

## News From The President

By Darrin Trussell

Yippee! Summer's here, school's out, and this is the last issue for a few months. Time to get out and do some serious riding!

Another legislative session has come to an end and I'm glad to report nothing happened this year that has directly affected motorcyclists. However, this doesn't mean we should let our guard down. The price of freedom is vigilance.

This year, we faced several .08 BAC laws. Among them was SB-125, Traffic Law Changes For Federal Moneys. The bill was 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 passed through the Judiciary Committee and had been assigned to the Appropriations Committee, where it is currently. The motion was to Postpone Indefinitely the bill, which resulted in a tie vote.

Another .08 bill to be dealt with is HB-1343. It not only lowers the BAC limit; it allows patrons of liquor stores to consume free samples and take partially consumed bottles of wine home from restaurants. Sure, let's get them good and liquored up, then bust them when they walk out the store. How stupid is that?

In last month's notes, I reported the no-fault insurance issue as being dead. However, SB-78 was resurrected and changes were made to address the no-fault law. It's been going back and forth between the House and Senate, along with several stops in Conference Committees. This is one that will go to the wire. Like I've said before, don't look for your auto insurance premiums to be lowered if this bill passes.

On the Federal front, gun-grabbing politicians never seem to give up. Senator Frank Lautenberg has announced plans to introduce legislation that would suspend the three day limit for background checks on firearms purchases if the homeland security threat level is "elevated" or higher. It would also allow authorities to keep records of background checks indefinitely. Smells like Nazi Germany to me.

It appears NHTSA is taking heed of the cry for a new study with regard to the study of motorcycle accidents and how to prevent them. The agency has proposed a study to be conducted by interviewing motorcyclists face-to-face. Could it be they've come around to our way of thinking? I doubt it, but anything is possible.

I must say, the 4th Annual Loop For Lupus Poker Run was a success. Even though the weather wasn't as great as it could have been, those that did attend seemed to have a good time. Lucky and Donna worked hard as usual to make it happen. Through their and others efforts, we managed to take in over \$3000 to benefit the Lupus Foundation and RFJ.

If you missed the .50 Cal Fun Shoot April 24th-27th, then you missed out on a lot of fun. Even though the shoot was way out east, it was worth the trip. Look for another shoot this fall, possibly somewhere near Ft. Morgan.

On a sad note, Mike Spika, a long-time friend and member of RFJ, lost his battle with cancer on April 28th. Mike always believed in and fought for our cause, especially with his generous donations. Fred C. Dobbs, you will be missed.

## News From The East VP

By Lucky Sugarman

Already it's May! I myself am looking forward to a great summer of riding. By the time you read this paper, we probably have had our annual poker run. I hope it is as successful as last years! We at R.F.J. and the Lupus Foundation greatly appreciate your attendance. More to come on this in September, when I can collect all the vital data

The fiscal year for the state ends June 30. The legislature's most important agenda will be balancing the budget. Fortunately for us, as motorcyclists, we don't face any major bills concerning our freedoms. The budget on the other hand, is going to need some rather tough decisions to get a jump on the years ahead. This agenda may include cutting funds to Medicaid, K-12 education.

Although, in 2000 voters passed Amendment 23, which requires the legislature to increase funding for K-12 by enrollment growth, inflation, plus 1% for the next 10 years regardless of tax revenue. We can only speculate for now if they will tamper with this. Education makes up the largest portion of our states funds, at 41%. Discussion of selling the tobacco settlement monies for the next 10 years to generate some \$260 million this year, and suspension of the senior homestead exemption, to save \$62 million, freezing state salaries for one year to the tune of \$34 million and cutting \$110 million to higher education. To me, this screws the elderly, and prohibits potential out of state students from coming to our universities. I suggest the legislature cut their salaries and add to the coffers with some of their fat denero!

Besides balancing the budget, next on the agenda is stimulation of the economy. A package was passed which includes support of tourism, and economic growth. Tourism took a big hit last year because of the fires. I like the idea to stimulate tourism, come spend your money, but don't forget ta leave! You can come back next year and spend more money!

This brings us back to the next agenda, the drought. A bill has been entered to encourage conservation, and enhance more storage, and rehabilitate existing storage. As long as agriculture doesn't suffer, I am all for it.

O.K. now the issue of auto and health insurance. We here in Colorado know that our rates for insurance suck! We are currently the 11th highest car insurance in the nation. This is unacceptable! No-Fault sunsets this year, which leaves us back to the tort system. I won't get into this, because I think Darrin will cover more on it. I can only say it has to get better!

For those of you who live in the city and county of Denvold, your challenge is to elect a mayor. No one on the list that I have seen is worth voting for! All the candidates are anti-gun, and will try to bring Home Rule back. With the passage of SB-025, I hope

**Continued Page 2**

## RIDERS FOR JUSTICE MEETINGS

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**EASTERN SLOPE  
JUNE 8th, 2003**

**SUNDAY 11:00 AM**

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**EAGLES LODGE  
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**GRAND JUNCTION, CO**

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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.

will make it more difficult for who gets to be dictator. I mean mayor. Too bad nobody with any balls is running! Let's make sure we let the next mayor know that we are against anything that tries to circumvent the Constitution!

HB1134 is now in appropriations. The .08 just won't go away. This bill is really stupid! We can taste test alcohol at the retail store, or cap a half a bottle of vino to take home from the restaurant, but at the cost of the .08 b.a.c.! Hmm, sounds like a set up doesn't it?

Well, I guess that's my rant for this month. Have a great summer, and be healthy and safe. Maybe I'll see you on the road.

Quote for this month, "People who are hungry and out of a job are the stuff of which dictatorships are made."-Franklin D. Roosevelt, Jan.11 1944.

## Bits And Picks From The West V.P.

By Carl Dodson

The meeting went well this time, just under an hour and we got alot done. There was a report on the Mary Smith Benefit at the Colorado Club March 23, which raised \$4,600 for medical expenses and gained a Budweiser banner for RFJ.

The Spring Party was set to be at Gateway this year on May 31. Also under new business was the Humane Society Fundraiser Poker Run. Ed was contacted by a representative from the Mesa County Humane Society requesting RFJ's assistance in a poker run. Ed is going to invite the rep to the next meeting.

The Eagles Lodge is having a Car Show fundraiser to benefit cancer research on May 3, 2003 and the Eagles Lodge approached RFJ asking for a \$100 donation. By passing the hat we raised \$200 for them. That's RFJ in action.

I responded to address an issue that came up within our group about the newspaper—Pro-gun or pro-bike as far as the newspaper goes. I contacted Darrin by phone and discussed this with him. The letter will explain itself and will be included in member's newspapers. Members can submit letters or articles for printing in the newspaper. If you want to put something into print, use the email address editor@ridersforjustice.com.

Thurs. the 11<sup>th</sup> while on business in Cortez area, I had a chance to meet with Knucklehead V.P.S.W. and Harvey. We had a good visit and a message to some of our members up here from Knucklehead and I quote "Don't quit, just not now"

On the home front, SB125 is still in state committee and if we don't get on this one, it's gonna pass. Write or email your Congressman to support an in-dept motorcycle crash causation study. Back in 1981 was the last one done. We need it updated and use the address below.

