

Attention Members!!

*Riders For Justice is asking for help from 100% of our members. Many of you have never been called on to help before, but this is an easy job to do. We need every member to sign up one additional person. Doubling our membership would really help. We wouldn't need to do so many fund raisers and the effort would be spread out evenly among each and every member. Please make the effort to get one person signed up and we can all breath a little easier this year! And, remember, **YOUR DUES ARE DUE!!***

News From the President

Darrin Trussell

I hope you have enjoyed the summer riding season as much as I. It's been a long time since I've put a good number of miles on the ol' scooter, but it sure did feel good.

But I must say, in all of my travels, one thing stood out in my mind. That was the number of people I saw wearing helmets. And not just in states that require them. Heck, on the way up to Sturgis, for every one biker I saw riding without a helmet; I saw ten riding with them! I honestly don't see what NHTSA and the states have to worry about. I think the best thing they can do it just sit back and let the states rescind the helmet laws.

However, one thing that we must be concerned with is the increasing number of motorcycle accidents. NHTSA has proposed conducting a study to determine the cause, but I doubt the 2 million they've requested will go very far. No, I believe the best thing we can do to prevent the increasing number of accidents is to keep the state motorcycle safety training programs and get more funds allocated for motorcycle safety and awareness training under TEA-21. But with some states discontinuing funding and in some cases, raiding the funds to balance their budgets, I see this as a long uphill battle.

When the state legislative session ended in May, no .08 DUI law was passed, therefore, the feds say that we cannot use some of the federal gas tax for new highway construction. They say this money must be used for safety reasons. Even though I don't believe it's the right of the feds to tell us how to spend OUR money, I do believe this is a golden opportunity for us to get some funding for motorcycle awareness training.

The other issued affecting us this year was the sunset of the no-fault insurance law. If your premium decreased recently, don't count on the savings for long. The health insurance industry has made it known they will be increasing premiums this fall to cover those injured in auto accidents. All it (money) does is go from one set of pockets into another.

On a last note, in lieu of our regular September 14th Sunday meeting, we will be having a fall poker run so that you can renew your dues and have a little fun. It starts at the Colorado Feed & Grain Roadhouse and ends at Bruce's. Hope to see you there!

News From the Eastern Colorado V.P.

Lucky Sugarmann

It's time to get back to work! I hope everyone has had a nice summer. As for me, it's been like the eastern half of the country...a total blackout! To me, it should only be April.

First, I would like to thank everyone who participated in the Lupus Run. It was a success! Despite the weather, we managed to raise almost \$3,000, in much needed funds for both R.F.J. and the Lupus Foundation. Our next project, the Poker Run for Freedom, Ride for our Rights is scheduled for Sept. 14. Help is needed for this also. (Note, this is also the date that the National Anthem was written.)

I know that everyone has things they need to do, but we could use some help. Our membership is down, and money is tight. This is when we need to watch extra closely. When our guard is down, that's when things happen! The Bureaurokats see this, and take advantage of it. Just because the legislature is out for the summer, doesn't mean they weren't working on stuff! I know a lot of this stuff isn't directly related to motorcycle rights, but it does affect us as citizens of this great state.

First thing to discuss is the bill passed in the legislature that creates a statewide water policy. In November, we will go to the polls to vote on authorizing bonding authority for up to \$2 billion in state water infrastructure projects. They also passed "the most sweeping educational choice program in the nation". This voucher program allows low income students in underachieving schools to attend schools of their choice. They also passed a bill that cracks down on meth labs and its use. The G.A. (General Assembly), provided \$9 million for tourism marketing, and approved a new prison in Fremont County. They were able to fulfill the constitutional obligation of drawing the state's congressional maps. And we became a shall-issue state for carrying concealed weapons.

The thing that is raging in our Federal Congress is the debate whether to raise the gasoline tax for federal highway programs over the next six years. As we have discussed before in this paper, Colorado has been subsidizing other states at our expense! For every dollar, the taxpayers of Colorado spend at the pump 93 cents come back. As compared to Alaska, which receives \$6.60 for each tax dollar they receive! That's over seven times what we get. The proposal would increase the tax by over 5 cents a gallon, and would be indexed for inflation. This means greater than 50% increase over the six year period! Write your Representative now!

Another thing on the federal list is HR 2038. Since the Klinton ban on semi-auto guns sunsets in Sept. 2004, the gun-haters have introduced this bill. 2038 would ban ALL semi-auto shotguns, all detachable magazine semi rifles and M1 Garands. Similar bills will be introduced in the Senate. I could go on with this, but our

Continued Page 2

RIDERS FOR JUSTICE MEETINGS

**EASTERN SLOPE
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**RFJ POKER RUN ON
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SUNDAY 10-12 A.M.
AT CF&G TIMNATH CO!!**

**WESTERN SLOPE
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**RFJ OFFICER ELECTIONS IN OCT!!
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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.

Riders For Justice is having a "Ride For Your Rights" Poker Run on September 14, 2003.

Now is the time to come out and support your freedom to choose in Colorado! Keeping you free costs money! Help us help you.

Sign up at the Colorado Feed & Grain in Timnath, CO from 10 AM to 12 Noon. The price is only \$10 or you can join RFJ for \$25. Either way, you are helping out the best MRO in Colorado. We have succeeded in stopping helmet legislation over 30 times in the last 18 years!

List of Contributors, 2003 Loop for Lupus Run

Many Thanks go out to these fine Businesses for donating their merchandise, for this important, and worthy cause!

We had over \$700.00 in merchandise, and donated dollars from these folks. Give 'em a big hand! Don't forget to patronize these Businesses. They support us, let's support them.

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"The Democratic Party is the party of this popular corruption. The heart of the Democratic Party and its activist core is made up of government unions, government-dependent professions (teachers, social workers, civil servants); special interest and special benefits groups (abortion rights, is a good example) that feed off the government trough; and ethnic constituencies, African Americans being the most prominent, who are disproportionately invested in government jobs and in programs that government provides. The Democratic Party credo is 'Take as much of the people's money as politically feasible, and use that money to buy as many of the people's votes as possible'. Tax cuts are a threat to this Democratic agenda. Consequently, Democrats loathe and despise them."—Semi-reformed Leftist David Horowitz

Continued from page 1

space is limited.

So in closing, did you hear about the two gay judges? They tried each other! A little girl attending her first wedding asked her mother, "Why is the bride wearing white?" "Because white is the color of happiness," responds the mother. The child thought for a moment, and then said, "Why is the groom wearing black?"

RIDERS FOR JUSTICE

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AMA Launches RideStraight.com

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

June 3 – The AMA has launched a website to support “Ride Straight,” a national campaign to educate motorcyclists about the dangers of drinking and riding.

The new website, www.ridestraight.com, features a wide range of educational and informational resources, as well as links to other motorcycle-safety programs. The site also includes public-service advertisements that can be downloaded for use in print publications.

“The AMA is proud to take the lead in addressing the issue of impaired riding,” said Robert Razor, President of the American Motorcyclist Association. “We believe that [ridestraight.com](http://www.ridestraight.com) can be a valuable tool in raising awareness about the risks of combining alcohol and motorcycling.”

In light of statistics showing that 41 percent of the fatally injured motorcycle riders in 2001 had a blood alcohol content (BAC) of .08 g/dl or greater — the legal limit of impairment in many states — last September the AMA announced that it had joined forces with the National Highway Traffic Safety Administration (NHTSA) to produce Ride Straight.

COAST TO COAST BIKER NEWS

Compiled and Edited by Bill Bish,
National Coalition of Motorcyclists

MOTORCYCLISTS FLEX LOBBYING MUSCLE: Michael Kerr’s reflection in the chrome-plated rearview mirror of his Harley-Davidson Electra Glide reveals a modern-day Easy Rider.

