

## News From the President

By Darrin Trussell

The elections for officers have concluded and I'm here to report that I've been re-elected as President, with Lucky as V.P. and Bob Schleiger as Scribe. The remaining position we have unfilled is that of Secretary / Treasurer. If there is someone interested, please let me know, as we can surely use all the help we can get.

Speaking of elections, this November 4<sup>th</sup> promises to be an exciting one. Three issues of statewide concern are Amendment 32, 33 and Referendum A.

Amendment 32 seeks to repeal the Gallagher Amendment, which sets the maximum percentage rate (currently 7.96%) at which residential property is valued for tax purposes to a fixed maximum of 8.00%. It also repeals the requirement to maintain a constant ratio of taxable property values between residential and business property. (currently 47% residential and 53% business)

This means a larger share of taxes could be shifted to homeowners in the future. While I believe the Gallagher Amendment isn't perfect, I don't feel Amendment 32 will be any better.

Our next Amendment, 33, will allow slot machines, oops, I mean video lottery terminals to be placed in horse and dog tracks along the Front Range. This is Wembly's (who owns all dog tracks except Cloverleaf) attempt to force casino type gambling into communities *without* a local vote. In addition, control of the machines will fall under the Lottery Commission and not the Gaming Board, which could present chaos. In my opinion, this gets a big thumbs down.

The last issue, Referendum A, deals with the issuing of bonds for water projects. For many years, Colorado has seen much of its share of water go downstream to states such as Nevada, Arizona and California.

But that may change if Referendum A passes. What it does is allow the state to borrow up to \$2 billion (yes billion with a "B") with a total repayment of \$4 billion (there's that "B" word again) for various unidentified water projects across the state. Yes, note I said *unidentified*. The state is asking for money without having determined where it will be spent. I guess you can say the farmer built and filled the trough, but forgot to get the pigs.

I agree that we do need to address our water storage issues, but what we don't need is to write a blank check before knowing where it will be spent. Let's try again to get this one right, ok?

In other news, Senator Chuckie Schumer and Representative Carolyn McCarthy, along with the support of the NRA (No Rifles Allowed) have crafted what they call the "National Instant Check Improvement Act".

Under this bill, (S.1706 & H.R.3227) states would be required to submit private, personal records, including medical records, to the FBI. So be careful what you tell your doctor and if you smoke marijuana, be sure not to inhale, as it will most likely bar you from owning a gun.

But what is most disturbing about the whole thing is the NRA's support behind the bill. I think it's time the membership of the NRA sent a message to those in charge by not renewing their membership.

It seems NHTSA just won't give up. This time they're trying to push their mandatory helmet issue, cleverly disguised as "mandatory rider apparel" through the united nations. This is one that bears close attention, as it could once again affect the state's rights. Just another reason why the U.S. should get out of the u.n.

If you haven't paid your dues, then, YOUR DUES ARE DUE! If nothing else, consider it a \$20 yearly insurance premium to have the right to choose whether or not you want to wear a helmet.

Also, don't forget the Hawg Wild swapmeet on November 1<sup>st</sup> and 2<sup>nd</sup>. See ya!

## Notes from the East V.P.

By Lucky

This month I have a lot to discuss. First let's start out with the fundraising/membership drive. It is necessary for any organization, if it is to maintain its integrity, to have the funds available to work our magic. Last month over here, we attempted a poker run. It wasn't a bad turnout, but we are still not up to what we need to hold out the year. This is why if you have not renewed your membership, do so now. If you are reading this paper, and you are not yet a member, cut out the membership entry form located on the next to last page, fill it out and send us the twenty bucks it takes to join. Remember, it takes money to run any worthwhile organization like this one. I myself have gotten a few new members to join, and have gotten a few businesses to advertise. It's really not that hard, if you believe in motorcycle rights, and our Constitution, tell your friends, and business folks to step up and put out a little effort! We will be here to fight for the cause, but unfortunately it does take cash to operate.

Next agenda. I hope the paper makes it to everyone before Election Day! The topics that are on the ballot need some close scrutiny. First is amendment 32. If you own property, or a home this affects you. It is my opinion that 32 is not needed. Why change the system that is in place which has already increased taxes 82% in the last ten years? It is just another tax raise, and it lets the government raise taxes whenever they want to in the future. Definitely vote no on this one!

Amendment 33. Another NO vote! Three times our General Assembly has cut this one down. Now they want to put it on our state Constitution? If this gets placed as a Constitutional amendment, it would take a subsequent amendment to replace it. There is really no clear cut evidence that these

Continued Page 2

## RIDERS FOR JUSTICE MEETINGS

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**EASTERN SLOPE**  
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**WESTERN SLOPE**  
**NOVEMBER 12th, 2003**  
**WEDNESDAY 7:00 P.M.**  
**EAGLES LODGE**  
**ORCHARD MESA**  
**GRAND JUNCTION, CO**

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*"The price of liberty is, always has been, and always will be blood: the person who is not willing to die for his liberty has already lost it to the first scoundrel who is willing to risk dying to violate that person's liberty. Are you free?" - Andrew Ford*

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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.

slot machines would be supplying the revenue they imply it would go for. This is a high class scam! It would only tend to line the pockets of the "high profile" businessmen, Wembly, (outside sources, and foreign interests), and rip off Coloradoans! It would also be responsible for an increase in crime such as domestic violence, D.U.I., robberies, check fraud, identity theft, and so on. PLEASE VOTE NO!!

Now let us take a look at Referendum A. I am divided on this issue. This allows the water conservation board to borrow money for water projects. While we need to upgrade our water storage systems, do we need to put the state in debt in the billions? A lot of our water goes downstream, feeding other states with water that actually belongs to us. I am for creating more storage facilities that will enhance our supply, as long as agriculture benefits from it more than greedy thirsty Front Range developers. Local governments may experience fiscal impacts if they are required to do studies on the feasibility of a project. This is one of those issues that tend to send the cranium into stress mode. Vote the way you feel best. That covers the big agenda. Every county will have their own little ballot worries, that will have to be addressed by the inhabitants of those counties.

Now I would like to thank Wes Daubert, District 2 Rep. for abate, for at least mentioning R.F.J. in the November *Easyriders* magazine. There were quite a few news bits in the rag about Colorado, and our reps. It is nice to know that all of our hard work is finally getting noticed! If only 26 years later (17 for Riders for Justice). Plus the redhead on the cover, with the butterfly tat on her back, and the center-fold girl. That got my full attention! Yes I do look at the pictures besides reading the articles!

Deb "Tiger" Chandler is running for State Coordinator of Abate. Many of you know that Deb is an RFJ member and has been very receptive to RFJ and Abate working together more along with the Confederation of Clubs. I think it would be in RFJ's best interest if Deb was elected, so we wish her luck. While RFJ and Abate will never become one organization, it would help all bikers if we could agree on bills BEFORE we end up arguing about them in the State Capital building! Currently, RFJ, CMSA, and the Confederation of Clubs have signed an agreement to work together on any future legislation so all bikers are behind it. Only Abate has refused to sign this stating it is not in their best interest.

Okay, now don't forget to vote, come to the meetings, and RENEUE YOUR DUES, ads, whatever. Remember we are here to fight for your rights! With that I now leave you with the quote of the month:

The power to tax is the power to destroy...A government which lays taxes on the people not required by urgent public necessity and sound public policy is not a protector of liberty, but an instrument of tyranny. - Calvin Coolidge 6/30/1924

## Bits and Picks from the West V.P.

By Carl Dodson

It is hard to believe that we had another meeting. Just a reminder that your dues are due and the fund drive is under way. The election of officers is as follows: Secretary Jill Rademacher, Treasurer Kendra Tavarone, and Vice President Carl.

We had a number of topics up for discussion: 1) the ceiling tile for the Eagles, 2) the cancellation of the Green Bridge Party, this was done due to the uncertainty of the weather at that

time, and 3) we started making plans for the Toy Run.

We are still running road guards for that event. And finally, the ad for Scooter News was put on hold for now.

There is still nothing on the home front to be concerned about at this time, until the Colorado Legislature starts back up.

The federal side is back in a bad way this time. Do you remember back a couple of years ago when they tried to

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# Fighting Words

By Carl F. Worden

Thanks largely to Bob Schulz of the We The People Foundation and the Internet, Americans in every walk of life nationwide are becoming increasingly aware of the Internal Revenue Service and Department of Justice's outright refusal to cite federal law that specifically requires American citizens to pay an income tax, or for employers to withhold income taxes from their employees. I know this may sound utterly incredible to those of you just now learning of this, but to date, and after many attempts to get federal authorities to publicly address this question, federal authorities have steadfastly refused to answer this very reasonable request.

To put the matter to rest, it would be such a simple thing to cite the law, if such a law exists, and it logically follows that the deliberate refusal of U.S. authorities to respond accordingly means they cannot. It's as simple as that.