AMA "Rapid Response" feature at [www.AMADirectlink.com](http://www.AMADirectlink.com)

I'm going to close for now, but remember there are always two sides to every story. Ride safe and bring a friend to the meeting. See ya there Carl

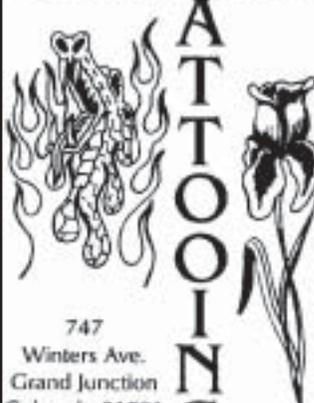
*The old American Gent arrived in Paris by plane and at French customs and he fumbled for his passport.. "You have been to France before Monsieur?", the customs officer asked sarcastically. The Old Gent admitted that he had been to France before. "Then you should know enough to have your passport ready for inspection", snapped the irate official. The American said that the last time he came to France he did not have to show his passport. "Impossible, old man. You Americans always have to show your passports on arrival in France." The old American gave the Frenchman a long hard look. "I assure you, young man, that when I came ashore on Omaha Beach in Normandy on D-day in 1944, there was no Goddamned Frenchmen anywhere on that beach.*

## RIDERS FOR JUSTICE

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## Tragic Loss of MRF President Buck Kittredge

It is with great sadness and tremendous loss that the Motorcycle Riders Foundation's Board of Directors reports the untimely death of MRF President and friend Nathan "Buck" Kittredge. Buck's life was taken just before 7:00 p.m. on Sunday, April 20, 2003 in a single-vehicle motorcycle accident less than 10 miles from his home in Wisconsin. The exact cause of the accident remains unknown. Buck was 56 years old and leaves behind his beloved wife Carolyn and his two sons Jesse and Travis, as well as a worldwide family of motorcyclists' rights activists with whom he had served for many years.

Tom Wyld, MRF Vice President of Government Relations, echoed the sentiments of the entire motorcyclists' rights community upon hearing the tragic news. "We are all numb, grief-stricken and in utter disbelief at this unfathomable loss, and our hearts are one with Carolyn and the rest of the Kittredge family. We will carry on, as Buck would have us do, guided by this wonderful man's spirit and his unflagging devotion to his family, to his cause, and to each and every one of us."

Visitation and a memorial service will be held for Buck on Thursday, April 24 at Jones Funeral Home, 107 Franklin Street, Oconto Falls, Wisconsin 54154, (920)848-2222. Visitation hours will be from 3:00 to 9:00 p.m. with the memorial service beginning at 7:00 p.m. There will be an open microphone remembrances period immediately following the memorial service during which Buck's friends and family will be given the opportunity to share their tributes and memories. In lieu of flowers, the MRF asks that you please forward contributions to the Buck Kittredge Memorial Fund, c/o Wells Fargo Bank, 225 E. Central Avenue, Oconto Falls, WI 54154.

Since 1966, Buck had ridden his various motorcycles through 49 states from his home base in Wisconsin. He first became involved with motorcyclists' rights when he became a life member of the American Motorcyclist Association. He was heavily involved with ABATE of Wisconsin starting in 1985, served as Executive Director of ABATE of Wisconsin from 1994-2000, and was well known for his lobbying efforts for motorcyclists' rights and safety in Washington DC beginning in 1991.

"Buck and I started in bikers' rights together almost eighteen years ago," said Ed Williams, the current Executive Director of ABATE of Wisconsin. "At that time, neither of us had any idea how far it would take us. There is no way I can express in words how much Buck will be missed. I promise you, my friend we will not let you down. We will finish all that you started and we will continue to fight for our right to ride free."

Buck began his service on the Motorcycle Riders Foundation Board of Directors as Supporting State Motorcyclists' Rights Organization Board Member in 1995 when Mark Buckner was MRF President. "The Motorcycle Riders Foundation, and all of biker's rights, has lost a great leader," said Buckner. "Buck was a good friend and a better man. I'll miss him dearly. Our thoughts and prayers go out to Carolyn and the Kittredge family."

Buck served two years as Vice President before taking over as MRF President at the Meeting of the Minds in Lansing, Michigan last September. MRF Vice President Chuc Coulter has stepped in as Interim President as the organization continues to advance the hard work and dedication of Buck and many others to preserve the rights and freedoms of street motorcyclists nationwide. -- <http://www.mrf.org/>

## COAST TO COAST BIKER NEWS

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

**HOUSE INTRODUCES COMPANION BILL TO ABOLISH HEALTH INSURANCE DISCRIMINATION:** Legislation has been introduced in the U.S. House of Representatives as a companion measure to S.423, which will end health insurance discrimination by prohibiting insurance carriers from refusing to provide benefits to those injured while motorcycling or participating in other so-called "risky" activities.

HR 1749, the "Health Care Parity for Legal Transportation and Recreational Activities Act of 2003," is sponsored by Representatives Scott McInnis, a Republican from Colorado, and Democrat Ted Strickland from Ohio, and was introduced with 51 original co-sponsors from both sides of the aisle.

The language of HR 1749 is identical to that contained in S. 423, which was introduced in the U.S. Senate on February 14 by Senators Susan Collins (R-ME) and Russ Feingold (D-WI), and states in part that "a plan or issuer may not deny benefits otherwise provided for the treatment of any injury solely because such injury resulted from participation of the participant or beneficiary in an activity such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing or other similar legal activity."

Both bills aim to promote health care parity for participants in legal transportation and recreational activities, and address a loophole created when the Department of Health and Human Services ruled that employers cannot deny health care coverage to motorcyclists and participants in other risky activities, yet insurers can deny benefits to insureds who are injured while participating in those activities.

**CHARLESTON ORDINANCE BANS "REV-VING":** Just days before the Heritage Motorcycle Rally, expected to attract tens of thousands of bikers to South Carolina's Lowcountry, Charleston City Council passed an anti-revving ordinance that riders view as a rude welcome.

The ordinance, which bans loud revving, amends Chapter 21 of the Code of the City of Charleston by amending Section 21-16 to prohibit persons from "engaging in clamorous singing, yelling, shouting, whooping, bellowing, hollering, or other loud, obstreperous, wanton and unnecessary noises, or from riding, driving, propelling, or otherwise operating any motorized vehicle, including but not limited to cars, trucks, vans and motorcycles, in a manner which emits unnecessary and loud noise or long

continued noise, either in the day time or at night which disturbs the peace and quiet of the City, whether in the public street or within enclosures, public or private, and further amending Section 21-16 to provide that operating a motorized vehicle by rapid throttle advancing (revving) of an internal combustion engine resulting in increased noise from the engine is prohibited."

Dave Harvey, an organizer of the event, said the action was overkill to placate residents of the city's historic downtown district. "It is a direct attack on the motorcycle rally," Harvey said. According to Harvey, the ordinance could be used to hassle bikers, adding that it is difficult to operate a motorcycle without some degree of revving.

Harvey estimates between 25,000 and 50,000 bikers will attend the rally, scheduled for April 16-20 in the small town of Ladson outside Charleston. Similar rallies up the coast in Myrtle Beach have drawn as many 300,000 people.

Charleston Police Major Herbert Whetsell said the ordinance is an improvement from the existing law because it more thoroughly spells out what is prohibited. Police aren't looking to hassle bikers, he said. The law will be used only when someone revs their engine up high or jets away quickly and loudly, he said.

Mayor Joseph P. Riley Jr. and others said the city wants bikers to come, and that the ordinance is intended only to help provide a quiet atmosphere for residents and visitors.

Other officials said they are not trying to be unwelcoming. Councilman Henry Fishburne urged the bikers to come and visit - quietly. "Here's your chance to show how well you can

**Continued on page 4**

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behave," he added.