Bearded and long-haired, the 52-year-old Chicagoan favors jeans or black leather when he straddles his hog, but he’s just as comfortable slipping into a suit and tie to press the flesh with politicians. “I would debate the president of the United States on motorcycle rights,” Kerr recently told Rex W. Huppke, a staff reporter for the Chicago Tribune. Kerr has ridden motorcycles for 35 years and is head of an Illinois motorcycle group’s political action committee. “We’ve become far more politically astute. People understand that if we don’t stay aware, we could lose our rights.”

“Some scowl at motorcyclists, calling them reckless, risky and noisy,” states Huppke in his May 27 article, “But as summer days beckon bikers to city streets and country roads, riders like Kerr ignore the criticism, ease out the clutch and roll off smiling, knowing their numbers are growing right along with their political muscle.”

A full-throttle charge by motorcycle activists has weakened helmet laws in 30 states, five since 1997. That’s good news for riders who believe mandatory helmet use violates their personal liberty, but it’s a disturbing trend for safety experts who point to a soaring increase in motorcycle fatalities.

Quick to say they don’t oppose helmets, just helmet laws, activists have seen their clout with lawmakers grow steadily in recent years. Along with tackling the helmet issue, groups in Illinois and across the country have proved skilled at beating other legislation—from emissions standards to rules on handlebar heights—that motorcyclists believe impedes their right to “ride free.”

Based on their success with lawmakers, it’s clear bikers are quick learners. In the mid-1970s, all but three states—Illinois, California and Utah—required every motorcyclist to wear a helmet. But thanks to groups like ABATE, 27 states have

amended their helmet laws so that only young people—normally 21 or younger—are required to wear them. Another 20 states and the District of Columbia still have laws covering all riders, and three states—Illinois, Colorado and Iowa—have no helmet law at all. Kerr says lawmakers in California, Pennsylvania and Michigan are edging closer to weakening their rules on helmet laws, and other states are also on the bubble. That’s in large part because advocates such as Kerr—bikers like to call them “legislative warriors”—are busy on the front lines.

While Kerr monitors political movements across the country and occasionally travels to Washington to lobby politicians, other ABATE members operate phone banks and put up election signs during campaigns, supporting politicians who agree to work with motorcyclists.

James “Doc” Reichenbach is a motorcycle activist who in 2000, with the help of 400,000 registered bikers, got Florida’s law changed so that only riders 21 and younger have to don helmets. There is a reason the pendulum has swung in favor of bikers rights, he said.

“We have seminars. We exchange ideas. We work with legislatures,” he said recently at a national motorcyclists’ convention in Milwaukee that drew more than 1,000 bikers. “Politics is really just a game. Well, we learned the game, and now we make the rules.” Reichenbach is the President of ABATE of Florida, Inc., and serves as Chairman of the Board for the National Coalition of Motorcyclists. NCOM held its 18th annual Convention, May 8-10, at the Four Points Sheraton in Milwaukee, Wisconsin. So why do so many motorcyclists prefer not to wear “brain buckets,” while straddling 150-horsepower bikes that can go from zero to 60 m.p.h. in a matter of seconds? “Individual liberty is the No. 1 issue here,” said H.W. “Sputnik” Strain, 63, a fiery, mohawked activist from Texas who is considered by many to be the Patrick Henry of bikers. “When the legislature tells you to wear a helmet, then they’re telling you that you don’t have the ability to think and reason.”

Strain, who lobbied relentlessly and beat Texas’ helmet law into submission, has never worn a helmet, not even in states that require them. He said he has received plenty of tickets, refuses to pay them and has warrants out for his arrest.

That might sound hard-boiled, but the hundreds of leather-clad, bearded, tattooed, coarse-talking bikers who gathered in Milwaukee—many of them lawyers and university professors—agreed with Strain, who is a respected member of their NCOM Legislative Task Force.

As far as the risk, Jill McDugald of Charleston, S.C., said there are risks in everything. A classically trained pianist, she said she developed carpal tunnel

syndrome from countless hours of playing.

“It was my choice to play the piano,” she said, “and it’s my choice to ride a motorcycle.”

Gene Shafer, a biker and emergency-room doctor from Girard, Ill., shares McDugald’s feelings. He says it’s worth any risk to ride without a helmet. “Do I not put an IV into the arm of a person who’s HIV-positive, just because I’m afraid I might get HIV?” he said. “No. That’s my job, it’s my duty. There are risks in all aspects of life.” Shafer is also a member of NCOM’s Legislative Task Force, which boasts numerous legislators as members, including U.S. Senator Ben Nighthorse Campbell of Colorado, Wisconsin State Senator Dave Zien and South Dakota State Senator Jim “Putt” Putnam. Kerr, who is a maintenance mechanic for Snap-On Tools in Crystal Lake, IL, is happy to admit it’s a good time to be a biker. But he’s familiar enough with the changing winds of politics to know a motorcyclist can’t just sit back and enjoy the ride. “It brings a smile to my face to know that we have the attention and respect of some very important people in the country,” Kerr said. “But while we’re doing great, I know there’s a downside to the curve. And there’s just no way we can rest on our laurels.”

RAVE ACT MAY THREATEN BIKER EVENTS: Don’t say we didn’t warn you. Just two months after the RAVE Act was passed by Congress, it has been used by the federal Drug Enforcement Administration (DEA) to intimidate the owners of a Billings, Montana, venue into canceling an event to raise funds to reform marijuana laws.

On the day the fundraiser was set to take place, on May 30, 2003, a Billings-based DEA agent presented the venue own-

Continued on page 4

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Continued from page 3

ers with a copy of the RAVE Act and warning them that they could face a fine of \$250,000 if illicit drugs were found in the premises. Rather than risk the possibility of enormous fines, the venue decided to cancel the event.

“This blatant intimidation by the DEA was obviously designed to shut down the marijuana reform fundraiser,” stated the Drug Policy Alliance, who has waged a national campaign to stop the RAVE Act because it feared just such abuses to shut down political events. “Unless the American people speak out against this attack on free speech, the DEA will be emboldened to use the law against other events they do not like, such as all-night dance parties, hip hop concerts, hemp festivals, and circuit parties.” Or biker events? Sponsored by Senator Joseph Biden (D-DE), the RAVE Act (also known as the Illicit Drug Anti-Proliferation Act) was first introduced last year, but proved so controversial that two of its original co-sponsors withdrew their support because they feared it would send innocent business owners to jail. Business owners collected over 20,000 signatures in opposition to the bill. Protests against it were held around the country and tens of thousands of voters urged their elected officials to oppose it. Controversy over the bill stalled it last year, but Senator Biden attached it to the popular “Amber Alert” bill without public debate or a vote of Congress earlier this year, and snuck it into law.

The RAVE Act expands federal law to make it easier to jail and imprison event organizers and property owners who fail to stop drug offenses from occurring on their property—even in cases when they take serious steps to reduce drug offenses. It applies to “any place”, including bars and nightclubs, hotels, apartment buildings, and homes. Legal experts warn that the law is so broad that it could be used to shut down not only raves and electronic music events, but also Hip Hop, rock, and country music concerts, sporting events, political protests, and any other event federal agents do not like. Such as biker events?

NAACP FILES DISCRIMINATION LAWSUIT OVER

BLACK BIKE WEEK: On May 20th, the NAACP and a group of 25 black motorcycle riders have filed suit against the city of Myrtle Beach, S.C., various businesses and law enforcement, accusing them of discrimination during Black Bike Week, the biggest African-American biker rally in the country. Plaintiffs say the event, held in South Carolina each Memorial Day weekend, has been marred by excessive police force, intrusive traffic laws and a hostility that flows from the shell-encrusted fringes of the Atlantic Ocean to the doors of the local Denny’s. “I’ve seen it myself,” said Craig Williams, a Baltimore police detective who is a rider. “When the white bikers come to Myrtle Beach, the town rolls out the red carpet. When the black riders come, they roll it right up.”