Neil Cavuto on Fox News interviewed Bob Schulz recently, where he told Cavuto, God and everybody else tuned in that he had stopped filing income taxes a year ago. Schulz boasted he could not be successfully prosecuted, but as the lightning rod that he is, a vengeful federal government might very well target Schulz with a corrupt federal judge specifically picked for the job. Remember what happened to the Waco survivors? They are still in prison despite the protests of the jury that intended to acquit them.

One such case is that of Dick Simkanin, who somewhat publicly stopped withholding taxes from his employees because he could find no federal law requiring him to. The judge hearing Simkanin's case, United States District Court Judge McBride, repeatedly denied Simkanin's right to due process, including requiring the government to produce the law Simkanin is alleged to have violated! You can read the story on the We The People Website at <http://www.givemeliberty.org/>.

Treated like a dangerous criminal, Simkanin was jailed for three months without bail, and he has now reached a plea bargain agreement to accept a felony conviction. He remains incarcerated until January, when he is to be sentenced. Yes, he cracked, but can anyone blame him?

An activist I deeply admire is Devvy Kidd, who wrote a very revealing article at: <http://www.newswithviews.com/Devvy/kidd21.htm>

She wrote, "Since 1999, We the People Foundation for Constitutional Education, Inc., based in New York and headed up by Robert Schulz, have petitioned the federal government to answer serious, legitimate questions regarding the legitimacy of the federal income tax and the deliberate misapplication of Title 26 against domestic Americans."

"Since 1999, not one single employee, agent or representative of the IRS or the DOJ have felt the need to answer the questions of the people. As is typical with a tyrannical government, these servants of the people have forgotten something very important: This government was created of, by and for the people of these United States of America and the power still lies with the people."

She also reported that, "During this press conference, a senior IRS official by the name of Terry Lemons made the following proclamation in response to a question by David Cay Johnston of the NY Times: Why won't the IRS answer the questions set forth in the petitions from We the People Foundation?"

"According to Johnston, Lemons said the government is answering our Petitions through "enforcement actions." Re-

member what they did to Dick Simkanin? Just wait and see what they have in store for Bob Schulz.

So, Mr. Lemons won't cite a law requiring American citizens to pay income taxes, but he will viciously prosecute anyone who doesn't? Those are fighting words, Mr. Lemons. We are Americans, and those are fighting words, you son of a bitch!

How many times have we citizens been reminded and admonished that this is a nation that operates under the "Rule of Law", Hmm? That's the entire issue here. The people behind the We The People Foundation are not anti-government, nor are they against paying taxes they lawfully owe. They do not want to bankrupt the United States or destroy this nation. They are simply saying this: "If you feds are going to prosecute people for not paying their "fair share" of taxes, then under the "Rule of Law" principle you hold so dear, what federal law specifically requires them to pay income taxes in the first place?" The silence from the federal government to that question is deafening, and remains so.

Consider this: We now have millions of very angry Americans unemployed and under-employed all over this nation due to the Republican-sponsored enactment of the North American Free Trade Agreement (NAFTA) and the General Agreement On Trades And Tariffs (GATT), that were signed into law by President Bill Clinton, against his own Democratic Party's wishes.

The unemployed and under-employed in this nation are barely surviving month-to-month, and the average household credit card debt is now \$9,000.00 and climbing. Bankruptcies are escalating and home foreclosures are skyrocketing nationwide. There are a lot of very angry and disenfranchised Americans roaming the streets out there who are suffering a substantial reduction to their former standard of living, and thus, their ability to provide adequately for their families.

To make this very real and present scenario even more interesting, American military assets are spread thinly all over the world, unable to respond instantly to a major crisis should it occur right here in the United States, a crisis that could conceivably develop into a massive, lightning-strike counter-revolution, whereby Washington D.C. is overrun, traitors hanged and constitutional authority is restored.

What if a clandestine army of 100,000 angry citizens were formed to retake Washington D.C. in return for the promise of \$1,000,000.00 each, guaranteed by contract and paid to them or their survivors upon recapturing the center of the United States Government and it's Treasury? Is that a scary thought or what? Think that's an impossibility? Think again: I'm known for predicting the future quite accurately. Besides, this is a no-brainer because of its simplicity.

RIDERS FOR JUSTICE 3.

The Founding Fathers had no such luxury to offer their conscripts in the American Revolution, other than freedom from King George and his oppressive taxes, but times and circumstances have changed considerably since then, and the United States Treasury is right there for the taking. Only 535 malcontents and their security stand in the way, and not a dime gets paid until the job is done.

We're only talking about 100 billion dollars here, barely more than the 87 billion dollars King George wants to waste on Iraq right now. It's really not that much money when you think about it, and a great many Americans would be willing to do the job for free if they just had assurances that the government of the United States would be brought back into compliance with the Constitution of the United States - a goal shared by every member of the tens of thousands of citizens now comprising the various citizens' militias alone.

I'm contemplating a very dear nation that is in very deep trouble right now. When a high-ranking official of the IRS says he don't need no stinking law, and if you citizens don't pay up he'll utterly destroy you and your families one by one, those are not "chilling words" as Devvy Kidd described them: No, those are fighting words!

Those are the kind of fighting words that bring Americans of almost all reasonable conservative and liberal bents together to fight off a common threat. Every single American was threatened by those words, and everyone in America needs to understand this government no longer respects the Rule of Law unless it suits them.

Pay us tribute, or we'll destroy you. Those were Lemons' words. Those were fighting words!

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# 4. RIDERS FOR JUSTICE

## AMA News & Notes for the Politically Motivated Motorcyclists

### November 2003

AMA is hosting a Washington, D.C., seminar for motorcyclists who want to learn how to influence governmental decisions, whether it's in Congress or at their own local councils.

The seminar, to be held March 6-9 at the Phoenix Park Hotel in Washington, DC, allows participants to meet and learn from the AMA's Washington staff as well as other political experts. In addition to learning about state and federal issues facing motorcyclists today, participants will get tips on building relationships with government-agency officials and on lobbying elected officials.

Participants will also prepare to meet face-to-face with members of their congressional delegation. But the seminar isn't all work; there will be a welcome reception as well as a luncheon and a banquet over the course of the training.

The seminar registration fee is \$75. The registration deadline is February 11. AMA membership is required.

For more information or to register, contact Sharon Titus at (614) 856-1900, ext. 1252 or by e-mail at [stitus@ama-cycle.org](mailto:stitus@ama-cycle.org).

Britain's Government has announced a £3.5m (\$5,620,300) plan to help fix the often neglected secondary roads that motorcyclists love.

Despite an increase in the overall standard of British roads, smaller secondary roads have continued to decline in recent years. But the new Government pledge promises to use new systems to target more effective spending on local roads.

The road surface-testing systems are expected to be in limited use next year but the technology will not be fully developed until at least 2005.

New Jersey is the first state to criminalize Driving While Tired — a first-in-the-nation law against driving while drowsy. Known as Maggie's Law, police will not be pulling over drivers whose eyelids look heavy. The law allows prosecutors to charge a motorist with vehicular homicide, punishable by up to 10 years in prison and a \$100,000 fine, in the event of a deadly crash if there is evidence the accident was caused by sleepiness.

Recent studies estimate 51 percent of motorists feel drowsy behind the wheel, and about two of every 10 drivers say they have fallen asleep while driving in the past year.

Similar bills are pending in New York and have been discussed by lawmakers in Washington State.

Motorcycle and auto insurance rates are expected to increase 6 percent in 2004, according to the Insurance Information Institute, due to rising costs of medical care, vehicle repair, jury awards, theft, and fraud. Some things riders/drivers can do to offset these higher costs are: raise your deductible,

compare insurance costs before buying a bike or car, reduce coverage on older vehicles, buy home and auto policies from the same insurer, maintain good credit, comparison shop and get formal safety training.

AMA Community Council members Todd Sheinfeld of Vermont and Glenn Myers of Alabama recently utilized talk radio shows to lay out their plans and voice their concerns regarding OHV issues in their states.

"The key to getting on these shows is to make yourself available to the media whenever you get the chance," explains Sheinfeld. "In my case I was at a State Senate Transportation meeting and the moderator of a Vermont Public Radio talk show called "Switchboard" approached me about getting on his program after he heard me speak at the meeting.

Myers held a roundtable discussion with on WEZZ 97.7 FM regarding the Chilton County/Minooka Park OHV riding area project which is getting off the ground this year. Myers had a few minutes to fill listeners in on the current progress of the new OHV riding area and some of the things that have yet to be accomplished. The show also gave Glenn a chance to recruit some volunteers to help complete the project.

The American Motorcyclist Association told a congressional subcommittee that the US Forest Service needs to spend more of the money it raises from recreation fees on trail maintenance.

In testimony before the U.S. House Subcommittee on Forests and Forest Health on Wednesday, September 17, AMA Washington Representative Patrick Holtz pointed out that land managers in some national forests are using the fee money for operations and services rather than spending it on much-needed trail rehabilitation.