"Watch our Charleston," says James "Gunny" Gregory, former Chairman of the Board for ABATE of California who now resides in South Carolina. "It is now against the law to sing at the sunrise Easter services when outside, to cheer the Riverdogs, or shout to a friend on the street. Mayor Joe knows best."

**ARIZONA BIKERS DERAILED "DANGEROUS DRIVING BILL":** An anti-cruising bill which could have outlawed motorcycle events and rides with over 20 bikes was killed thanks to quick lobbying action by Arizona bikers.

HB 2386, the "Dangerous Driving Bill" introduced by John Nelson (R-Phoenix), would allow the towing of vehicles ticketed for drag racing or being part of a "procession" of more than 20 vehicles. Though aimed directly at street racers and cruisers, the bill's vagueness could easily be extended to include motorcycles.

"Also, the new law would ask every city and municipality that wished to take advantage of the new towing language to pass its own language as to what and whom it would apply," explained Roger "Priest" Hurm, Chairman and Lobbyist for the Modified Motorcycle Association (MMA) of Arizona and a member of the National Coalition of Motorcyclists (NCOM) Board of Directors. "Our job would be multiplied immensely as we would have to keep track of every city in Arizona to see if they included motorcycles in their ordinance."

The anti-cruising bill had already passed the House of Representatives and already had a lot of momentum when the MMA, ABATE of Arizona and the Confederation of Clubs of Arizona were alerted to the possible implications for motorcyclists.

"We had not picked up on it because no keywords got our attention early," said Priest, "But as I read it, I inserted the word motorcycle into the language and started seeing unintended possibilities for us. The vagueness continued throughout the language and a meeting with sponsor John Nelson, John Gonzales the city attorney, and Erik Edwards the police representative just reinforced in my mind the vagueness. So we went to work on the Senate Transportation Committee to kill it because of the ramifications implied to motorcyclists."

The first two senators the bikers met with were Marsha Arzberger and Robert Cannell-Marsha, a rancher from Bisbee area and Bob, a pediatrician from Yuma. "Neither would vote yes on the bill. They saw no cruising problem in their areas—heck Marsha asked me what cruising was. Both had shown us support in previous years," reported Priest. The next senator approached was biker-friendly Carolyn Allen from Scottsdale, home of the Barrett-Jackson Car auction. "Carolyn gave the keynote speech at the 1999 NCOM Convention in Phoenix and has always expressed the view to me that 'helmets mess up my hair'," said Priest. The auction people move cars all over—very expensive cars—and Carolyn

expressed that her "motorcycle and car friends would be unhappy if I voted yes on it."

"We had our third NO vote," recalls Priest. "The day of the hearing I accompanied Ray Huston, MMA lobbyist, and Bobbi Hartman, ABATE lobbyist, to the hearing needing one more NO vote to kill the bill."

In the hallway before Ray got up to speak, new information surfaced from the Phoenix city attorney. Ray had asked him on the towing section if the owner of the vehicle could go down and retrieve the car. For instance, if a teenager gets arrested and his dad's car is towed. Can the dad go get it? "The city attorney hemmed a bit and hawed some more," said Priest. "Ray pressed the issue. The result was information that the arrestee would have to go to a hearing before the release of a vehicle. Whoa....the scenario got worse for the anti-cruising bill: Now dad could not get to work the next day because of the new language. We seemed to have stopped the bill's momentum."

Finally, reason and common sense prevailed and six senators voted NO. The opinion from the Chair was that the bill was too "vague" and had too many "unintended possibilities"—the exact contentions made by the bikers. The final vote: No-6, Yes-0 and one went to the bathroom.

"We got a potentially dangerous bill to our motorcycling health—the so-called 'Dangerous Driving Bill'—killed in Arizona," says a happy Priest. "We've learned to check all bills for unintended language that could affect the way we ride. Rust never sleeps, and neither can we!"

**RIDER ED FUNDS UNDER ATTACK:** A few months ago, our Oregon A.I.M. (Aid to Injured Motorcyclists) Chief of Staff Gunny warned in his "Gunny's Sack" that due to budget deficits across the country, Rider Education Program funding could be robbed unless motorcyclists made sure they were dedicated funds that are used specifically for motorcycle training and protected against being raided.

Since that time, the Utah motorcycle safety fund has come under attack, with their legislature attempting to divert rider ed funds to try to balance the state budget.

Now comes word from Michigan that, in a similar fashion, Michigan Governor Jennifer Granholm has eliminated funding for Michigan's motorcycle rider education program in her proposed 2004 budget for the Department of Education.

"The Motorcycle Safety Education Program and the Off-Road Vehicle Safety Education Program have been eliminated as part of an effort to focus limited state staff resources on core missions. These two programs provide grants to instructional agencies to help subsidize safety-training courses for individuals interested in operating motorcycles and off-road vehicles, whereas the department's core focus is providing educational services to children. The total reduction as a result of eliminating these programs is \$2.0 million. The fees that previously supported these programs will be eliminated and interested individuals can purchase safety training directly from private providers," she explained.

Michigan's motorcycle safety program is funded 100% by fees paid by licensed motorcyclists in that state. Michigan motorcyclists pay the costs that the Department of Education incurs to administer the program, so the move is not likely to save any money.

In fact, Michigan riders asked the state government in 1984 and again in 1996 to tax them to raise money to provide low cost rider education. All the state government does is collect and administer the funding, with bikers even paying for the costs of providing those services to them.

"The Governor's suggestion that training can be purchased from private providers is not a good one," reasons Lindsey Higginbottom, a motorcycle safety instructor in Whitmore Lake, MI. "We trained 1,000 students last year in Ann Arbor alone. About 5,000 were trained throughout the state. Our local Riders Edge program couldn't begin to handle that number of students. We charge \$25 for a course fee. A privatized course would likely cost \$250 to \$300, as it does in any of the private programs in other states. Our local RE classes cost \$295. How many of our 5,000 students per year do you think would spend \$295 for training and how many do you think would just enroll in the less expensive school of hard knocks and just go riding without training?"

If you live in Michigan, please contact the Governor, your state representative and your state senator and ask them to restore the motorcycle rider education funding for on and off road motorcycles in the Michigan Department of Education's 2004 budget. If you live elsewhere, consider contacting the Michigan Department of Tourism and telling them that you will spend your motorcycle vacation dollars in a more motorcycle friendly Great Lakes state if Michigan eliminates rider ed funding. Be sure to send a copy of your letter to Governor Granholm.

#### OREGON HELMET REPEAL BILL INCHES FORWARD:

"The inch worm made a good move and the Helmet Bill received a work session this morning," reports BikePAC of Oregon. A nice step for Bikers was completed with the Helmet Bill receiving the required 4 votes of the 7 committee members and was moved from the committee for a vote on the floor with a DO PASS recommendation.

Later, the Committee Administrator said the Lane Splitting bill was still on the short list to receive a work session, but had not been scheduled and she did not know when and if it would get a hearing.

#### TENNESSEE HELMET BILL PASSES COMMITTEE,

**REACHES IMPASS:** Tennessee House Bill 952 allowing freedom of choice for motorcyclists concerning helmets passed the House Transportation Committee meeting on Wednesday, April 4, with one amendment to require motorcyclists to have proof of health insurance. However, the bill now goes before the Finance Committee, chaired by State Representative Tommy Head (D-Clarksville), whose personal opposition to this bill, coupled with his influence as Chairman of Finance, has insured that no helmet modification has ever made it to the full House for consideration.