Each spring, Myrtle Beach plays host to two huge biker rallies, back to back; the predominantly white bike week, which has been going on for 63 years, is called Harley-Davidson

Week, the mostly black event is called the Atlantic Beach Bike Fest, or Black Bike Week, which began 20 years ago.

The gist of the legal action, filed in federal court in South Carolina, is that Myrtle Beach treats the two events differently.

The city’s response: they are different.

“Black Bike Week is rowdier, younger and much more crowded,” said Myrtle Beach Mayor Mark McBride, who has been an outspoken critic, frequently advocating the elimination of the event, but openly supporting “Harley Week.”

City officials say Black Bike Week is nearly twice the size of Harley Week (375,000 people compared with 200,000 last year). That is why, they say, they change the streets to a one-way system and employ 550 police officers, compared with 300 for Harley Week. Dennis Hayes, NAACP General Counsel, said: “The conduct of these public and private institutions that close down or implement one-time restrictive and oppressive rules simply because most of the visitors in Myrtle Beach over the Memorial Day Weekend are black cannot be tolerated. It is tragic and disheartening to see this type of blatant discrimination in the year 2003, nearly fifty years after the Supreme Court outlawed segregation in Brown vs. Board of Education and nearly forty years after Congress outlawed race discrimination in places of public accommodations.”

NEW TENNESSEE LAW ALLOWS RIDERS TO RUN

LIGHTS: Beginning July 1, Tennessee motorcyclists can legally run red lights—if they stop first and “exercise due care”—under a bill signed into law by Governor Phil Bredesen.

Motorcyclists had complained they were forced to wait excessive periods of time at stop lights because sensors that control the lights did not recognize motorcycles, which are now made mostly of aluminum and fiberglass, not metal.

For Nashville area resident and motorcyclist Steve Lundwall, the law can’t begin too soon.

“Sometimes, I put down the kickstand and just wait (at a stoplight),” said Lundwall, a business analyst in Nashville and state director of Concerned Motorcyclists of Tennessee.

His group helped push the bill through the Legislature.

Lundwall also serves on the board of directors for the National Coalition of Motorcyclists (NCOM), representing the southeast region of the country. But the new law isn’t as popular with the state’s law enforcement and transportation community, who say it will be difficult to enforce.

“It almost takes it out of our hands to write a ticket for motorcycles running a red light,” said Lt. Bob Lyons of Nashville’s Traffic Division. “How do we know if he’s been sitting there or not?”

Sgt. Jeff Keeter, a motorcycle officer in Nashville for six years, said he’s felt the frustration of being stuck at red lights but thinks the law may cause accidents. “We’ll have motorcycles trying to cross six lanes. ... Working traffic collisions, I don’t have much confidence in drivers or riders. I can’t believe this was even considered.” The governor signed the bill because “ultimately, the research did not show an increased safety risk,” Bredesen spokeswoman Lydia Lenker said. Senator Bill Clabough, R-Maryville, sponsored the legislation.

At least one other state, Minnesota, has passed a similar law, the model for Tennessee’s statute, said Wayne Shaub of Brentwood, legislative chairman for Concerned Motorcyclists of Tennessee.

Bill Moore, chief engineer with the Tennessee Department of Transportation, earlier told a Senate committee there could

be safety concerns. The Senate passed the bill 28-1 last month. But the Tennessee Department of Transportation did not take an official position on the bill and has not done in-depth research on it, TDOT Commissioner Gerald Nicely said.

Some senators, concerned the measure would give motorcyclists license to run red lights, added an amendment to tighten the law. It says bikers cannot use the law as a defense to run any red light they want by saying they believed the light was controlled by sensors that did not recognize their motorcycles.

NEBRASKA HELMET REPEAL PUT ON HOLD:

Motorcyclists who want to ride without a helmet will have to wait until at least next year, as Nebraska lawmakers decided to delay debate until January on a bill to remove the helmet requirement.

Bill sponsor Senator Adrian Smith said he wanted to get on to other issues before lawmakers. Opponents had been dragging out debate on Smith’s bill, and time was running short in the Legislature as they entered the 81st day of their 90-day session. Under the bill, motorcycle riders age 21 and over would no longer have to wear helmets.

Riders would have to attend a two-day training class in order to ride without a helmet. The bill will remain in the second of three rounds of debate. Governor Mike Johanns has said he would sign the bill into law should it pass.

MASSACHUSETTS PROMOTES RIDER SAFETY:

The Massachusetts Motorcycle Association (MMA) has brokered a deal with Massachusetts Turnpike Authority officials and the RMV, to put signs on toll booths at four major interchanges, “When changing lanes, check twice - save a life, motorcycles are everywhere.”

“What this means folks,” explains MMA Legislative Director Paul Cote, “is that every vehicle, car, truck, motorcycle, etc., that travels the Mass Pike through those four major interchanges will see the signs promoting motorcycle safety awareness... it’s estimated that one million travelers will see this message; and hopefully will promote more safety out the roadways!”

Also, neon signs will flash the same safety message on major highways, such as 93, 495, 128, and rte 1.

“The Massachusetts Highway and the Massachusetts Turnpike Authority didn’t just wake up one day last week and decide to publicize motorcycle safety and awareness,” says MMA Chairman Jimi Ricci, who also serves on the NCOM Board of Directors. “For the last 4 or 5 years, members of the MMA have been busting our butts trying to get these agencies to help us to try to promote motorcycle safety and awareness. One of our main goals in the last 5 years has been to try to reduce the number of accidents involving motorcycles here in Mass., and everywhere for that matter. We feel that this motorcycle safety and awareness program is finally starting to pay off for us riders.”

Ricci also advises riders to get involved in motorcycle safety by joining their local motorcyclists rights organization. “Now is the time to spend what amounts to the price of a T-shirt and help us save lives,” he says.

BIKERS BOYCOTT LAUGHLIN RUN: Members of the Arizona Confederation of Motorcycle Clubs, irked at security precautions such as checkpoints and a ban on wearing colors, boycotted the Laughlin River Run and held a “Screw Laughlin” run in Phoenix instead. A year after a deadly brawl, Laughlin, Nev., law enforcement agencies adopted extra pre-

Continued on page 5



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Continued from page 4

cautions for this year's event including increased patrols, checkpoints and a ban on colors. But many Arizona motorcyclists boycotted the River Run to protest what they view as civil rights infringements, reported The Arizona Republic newspaper. Pat "Pooh Bear" Conley, national president of Sober Riders and chairman of the confederation, said the boycott was organized so riders wouldn't be "subjected to the civil rights issues" in Laughlin. "We're throwing this run because of the discrimination displayed by the Laughlin businesses and police."

Even "Zipper" Hughes, vice president of the East Valley crew of Sober Riders, said the security checkpoints discriminate against bikers.

"If I showed up with 20 Cadillacs and guys in blue suits, they wouldn't do that," Hughes said.

Robert "Speedy" Lance, vice president of the Glendale Limey Riders club, said bikers

from Colorado, New Mexico, Utah, Texas and California attended the "Screw Laughlin"

ride, sponsored by Limey Riders, Sober Brothers, Sober Riders, Rough Riders and Desert Thunder motorcycle clubs, and the Modified Motorcycle Association of Arizona.

SWISS BIKERS PROTEST SPEED LIMITS: Thousands of bikers converged on the Swiss capital, Bern, to protest plans to limit bike speeds to 80kmh on the motorways. The country's biggest motorcyclist association, Pro Moto, organized the mass demonstration outside the government building.

Although the demonstration took place without bikes, the procession of bikers, making their way into Bern - at 80kmh - brought traffic around the city to a standstill. It was reported that over 35,000 motorcyclists came from all over the country to protest proposals from the Swiss Council for Accident Prevention (BFU) to reduce the number of deaths on the country's roads.