He was testifying on a proposal to make the Recreation Fee Demonstration program, which involves collecting fees for using public federal land, a permanent program. The demonstration project is set to expire on Sept. 30, 2004.

Congress authorized the Recreation Fee Demonstration program in 1996 for the U.S. Forest Service, National Park Service, federal Bureau of Land Management and the U.S. Fish and Wildlife Service. The purpose was to collect money to maintain and improve natural resources, recreation facilities and services on federal land.

The U.S. Forest Service is currently collecting fees in 114 national forests and grasslands in 36 states and Puerto Rico.

Holtz told the committee that a U.S. General Accounting Office report this year noted that the Angeles and San Bernardino national forests spend 80 percent of their recreation fee money on visitor services, operations, maintenance of facilities, and for providing interpretive services, rather than addressing deferred trail maintenance needs.

He said the AMA could support making the Recreation Fee Demonstration program a permanent program provided certain conditions are met. The fees must be collected to recover costs, and must be used at the area where they are collected, he said. Also, the administrative costs must be held down, paying the fees must be convenient for the land users, and federal, state and local fees should be combined where appropriate.

San Francisco motorcyclists are encouraged to visit the San Francisco Motorcycle and Scooter Coalition's web site at <http://www.sfmsc.org/index.html> for the latest on the effort to increase motorcycle parking spots in the Bay Area. A resolution recently passed by the Board of Supervisors did not fix the problem and a new one has been introduced.

Alabama Governor Bob Riley (R) has signed Executive Order

Number 10, effective immediately. This supports the Transportation Equity Act for the 21st Century, which is now up for reauthorization, including a provision supportive of funding the Recreational Trails Program (RTP). RTP, championed by the AMA and other organizations, apportions funds to the states for the purposes of providing and maintaining motorized and non-motorized trails.

Governor Riley also used the Executive Order to create the State of Alabama Recreational Trail Advisory Board. The Board will consist of 11 members appointed by the Governor and shall be composed of both motorized and non-motorized recreational trail users as members.

New Hampshire's vast majority of OHV trails are located on private lands and the issue of landowner liability has been a significant concern. Granite State legislators commissioned a study committee to review the issue. Their conclusion is that the landowner is not liable if recreational vehicle operators, injured from causes not attributable to intentional acts of the landowner, are injured while recreating on their lands.

RSA 215- A:34 II states "It is recognized that off-highway recreational vehicle (OHRV) operation may be hazardous. Therefore, each person who drives or rides an OHRV accepts, as a matter of law, the dangers inherent in the sport, and shall not maintain an action against an owner, occupant, or lessee of land for any injuries which result from such inherent risks, dangers, or hazards. The categories of such risks, hazards, or dangers which the OHRV user assumes as a matter of law include, but are not limited to, the following: variations in terrain, trails, paths or roads, surface or subsurface snow or ice conditions, bare spots, rocks, trees, stumps, and other forms of forest growth or debris, structures on the land, equipment not in use, pole lines, fences, and collisions with other operators or persons. "

US Fish & Wildlife Service recent announcement that the threatened Peirson's milk-vetch plant may be removed from Endangered Species Act (ESA) protection at the Imperial Sand Dunes Recreation Area, is causing the Center for Biological Diversity (CBD) to focus its attention on a 10-year-old, flawed study to list the Andrews Dune Scarab Beetle.

According to California's Off-Road Business Association, the CBD Scarab Beetle listing is "little more than a shrill attack on off-highway vehicle users and has little to do with the actual population dynamics of the species in question."

In a US Dept. of Interior (DOI) letter dated Jan. 13, 1992 to Fred Andrews, author of the Andrews Dune Scarab Beetle study, DOI contracting officer Anne Ferrie said, "the report does not indicate an attempt to evaluate the effects of OHVs on the beetle quantitatively."

The CBD petition, using the Andrews study, fails to include basic information regarding the number of beetles residing in the dunes and does not discuss population trends at all.

The CBD's efforts are just another attempt at forcing the permanent closure of 49,000 acres of the Imperial Sand Dunes Recreation Area, one of the most popular sand riding areas in the nation.

Out of the approximately 25 million acres of public land in the California Desert Conservation Area, less than eight percent are open for motorized recreation, according to the Bureau of Land Management's (BLM) Environmental Impact Statement for the Imperial Sand Dunes Recreation Area.

California Senate Bill 315 allowing the use of foam and other non-custom made earplugs has been signed into law. Street riders no longer have to fear receiving tickets for using this type of hearing protection. Special thanks to State Senator

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Debra Bowen (D-Redondo Beach) senator.bowen@sen.ca.gov for her efforts in correcting this previously restrictive law.

**United Nations Working Party 1**, of which the AMA is a participant, will address road signing issues in a workshop organized by its Road Safety Committee.

The subject, of high interest for motorcyclists, will be considered in the context of the introduction of amendments to the international conventions regulating Road Traffic, Road Signs and Signals, and agreements endorsing them at the European Union level.

**Motorized Recreation Council of Wyoming (MR. COW)** recently organized for the protection and advocacy for Equality State OHV enthusiasts at a workshop conducted by the National Off-Highway Vehicle Conservation Council and the Wyoming State Trails Program.

Many OHV issues were discussed, illuminating the various common and unique challenges OHV enthusiasts are faced with across the state. Topics ranged from access to trail design, lack of enrolled roads or trails, county and state highway rights of way access, youth access to public lands, and safety issues such as existing licensing and driver license requirements.

Contact J.R. Riggins at lostktm400@aol.com for more info on MR. COW.

**The Wildlands Project** has unveiled its 100-year vision strategy for protecting a contiguous area from Mexico to the Canadian Yukon with the goal of preserving wildlife migration routes. The organization hopes the blueprint can influence long-range planning by US Forest Service and Bureau of Land Management.

Of particular concern to them are five areas they consider especially threatening to wildlife, including Interstate 70 through central Colorado and I-40 east of Albuquerque, NM.

**AMA Member**, Kids Off-Road Program (KORP) founder/director and motorcycle safety instructor Tina Biello was recently presented with the Suzuki Outstanding Rider Education Program award at their annual dealer meeting in Las Vegas, NV. Biello developed this no tuition program from scratch to encourage safe riding among local youth.

KORP covers rider safety, off-highway riding techniques, and basic motorcycle maintenance. Fifteen Saturday classes are offered from May through October at the US Army Corps of Engineers Thomaston Dam Recreation Area in Thomaston, CT. AMA Chartered Pathfinders Motorcycle Club has held the contract with the federal government to maintain the 12 mile trail motorcycle loop at Thomaston Dam for the past 30 years.

**European Parliament** adopted a Resolution stating that the Third Road Safety Action Program should focus on solutions to reduce high risks for motorcyclists. This document has now been published by the European Commission.

The Federation of European Motorcyclists Associations (FEMA) supports the targets set by the Road Safety Action Program and its particular measures to improve road infrastructure, such as road side barriers systems, in order to reduce hazards met by motorcyclists on the roads.

**The American Motorcyclist Association (AMA)**, reacting to a CBS News report on so-called "extreme street riding," points out that this illegal and dangerous conduct represents only a small percentage of the American motorcycling community.

The CBS News "Eye on America" report, which aired during the September 25th broadcast of "The CBS Evening News with Dan Rather," documented groups of motorcyclists who ride at high speeds and perform stunts on public streets and highways. A CBS News producer, conducting research for the report, had contacted the AMA in mid-August.

"For the most part, the CBS News segment correctly portrayed extreme street riding as an isolated phenomenon," said Tom Lindsay, AMA Public Information Director. "It's unfortunate, however, that the irresponsible conduct of such a small number of motorcyclists gets national attention, while the overwhelming majority of American motorcyclists are responsible and law-abiding."

The AMA believes that stunt riding, like that portrayed in the CBS News report, has no place on public streets and highways, where it endangers both motorcyclists and other motorists.

## NHTSA Pushes for United Nations Acceptance of Mandatory Rider Apparel

Having failed to convince State legislatures to adopt laws mandating helmet or apparel use by motorcyclists, the National Highway Traffic Safety Administration (NHTSA) has potentially found another body to advance mandatory-use laws: the United Nations.

The Motorcycle Riders Foundation (MRF) has learned that, in total defiance of legislation passed by Congress, NHTSA has moved its efforts to the United Nations, specifically the world body's "Inland Transport Committee: Working Party on Road Traffic Safety (WP.1)." In a document dated July 15, 2003, and during meetings held by WP.1 in Geneva, Sept. 22-25, 2003, NHTSA presented the following recommendations for WP.1:

Action: "To start a discussion and exchange of information among WP.1 member nations and key non-governmental organizations on motorcycle safety programmes." As part of NHTSA's proposed action plan, it urges a questionnaire

be circulated among member states (editor's note: in this instance, "member states" means countries involved with the United Nations). Among the questions NHTSA requests for inclusion on the questionnaire: "Fatality and injury rates due to motorcyclists not wearing a helmet at the time of the crash;" "Laws governing helmet use;" "Amount of penalty for not wearing a helmet;" and "Are there any repercussions, other than fines, if riders do not wear a helmet."