"With HB952 passing through the House Transportation Committee with a 'Recommended Do Pass' vote, we feel it is inappropriate for personal prejudice to prevent this legislation from reaching the House floor," said Steve Lundwall, Director of the Concerned Motorcyclists of Tennessee/ABATE and member of the NCOM Board of Directors. "This is in conflict with the idea of a democracy." "All we want is a VOTE on the house floor," he added.

"In the opposition's testimony they tried to state that allowing freedom of choice would COST the state money in TennCare dollars," said Wayne Shaub, CMT/ABATE State Legislative Officer. "They failed to see that it reality will add to the state budget through tourism, bike sales and increased economic activity."

Shaub testified at the Transportation Committee hearing that "Today we have 84,130 street motorcycles registered in Tennessee. If we were to apply the same 20% growth in registrations that Florida experienced during the first year after their helmet law was repealed, that would mean the potential for:

16,826 new bikes at an average of \$10K each: \$168,260,000



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### Continued from page 4

Sales tax potential (at 9.25%): nearly \$15.5M for Tennessee's budget

Add in the income from Registrations, Change of title, and sales of apparel and accessories (and sales tax on them), we come up with around a QUARTER OF A BILLION DOLLARS of economic impact."

Shaub pointed out to the committee that "As you can see, this change will not only return personal freedom, it will also increase funds to the state by millions of dollars."

**WASHINGTON'S "HELMET IS A HELMET" BILL PASSES:** A bill to define "what is a helmet" in the state of Washington passed the House of Representatives by a vote of 89 Yays to 9 Nays, and will soon be on the governor's desk.

"Thanks to everyone who went to the state capitol and or called their Representatives, said Rich Bright, legislative advocate for ABATE of Washington. "YOU MADE IT HAPPEN!"

The helmet definition bill had already passed the Senate on March 11 by a vote of 44-3, and will redefine current 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.

Previously, the Washington police had the latitude to define a helmet by their opinion, leading to thousands of traffic stops for "illegal" helmets with no recourse for the rider.

Also going to the Governor for his signature will be a bill to incorporate sidecar / trike training into the subsidized portion of the Washington Motorcycle Safety Program.

The Washington Road Riders Association reports that WRRR representatives met with Governor Locke's transportation advisor, and the feedback was very positive.

**FLORIDA PURSUES PRO-MOTORCYCLE AGENDA:** ABATE of Florida, Inc. reports that they have three bills they are supporting this legislative session. The biker anti-discrimination bill has passed two committees in the Senate and will be facing its final senate committee hearing. It has already passed one committee in the House.

"Besides our discrimination bill, the stiffer penalties traffic bill has passed two committees in the senate and one in the house, and it will also be heard soon in a house committee," reports James "Doc" Reichenbach, President of ABATE of Florida and Chairman of the Board of NCOM.

The final bill is for the state's first specialty motorcycle tag. It is Red, White and Blue. It had final passage in the Senate and is in messages to be voted on by the House. Doc says that they also are waiting on their Governor to sign a proclamation for May as Motorcycle Safety Month.

"It is a testament of the hard work of the members of ABATE of Florida that these bills are moving through the legislature," commends Doc.

**WEIRD NEWS OF THE MONTH:** PETA Tries to Whip Leather Fetishists Into Shape—The fur flew at the annual

"Leather Weekend" last January in Washington, D.C., as activists with People for the Ethical Treatment of Animals sought to persuade the slaves of fashion and their biker buddies gathered for the fetish convention to give up black leather studs and all.

"Why would I?" demanded Norman Wagner of Scottsdale, Ariz. "I'm 6-foot-3, and 230 pounds, and I can wear anything I want to."

Wagner told reporter Lance Gay of The Knoxville News Sentinel that he is not harming anything by wearing his black leather biker duds, and he questioned the sanity of activists picking on those who chose to wear animal skins. "It's been around for a thousand years, it's durable, and I'm not wasting resources by using it," he said. "Why would someone wear burlap?"

Kayla Rae Worden, a trans-gendered PETA activist from Asheville, N.C., who showed up to leaflet the event decked out in skimpy dominatrix hot pants in spite of freezing Washington weather, sought to persuade the fetishists that synthetics are just as erotic.

Worden, who said she used to wear leather and eat meat when she was a boy 15 years ago, contended the synthetic lifestyle provides even more protection than leather, and can be much more comfortable to wear. Besides, she said, leather smells.

One PETA activist showed up in a black biker outfit made of "pleather" - a silky synthetic black rubber, and white synthetic snakeskin boots. He said he was trying to show that fetishists can make a fashion statement without using leather.

Glen Sams, a 50-year-old member of the Centaur Motorcycle Club of Virginia, said the only requirement for those attending 33<sup>rd</sup> annual Mid-Atlantic Leather Weekend was to have "a pronounced interest in leather" and he was not pleased that PETA is picking on the gathering.

When a mistake or accident causes a biker to put his motorcycle down on the pavement, nothing protects the skin from being scraped off on the asphalt like leather, Sams said. He dismissed the PETA protest. "We were here before PETA, and I imagine we will be here a long time after," he said.

### GOING TO MILWAUKEE FOR HARLEY'S 100<sup>TH</sup>?:

And who isn't? Consider supporting bikers rights while you're there. ABATE of Wisconsin is hosting two campgrounds within 30 minutes of downtown Milwaukee, with easy access to major highways. For more information or reservations, call Greg or Diane at (262) 334-5079 or 306-0606, or by e-mail at [biker@milwpc.com](mailto:biker@milwpc.com). You can also visit the ABATE of Wisconsin website at <http://www.abatewis.org> for info, and a reservation form.

## RIDERS FOR JUSTICE 5 Federal Reserve 101

By Bob Schleiger

I am going to start out this story of the Federal Reserve system by stating something that may be hard for you to grasp, but I guarantee you that it is correct. Today's money, our Federal Reserve Note, cannot exist without debt. Since Federal Reserve Notes are fiat money and have nothing behind them, the only way they can be circulated out of the Federal Reserve Banks is if someone borrows them and creates debt. All the US dollars that exist are there because of debt. Now stand back and think about how much debt that represents. Next time you see the Feds release their figures on the money supply, what they are really showing is the debt of America. The banker's created the Federal Reserve as a cartel that completely controls the American money supply and in essence they have a great deal of control of the rest of the world through loans (debt) issued to other countries. In order to have complete control, they needed the government of the United States to make their Federal Reserve Notes "legal tender" for all debts, public and private. Get out your note and look at the front. It is printed right on it. In fact, it is law that you must pay your tax debt with Federal Reserve Notes. All public and private debt will be satisfied in court if you have offered to pay it with our fiat money. Wouldn't you like to have a monopoly business like this? A cartel that allows you to control your prices and profits?

It is really difficult even for me to understand this concept of our fiat money, the concept that it only exists due to debt. In fact, if everyone paid off their debt, money would not exist in our country! Those Federal Reserve Notes would be stacked up by the trillions in the Federal Reserve Banks and would be

Continued on page 6

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**Continued from page 5**

worth absolutely nothing but their value as recyclable paper. Robert Hemphill, who was the Credit Manager of the Federal Reserve Bank in Atlanta, is quoted in Irving Fisher's book, 100% Money, as stating:

*If all the bank loans were paid, no one could have a bank deposit, and there would not be a dollar of coin or currency in circulation. This is a staggering thought. We are completely dependent on the commercial banks. Someone has to borrow every dollar we have in circulation, cash, or credit. If the banks create ample synthetic money we are prosperous; if not, we starve. We are absolutely without a permanent money system. When one gets a complete grasp of the picture, the tragic absurdity of our hopeless situation is almost incredible – but there it is.*

Now you should begin to understand the scam we are living under. The lights should be coming on as to why the bankers are so willing to loan money! Our society is absolutely dependent on debt! We can never pay it off. We would have no money at all! This is why our government and the financial institutes can never allow us as a society to be debt free. The national debt can never be paid off. All that talk by politicians of repayment is just that – talk. The lure of easy money is there for a reason.