But the bikers argue than the plan would introduce technical alterations making it impossible to go any faster than 80kmh, would be discriminatory and make them the laughing stock abroad. They say they are not against moves to reduce the number of deaths on the road, which number 600 a year, 100 of which are motorcyclists, but Pro Moto says the country's 500,000 bikers just want to be granted the same treatment as other road users.

Pius Bruehlhart, a bike enthusiast, said if the measures go through, motorcycles could become an obstacle to other road users.

"Vision Zero would slow bikers down to the speed limit of a truck on the road and it's known that trucks are always about ten per cent over the limit, which would mean a truck would overtake a bike on the motorway," he said.

Other proposals causing concern are raising the age limit to

18 for motor scooters, tightening drunk-driving laws and reducing the speed limit on major roads to 70kmh. Pro Moto has already handed in a petition with more than 200,000 signatures urging the government to rethink Vision Zero, and some biker groups will be involved in the consultation process before the government reveals some firm proposals by the end of the year.

PENNSYLVANIA HELMET FREEDOM!: CONGRATULATIONS to ABATE of Pennsylvania and Keystone State motorcyclists, who scored a monumental victory over the Independence Day Weekend when Governor Edward G. Rendell signed a helmet law repeal on July 6, 2003, making Pennsylvania the 31st state to allow adult freedom of choice.

Effective September 4, 2003, riders 21 and older who have had a motorcycle license endorsement for at least two years, or have completed a motorcycle safety course, will have the freedom to decide when and where to wear a helmet. Passengers must wear a helmet if the operator is required to wear one.

"This was a classic example of grass roots activism," said an exuberant Charles Umbenhauer, ABATE's lobbyist. "We've been working at this for more than two decades, and it proves that patience and persistence pays off."

Earlier this year, on June 16, the State Senate approved Senator John Wozniak's helmet law modification bill, SB 259, by a vote of 29-20. Then, on July 1, the House of Representatives passed the measure by a vote of 118-79, sending the bill to the governor's desk.

Governor Rendell promised to sign the bill if it got to his desk, and he kept his word to the state's 700,000 motorcycle riders.

"This governor knows how to keep a promise," said Umbenhauer, referring to former governor Tom Ridge, now Secretary of Homeland Security, who vetoed a similar bill over a technicality in 1998, after publicly supporting ABATE's efforts to repeal the law.

ABATE is planning a celebratory ride on Saturday, September 6, 2003, forming on Commonwealth Avenue behind the state capitol in Harrisburg. Governor Rendell has been invited to do a ceremonial signing of the bill before the "Ride to Gettysburg," which will be the state's first helmets-optional ride in 35 years!

PITTSBURGH POLICE PROMPT HELMET REPLACEMENT: Pittsburgh police supervisors recently ordered all motorcycle officers off the streets and bought new helmets after mistakenly believing their helmets failed government safety tests. And they are standing by the decision, claiming enough questions were raised about

RIDERS FOR JUSTICE 5.
the old helmets to warrant replacement.

Assistant Chief Nathan Harper sidelined the 22-member squad after Sgt. Reyne Kacsuta told Harper she was concerned about the Bell Pro Police helmet model SD600V, the Pittsburgh Post-Gazette reported on March 10.

The problem began when an officer saw one of the helmets for sale at a police uniform store without a Department of Transportation sticker and began searching the Internet. The officer found a Web site run by the Massachusetts branch of the Alliance of Bikers Aimed Toward Education, a group opposed to mandatory helmet laws. The site contains a list of helmets that failed National Highway Traffic Safety Administration testing, including the 1998 Bell Pro Police SD600V.

Helmet makers test helmets themselves to ensure they comply with DOT standards, and the government may do its own testing. In 1998, the government tested four of the Bell models in question.

"There was one test result that didn't match up. That happens a lot," said Tim Hurd, a spokesman for the National Highway Traffic Safety Administration. "That doesn't mean it's failed the standard. It means we want to check up on it."

Bell told the government that out of 304 impacts on 38 helmets, one failed. The data satisfied the government that the helmet was safe.

Lt. Karen Dixon, who was in charge of investigating the helmets, maintains the helmet shouldn't be used by Pittsburgh police because of the impact failure.

GOVERNOR VETOES SOUTH CAROLINA RIDER ED
Continued on page 6

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BUDGET: One of Governor Mark Sanford's vetoes threatens a motorcycle safety course that saves lives in the state with the highest rate of motorcycle deaths in the country, the program's founder says.

Sanford's decision to eliminate \$118,675 in state funding "is a real shame," said Wayne Wilkes of Columbia PowerSports, who has overseen the program since its inception in 1990.

The \$118,675 that Sanford vetoed pays for three motorcycle safety classes at technical colleges around the state, Wilkes told Knight Ridder writer Aaron Gould Sheinin. Motorcycle dealers also donate \$120,000 a year in equipment, Wilkes said.

Created in 1990, the program originally was paid for by a grant through the Department of Transportation. The statewide program is overseen by Midlands Technical College with money from the S.C. Motorcycle Dealers Association and the state.

CANADIAN RIGHTS GROUP RAIDED BY POLICE: The Bikers Rights Organization (BRO) of Ontario recently had its monthly meeting stormed by heavily armed officers who stuck machine guns in the faces of members, allegedly over a false tip.

BRO is a registered non-profit group formed in 1982 that lobbies for bikers rights in the Canadian province.

But at their April meeting, about 30 law enforcement officers participated in the raid, roughed up BRO members and ransacked the meeting room, reports the August issue of Biker Magazine.

According to a newspaper article on Cnews, "Police got excited when they found an ammunition clip in a corner. Then police realized it belonged to them." No charges have been filed.

ORCHARD BEACH NOISE ORDINANCE AIMED TO CHANGE IMAGE: For decades, this Maine beach town has been known for honky-tonks and earsplitting Harleys. Now, officials want to put a lid on excessive noise and freewheeling drinking to make way for a family-friendly tourist town.

Critics complain that a bunch of do-gooders are trying to turn Old Orchard into something it isn't, wrote Clarke Canfield for the Associated Press on June 9. In recent years, the town has put the kibosh on cruising, dirty T-shirts, sidewalk display racks and loud concerts. "They're taking away your rights little by little," said Ron Hill as he stood outside a food stand near the town's seven-mile beach. May is the month when Old Orchard's storefronts, food stands, arcades and carnival rides that have lain dormant all winter come to life for the first onslaught of tourists. This May will also be remembered for the Town Council's decision to ban loud motorcycles and place a moratorium on new bars.

The noise ordinance not only prohibits motorcycles with altered mufflers but also makes it illegal for riders to rev their engines. \

It's not as if Old Orchard hasn't gone through change before. In the late 1800s, this was a highfalutin' summer hangout for the rich. That all changed in 1907, when a fire wiped out most of the town and destroyed 17 large hotels. When the town began rebuilding, car and motorcycle races took place on the beach, amusement rides went up and the foundation of the modern-day Old Orchard was established. Bars and B-grade motels proliferated, and over time the Lowbrow image has stuck and it became a vacation haven for blue-color tourists.

many from Canada. But since the late '70s, when public drinking was banned, the town has slowly made changes to upgrade its image. In the late 1980s, it installed tasteful brick sidewalks and Victorian-style streetlights on the main drag. Then came an ordinance prohibiting cars from cruising congested downtown streets.

But banning loud motorcycles? Wayne Dube, who rides a 1961 Harley with a "Bar Hog" vanity plate, said the town's weekly fireworks show and the train whistle on the new Amtrak train are equally noisy. Dube and his wife, who own the American Motorcycle shop, say it seems like some people want to turn Old Orchard into Kennebunkport, the well-heeled tourist retreat to the south. "It isn't going to happen," Robin Dube said.