NHTSA's estimated timeframe: September 2003 - form a working group; April 2004 - develop and distribute questionnaire; April 2005 - present preliminary results and recommendations to WP.1. This July 15, 2003 NHTSA document will be posted in its entirety on the MRF web site next week.

The Federation of European Motorcyclists' Associations (FEMA) disclosed the NHTSA strategy at the September MRF Meeting of The Minds. FEMA is a partner with the MRF, AMA and FIM in ensuring the voice of riders is heard at "Working Party 29 (WP.29), the global vehicles harmonization talks being held in Geneva under the auspices of the U.N. The NHTSA document surfaced in Geneva.

Mrs. Rose McMurray and Dr. Jeffrey Rungie represented NHTSA at the WP.1 meetings held in Geneva Sept. 22-25. Bob Tomlins, FEMA, reported that Mrs. McMurray, when pressed on the proposed focus on helmets, responded that there are, "compelling safety problems that unite everyone and that the polarizing helmet debate could be set aside in order to work on the bigger safety picture."

"This extraordinary move is a violation of Congressional action and intent," said Karen Bolin, President of the MRF. "Congress has directed that motorcyclist apparel issues are

Continued on page 6

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**Continued from page 5**

matters to be decided by the states - not the Congress, not a federal regulatory agency, and certainly not the United Nations. This calls for a vigorous, sustained response from the Motorcyclists' Rights Movement in the United States. The MRF will pursue every option available to halt NHTSA's regulatory power grab."

NHTSA represents the United States in the global talks. As a signatory to the international agreement to establish WP.29, the U.S. is obligated to initiate a federal rulemaking whenever WP.29 agrees to a Global Technical Regulation (GTR).

"If NHTSA initiates a rulemaking on mandatory apparel of any kind, the regulation usurps State legislative prerogatives," said Tom Wyld, MRF VP-Government Relations. "We would view that as a violation of the Tenth Amendment, and the MRF will use every avenue available to fight such infringement."

The MRF urges ALL motorcyclists and riding organizations to do the following NOW:

1. Contact your Congressman and U.S. Senators (202-224-3121) (www.house.gov) (www.senate.gov).
2. Explain the situation, let them know your views, and ask for their help in pressuring NHTSA to abandon its bid to regulate American motorcyclist attire through the United Nations.
3. Ask your Congressman and Senators to follow-up with you on this issue.
4. Follow up with them.
5. Please e-mail Tom Wyld with any feedback you receive from your Congressman or Senators (mrf-news@mrf.org).

**COAST TO COAST BIKER NEWS**

**Compiled & Edited by Bill Bush,  
National Coalition of Motorcyclists**

**UN TO REGULATE HELMET USAGE?:** In documents submitted to the United Nations during a recent road safety meeting in Geneva, Switzerland, the National Highway Traffic Safety Administration is calling upon the international body to "study" the effectiveness of helmet usage in motorcycle accidents.

In spite of, or perhaps because of, Congressional limitations placed on NHTSA's lobbying efforts in support of mandatory helmet laws, NHTSA Administrator Dr. Jeffrey Runge and associate administrator Rose McMurray presented their request for a "motorcycle safety" survey of Member Nations during the UN's "Inland Transport Committee: Working Party on Road Traffic Safety Working Party 1 (WP.1)" meeting held September 22-25, 2003.

The questionnaire would compell nations to determine fatality and injury rates among riders involved in accidents who were not wearing helmets, and to specify what laws and penalties each country has governing helmet use.

If the committee accepts the NHTSA proposal, it will recommend action to be taken by a larger committee, Working Party 29 (WP.29), which is the committee established by an international agreement signed by UN Member Nations to develop universal vehicle standards under global harmonization.

Then, if that UN Working Group approves, it can pass a resolution calling upon Member Nations to adopt their proposition. Although not binding, the United States would then come under considerable global and federal pressure to enact a nationwide helmet law.

In other words, having lost the helmet law battle locally, NHTSA is now acting globally in an effort to push for worldwide helmet mandates, under the guise of global harmonization, and ignoring federal restrictions in the process.

Concerned motorcyclists should contact their Senators and Congressmen to pull the reigns in on NHTSA before it's too late. If you don't know who your federal representatives are, you can locate them on the web at [www.senate.gov](http://www.senate.gov) or [www.house.gov](http://www.house.gov), or by calling the congressional switchboard at (202) 224-3121.

**BAMBIS ON BIKES:** The increase in motorcycle fatalities is apparently not just a U.S. phenomenon, as reports of increased motorcycle use and resulting fatal accidents is coming in from other parts of the world as well.

"Scottish Bambis (Born Again Middle-Aged Bikers), like their counterparts throughout the world, are said to be indulging in fantasies fueled by a high disposable income and the encroachment of old age," states an article in a British tabloid. "Psychologists have indicated previously that middle-aged men have a tendency to hearken back to their youth and that having a motorcycle is seen as a way of changing their image and attracting women." Two-wheeled Viagra?

Perhaps mid-life crisis could explain the increase in age of the average rider from their mid-20's to mid-40's over the past couple of decades, and the record numbers of motorcycles on the road as the Baby Boomer generation matures.

The paper points out that motorcycle sales in Britain have risen to nearly 200,000, up from just 41,000 less than a decade ago, and like here in the U.S. the number of fatal accidents involving riders over the age of 46 has increased at a time when other categories of road users are becoming statistically safer.

**CALIFORNIA MODIFIES EARPLUG LAW:** In one of his final acts before relinquishing the governor's office to Arnold Schwarzenegger, Governor Gray Davis signed a law that removes "custom" from the state's earplug regulation for motorcycle riders. Previously, only custom made earplugs were legal to wear in the Golden State, but effective January 1<sup>st</sup>, the use of foam inserts will also be allowed.

"Requiring motorcyclists who want to drown out road noise by using ear plugs to buy custom-made plugs is an outdated law that makes absolutely no sense" said State Senator Debra Bowen. "The test ought to be whether a rider using ear plugs can still hear a car's horn or a siren from an emergency vehicle. As long as over-the-counter plugs do the job, there's no reason why ear plugs should have to be custom-made, so junking that requirement is a common sense change that's long overdue."

**"POLITICAL ACTION FOR DUMMIES":** When it comes to political organizing and legislative lobbying strategies, ABATE of Pennsylvania wrote the book on how to get a helmet law repealed in your state?literally. Since their successful modification of the helmet law to allow experienced adult riders the freedom to choose when and where to wear a helmet, ABATE of PA has compiled a 156-page dossier on their efforts, including correspondence, web pages, media articles and related items beginning in December 2002 and ending July 9, 2003 - three days after Governor Edward G. Rendell signed the new helmet law.

Now, ABATE-ers in the Keystone State want to share their experiences and help other states gain Freedom of Choice, and are making their game plan available to any organizations fighting for bikers' rights. For details on the book and a link to the order form, please visit: <http://abatempa.org/abate/legislation/history/sb259-2003.htm>, and happy lobbying!



**TEXAS BIKER SHARES THE ROAD:** When Mr. Cano from the Texas Panhandle was run over by a pickup while riding his motorcycle, he complained to the Texas Department of Transportation office in Amarillo that "They have signs warning about not running over such things as livestock, deer and even illegal aliens? so why don't they have signs about watching out for motorcycles?"

Thanks to his efforts, the Sons of Liberty Riders reports that TxDot in Austin has developed a drawing for a sign to share the road with motorcycles, and that other municipalities have permission to make these signs and place them in their city. In fact, the Motorcycle Safety Division has been approached to make these motorcycle awareness signs part of their program, and state legislators have been contacted to put them up in their home towns. Great idea! Hope it spreads. See, one person can make a difference!

**SEGWAY SCOOTERS RECALLED:** You remember the Segway, the mini motorized two-wheeled scooter that was supposed to revolutionize the way us humans travel? Well, the gyroscopically controlled Segway Human Transporter has been recalled because riders have been injured falling off when its batteries run low. Just ask President Bush, who fell off one he was trying out at the White House. Of course, it helps to turn it on.

**INDIAN BITES THE DUST:** The last pieces of confetti were still being swept off the streets of Milwaukee following Harley-Davidson's 100<sup>th</sup> Anniversary celebration when the announcement came that their American rival for the past century has closed its doors, again.

As of Friday, September 19, 2003, Indian Motorcycle Corporation ceased operations at its Gilroy, California factory, and sent more than 350 employees home after a company-saving deal with a new investor fell through.

