 20,000 gun laws when outright communists control the government and millions of brain-dead voters keep re-electing them? Hint: It won't happen at the ballot box.

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