HARLEY SIGNED BY GOVERNORS TO BENEFIT COLUMBIA FAMILIES: A 100th anniversary Road Glide signed by all 50 state governors and President Bush will be auctioned off later this year to benefit the families of astronauts killed in the space shuttle Columbia disaster.

The project is the brainchild of Idaho Governor Dirk Kempthorne and Barry McCahill, who works in public relations with the National Highway Traffic Safety Administration. With the help of Harley-Davidson, the governor's office contacted New York Myke of San Diego Harley-Davidson, and the plan began to come together.

Myke and his operations manager Fuzzy drove across the country for 50 hours straight with the bike to make it to the National Governors Meeting in Washington, D.C. in time to get all of the signatures.

"The President signed thinking it was a great idea," said Governor Kempthorne. "They were all so excited-they were affirming with each signature their support for the families. It's a gesture from the public of how much affection we have for our astronauts."

For more information about this bike, log onto the National Science Center website at <http://www.nscdiscovery.org/>

SENATOR CAMPBELL REVS UP ATTENTION TO SMALL MOTORCYCLE BUSINESSES: In a June 19 letter to the Environmental Protection Agency, U.S. Senator Ben Nighthorse Campbell (R-CO) urged the EPA to modify their proposed rule to tighten emission requirements for highway motorcycles by including a flexible implementation schedule.

"The flexible implementation schedule would ideally allow smaller motorcycle manufacturers more time to adjust to the rule in order to help them comply with the requirements, without going out of business," said Campbell. "Clean air should remain a national priority, yet we must be mindful of the unintended consequences that new rules can have on our small businesses."

Currently, six manufacturers (Honda, Harley-Davidson, Yamaha, Kawasaki, Suzuki and BMW) account for 95% of the U.S. motorcycle sales. Given their significant market presence and economies of scale, these companies are well positioned to incorporate new rules requiring production modifications, Campbell told the EPA. However, manufacturers of the remaining five percent of the motorcycle market are far less likely to meet more stringent requirements without significant and disproportionate market impacts.

The EPA intends to implement California-style emissions cutbacks in a two-phase plan beginning in 2006, resulting in an 80% reduction in motorcycle tailpipe emissions by 2010.

Stricter new limits will be established for hydrocarbons and



nitrogen oxides emitted by the engines, requiring motorcycle manufacturers to reduce emissions from a currently allowable 5 grams of Hydrocarbons per kilometer to 1.4 grams/km by 2006 and .8 grams by 2010. Nitrogen oxides, which are unregulated at this time, must also be reduced to 1.4 grams/km in 2006 and .8 grams/km by 2010.

It is widely speculated that new motorcycles will be required to use fuel injection on the intake and catalytic converters on the exhaust in order to comply with the tough new federal regulations, as well as altering cam timing and making other engine modifications, including liquid cooling.

As the federal EPA prepares to release their final rule, it's nice to know that we have friends in high places. Senator Campbell is a long time motorcycle enthusiast and is a member of the National Coalition of Motorcyclists Legislative Task Force (NCOM-LTF).

RIDING THE CAMPAIGN TRAIL: While Senator Ben Nighthorse Campbell may be the most visible motorcycling legislator, other politicians are climbing aboard.

During a recent meeting of Western governors in Missoula, MT, the star of the show was Idaho Governor Dirk Kempthorne, the former U.S. senator who could eventually be the president's pick to head the Environmental Protection Agency. Kempthorne is a polished politician, but here he was in a rumpled suit and unkempt hair. What was going on? All was revealed when Kempthorne took the podium and told the audience that he had ridden his Harley-Davidson up from Boise. Kempthorne apologized for his ruffled suit, explaining that his saddlebags didn't afford much room. The Republican even told how he'd pulled over to hear the birds chirp along the river. The image was Marlon Brando meets Marlin Perkins.

Montana Senator Max Baucus had a meeting in Glacier National Park to discuss the deteriorating condition of its Going-to-the-Sun Road. Baucus seemed to present the image that he was zooming to the rescue, federal checkbook in hand. Why? He arrived - you guessed it - revving the throttle of his Harley-Davidson motorcycle. And, yes, the Democrat did tip off the local TV stations before he rode into town.

Times have certainly changed since California's Senator George Murphy once called bikers "the lowest form of animal".

But Ben Long, a contributor to Writers on the Range, is apparently still stuck in the past. "Sure, senators want to look like regular guys, even though most of them are millionaires who wouldn't know a carburetor from a camshaft. Politicians make laws. Rebels break laws. Politicians and Harleys go together like thermal long johns on an August day in the Mojave. We know the mundane truth: Politicians spend their days behind desks, not behind handlebars."

JOURNALISM AT ITS WORST: "When Wisconsin repealed
Continued on page 7

its motorcycle helmet law in 1978, cynics saw it as a way of improving the human gene pool. Through Darwinian selection, stupid people who didn't wear helmets would die off and intelligent people who wore helmets would survive and multiply," writes Joel McNally in his article "It's Time to Put a Lid on Motorcycle Carnage," appearing in the July 22nd edition of The Journal Times in Milwaukee.

Following are some excerpts from his lengthy article, which can be viewed in its entirety at: http://www.journaltimes.com/articles/2003/07/22/opinion/iq_2362962.txt.

"Wearing a helmet is the single most effective way of reducing deaths and serious injuries among riders. State legislatures across the country have been following Wisconsin's example by listening to the crude, overweight biker lobbies that think rider safety is for wimps.

The name of the strongest state lobby against motorcycle helmets illustrates how a simple, intelligent safety measure can be demonized by a right-wing, anti-government, militia mentality.

The lobby is called ABATE, which stands for A Brotherhood Against Totalitarian Enactments.

The name implies that totalitarian governments such as the old Soviet Union used to oppress their citizens by making them walk around wearing motorcycle helmets... Thank God we live in the good, ol' USA where we have a Constitution guaranteeing the rights of motorcycle riders to scramble their brains across the pavement.

We realized the Marlboro Man wasn't a symbol of American freedom after he died of lung cancer and we found out he'd been damaging everybody else's health all those years with his second-hand smoke. It's time we realized motorcycle riders who aren't smart enough to put on helmets aren't free of anything but intelligence."

(About the author: Joel McNally is former editor of the Milwaukee alternative weekly Shepherd Express and appears weekly on the WMVS-TV public television show "Interchange." His e-mail address is: jmcnally@wi.rr.com)

BUYOU POLITICS: "We are just going to have to get inside people's lives and change their behavior," said former legislative auditor Dan Kyle in officially announcing his candidacy for state insurance commissioner on August 14, adding that Louisianians need to change their behavior to reduce insurance costs.

That includes banning all open containers of alcoholic beverage from vehicles, requiring all passengers to wear seat belts and require motorcycle riders to wear helmets.

While he differs with Governor Mike Foster over helmets, Kyle passed the litmus test for Foster's support: He will decline all contributions from people in the insurance industry.

Kyle dropped out of the governor's race because he couldn't raise enough money to run, but told the Lafayette Daily Advertiser that "people in the business community" have agreed to finance his race for insurance commissioner in an effort to hold down insurance costs.

Kyle said rates are based on costs and he has many ideas of how to reduce costs, including stronger DWI laws to lower the number of deaths from drunk driving.

STURGIS BOUND: Amongst a half million bikers, who'd notice one felon? Convicted Watergate figure G. Gordon Liddy set up shop in Sturgis, SD, for the annual motorcycle rally.