So how does the Federal Reserve operate? Well, first, I must state that the Federal Reserve is not a private company. The board is selected by Congress and they serve over several administrations. All money made by the Federal Reserve is turned over to the Secretary of the Treasury. This all looks above board but when these board members make policy,

who benefits? The owners of the major banks. I say it is a cartel because the people in banking make the profits from the Fed's decisions and many of them end up making these decisions on the board.

If you have a computer you can go to <http://www.federalreserve.gov/> and you can verify what I am about to say. The Federal Reserve controls our money through 3 different ways – loans to member banks through what is called the Discount Window, the Open Market operations which is buying government securities, and last, by controlling the reserve ratio of member banks. So let's look at how these work.

The primary method used to control monetary policy is purchasing government securities or Treasury notes. This starts with the US government printing up a Treasury note. This is a promise to pay a specific amount on a specific date at a specified rate of interest. These notes of debt are the primary foundation of our nation's money supply. The next step is for the government to convert this note to cash. That is the job of the Federal Reserve. The government gives the Treasury note (a note of debt) to the Federal Reserve which books it as an asset because it is a promise by the government to pay. To offset this asset, the Federal Reserve gives the government a Federal Reserve check for the amount of the note. This check becomes a liability on the books which balances out the asset of the Treasury note it holds. Now the Federal Reserve just wrote a check that is not backed by any money in existence. You or I would be headed to the Gray Bar Hotel for this act, but it is perfectly legal for the Federal Reserve because Congress has made it so. Congress cannot run the government on tax money alone and they cannot expect that



how the goldsmith last month loaned out the gold coins that depositors had put in his vault thus creating money from debt? Well, the local bank is ready to do the same thing. That check my son deposited is considered a liability because they owe my son the money, but the bank also considers it an asset because it is money that is in the vault. The books are all balanced with this asset and liability. Confused yet? This is banking, so hang on. All these assets are now considered a bank reserve. These reserves are NOT for paying depositors when they want their money back. It is for creating even more money! The Federal Reserve uses its second monetary policy by controlling the amount of money the commercial banks must keep in their vaults in case depositors want their money. This can vary with time but can be as little as 10% of all their deposits. Let's say they get a deposit of \$1,000,000.00. They are required to keep \$100,000 in the vault and the \$900,000 is considered an excess reserve. The banks can now create up to the total amount of excess reserves by borrowing that amount from the Federal Reserve Bank at the Discount Window thus creating more money out of thin air. The banks then loan this money out to people making a tidy sum of money based on the loan interest rate charged versus the rate paid to the Fed at the Discount Window. The bank makes this money not on money they had to work for, but money that was created out of thin air! Some of that money is deposited by those borrowing it and 90% of it too, will become excess reserve so more new loans can be created. This circle of debt eventually produces up to 9 times the amount of money that the original Treasury Note had for face value, or 10 times when you include the original Treasury Note. Because the money supply has been expanded, we have inflation. Prices go up while purchasing power goes down. The government makes money from nothing and we the people pay through the hidden tax of inflation. Over the years we, the people, have paid for the entire government binge spending through the loss of purchasing power on top of the huge amount we pay in taxes. This is why the government can reduce your taxes but still pay for wars and increased spending by hitting you with the "hidden tax". As you can plainly see, the income tax is not even needed to fund our government. It is there for two purposes; people control and to keep the charade up so the American people do not figure out what is really going on.

As time went on, Congress passed laws that allow the Federal Reserve to expand their scam to loaning other countries money through the International Monetary Fund (IMF). Other countries are glad to get American dollars so the debt piles up. When they cannot pay, the debt is secured by the full faith and trust of the United States Treasury. Read that to mean more Treasury notes floated to pay for it all which means more inflation, which means more hidden taxation on you. People are always bitching because these foreign countries don't pay their debts. The government does not want them to pay their debts. That would shrink the money supply. Debt is good. Paying it off is bad. The only winner is the banker who keeps getting those interest payments on money he never had to work for like you and me. Don't you wish

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you and I will want to buy all these Treasury notes they print (loan our money to the government). They cannot just print large amounts of money because we would get wise to this scam and demand they quit. So the next step in the process is that the government deposits this worthless check at the local Federal Reserve bank. The Treasury department now has money on account at the bank! So the government gets their money and the average American has no idea that money has been created out of thin air! And you thought the government ran on tax revenues! No taxes are ever needed to run our government, as you can plainly see, when you have a money making scam like this!

Now the government issues lots of little checks to people they owe money to like my son in the Navy. See how we created money out of debt? My son deposits his government check in the local commercial bank in town and we get ready for step 2 and 3 in how the Federal Reserve controls money. Remember

you could print up money, loan it out, and collect interest? Well, the bankers can, and do, through their cartel - the Federal Reserve Bank!

As people borrow, money is created. Money is withdrawn from the system when people pay off their debts or buy Treasury notes from the Federal Reserve. Are you beginning to see why right now the Federal Reserve's Discount Window rate is so low? Our economy is in a recession. The money supply is receding because people are not opening new debts. The Federal Reserve would like you to borrow more to stimulate the economy, so they have made the discount rate low. The problem is that people are so in debt already, there is no more debt load to be carried so Alan Greenspan is at a loss of how to get things going again. He needs more debt to stimulate the economy and expand the money supply! Are you beginning to see why we can never get out of debt in this country? We must continue to go further into debt to have a robust economy. Unfortunately, at some point the piper must be paid and it won't be the bankers paying. It will be you and I. Isn't it time you wrote your Congressman and let them know that the scam is up. You know what they are doing and you want it stopped. Ask them to return us to a gold standard again with fully backed money for monetary stability. Sure, we would have some bad days as our economy adjusted but if you are naïve enough to believe we can continue as is without a total collapse at some point, you are living in a dream world. The bankers would have you believe that we must continue to expand the money supply because that is the only way they will get richer and richer while we pay and pay and pay some more.