The closing comes as Indian was enjoying strong sales and critical acceptance. Fran O'Hagan, Indian's executive vice president, said the company was "on target" to sell a record 4,500 bikes this year.

O'Hagan wouldn't discuss in detail the would-be investor in what he called "an eight-digit deal." In 2001, Audax, a private equity firm in Boston, invested \$45 million in Indian and brought in new executives, including O'Hagan, who had worked for Jaguar, BMW and Mercedes-Benz.

The news took Indian dealers by surprise, as the announcement was made just as Indian's dealer meetings were set to begin in Las Vegas to introduce the 2004 models. The company has about 200 dealers nationwide.

O'Hagan said late Friday that he was unsure what would happen next. Bankruptcy is one option, he told the San Jose Mercury News. "In the end, the creditors will control what's left of Indian Motorcycle," he said.

Indian was originally founded in Springfield, Massachusetts in 1901. Indian introduced the first motorcycle with an electric starter and complete electrical system in 1913. Before

World War I, the company was the largest motorcycle maker in the world, producing more than 20,000 bikes a year. It was a worthy rival to Harley-Davidson in both consumer loyalty and on the racetrack, before going out of business the first time in 1953.

After a lengthy court battle, Indian was revived in 1999 through a \$30 million merger involving American Indian Motorcycle Company, Indian Motorcycle Company Inc., California Motorcycle Company, and six-related companies to become the second largest producer of heavy cruiser motorcycles in North America.

The first time around, Indian lasted more than 50 years, this time they didn't make it five.

The closing ends another chapter in the storied manufacturer's history, but does it close the book? Once again, only time, and the courts, will tell.

**MOTORCYCLE TRIVIA:** The Beatles got their name from a line in the 1954 movie "The Wild One". Lee Marvin's character said the motorcycle gang wanted Marlon Brando's character back, even the beetles (he was referring to the women in the gang). They changed the 'ee' to 'ea' so it was like the musical term 'beat'.

In the following excerpt from a 1975 radio interview with "Earth News," George Harrison agrees with this version of their name origin;

"John used to say in his American accent 'Where are we goin' fellas?' and we'd say 'To the top Johnny!' And we used to do that as a laugh, but that was actually the Johnny, I suppose, from 'The Wild One.' Because, when Lee Marvin drives up with his motorcycle gang, and if my ears weren't tricking me, I could've sworn when Marlon Brando is talking to Lee Marvin, Lee Marvin's saying to him 'Look Johnny, I think such-and-such, the Beatles think that you're such-and-such...' as if his motorcycle gang was called the Beatles."

Of course it should be noted that the movie "The Wild One" was banned in England in the 1960's when the fab four named their band.

**BEIRUT BIKE BAN:** "From purse-snatchings to reckless driving habits, bikers are increasingly considered a menace to those around them," wrote Badih Chayban in the February 14 edition of the Daily Star, written six months after Beirut's municipal council voted unanimously to ban motorcycles from the capital's streets for causing noise pollution, irresponsible driving habits and drive-by purse snatchings. "The public is out of patience with motorcycles."

However, due to lack of law enforcement personnel, the ban has yet to be implemented.

Many citizens have filed complaints about what they described as the "irresponsible and reckless" driving of bikers, and blamed them for causing accidents and endangering other drivers.

In an interview with The Daily Star, Marianne Azzi said she crashed her car because a biker did not respect a red light, surprised her and made a quick turn that caused her to lose control of her car and crash into the window of a gallery.

She added that following the incident, she started noticing that most bikers did not respect red lights, "even if there is an ISF officer standing at the spot."

The police source said that this was true, adding that Internal Security Force (ISF) personnel were also complaining about the driving of bikers and their flaunting of road rules. The source said that weak enforcement of the ban and other traf-

fic violations was due to the low number of ISF personnel on the roads, arguing that if the policeman leaves his spot to arrest or follow a biker, it would cause a significant traffic jam of even greater disturbance to the public.

Major complaints have also involved an increased rate of purse-snatchings by bikers, and according to police reports these crimes are a daily affair in Beirut.

Security sources told The Daily Star that the ISF personnel were "doing their best to put an end to this phenomenon and to arrest the thieves who have been doing this dirty job."

However, and in spite of ISF efforts to put end to the two-wheel crimes, the victims say they are unsatisfied with official efforts to curb them. One of the victims said that after two men on a bike snatched her purse six months ago, she had become "paranoid" each time she walked on a street when she saw two people on a bike, "because I know that I am a potential victim of theft."

However, the security source added that in spite of the lack in personnel, the ISF was still managing to issue tickets. "If you take a look at the figures and numbers, you will know how many tickets the police are issuing daily, and how many bikes we have seized because they don't have the appropriate licenses and registration papers," the source added.

He also said that even if the ISF efforts were not enough to end all motorcycle violations, the current moves were "on the right track."

**HALL OF FAME LOOKING FOR A FEW GOOD BIKERS:** The Sturgis Motorcycle Museum & Hall of Fame is now accepting at-large nominations for the 2004 Hall of Fame inductees. The Hall of Fame honors "the men and women who have dedicated much of their lives to improving, promoting and advancing our great sport and lifestyle." Help recognize these unique individuals by sending in a nomination form, accompanied by credentials which explain why this person should be considered for induction. Deadline is January 12, 2004. You can contact the museum at (605) 347-2001 to request a nomination form and further instructions.

## Bits and Picks from the West V.P. Continued from page 2

make riders apparel and a national helmet law mandatory? Well they, [National Highway Traffic Safety Administration] or for short NHTSA, got shot down hard. This must have pissed them off, because they [NHTSA] have gone to the United Nations to push for acceptance of mandatory rider apparel and in the same breath a mandatory helmet law governing helmet use.

Ok, so how does this affect us? In Europe they already have mandatory rider's apparel and helmet laws. The Federation of European Motorcyclists Associations [FEMA] disclosed the NHTSA strategy at the September MRF Meeting of the Minds. FEMA is a partner with the MRF, AMA and FIM in ensuring a voice is heard at Working Party 29 [WP, 29], the global vehicles harmonization talks being held in Geneva under the U.N. NHTSA surfaced in Geneva.

This is how it will work: Every motorcyclist in the "signature nations" would wear a helmet. The governments of the "signature nations" must comply. And if that happens, the Federal agency responsible for the issue would have to pass a law to comply with the United Nation's rules. Guess who the Federal agency is? The National Highway Traffic Safety Administration.

It is time for us let our legislators know that NHTSA is in violation of the law that Congress passed. Also let the NHTSA

know that we are on to them.

Contact your Congressman and U.S. Senators [202-224-3121] or [www.house.gov] and [www.senate.gov].

I can't express how concerned I am about the importance of this matter. In a quote from Karen Bolin, President of MRF: "Congress has directed that motorcyclist apparel issues are matters to be decided by the states, not the Congress, not a Federal regulatory agency and certainly not the United Nations. This calls for a vigorous sustained response from the Motorcycle Rights Movement in the United States." That is us.

NHTSA's estimated time: September 2003-form a working group; April 2004-Develop and distribute questionnaire; April 2005-preliminary results and recommendations.

We must stop them in their tracks and let's kick some butt again!

Ride Free -- Carl

## U.S. Communists to support Dems Party calls for 2004 'united front' in No. 1 priority of beating Bush By Joseph Farah - October 2, 2003

The Communist Party USA will not run a candidate for president, will not support progressive third-party bids but will instead throw its support behind the Democratic Party in an all-out effort to defeat President Bush and the Republican Congress, reports Joseph Farah's G2 Bulletin.

The giveaway of the party's plan, reports the online intelligence newsletter, is a frequent call for a "united front" to defeat Bush by major figures and spokesmen. This is the language employed by the party in the past when it has supported liberal candidates and issues not necessarily under party discipline, says G2 Bulletin.

As far back as April 17, Joelle Fishman, chairwoman of the party's political action committee, wrote in a report to the national board that Communists should not field a candidate of their own in 2004.

"Our presidential campaigns in the past were a great opportunity to project our program, and I'm sure we will find ourselves at that point some time in the future," she wrote. "At this moment, we will convey our program best by working with all out might to build the broadest possible coalitions, fronts and networks that can defeat the undemocratic, imperialistic Bush war machine. This is our responsibility to our own class here and internationally."

Fishman also mentioned discussions with the Green Party and other "left" organizations in which the Communists have argued against presidential and congressional candidates by

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**Continued from page 7**

third parties, adding, "one united push is required to defeat the Republican stronghold."

"The discussion will require a special approach with groups like the Campus Greens and the Peace and Freedom Party in California," she continued.

At a June 29 meeting in New York, the national committee approved a resolution making the defeat of Bush and the Republican majority in Congress the "number one priority."

"Discussion is also taking place within the Green Party about whether to run a presidential candidate this year," said a report to the national committee this summer. "A section of Greens have come to agree that the defeat of Bush is the number one issue."