Liddy, 72, rode his 2003 Harley-Davidson 1,846 miles from the Washington, D.C., area to Sturgis, where he took part in book and calendar signings, a motorcycle ride from Mount Rushmore to the Buffalo Chip Campground, and he broadcast his daily radio show from the rally. In the nearby town of Deadwood, the mayor designated Monday as "G. Gordon Liddy Day" in the gambling town, and on Thursday, Governor Mike Rounds proclaimed August 7 as "G. Gordon Liddy Day" in South Dakota. Liddy served four years and four months in prison for his role in the 1972 break-in at Democratic Party headquarters at the Watergate.

THE GOVERNATOR: On August 7, actor and bodybuilder Arnold Schwarzenegger announced on the set of the Tonight Show with Jay Leno that he was running for Governor of California in the wake of a recall election aimed to unseat Governor Gray Davis.

Who can forget his thrilling ride on a Fat Boy in Terminator 2, which led to the T2:3D mega attraction at Universal Studios? The former Mr. Universe continues to be an avid motorcyclist and can frequently be found mixing with other riders at the Rock Store in the Santa Monica Mountains of Southern California.

Schwarzenegger has had past forays into the political arena. Two Indian Chief motorcycles used in making T3 were auctioned off to help fund California's Proposition 49 to increase state grants for before and after-school programs, which was sponsored by Schwarzenegger, and he also served as Chairman of the President's Council on Physical Fitness and Sports under President George Bush.

Could the Presinator be his next sequel? Unlike the rise of Ronald Reagan from Hollywood actor to Governor of California, to President of the United States, Arnold doesn't meet the qualifications because he is not a natural born citizen.

ILLINOIS GOVERNOR SIGNS MOTORCYCLE-FRIENDLY LEGISLATION: Governor Rod Blagojevich signed Public Act 093-0080 (HB-0123) into law on July 2nd to make it a violation to use or sell traffic signal preemption devices except by emergency vehicles, reports the Illinois Motorcyclist's Rights Association. The IMRA introduced an amendment which "does not prohibit use by motorcycles of electronic or magnetic safety devices designed to allow traffic control signal systems to recognize or detect motorcycles."

The amendment was created to protect use by motorcyclists of devices such as the "Green Light Trigger." These devices allow the magnetic loops used by traffic signals to recognize the presence of motorcycles. This has been an ongoing problem for many years and IMRA believes it is important to protect the use of these devices for the safety of motorcyclists.

The bill as originally drafted made no distinction between these and other devices manufactured with the intent of changing the actual pattern of the signal. It would have assessed heavy penalties to both the consumer and seller of such devices.

The bill, introduced by Representative Don Moffitt, passed unanimously through the House and Senate, and will take effect immediately.

ACLU DEFENDS DYKES ON BIKES PARADE: A group of lesbians trying to hold Orange County's second Dyke March say city leaders here have come up with a set of rules so onerous that they are trying to march them right out of town.

City officials told the Orange County Register that they have no problem with lesbians parading on their streets. But they say the Dyke March, led by Dykes on Bikes, will have to follow the permit process like any other group. This year's permit was granted by the city with 21 conditions, including restricting the number of motorcycles to 10 and requiring that all bikers attend safety training before the parade and provide their driver's licenses and proof of insurance. If police witness traffic violations, tickets could be mailed to the bikers.

"The conditions were clearly designated to make the process so complicated and so intimidating that we would just give up and go away. Well, we're not going away," said march organizer Lori Hutson.

The American Civil Liberties Union filed a lawsuit on behalf of the Dyke March in which they claim Costa Mesa is discouraging the group from holding what would be its second annual event on August 16 through its restrictions on motorcyclists, a requirement that organizers arrange for a \$1 million liability insurance policy, and that they put up a deposit of more than \$3,000 to pay for police.

The lawsuit filed in federal court in Santa Ana asks for a temporary restraining order to keep the city from imposing the restrictions, and contends that Costa Mesa's permit process is unconstitutional because it lets the city arbitrarily impose conditions that demonstrators must meet to receive a permit.

The ACLU said it has won fights against similar restrictions on gathering permits in Long Beach, San Luis Obispo, Santa Barbara and Santa Monica.

WEIRD NEWS OF THE MONTH: A naked motorcyclist wearing just a scarf, sunglasses and a pair of sandals crashed his bike after he was stung on the inner thigh by a bee. The 36-year-old, who had been driving to the swimming area at a German nudist colony, lost control of the bike as he swatted the insect away.

He fell on to the road, but escaped with just a shoulder injury and minor cuts and bruises. Police said they are considering pressing charges after the incident—as the man was not wearing a crash helmet.

The human race divides politically into those who want people to be controlled and those who have no such desire.
- ROBERT A. HEINLEIN

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News And Notes For the Politically Motivated Motorcyclists

<http://ama-cycle.org>

The National Association of Independent Insurers' (NAII) Kathleen Jensen, insurance services counsel and motorcycle committee liaison, said in a release dated July 25, 2003, "The increase in motorcycle ownership is leading many insurers to take a closer look at several factors affecting motorcycle insurance costs, including legislative developments."

This year there were mixed results in legislative efforts to keep costs down by enacting measures that would help reduce the number of accidents.

Tennessee lawmakers enacted legislation that will allow motorcycles to proceed through a red light when their motorcycle does not trigger the sensor that makes the traffic light turn green in their direction, provided they stop and look around carefully. Law enforcement officials and other traffic safety experts are concerned that this law increases the chances of intersection accidents.

Maine enacted a bill that requires drivers' education courses to include instruction on sharing the road with motorcycles. Kentucky established a Motorcycle Advisory Commission for Highway Safety to assist the Transportation Cabinet in ensuring that highway design, construction and maintenance policies and procedures consider the specific needs of motorcycles. "These measures will help reduce the number of accidents involving motorcycles and help contain costs," said Jensen.

Oregon and Virginia took steps to address the visibility of motorcycles. The Oregon legislation specifies that a motorcycle may not be equipped with more than three headlights and standardizes rear mounted lighting equipment. Motorcycles in Virginia will be required to have at least one brake light and red taillight plainly visible in clear weather from 500 feet.

"These bills were of note to the NAII Motorcycle Insurance Committee because they enable insurers to know what equipment is legally allowed when making cost-effective repairs on damaged motorcycles," added Jensen.

Go to www.insurancejournal.com/news/newswire/national/2003/07/25/30966.htm for more information.

The National Highway Traffic Safety Administration

(NHTSA) has launched a campaign of particular interest to motorcyclists. The program is intended to educate motorcyclists about the dangers of drinking and riding and now there are opportunities for State Motorcyclist Rights Organizations, Clubs and/or AMA Community Councils to obtain grant money for this important cause within their state or region.

In 2001, 41 percent of the fatally injured motorcycle riders were impaired, with blood alcohol content (BAC) of .08 g/dl or greater — the legal limit of impairment in many states. Impaired-riding issues were listed among the urgent recommendations of the National Agenda for Motorcycle Safety, a national plan that was developed by the motorcycling community in late 2000.

See Federal Register Notice / Vol. 68, No. 121 / Notices for complete information on how to apply for these grants and learn more about this program.

The Bush administration, warning that control of Western public lands could be hijacked by the "most litigious" special interest groups, is asking the US Supreme Court to overturn a lower court's ruling that the Bureau of Land Management (BLM) can be legally compelled to protect potential Utah wilderness areas from off-road-vehicle damage.

Groups representing motorized recreationists, (including the Blue Ribbon Coalition, Utah Shared Access Alliance and others) however, would like to see the high court overturn the 10th Circuit ruling.

A divided 10th Circuit Court of Appeals reversed a Utah judge's ruling in August 2002, finding that the BLM can indeed be sued over its day-to-day caretaking of wilderness study areas rather than only its final actions, a decision that Interior solicitors believe could significantly disrupt the abilities of BLM and US Forest Service officials to manage public lands without constant litigation.

The high court has yet to decide whether it will accept the case for review. A cross-section of environmental and recreation user groups as well as the state of Utah have joined as parties in the proceedings.