*If you want to get more info on the Federal Reserve and the tragedy it has created in our nation, ask your librarian to get the book called "The Creature From Jekyll Island" by G. Edward Griffin, ISBN 0-912986-39-5.*

## Letters To The Editor

While reading your short article on 'Unintended Consequences', I found myself with a question, which is; How do you get any 'God given right' to own a gun? Now don't get me wrong - I feel that we have the right and the responsibility to privately own guns and that we have been bamboozled over the years by very weak people who don't understand where they live nor why they are still allowed to live in 'freedom', such as it is turning out. But 'God given' has me stumped, as I have a few years of studies and teaching of anything 'God given' and I can't find anything pertaining directly to guns and God given. Please, and this is for all of the folks who may read this, don't invoke, provoke, nor misuse any reference to God UNLESS you are willing to answer how it came about to God himself. We have the right, but we didn't get it from God! - John Bennett

*Editor's Reply: I think you raise a valid point. Let me try to explain my reasoning. First, it is just my opinion that all of my rights come from God, not man or government. This thought of God given rights comes from our founding fathers and is stated in the Declaration of Independence as:*

*We hold these truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness — That to secure these Rights, Governments are instituted among Men —*

*What are these rights that come from our Creator? Well, the states were concerned that the Constitution did not state what these rights were so the government would know what they could NOT do. The asked for and got the Bill of Rights or Amendments 1 to 10. Since the right to self-defense and*



*also the right to defend our other rights from governmental tyranny is listed as the 2nd Amendment, I believe it is a God-given right. As I said, this is my believe. I am not speaking for others, but you will find that the concept of the Bill of Rights listing our God-given rights to be very wide spread.*

## Federal Safety Agency Sets Hearings on ATVs

PICKERINGTON, Ohio—The federal Consumer Products Safety Commission—the agency that banned three-wheeled all-terrain vehicles in the 1980s—will hold a new series of public hearings on ATV safety beginning in June, the All-Terrain Vehicle Association reports.

According to a notice published in the Federal Register today, the commission will hold a public hearing June 5 in Morgantown, W.Va. The hearing will begin at 10 a.m. at West Virginia University in the Robert C. Byrd Health Science Center.

The commission states that it is “concerned about the dramatic increase in ATV-related injuries and the continued increase in ATV-related deaths, and believes that holding a hearing will provide an opportunity for the interested public to share their concerns about ATVs and ATV safety.”

The commission will take testimony on issues ranging from the availability of safety training to whether there should be “performance standards” set for ATVs. The commission notes that there has been an increase in the number of injuries to riders using ATVs with engine sizes of 400cc and greater.

The commission also will take testimony on a proposal by a coalition of groups made up of the Consumer Federation of America, the Natural Trails and Waters Coalition, the Bluewater Network and others seeking a ban on the sale of adult-sized ATVs sold for use by children under 16.

The coalition originally called for a ban on all ATV use by those under the age of 16 but the CPSC said that it could not enforce such a ban. ATVA Director Doug Morris noted that under a longstanding agreement between the ATV industry and the federal agency, only the smallest ATVs—those with



engines displacing 90cc or less—have been sold for use by riders in that age group.

In addition, Morris questioned the motivation behind some of the groups involved in this attack on ATVs. He noted that the Natural Trails and Waters Coalition and the Bluewater Network have never had any involvement with, or interest in, ATV safety. Instead, their agenda has been to block access to public lands for ATV riders and others involved in motorized recreation.

“Including these anti-access organizations in this coalition makes for an odd alliance at the very least,” Morris said, “since the interests of two of the coalition partners are in eliminating ATVs, not making them safer.”

To testify before the Consumer Product Safety Commission in West Virginia, contact Rockelle Hammond, Office of the Secretary, Consumer Product Safety Commission, Washington, D.C., 20207. Tel: (301) 504-6833. Fax: (301) 504-0127. E-mail: rhammond@cpsc.gov.

You can also send written testimony until July 5 to Attn: ATV Hearing, Office of the Secretary, Consumer Product Safety Commission, Washington, D.C., 20207.

*Reprinted from the American Motorcyclist Association - www.AMADirectlink.com.*

## Rider Fatalities Up Slightly, Crash Study Needed

PICKERINGTON, Ohio—Motorcycling-related fatalities were up 3 percent for the year 2002 compared to the previous year, according to preliminary estimates released today by the National Highway Traffic Safety Administration, the American Motorcyclist Association reports.

Meanwhile, overall highway fatalities were up about 1.5 percent in 2002 to 42,850, compared to 42,116 in 2001, the traffic safety agency said. That represents the highest number of fatalities since 1990.

The federal agency's preliminary report states that 3,276 motorcyclists lost their lives on America's roads in 2002, or 95 more than the 3,181 killed in 2001.

While deaths are up, the preliminary estimate shows that the increase in motorcyclist fatalities over the past several years has slowed, even though motorcycle sales continued at near-record levels.

“This slowdown is a hopeful sign, but there is still a lot we can do to save motorcyclists' lives on our nation's highways,” said Ed Moreland, AMA vice president for government relations. “The top priority for anyone interested in saving motorcyclists' lives should be legislation in Congress to fund comprehensive research into the causes of motorcycle crashes.

“Drunk riding also needlessly causes deaths, and the AMA

**Continued on page 8**

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Continued from page 7

is launching a national Ride Straight campaign in cooperation with the NHTSA to educate riders about the dangers of drinking and riding," Moreland said.

The upward trend of motorcycling fatalities in recent years followed 17 consecutive years of declines. From 1990 through 1999 alone, motorcycling-related fatalities dropped by 48 percent.

The AMA noted that one significant reason for the increase in motorcycling-related fatalities in recent years is that motorcycling has seen an enormous increase in popularity, with sales of new street bikes up more than 100 percent over five years—from about 243,000 in 1997 to more than 500,000 in 2001.

Moreland and his staff in the AMA's Washington, D.C., office are working on Capitol Hill to get \$3 million in funding for an in-depth motorcycle crash study. That funding would be part of congressional reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century.

More than 60 federal lawmakers have signed a letter delivered to U.S. Rep. Don Young (R-Alaska), chairman of the House Transportation and Infrastructure Committee, urging him to back this study to find ways to prevent motorcycle crashes. The last such study—"Motorcycle Accident Cause Factors and Identification of Countermeasures," commonly called the Hurt Report (after lead researcher Harry Hurt)—was conducted more than 20 years ago.

Rider-training and motorist-awareness programs are just two of the efforts to improve motorcyclists' safety that were prompted by the Hurt Report.

Reprinted from the American Motorcyclist Association - [www.AMADirectlink.com](http://www.AMADirectlink.com).

## Failure of American Wire Wheel "Super Spoke" Wheels

Reported in the May issue of *Motorcycle Consumer News*.

NHTSA Office of Defects Investigation (ODI) has gathered preliminary information indicating that "Super Spoke" wheels have been failing catastrophically.

These wheels were manufactured for aftermarket sales by American Wire Wheel, Inc. (AWW) of Denton Texas. Introduced in 1999, Super Spoke aftermarket wheels are radically flawed - i.e., the spokes do not cross one another.

There remains on the road approximately 2000-4000 potentially defective Super Spoke wheels produced by AWW of Denton, TX.

ODI recommends careful inspection of the wheels each and every time you ride. Look for loose spokes, spokes with cracking or flaking chrome. Tires that do not maintain air pressure. Unusual sounds from the wheels while riding. Motorcycle instability that feels like the tire is losing air.

*The congress of the United States possesses no power to regulate, or interfere with the domestic concerns, or police of any state: it belongs not to them to establish any rules respecting the rights of property; nor will the constitution permit any prohibition of arms to the people; or of peaceable assemblies by them, for any purposes whatsoever, and in any number, whenever they may see occasion. -ST. GEORGE TUCKER'S BLACKSTONE*

*Every decent man is ashamed of the government he lives under. -H.L. MENCKEN*

## Helmet Statistics

By Ken Davis (Abate of Wyoming)

According to the National Center for Statistics and Analysis(1), the "rate of helmet nonuse" has gone from 29% in 2000 to 42% in 2002, so more and more bikers are not wearing helmets.

Also according to the NCSA, the rate of helmet use among fatally injured motorcyclists went from 54% in 2000 to 53% in 2001.