However, not all of the Democratic presidential candidates energize the Communists. While the party has not yet weighed in on the candidacy of Gen. Wesley Clark, officials speak and write critically of Sen. Joe Lieberman, "who has played an enabling role of the Bush administration by leading on compromises that undercut stronger Democratic proposals, especially in foreign policy."

The party is also leery of John Edwards and Richard Gephardt because of their association with the less-progressive Democratic Leadership Council.

The party has nothing but praise for Sen. John Kerry, Bob Graham, Howard Dean, Al Sharpton and Carol Moseley Braun. But, judging from the accolades and laudatory comments, Dennis Kucinich, the co-chairman of the Congressional Progressive Caucus, is by far the favorite Democratic candidate. His co-chairwoman is Barbara Lee, D-Calif., who has a career-long history of associations with Communist Party and extremist groups and individuals.

Lee is a long-time friend of Communist Party militant Angela Davis, a former Communist Party presidential candidate, and succeeded another radical from the city of Oakland, Rep. Ron "Red" Dellums. Lee paid her establishment political dues - first as an aide to Dellums and later as a California assemblywoman and state senator. However, less known is Lee's service on the national coordinating committee of the "Committees of Correspondence," an organization that splintered from the Communist Party USA in 1991. Davis, the three-time Communist Party candidate for vice president of the United States, served by her side.

"The field of Democratic presidential hopefuls is not monolithic," explained a report by Fishman to the CPUSA national committee June 28. "Rep. Kucinich (D-Ohio) and Rev. Al Sharpton are playing a radicalizing role. Sharpton is campaigning for constitutional amendments to guarantee the right to vote, to education and to health care. Kucinich has pledged his first act as president will be to repeal NAFTA (North American Free Trade Agreement) and the WTO (World Trade Organization). He has introduced and co-sponsored legislation to form a Department of Peace, to abolish the death penalty and to end pre-emptive military policy, among many others."

"It will take an extraordinary united all-people's front with a movement on the ground to defeat the Bush right-wing agenda in 2004," explained a report to the CPUSA national committee June 28, again written by Fishman. "It can be done with the combination of the labor vote, the women's vote and African-American and Latino vote, combined with the youth vote, the peace vote, the environmental vote, the senior vote, the farm vote, etc., all of whom are pledged to work as they never have before."

Kucinich's Progressive Caucus is a socialist-leaning bloc of about 60 votes or nearly 30 percent of the minority vote in the lower chamber. Until 1999, the website of the Progressive Caucus was hosted by the Democratic Socialists of America.

Following an expose of the link between the two organizations in WorldNetDaily, the Progressive Caucus established its own website under the auspices of the Congress. Another officer of the Progressive Caucus, and one of its guiding lights, is avowed socialist Rep. Bernie Sanders, the Vermont independent.

The Democratic Socialists of America's chief organizing goal is to work within the Democratic Party and remove the stigma attached to "socialism" in the eyes of most Americans.

"Stress our Democratic Party strategy and electoral work," explains an organizing document of the DSA. "The Democratic Party is something the public understands, and association with it takes the edge off. Stressing our Democratic Party work will establish some distance from the radical subculture and help integrate you to the milieu of the young liberals."

Nevertheless, the goal of the Democratic Socialists of America has never been deeply hidden. Prior to the cleanup of its website in 1999, the DSA included a song list featuring "The Internationale," the worldwide anthem of communism and socialism. Another song on the site was "Red Revolution" sung to the tune of "Red Robin." The lyrics went: "When the Red Revolution brings its solution along, along, there'll be no more lootin' when we start shootin' that Wall Street throng. ..." Another song removed after WorldNetDaily's expose was "Are You Sleeping, Bourgeoisie?" The lyrics went: "Are you sleeping? Are you sleeping? Bourgeoisie, Bourgeoisie. And when the revolution comes, We'll kill you all with knives and guns, Bourgeoisie, Bourgeoisie."

In the last three years, the Progressive Caucus has been careful to moderate its image for mainstream consumption. "The members of the Progressive Caucus share a common belief in the principles of social and economic justice, non-discrimination and tolerance in America and in our relationships with other countries," the group's statement of purpose explains. Most of the members of the Progressive Caucus, including House Minority Leader Nancy Pelosi, opposed authorizing the war on Iraq. In fact, most Democrats in the House opposed the war resolution. Then House Minority Leader Gephardt and 81 other House Democrats supported the move.

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## Triple Whammy Federal Blackmail Bill to be Introduced By Bob Schleiger - editor

Members of the Transportation Legislation Review Committee have decided to introduce their favorite anti-freedom bill that would ban open containers, drop the DUI limit to .08, and impose mandatory seat belt laws with stiff fines. Even many of the Republicans are caving in to this federal blackmail. Please get out your pen and paper and start writing your Colorado Congressman/woman about this issue. If we don't stand up and fight this blackmail now, it will never end. The state Legislature is supposed to be our last line of defense against federal tyranny and they are caving in! We all know the .08 laws are nothing but a revenue enhancer for the State Patrol tax agents. Seat belt laws are an outright violation of our rights and liberties. Can a helmet law be far behind if you agree with a seat belt law? And finally, open container laws



are just not needed. It is already against the law to drive drunk, so why is this necessary? If my passenger wants to drink a beer it is none of the state's business. Hell, it isn't any of their business if I am drinking a beer and driving if I am not drunk! They let drivers talk on their cell phones while they drive and it has been proven they are just as great a risk as a drunk driver. I know we all get tired of these anti-freedom people that just keep bringing this stuff up year after year, but nobody ever promised us nirvana when the founders set up this country, so you just have to keep writing and calling to get their attention. Both Denver rags are fully in favor of these laws, so don't expect the sheeple to hear anything but a pack of lies from the local newspapers. Colorado collects the federal gas tax for them and they can just as easily tell them to go to hell when it is time to send it in. Maybe our Legislators can pass some blackmail against the feds for a change and screw them out of some money! Now that would be justice, but don't hold your breath.

## NHTSA AWARDS CONTRACT IN ADVANCE OF WHITE HOUSE APPROVAL

The Motorcycle Riders Foundation (MRF) has learned that the "Characteristics of Motorcycle Operators" study proposed by the National Highway Traffic Safety Administration (NHTSA) in April 2003 was cast in concrete in a contract awarded six months before the agency asked for comments from the public and subsequently sought approval by the White House Office of Management & Budget.

Roundly criticized by the MRF, State Motorcyclists' Rights Organizations (SMROs), the American Motorcyclist Association (AMA), Harley-Davidson Motor Company and many others, the "study" envisioned personal, nominally 10-minute interviews with thousands of riders in some seven states.

NHTSA published its plan in Docket NHTSA 2003-14375 in the April 29, 2003 Federal Register. "Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB)," NHTSA noted. "Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed information collections, including extensions and reinstatements of previously approved collections.. This document describes one collection of information for which NHTSA intends to seek OMB approval."

Significantly, there was nothing in this information collection effort that was "proposed;" rather, it was already a matter of federal contract. At the request of the MRF, a Congressman queried the agency and learned today that NHTSA solicited bids in July 2002, awarded the contract in September 2002 and expects the "study" to conclude December 2004. The contract award was \$310,510.00.

In a presentation to the White House on September 16, the MRF said, "This is tantamount to saying, 'Thanks for your comments, but you really needn't have bothered. You may be right, we may be wrong, and we may have even been duplicitous in our rationale for our study, but we are proceeding regardless.' Frankly, we are astounded by this agency's boldness...how can this agency forsake the community it purports to safeguard and expend taxpayer dollars in so cavalier a manner? And when will our word carry weight in the federal regulatory process?"

The MRF reported the news and repeated its objections in a phone call to the White House today. We urge riders to email, telephone or fax your U.S. Representative (www.house.gov). Explain the news. Then ask your Congressman to write a letter to NHTSA to protest its proceeding with a contract in advance of approval by OMB and despite the uniformly negative public comments.

## Family of Slain Officer Says Killer Got Away With Murder

By Kara Covington - Sierra Times.com

**KNOXVILLE, TENN-** Knox County Corrections officer and father of three Philip Mickey Laton was killed instantly while riding his motorcycle March 10, 2001, on Old Knoxville Highway as he was leaving a birthday party hosted by fellow officers at a private home.

Laton was traveling to work after the party, intending to work a late shift, but instead he was reportedly run down and killed instantly on his motorcycle by Rockford Police officer J.R. Johnson.

Laton's death sparked a November 2002 criminal trial, in which Johnson stood accused of vehicular homicide in connection with the accident.

Johnson was found not guilty, prompting Laton's mother, Pamela Laton, to file a federal civil lawsuit against various parties she and other Laton family members claim were responsible for the accident.

Those facts are undisputed by each party to the incident, but ask for further details and the water of truth begins to turn murky, said Pamela Laton.

After the death of her son, Pamela Laton said she began to dig into the facts and testimony given at Johnson's trial.