A New Hampshire Superior Court judge's ruling that state laws allowing people to ride all-terrain vehicles (ATVs) on privately donated tracts of land supercede local laws blocking the practice could have implications in many towns statewide where riders and residents are butting heads.

Although the ruling affirms the state law allowing landowners to open land to become part of the state Bureau of Trails system, towns can regulate hours of operation, placement of picnic, sanitary, parking or rest areas, whether to allow special events, the number of ATVs on the land at one time, and they can "ensure the orderly and safe flow of traffic in and around the property."

The precedent now has been set, and the Granite State ATV Association has been asked to the table by the selectmen to assist in the development of local ordinances that address the issues of concern. If they had lost this case it would have effectively closed the entire trail system to OHV use in New Hampshire. For more information visit <http://www.gsatva.org>.

The National Highway Traffic Safety Administration (NHTSA), through the Federal Register on July 25, has released its: Vehicle Safety Rulemaking and Supporting Research: Calendar Years 2003-2006.

Among other things the agency is considering undertaking a crash data collection effort that is jointly funded by the Offices of Traffic Injury Control, Applied Research, and Rulemaking. Various issues are being brought to the agency by means of petitions for rulemaking, interpretations and let-

ters requesting action regarding motorcycle designs and associated injuries. To respond to these requests (and to contribute to the international effort to further the state of knowledge of motorcycle safety), NHTSA claims they need research to assess literature to determine injury types and severity and to relate them to motorcycle design and operation.

To evaluate motorcycle braking standards, NHTSA will research and collect crash data and literature. Then, the agency will initiate rulemaking to update the standards. NHTSA is undertaking conspicuity research, and it published a Final Rule to reduce the minimum hand lever and foot pedal force for fade and water recovery tests in August 2001. The entire document is online at <http://www.nhtsa.dot.gov/cars/rules/rulings/PriorityPlan/FinalVeh/Index.html>

Wisconsin Senator Dave Zien, along with six other state Senators and seventeen state Representatives, have introduced S223. The bill relates to the reduction and recovery of damages and admissibility of evidence in civil actions related to use or nonuse of protective headgear by operators and passengers of motorcycles, all-terrain vehicles, and snowmobiles.

This bill prohibits the introduction of evidence of the use or nonuse of a helmet by a person, other than someone otherwise required to wear a helmet, who operates or is a passenger on a motorcycle, ATV, or snowmobile, in any civil action for personal injury or property damage, and does not reduce recovery for injuries or damages by the person's legal estate in any civil action.

The bill, however, specifically allows the introduction of such evidence in cases against the manufacturer or producer of a motorcycle helmet for any alleged defect of deficiency in the helmet's design or manufacture or in cases solely on the issue of whether a helmet contributed to the personal injury or property damage suffered by another person. The bill does not apply to any person required to use a helmet.

100 Lawmakers Support AMA's Call To End Biker Health Insurance Bias The American Motorcyclist Association (AMA) reports that its efforts, along with those of several other organizations, have resulted in more than 100 U.S. House members backing legislation that would ban health-insurance discrimination against motorcyclists, all-terrain vehicle riders and others.

The legislators have expressed their support for HR 1749 — The Health Care Parity for Legal Transportation and Recreational Activities Act of 2003 — which would bar health-care discrimination against those who take part in legal transportation and recreational activities such as motorcycling, ATV riding, snowmobiling, skiing or horseback riding.

U.S. Sens. Susan Collins (R-Maine) and Russ Feingold (D-Wis.) introduced similar legislation in the Senate: S 423.

The bi-partisan measures are in response to action taken by federal regulators that legalized health-insurance discrimination against riders.

In 1996, Congress passed the Health Insurance Portability and Accountability Act (HIPAA), which prohibits companies from denying access to employer-sponsored health insurance for motorcyclists and those who participate in other recreational activities. However, federal regulators created a loophole that allows the denial of benefits for injuries sustained while recreating.

"If the employer offers it, and riders pay for it, then they should get it," said Ed Moreland, AMA vice president for government relations.

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WHAT'S THE ROAR

The AMA has been able to gather the support of more than 100 lawmakers for the new legislation. But Moreland noted success can't be accomplished alone.

"We got a lot of help on this issue, which goes to show how motorcyclists can get things done when we band together," Moreland said. "ABATE of Wisconsin and ABATE of Ohio were particularly helpful."

Participants in the AMA's "Introduction to Washington" seminar also contributed to the effort, as well as members of the Mid-South MILE from Missouri, Kansas, Arkansas, Oklahoma and Texas.

Also among those involved in the effort to end health-insurance discrimination are the American Council of Snowmobile Associations, the American Horse Council, the Motorcycle Riders Foundation, and the National Ski Areas Association.

Riders and others who want to end this type of insurance discrimination are urged to send letters to their members of Congress asking them to support HR 1749 and S 423. An easy way to do this is to use the AMA Rapid Response Center at www.AMADirectlink.com.

U.S. representatives who support HR 1749 are: Rep Neil Abercrombie (D-Hawaii), Spencer Bachus (R-Ala.), Tammy Baldwin (D-Wis.), Roscoe Bartlett (R-Md.), Bob Beauprez (R-Colo.), John Boehner (R-Ohio), Mary Bono (R-Calif.), Leonard Boswell (D-Iowa), Michael Burgess (R-Texas), Ken Calvert (R-Calif.), Dave Camp (R-Mich.), Shelley Moore Capito (R-W.Va.), Julia Carson (D-Ind.), Donna Christensen (D-Va.), Tom Cole (R-Okla.), Jerry Costello (D-Ill.), Danny Davis (D-Ill.), Jo Ann Davis (R-Va.), Peter Deutsch (D-Fla.), Vernon Ehlers (R-Mich.), Lane Evans (D-Ill.), Bob Filner (D-Calif.), Harold Ford Jr. (D-Tenn.), Barney Frank (D-Mass.), Martin Frost (D-Texas), Virgil Goode Jr. (R-Va.), Bart Gordon (D-Tenn.), Same Graves (R-Mo.) and Mark Green (R-Wis.)

Also, Raul Grijalva (D-Ariz.), Luis Gutierrez (D-Ill.), Melissa Hart (R-Pa.), Maurice Hinchey (D-N.Y.), Tim Holden (D-Pa.), Henry Hyde (R-Ill.), Johnny Isakson (R-Ga.), Darrell Issa (R-Calif.), Sheila Jackson-Lee, Sheila (D-Texas), William Jenkins (R-Tenn.), Timothy Johnson (R-Ill.), Stephanie Tubbs Jones (D-Ohio), Walter Jones Jr. (R-N.C.), Mark Kennedy (R-Minn.), Dale Kildee (D-Mich.), Ron Kind (D-Wis.), Mark Steven Kirk (R-Ill.), Gerald Kleczka (D-Wis.), John Kline (R-Minn.), Ray LaHood (R-Ill.), Tom Latham (R-Iowa), Barbara Lee (D-Calif.), Ron Lewis (R-Ky.), William Lipinski (D-Ill.), Thaddeus McCotter (R-Mich.), Jim McDermott (D-Wash.), Mike McIntyre (D-N.C.), Michael Michaud (D-Maine), Candice Miller (R-Mich.), Alan Mollohan (D-W.Va.), James Moran (D-Va.), John Murtha (D-Pa.) and Marilyn Musgrave (R-Colo.)

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Emancipate This Helmet Incarcerated Country

The ETHIC letter Vol 1; Issue 1
June 20, 2003

Fellow freedom fighters,

The current alert from The National Highway Traffic Safety Administration (NHTSA) stating an alarming 50% increase in fatal motorcycle accidents since 1997 is a lie. Many of you may already be aware of that. What troubles me is, why we do not have a louder voice proclaiming this to be a false statement.