So as more and more bikers are not wearing helmets, the majority of those fatally injured are. This may be indicative of a higher rate of fatality injuries by those who wear helmets all the time, most notably sport bike riders, who ride more powerful bikes at higher speeds than the cruiser types.

Consider too that in another DOT report(2), you are much more likely to be involved in a motorcycle crash if you:

*are male*

*are under 40*

*listen to country music*

*read hunting/fishing/  
racing magazines*

...and I guess, by association:

*wear a helmet.*

(1) DOT HS 809 473; U.S. Department of Transportation; National Highway Traffic Safety Administration *Traffic Safety Facts 2001 - Motorcycles*

(2) DOT HS 809 197 January 2001; *Technical Report - Geo-Demographic Analysis of Fatal Motorcycle Crashes*

## Nebraska Motorcycle Helmet Exemption Bill Advances

Senators advanced a bill April 9 that would allow some individuals to ride motorcycles or mopeds without a helmet.

Currently, all passengers or operators of motorcycles or mopeds in Nebraska are required to wear a protective helmet.

As amended, LB 303 would allow individuals age 21 or older as of July 1, 2005, to choose whether or not to wear a helmet so long as they wear eye protection, carry proof of health insurance and complete a motorcycle safety course. The bill's motorcycle safety course requirement would not apply to individuals holding motorcycle licenses as of June 1.

The measure would also increase the motorcycle registration



**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 [dowds@mrf.org](mailto:dowds@mrf.org).

Registration is also accepted through our website at [www.mrf.org](http://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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fee to \$16.50 and set the motorcycle safety course fee at \$50.

Finally, the bill would make riding without eye protection a primary offense. Primary offenses are violations of the law for which no other reason is needed for law enforcement to cite an individual.

Legislators voted 26-12 to advance LB 303 to select file following two days of general file debate.

### Personal decision or dangerous choice?

Gering Sen. Adrian Smith, the bill's sponsor, said that while wearing a motorcycle helmet might be a good idea, the decision is a personal one that does not negatively affect other people.

"We have to bring in an element of common sense here," Smith said. "We cannot legislate common sense."

Smith also argued that helmet laws have not been as effective as originally thought. Wearing helmets can give riders a false sense of security, and motorcycle accident fatality rates are more related to the number of registered motorcycles than to

Continued on page 9

# GATEWAY SUMMER BIKER PARTY!

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**The RFJ Gateway party offers primitive camping. We urge all partiers to stay overnight. Port-a-potties are provided.**

*Let's celebrate 26 years of no helmet law riding!!*

*This party is only open to Riders For Justice members and their guests this year! If you aren't a member, you can join in advance or at the gate.*

*Our government has kept us in a perpetual state of fear - kept us in a continuous stampede of patriotic fervor - with the cry of grave national emergency. Always there has been some terrible evil at home or some monstrous foreign power that was going to gobble us up if we did not blindly rally behind it. - General Douglas Macarthur, 1957*

*"But the truth is that all modern rifles are efficient weapons. It is the man behind the gun that makes the difference..." - Theodore Roosevelt*

### Continued from page 8

restrictive helmet laws, he said.

"Helmets aren't what they're purported to be," Smith said.

Most surrounding states have less restrictive helmet laws, and yet some have lower motorcycle accident fatality rates than Nebraska, Smith said. Nebraska loses out on sales tax revenue because some motorcyclists avoid riding through the state, he added.

Opponents of the bill mentioned relatives and acquaintances killed or injured in motorcycle crashes. The helmet law is intended to prevent these tragedies, they said.

Omaha Sen. Jim Jensen said one of his sons was in a coma for three weeks following a motorcycle accident that occurred when his bike hit loose gravel.

"The helmet is not going to save every life," Jensen said. "But can you imagine if you knew that you were going to be in that situation? Would you want to wear a helmet or not?"

Beatrice Sen. Dennis Byars said data from the National Highway Transportation and Safety Administration indicates that helmeted riders have a lower risk of death and serious injury, including traumatic brain injury, than those who choose not to wear helmets. Wearing a helmet also does not affect a rider's peripheral vision or his or her ability to detect important noises, he said.

Byars suggested that legislators visit a traumatic brain injury rehabilitation center to better assess the real costs of not wearing a motorcycle helmet.

"I've always found personal real stories ... to be those that

most impact me," Byars said.

Supporters of repealing the helmet requirement said individual riders should be able to assess the risks themselves and make their own decisions. Bayard Sen. Philip Erdman said the death of his uncle in a motorcycle accident could not have been prevented had his uncle worn a helmet.

Sen. Patrick Bourne of Omaha said he supports repealing the state's helmet law. "Should you ride with a helmet?" Bourne asked. "Of course. But I don't think we should force this on people."

Trenton Sen. Tom Baker said the bill's education requirement would provide even experienced motorcyclists with stringent training.

"These people have to be committed to do all these things before they are granted the privilege of riding [without a helmet]," Baker said.

### **The costs of injury**

Senators considered a number of amendments to the proposal during the course of legislative debate, including two addressing who should have responsibility for paying treatment costs for those injured in motorcycle crashes.

Omaha Sen. Pam Brown said that while motorcycle crash injuries are expensive, nearly half of motorcycle riders do not have health insurance. As a result, the public has to bear the cost of many motorcycle crashes, she said.

Brown offered an unsuccessful amendment to LB 303 in-

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WHAT'S THE ROAR

tended to require individuals riding without a helmet to carry proof of long-term care insurance. Taxpayers should not be responsible for paying for the health care of individuals who choose not to wear a helmet, she said.

"I think it's ... responsible from our standpoint of protecting the majority of the people in the state who are paying the bills," Brown said.

Bourne said procuring long-term care insurance might be difficult and expensive for motorcyclists to obtain. A long-term care insurance policy could cost a healthy individual \$2,500 per year, he said.

Smith questioned the actual cost to the state of caring for uninsured, injured motorcycle riders. Treating uninsured motorcyclists differently from uninsured automobile drivers would be unfair, he suggested.

The Brown amendment failed on a 19-19 vote.

Omaha Sen. Kermit Brashear offered, but ultimately withdrew, an amendment to LB 303 that would have made unhelmeted motorcyclists ineligible to receive any state-sponsored health care, rehabilitative or long-term care services related to a motorcycle or moped accident.

Brashear said motorcycle accidents can result in the state paying for the long-term care of someone with a traumatic brain injury. But people make their own decisions, he said, and should be responsible for them.

"If you want to ride your Harley without the helmet and something awful happens to you, to the extent that the law will allow ... you're going to take care of yourself," Brashear said. "That's the decision you make when you get on the Harley without the helmet."

Brashear said he was empathetic to those wishing to ride without helmets. "In my dreams I ride a Harley without a helmet," Brashear said. "But in my dreams if I ride a Harley without a helmet and I suffer a head injury, then I'm going to wish that the Legislature had made me wear a helmet."

Smith questioned the amendment's constitutionality and said it unfairly singled out the decisions of motorcyclists. "It is not only a little bit discriminatory, but extremely discriminatory," Smith said.

The amendment would necessitate Nebraska's asking for a federal Medicaid waiver, but it is unlikely the federal government would allow the state to discriminate against patients on the basis of how their injuries were caused, he said. "It's riddled with problems," Smith said.

Byars said national costs associated with head injuries can top \$5 billion annually, while an individual with a brain injury may pay up to \$9 million over a lifetime. Motorcyclists need to take responsibility for their choices, he said. "It's choice, folks," Byars said. "It's choice."