After less than a month-long trial, Johnson was found not guilty, left the now disbanded Rockford police department and began driving a semi-truck.

Pamela Laton said Johnson got away with murder when he killed her son. According to the criminal trial transcripts, Johnson and Blount County Sheriff's officer William Grant were working the same area in Blount County the night of Laton's death.

According to Grant's sworn testimony, Grant was sitting in a parking lot working on his laptop when he noticed a motorcycle drive by his location at a high rate of speed.

Grant said he pulled out and began to pursue the motorcyclist without turning on his blue lights and radioed ahead to Johnson, saying, "You should have a motorcycle coming to you."

At that point Johnson was in the process of making a traffic stop with a Toyota Corolla, which he cancelled after Grant's announcement for unknown reasons, because Grant never

requested assistance with the stop.

Grant continued to pursue Laton, still without his blue lights activated, and Johnson got into position on Stock Creek Bridge, a two-lane bridge at the Blount County/Knox County line, to trap the speeding motorcyclist.

What happened next was at the heart of the criminal trial and the federal civil lawsuit filed by Laton's mother and Laton's ex-wife, Misty Dawn Laton.

Grant testified he topped a hill just before the bridge only to witness Johnson and Laton collide, causing Laton's death.

During Johnson's criminal trial, Grant was asked by prosecuting attorney Ed Bailey whether or not he was close enough for Laton to see him or his blue lights, once he turned them on, and Grant said, "I have no idea."

Pamela Laton said that statement should have proven her son did not know he was being pursued, because as a police officer he would have stopped immediately. The following is trial testimony between Bailey and Grant regarding what Grant saw as he topped the hill: Grant: I saw the motorcycle and J.R.'s [Johnson's] cruiser towards the center of the road. Bailey: Where was the motorcycle? Grant: To the left of the car? Bailey: Okay, how close? Grant: Right up on it. Bailey: What did you see happen once the car swerved abruptly to the left? Grant: It struck the motorcycle.

Pamela Laton said Johnson positioned his car straddling the lines of the bridge to stop her son, but Philip Laton was unaware of the ambush, she said, because he did not know he was being pursued.

Pamela Laton said her son swerved into the left lane for oncoming traffic to avoid hitting the parked cruiser driven by Johnson, a motorcycle technique called a break, then swerve.

According to Johnson's cruiser videotape and Pamela Laton's commentary, Johnson swerved, hit Laton and sent him crashing into the bridge's guard rail.

The impact of the cruiser on the motorcycle caused Laton to come off his bike and amputate his left arm on a road sign and come to a rest in a pool of his own blood in the path of oncoming traffic.

Grant arrived on the scene just seconds after the alleged accident and testified Johnson did not attempt in anyway to save Laton; instead he walked over to him, shined a flashlight on the dying man and walked over to Grant and said, "It's getting to where you can't do your job."

During Johnson's criminal trial, evidence was presented which showed Laton's blood alcohol level to be .09.

However, Laton's mother said her son's blood was taken 10 hours after his death, causing faulty results.

According to anthropological studies, when a person dies, within a few hours his or her body begins to ferment, or produce its own alcohol. Laton's mother said this was what the test picked up because her son never took a drink, especially when he was driving and expected at work later.

Pamela Laton said she had a very close relationship with her son and only saw him drink one beer the night of his wedding and no other time in his life.

Pamela Laton said she is suspicious of the way her son's death and his alleged killer's trial were handled.

Grant testified that after the incident, during the conversation between he and Johnson, Johnson asked Grant first if his video and audio were on.

Grant said he told Johnson the video was on but not the

audio. Grant then stated Johnson was his friend and would not recount the rest of the roadside conversation.

Tennessee Highway Patrol accident reconstructionist Charles D. Laxton, was assigned to the case and found several conflicting statements on the part of both Johnson and Grant.

Laxton found Johnson may have been at fault. Laxton said, "As the police cruiser continued into the left lane it suddenly and erratically made a left turning motion into the path of the motorcycle. This was when the crash occurred."

Laxton also found several discrepancies in Johnson's and Grant's statements about their speed during the incident and several other key factors.

Laxton said, "There was no evidence of any immediate life-saving efforts made for Mr. Laton after the crash and after he came to rest in the roadway as a result of said crash." Laxton said Johnson made several conflicting statements about the sequence of events in the crash and driving maneuvers he used that led to the crash.

Laxton was not called as a witness for the state and did not testify on behalf of the prosecution, even though his work was highly respected and he was promoted to captain shortly after the incident.

Pamela Laton said this mistake took justice away from her son and set his alleged killer free because the jury never heard the facts found by Laxton.

Pamela Laton also said she felt Bailey was prosecuting the case only because he had to and had no intention of sending a police officer to jail, even for killing another officer.

This incident was not the first time Johnson had been in trouble for his pursuit tactics. In 1994, Johnson was placed on leave for pursuing a car without permission and wrecking his cruiser as a result of that chase.

Johnson was also suspended in 1998 for inappropriate behavior during in-service training.

Pamela Laton said Rockford police officers were not trained to deal with fleeing motorcyclists, citing an incident in 2001 when Rockford police officer Bill Allen was involved in a pursuit of a motorcycle that ended with the driver, James Brandon Riddle, being placed on life support due to a crash.

Soon after Laton's death, Rockford's police department was

disbanded, and Grant, an eight-year Blount County law enforcement veteran, resigned and began working for Wackenhut Services as a security guard.

Pamela Laton and Misty Laton are suing Johnson, Grant, Blount County, the City of Rockford, Blount County Sheriff Jim Berrong and former Rockford Chief Robert Simerly for the wrongful death of Philip Laton.

A federal court judge dismissed the Latons' first civil lawsuit without prejudice. However, Pamela Laton and Misty Laton appealed the ruling and received notification Aug. 14 from Federal Sixth Circuit Court Clerk Leonard Green that the trial would be reheard, thus granting their motion for an appeal.

Pamela Laton said she is asking for \$7 million in the federal lawsuit. She said this money will not help ease the pain of losing her son, but it will help to provide for the three young children he left behind.

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## Sweep these Ashcrofts under the rug

By Roderick T. Beaman

Attorney General John Ashcroft is on tour trying to dredge up support for the Patriot Acts I & II which of course means more power for him and the other security hacks in Washington. I still don't think that the public understands that The Patriot Acts, in conjunction with the RICO Act and others, are the final mechanism for the suspension of the Constitution and the imposition of a military and police dictatorship in this country. The signs are widely available.

Item: In Rhode Island, someone had grown marijuana on a small section of land. The property and the house on it were seized. No evidence suggested that the owners knew that the marijuana was being cultivated.

Item: On the tenth anniversary of the RICO Act, a prosecutor was quoted in The New York Times as saying that the only limit of the act was the imagination of the prosecutor. If that doesn't frighten you, it does me.

Item: Al Capone was never convicted of a violent crime. He was convicted of income tax evasion.

Item: In Boston, about twenty years ago, a cop was killed during a drug bust. He and his partner had obtained a search warrant based upon the statement of 'an informant'. When they served the warrant, one was killed. Now what had been a routine drug bust became a Murder One charge, of a cop no less.

During discovery, the defense attorney asked for the name of the informant. Guess what guys? There was no informant! The cops just were suspicious that there was drug activity going on and made up the informant. The judges usually don't ask for the names and neither do the defense attorneys in most drug cases. It doesn't help their clients' cases to ask for the name. Suddenly though, as a Murder One case, it became an important issue.

I was astonished by that and asked a criminal defense attorney about it and he said yes, it does happen. The cops often don't have an informant. They are just suspicious. Remember that next time you hear of a drug bust. Like Burt Lancaster said in 'The Professionals'. It's the old story of the good guys versus the bad guys. The problem is who are the good guys and who are the bad guys.

Item: In Rhode Island about twenty years ago, a state cop had botched the most notorious child abuse case in state history. The investigation was so sloppy that a criminal defense attorney told me, a second year law student could have blown it out of the water. The accused was acquitted and the cop was left looking bad.

Shortly after, the chief of the state police announced his planned retirement which meant that there would soon be some openings and promotions. Well, with his previous screw-up, this cop wasn't looking too good in the promotion sweepstakes and he needed a high profile case to polish his dossier. It came along in the form of an old informant of his.

The informant was a chronic stool pigeon who was an addict and a pedophile. They worked a deal where the stoolie infiltrated a scam accident ring that some old street buddies had set up.

As the newspapers reported it, one guy was going to withdraw and two of the others then decided that they were going to kill him. They then sent the stool pigeon to buy the shotgun that they were going to use to kill him and the shovel

they were going to use to bury him. The stool pigeon developed deep pangs of conscience and instead went to the cop to tell him of the plot and they then broke up the ring. Just by coincidence, the shovel and shotgun were purchased in a hardware store across the street from a state police barracks. All coincidence, of course. Like Jimmy Hoffa said after his conviction, 'If they can do this to Jimmy Hoffa, they can do it to anyone'.