First I saw the alert on the Internet. Then I saw it in the newspapers, then television. Now, I see it being printed in Motorcycle Publications. I have yet to see anyone else stating it is not true.

NHTSA is basing their statement on statistics showing increased deaths per Vehicle Mile Traveled (VMT). The problem being, the source for the VMT is not accurate and statistically invalid. It is an estimate based on counting less than one percent of all vehicle traffic.

NHTSA gleans the VMT data from the (FHWA) Federal Highway Administrations VM-1 table. State DOT's are required to collect and submit this data to the FHWA. The collection methods are not regulated and State DOT's are not even required to submit motorcycle classifications. The primary reason this information is submitted is for calculating federal highway monies to the State governments. In collecting traffic counts the State DOT's are mostly concerned with road wear and traffic patterns. The data does not need to be highly accurate. The estimates can be made on as little as 0.2 percent of total traffic. This data was never intended to be used in determining public safety nor making decisions that effect live and death on public roads.

The VM-1 table says that in the year 2001 each motorcyclist in the United States traveled only 1,800 miles. I conducted a survey that showed less then 5 percent of motorcyclist ride under 2,000 miles per year. 72 percent traveled more than 5,000 miles per year, including 25 percent traveling over 10,000 miles per year. .

Why are the State estimates for motorcycle travel so inaccurate?

- Less than one percent of total road traffic is counted. Motorcycles make up only 2 percent of that total traffic, making the sampling rate for motorcycles statistically meaningless.
- Road sensors have a difficult time detecting motorcycles.
- Vehicle classifications (car, truck, motorcycle, etc.) are calculated from road counter hits using mathematical algorithms based on axle spacing. State DOT's are not required to use a specific algorithm. State DOT's are primarily interested in heavy truck traffic as they are

responsible for most of the wear on the roadways. Algorithms are tuned to detect heavy truck traffic, motorcycle counts are the lowest priority.

- State DOT's are not required to submit motorcycle classifications.
- Motorcyclists tend to follow the road less traveled. The scenic and twisty back roads that traffic counters are never placed on.

Using data from the latest NHTSA Traffic Safety Facts publication dated December 2002, if you look at actual recorded data like, number of accidents, number of deaths, and number of registered motorcycles, you will see that the deaths per accident has remained nearly flat for the period that NHTSA claims a dramatic rise. The number of motorcycle injury accidents has lowered. While the number of deaths compared with the number of registered motorcycles has had a widening gap since 1986. There are no alarming trends in motorcycle death rates. Motorcycle injury accident rates have been lower every year since 1997, a period in which 6 states have removed their mandatory helmet laws thus indicating that fewer motorcyclists are injured in accidents if they do not wear a helmet.

You will notice the only data that does not correlate is the VMT. From 1998 to 2001 the number of motorcycles on the road increased by more than 1 million (25% increase). Yet, NHTSA says ¾ billion fewer miles were traveled. Using this false data and comparing the number of deaths per Vehicle Mile Traveled it shows the huge increase that NHTSA is alerting about.

When I asked the Federal Highway Administration (FHWA) how over one million additional motorcycles could yield ¾ billion fewer miles traveled their response was "The 1800 mile/mc figure for 2001 is an anomaly which will be revised in the 2002 version to bring it more in line with the NHTS."

The NHTS (National Household Travel Survey) is a survey given through a joint effort between FHWA and the BTS (Bureau of Transportation Statistics). For the current survey out of 53,235 responses exactly 77 answered the motorcycle VMT question. A sample size of 77 out of the nearly 5 million motorcyclists in this country. This is the data that the Federal Highway Administration will use to determine the next publication of motorcycle VMT.

NHTSA knows this is a false manipulation of the data. When numerous recorded data sources show a decrease and one estimated source shows an increase you do not use the estimated data to make false statements.

Why did they choose to release the alert anyway? Notice the time period. 1997 was the year the federal motorcycle helmet law was removed. You can be sure NHTSA will use this false alert that is being broadcast and published everywhere to push for new federal and state helmet legislation.

We need to call NHTSA on this false statement and we need to do it loudly and quickly.

FTW,
Stroker

"Everyone wants to live at the expense of the state. They forget that the state wants to live at the expense of everyone" - Frederic Bastiat

"The men the American people admire most extravagantly are the most daring liars; the men they detest most violently are those who try to tell them the truth." - H.L. Mencken

"The beauty of the second amendment is that it will not be needed until they try to take it." - Thomas Jefferson

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Bits and Picks From the West VP**Carl Dodson**

Well the riding season is just about over and its time to get back to working on our rights, at least what is left of them. I wish this finds everybody having a safe summer riding season. The only thing that I heard was that Dink Daves, a RFJ member in Norwood Co, hit a deer and Dink is ok, but his ride is history.

Our first meeting of this season will be on Sept. 10 at the Eagles Hall, and there will be the matter of a fall camp out that I know of. If anybody has any new ideas, come and run them by us.

I had a good ride this summer and wished that there was more time left for another one, but the snow balls are just around the corner.

Gateway was a success and everybody had fun. I want to thanks everyone that helped put the camp-out together, all the hard work making it possible.

Just a short note, going to close for now. Bring a friend to the meeting

AMA URGES SOUTH DAKOTA OFFICIALS TO SEEK JUSTICE IN JANKLOW CASE

PICKERINGTON, OHIO—The American Motorcyclist Association (AMA) is calling on motorcyclists nationwide to contact South Dakota Gov. Mike Rounds and South Dakota Attorney General Larry Long, and to urge them to seek justice in the case of U.S. Rep. Bill Janklow (R-S.D.), who was involved in a collision that took the life of a motorcyclist last Saturday.

On August 16, motorcyclist Randolph Scott of Hardwick, Minn., was killed in a collision with a car driven by Janklow. The fatal accident took place at the intersection of two county roads in eastern South Dakota where, according to reports, Janklow ran a stop sign while traveling 70mph to 75mph, resulting in the crash that took Scott's life.

Using AMA Rapid Response, motorcyclists and other concerned citizens can send an e-mail message directly to South Dakota officials. AMA Rapid Response, which allows users to contact lawmakers, government officials and the media with the click of a button, is available on the Association's website, AMADirectlink.com.

End Federal Gas Tax, Bring Highway Programs Home

News from ColoradoSenate.com

Denver—The state Senate wants the federal government to return all responsibility for highways to the state by allowing

Colorado to retain federal fuel tax revenues. The tax of 18.4 cents per gallon of fuel collected within the state is unfairly distributed by the federal government and is often used inefficiently and irresponsibly, according to Senate Joint Resolution 42, which was adopted on April 24, 2003.

The tax funds the Federal Highway Administration, which was formed in 1956 to build the interstate highway system. That system was completed by the mid-1980s.

"Highways and most other transportation problems are local and regional issues, and the state and local governments can address those problems much quicker than a Washington, D.C., bureaucracy," said Sen. Ron May, R-Colorado Springs, the Senate sponsor of the resolution. "Plus, citizens can hold local governments and agencies accountable for the fiscal responsibility of any project. That means better use of tax dollars paid by Coloradans and put to use for Coloradans."

The resolution also denounces the federal blackmail imposed upon the states by the federal government that forces states to comply with federal mandates. A copy of the resolution will be sent to each member of Colorado's Congressional delegation. It passed on a 22-13 vote.

"Our highway dollars always come back smaller after the round trip to Washington, and the interstate system that once justified the trip has long since been finished," said Senate President John Andrews, R-Centennial. "It's time to end this pointless tax and put each state's roads in their own control."

Sen. May added: "This resolution is demanding that Colorado taxpayers get a fair return on what they invest into the transportation infrastructure. Colorado drivers pay a tax when they put gas into their vehicles. Why shouldn't that money stay in Colorado?"

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It all came into perspective. Now I understand what all those "service" agencies are doing to us...

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