Lincoln Sen. David Landis agreed that motorcycle helmets save lives, but said adults should decide whether or not to wear a helmet. While there are social costs that accompany motorcycle accidents, other individuals who make poor personal choices remain eligible for state aid, he said.

"In the end, their humanity is greater than the individual foible or bad choice that they've made," Landis said.

Table Rock Sen. Floyd Vrtiska questioned who would end up paying for health care costs if the amendment was adopted.

Brashear said siblings, parents and community groups could pay the hospital bill, but Vrtiska expressed concern that the costs would be borne by hospitals and doctors.



"That just drives up the cost of health care for the rest of us," Vrtiska said.

### Other amendments

Smith introduced an amendment to exempt individuals who have held motorcycle licenses prior to June 1 from the safety course requirement. Originally, the bill would have exempted all riders born before 1984 from the course.

Senators had discussed an amendment sponsored, and later withdrawn, by Lincoln Sen. Chris Beutler that would have completely removed the safety course exemption from the bill, effectively requiring all motorcyclists otherwise eligible to ride without helmets to have taken a safety course.

Everyone should be required to take the safety course, Beutler argued. However, Smith expressed concern that eliminating the exemption would "jam the training system with so much demand that we're not going to meet the spirit and the objectives of the bill."

The Smith amendment was adopted by a 27-0 vote.

Beutler offered the amendment, adopted 29-0, that would make the lack of eye protection a primary offense, but would leave the other potential violations under LB 303 as secondary offenses.

Elkhorn Sen. Dwite Pedersen offered an amendment to LB 303 that would have required unhelmeted riders to carry proof of their participation in an organ or tissue donor program in order to be exempt from the helmet requirement.

He said he had seen first-hand the effect of motorcycle injuries. "Brains all over the place," Pedersen said. "Not even enough left in some cases to use for tissue study."

Although motorcycle accidents are often the fault of another automobile and not the motorcycle rider, they can still be devastating, Pedersen said.

Smith said he opposed the amendment because it would discriminate against religions that do not believe in organ donation.

The Pedersen amendment failed by an 11-21 vote.

Lincoln Sen. Ron Raikes offered, but ultimately withdrew, an amendment that would have retained the motorcycle helmet law, but would have made riding without a helmet a secondary offense. Secondary offenses can only be cited if another traffic violation is present.

Lincoln Sen. DiAnna Schimek offered, but later withdrew, an amendment to LB 303 that would have retained the existing helmet law and required all motorcycle or moped riders to have completed a safety course.

Smith expressed concern that the amendment, which would not have affected the motorcycle registration fee or charged a safety course fee, would have required a large general fund expenditure.

Legislators also voted 30-1 to adopt a Transportation and Telecommunications Committee amendment to the bill.

## Eco-terrorists declare war

Michelle Malkin

As war unfolds, Iraqi sleeper cells and al Qaeda operatives aren't the only threats we face on the domestic front. Home-grown environmental radicals cast their own fatwah on America last week. And they're not just talking about lighting tea candles while they sing Bob Dylan tunes in their Birkenstocks.

These anarchist menaces are deadly serious about undermining national security through physical and economic harm.

In a manifesto published last week across left-wing Internet sites, infamous eco-thug Craig Rosebraugh called on his anti-war troops to take "direct actions" against American military establishments, urban centers, corporations, government buildings and media outlets.

This is not an idle threat. Mr. Rosebraugh is former spokesman for the Earth Liberation Front, a violent guerrilla group. Along with its militant ally, the Animal Liberation Front, ELF has claimed responsibility for a long string of arsons and vandalism, causing tens of millions of dollars worth of destruction, involving: crop experiments and test fields at university research centers in the Midwest; fur farms in the Pacific Northwest; meat vendors in the San Francisco Bay area; and department stores on the East Coast.

ELF also takes credit for arsons at a ski resort in Vail, Colo., inspiring four teens to torch housing developments in Long Island, and recently, firebombing sport utility vehicles at an auto dealership outside Erie, Pa.

Fed up with pansy peace march efforts, Mr. Rosebraugh is urging radicals to ditch "pointless" protests and wage outright acts of terror "using any means necessary." Already, in cities from Washington, D.C., to San Francisco, anti-war obstructionists have disrupted traffic and commerce, tying up precious law enforcement resources.

I am reprinting much of Rosebraugh's rallying cry to his America-hating leftists so you know exactly what we are up against:

(1) Attack the financial centers of the country. Using covert or black block techniques ... physically shut down financial centers which regulate and assist the functioning of U.S. economy. This can be done in a variety of ways from massive property destruction, to online sabotage, to physi-

Continued on page 11



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cal occupation of buildings.

(2) Large-scale urban rioting. With massive unrest and even state of emergencies declared in major cities across the country, the U.S. government will be forced to send U.S. troops into the domestic arena, thereby taking resources and political focus away from the war.

(3) Attack the media centers of the country. ... Using any means necessary, shut down the national networks of NBC, ABC, CBS, CNN, etc. Not just occupations but actually engage in strategies and tactics which knock the networks off the air.

(4) Spread the battle to the individuals responsible for the war and destruction of life - the very heads of government and U.S. corporations. No longer should these people be able to hide behind their occupations, living their lives in peace while they simultaneously slaughter countless people. Hit them in their personal lives, visit their homes, and make them feel personally responsible for committing massive atrocities.

(5) Make it known publicly that this movement does not support U.S. troops as long as they are serving an unjust and horrifying political regime. Create an atmosphere lacking of support to assist U.S. troops at home and abroad in losing their morale and will to fight. If you are supporting the troops, you are supporting this war and the very U.S. government that is the primary terrorist regime in the international arena.

(6) Actively target U.S. military establishments within



**In Memory of our Brother and Friend, Mike Spika - b. June 17, 1940, d. April 28, 2003. Mike, a longtime RFJ member and ardent supporter, died April 28, 2003. He was a welding professor at Aims Community College in Greeley CO until he retired. His hobbies were motorcycling, gardening, and repairing and restoring houses. He will be sorely missed by his friends and family. He is survived by his wife Karen Spika. May all your rides now be in peace....**

the United States ... use any means necessary to slow down the functioning of the murdering body.

(7) When engaging in the above six activities, strike hard and fast and retreat in anonymity. ... Do not get caught. Do not get sent to jail. Stay alert, keep active, and keep fighting. Remember, an action is only good (especially at this juncture in U.S. society) if it will serve to severely disrupt the political system of the country, its economy, and the corporate interests that drive this society.

These green saboteurs aim to destroy our livelihoods and our military in the name of "peace." Our government must treat them as enemy combatants, not misguided imbeciles, and use any means necessary to stop them in their terrorist tracks.

*A stranger was seated next to Little Tommy on the plane when the stranger turned to the boy and said, "Let's talk. I've heard that flights will go quicker if you strike up a conversation with your fellow passenger."*

*Little Tommy, who had just opened his book, closed it slowly, and said to the stranger, "What would you like to discuss?"*

*"Oh, I don't know," said the stranger. "How about nuclear power?"*

*"OK," said Little Tommy. "That could be an interesting topic. But let me ask you a question first. "A horse, a cow, and a deer all eat grass. The same stuff. Yet a deer excretes little pellets, while a cow turns out a flat patty, and a horse produces clumps of dried grass. Why do you suppose that is?"*

*"Jeez," said the stranger. "I have no idea."*

*"Well, then," said Little Tommy, "How is it that you feel qualified to discuss nuclear power when you don't know shit?"*

*"Wars are fought with weapons, but they are won by men." General Patton*

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