Whatever anyone does, please don't deceive yourselves that the judicial system will protect your liberties in these matters. They are the same bunch of brigands and scalawags who stood by while Abraham Lincoln, Woodrow Wilson, FDR, JFK, LBJ and Richard Nixon, et al, shredded the Constitution and trampled on the rights of ordinary citizens.

Not that it matters that search warrants will not be necessary under Patriot II but at least in the past they have formed a shell of a resistance to the police. It's not like on 'Law and Order'. These cops and law enforcement people know who their friendly judges are. If one happens to have given them trouble in the past, they go to another.

The judges are PAID by the very same people they are supposed to be protecting us from. Whose side do you think they will come down on? Oh, there have been some scattered victories but look at the inexorable course that they have approved since this nation began. If the judicial system had functioned as we've been programmed to think it's supposed to, Lincoln, FDR, etc. would have been arrested, tried for treason against the Constitution and hanged.

Michelle Malkin and Ann Coulter frequently endorse Patriot I and point to the track record. Personally, I don't care that the power hasn't been abused, so far. I do care that it can be which means that it will be.

It's important to realize that these people don't care about the Constitution so why should they care about the laws? They just break them, too. The army was knee deep in the operation at Waco in flagrant violation of Posse Comitatus. There should have been courts-martial and resignations over it. There weren't.

The last president to care about the Constitution was Andrew Jackson. The last one to let it guide him in any action was Grover Cleveland and the last one to even mention it as some kind of a source of authority, was Ronald Reagan.

Hello Patriot I & II. Goodbye to what remains of the republic.

*Roderick T. Beaman was born in New York City in 1944. He went to New York University where he fell in with the wrong crowd and became a pre-med. He is a board certified osteopathic family physician and practices in Jacksonville, Florida.*

## What Part of "Shall Not Be Infringed" Don't They Understand?

By Isaiah Z. Sterrett

Senator Dianne Feinstein wants to renew the Assault Weapons Ban for another ten years, as do John Ashcroft and George W. Bush.

One of the most ancient debates among conservatives is whether liberals hate the Constitution, or simply don't understand it. Some argue that the Left is far too blinded by their own ideology to comprehend the importance of the Constitution, and that they therefore lack the ability to interpret it.

Continued on page 11

## AMA BACKS BILL TO CRACK DOWN ON THOSE WHO DAMAGE PUBLIC LAND

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

**PICKERINGTON, Ohio**—The American Motorcyclist Association (AMA) has endorsed legislation in Congress to get tough on individuals who cause willful damage to federal lands.

The Trail Responsibility and Accountability for the Improvement of Lands Act (TRAIL Act), introduced by U.S. Rep. Tom Tancredo (R-Colorado), provides for consistent enforcement of land use, protection and management regulations by the federal Bureau of Land Management, the National Park Service, the United States Fish and Wildlife Service, and the Forest Service. Currently, those agencies impose different penalties on recreational users who damage public land.

In addition, the bill substantially increases the penalties on individuals who willfully cause damage to designated trails. Any fines collected would be used for rehabilitation and trail awareness programs at that trail.

"This legislation sends a clear message to individuals who deliberately engage in irresponsible recreation," Tancredo said. "Abuse our public lands and you will pay the price."

AMA Washington Representative Patrick Holtz said he sees the proposal as a common-sense approach to law enforcement on public land because it doesn't make a distinction between people who enjoy motorized recreation and those who enjoy other forms of recreation.

"Unfortunately, the issue of law enforcement has been used as a political football to demonize and deny access to the motorized community," Holtz said. "Bad actors, regardless of their mode of recreation, should be punished appropriately."

The AMA supports responsible riding on public land and believes that those who intentionally damage land should be punished, whether they're motorized vehicle users, horse riders, campers or hikers. The AMA decided to endorse the Tancredo legislation, in part, because another measure—H.R. 751, commonly called "ROVER"—targets only motorized vehicle users, and doesn't provide for consistent penalties among the various federal land agencies.

honestly. I don't think they deserve that much credit. There are a lot of words one could use to describe the American liberal, but "stupid" is not among them. They hate what we stand for as a nation, and they hate the Constitution.

In 1973 the Leftist movement, with the help of the United States Supreme Court, decided that a woman has a constitutional right to destroy her child. The author of that opinion, Justice Harry Blackmun, wrote that "the Constitution does not explicitly mention any right of privacy," but then mystifyingly based his argument on a right of privacy. Go figure.

In the 1980s the Justices exercised a little sense—obviously rather scarce at the Court when liberals have the majority—and decided to uphold the Tenth Amendment, even when it came to silly laws against certain kinds of sex. They overturned that ruling this year, declaring that states cannot prohibit sex acts, of any kind or nature, which take place in the home. It was a wake-up call to conservatives; astonishingly, we'd always missed the Right To Gay Sex clause in our copy of the Bill of Rights.

The point is simple: liberals have a preternatural talent to manufacture rights and liberties in the Constitution that don't exist. No issue better illustrates that truth than gun rights.

For decades conservatives have been trying to explain the Second Amendment to liberals, but they just won't listen. They sniff that certainly our Founding Fathers didn't really mean "people" (despite having written "people"); they were talking about the militia! The militia can carry as many guns as they please, but the people? Ordinary Americans? How could they be trusted?

In 1972 Associate Supreme Court Justice Douglas wrote that "There is no reason why all pistols should not be barred to everyone except the police." On December 8, 1993, Chuck Schumer, the smarmy New York Democrat, called a press conference at which he said that America is going to "hammer guns on the anvil of relentless legislative strategy! We're going to beat guns into submission!"

In his Saturday radio address of November 15, 1997, Bill Clinton said that "Assault weapons in the hands of civilians exist for no reason but to inspire fear and wreak deadly havoc on our streets."

I guess the man who loathes the military loathes the Constitution more.

And now, Senator Dianne Feinstein (D-CA) wants to renew the Assault Weapons Ban for another ten years. "Semi-automatic assault weapons—which fire up to 250 rounds of ammunition within seconds and without warning—are weapons of war that do not belong on the streets of our communities," she wrote in a letter I received recently. "...military-style assault weapons are a danger on our streets and to our children." Attorney General Ashcroft and President Bush have publicly supported her efforts.

The Second Amendment clearly states that the "right of the people to keep and bear arms shall not be infringed." That's what the Framers wrote, like it or not. If Feinstein wants to introduce an amendment to the Constitution, nullifying that part of the Bill of Rights, she has that power, and if Congress approves, her wishes will be carried out. But until that point, her legislation will be manifestly unconstitutional.

**A liberal is someone who feels a great debt to his fellow man, which debt he proposes to pay off with your money. - G. GORDON LIDDY**

*The other night I was invited out for a night with "the girls." I told my husband that I would be home by midnight, "I promise!" Well, the hours passed and the margaritas went down way too easy.*

*Around 3 a.m., a bit blitzed, I headed for home. Just as I got in the door, the cuckoo clock in the hall started up and cuckooed 3 times. Quickly, realizing my husband would probably wake up, I cuckooed another 9 times.*

*I was really proud of myself for coming up with such a quick-witted solution (even when totally smashed), in order to escape a possible conflict with him.*

*The next morning my husband asked me what time I got in, and I told him midnight. He didn't seem disturbed at all.*

*Then he said, "We need a new cuckoo clock."*

*When I asked him why, he said, "Well, last night our clock cuckooed three times, then said, "Oh, shit," cuckooed 4 more times, cleared its throat, cuckooed another 3 times, giggled, cuckooed twice more, and then tripped over the cat and farted."*

*A farmer goes out one day and buys a brand new stud rooster for his chicken coop. The new rooster struts over to the old rooster and says, "OK old timer, time for you to retire."*

*The old rooster replies, "Come on, surely you cannot handle ALL of these chickens. Look what it has done to me. Can't you just let me have the two old hens over in the corner?"*

*The young rooster says, "Beat it! You are washed up and I am taking over." The old rooster says, "I tell you what, young stud. I will race you around the farmhouse. Whoever wins gets the exclusive domain over the entire chicken coop."*

*The young rooster laughs, "You know you don't stand a chance old man, so just to be fair I will give you a head start." The old rooster takes off running. About 15 seconds later the young rooster takes off running after him.*

*They round the front porch of the farmhouse and the young rooster has closed the gap. He is already about 5 inches behind the old rooster and gaining fast.*

*The farmer, meanwhile, is sitting in his usual spot on the front porch when he sees the roosters running by. He grabs up his shotgun and BOOM! He blows the young rooster to bits.*

*The farmer sadly shakes his head and says, "fiddlesticks... third queer rooster I bought this month."*

*Moral of the story...Don't mess with us old folks.... Age and treachery will always overcome youth and skill!*

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